PLANNING & ZONING COMMISSION

Dennis Wilson
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 **June 25, 2025**	**7:00 PM**	**Council Chambers** **206 E Third Street**

PACKET AMENDED

WELCOME AND ATTENDANCE

REGULAR AGENDA

1. **Approval of Minutes from April 9, 2025 (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. **Public Hearing: Proposal for a Major Planned Unit Development (PUD) Amendment and a Preliminary Subdivision Replat of the Woodbury 1st Addition Subdivision, Generally Located North of Slonaker Drive, East of Arborcrest Road, and South of Trail Road within the City of Moscow. Permit Applications LUP2025-0015 and LUP2025-0016 (ACTION ITEM)**
   1. Proposed Major Planned Unit Development (PUD) Amendment of the existing 21.73-acre Woodbury 1st Addition Subdivision to increase the number of lots from 79 to 107, ranging from 715 square feet to 22,215 square feet in size.
   2. Proposed Preliminary Replat of a 12.27-acre portion of the existing Woodbury 1st Addition Subdivision to create 81 lots from the existing 52 lots. The proposed lots range from 715 square feet to 8,339 square feet in size and the proposal is referred to as the Woodbury 1st Addition Replat. The proposed Replat would increase the total number of lots in the Woodbury 1st Addition Subdivision from 79 to 107.

   PROPOSED ACTIONS: After conducting the public hearing and upon consideration of testimony received:
      1. Recommend approval of the proposed Major Planned Unit Development Amendment with no conditions; or recommend approval of the proposed Major Planned Unit Development Amendment with conditions; or recommend denial of the proposed Major Planned Unit Development Amendment; or take such other action deemed appropriate.
      2. Recommend approval of the proposed Preliminary Replat with conditions; or recommend approval of the proposed Preliminary Replat with no conditions; or

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recommend denial of the proposed Preliminary Replat; or take such other action deemed appropriate.

3. In accordance with the Commission's decision on the Major Planned Unit Development Amendment and Preliminary Replat, direct staff to prepare the Relevant Criteria and Standards documents.

4. **Approval of Reasoned Statement of Relevant Criteria and Standards (ACTION ITEM)**
   Conditional Use Permit to allow Recreational Vehicle (RV) spaces within an existing manufactured home park located at 1751 N Polk Extension, within the Multiple Family Residential (R-4) Zoning District per Moscow City Code 4-3-4.
   PROPOSED ACTIONS: Review the draft Relevant Criteria and Standards document and approve; or approve the document with modifications; or provide Staff further direction as deemed necessary.

REPORTS

1. Transportation Commission meeting report.

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS

The next Planning & Zoning Commission regular meeting is scheduled for July 9, 2025.

ADJOURN

PACKET AMENDED

AMENDMENT ON JUNE 24, 2025:
PAGES 33 AND 34 ADDED
PAGES 417-420 AMENDED

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PLANNING & ZONING COMMISSION

Dennis Wilson
Commission Chair
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Regular Meeting
~Minutes~

Mike Ray
Staff Liaison
208.883.7008

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

Wednesday **April 9, 2025**	**7:00 PM**	**Council Chambers** **206 E Third Street**

Wilson called the meeting to order at 6:59 PM

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

REGULAR AGENDA

1. Approval of Minutes from March 26, 2025 (ACTION ITEM)
Seever moved for approval of the minutes as written, seconded by Scott. Roll Call Vote; Ayes: Hamilton, Mize, Reese, Scott, Seever (5). Nays: None. Abstentions: Beebe, Wilson (2). 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: Conditional Use Permit to Allow a Proposed RV Park at 1751 N Polk Extension. LUP2025-0003 (ACTION ITEM)
Conditional Use Permit to allow Recreational Vehicle (RV) spaces within an existing manufactured home park located at 1751 N Polk Extension, within the Multiple Family Residential (R-4) Zoning District per Moscow City Code 4-3-4.
Ray presented the RV Park Conditional Use Permit (CUP) as described above and recommended approval with no conditions. There was a conversation about foundation requirements for manufactured and mobile homes. It is not required to hold a Neighborhood Meeting for a Conditional Use Permit application.

Public Hearing opened at 07:10M

Steve Brearley, (applicant's representative), Moscow, explained that the applicant desires to add an option for tiny homes to the park. There was a conversation about how a tiny home is designated in code.

Public Hearing closed at 07:13 PM

Scott moved to approve the Conditional Use Permit for Bel-Air Mobile Home Park to allow RVs and directed Staff to prepare the draft Relevant Criteria and Standards and waive the final plan review. The motion was seconded by Beebe. Roll Call Vote; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

DRAFT

REPORTS
1. Transportation Commission meeting report.
The April 10th, 2025 meeting of the Transportation Commission was cancelled.

ANNOUNCEMENTS
There was a short discussion regarding continuing education materials handed out in January.

UPCOMING EVENTS/MEETINGS
The next Planning & Zoning Commission regular meeting is scheduled for April 23, 2025.
The next meeting will be cancelled.

Wilson declared the meeting adjourned at 7:16 PM

_____ _____
Dennis Wilson, Chair Date

DRAFT

COMMUNITY DEVELOPMENT DEPARTMENT
STAFF REPORT

HEARING DATE: June 25, 2025

GENERAL INFORMATION

Hearing Body: Planning and Zoning Commission

Subject: Proposal for a Major Planned Unit Development (PUD) Amendment and a Preliminary Subdivision Replat of the Woodbury Subdivision, Generally Located North of Slonaker Drive, East of Arborcrest Road, and South of Trail Road within the City of Moscow. Permit Applications LUP2025-0015 and LUP2025-0016.

Attachments:

1. Notice of Public Hearing
2. Legal Descriptions
3. Planned Unit Development Application
4. Planned Unit Development Materials
5. Preliminary Plat Application
6. Preliminary Plat
7. Neighborhood Meeting Materials
8. Previously Approved Materials

Prepared by: Mike Ray, AICP – Planning Manager

STAFF REVIEW

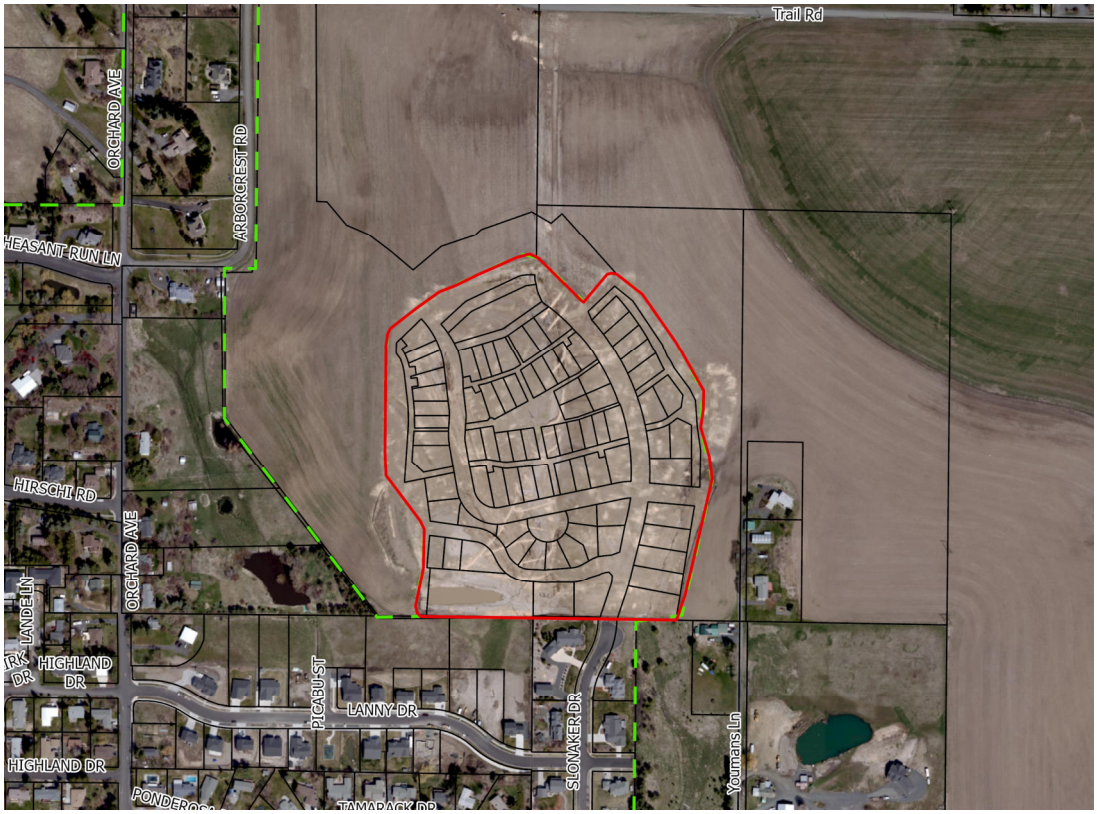
Proposal: The applicant, Wintz Company, LLC, is proposing a Major Planned Unit Development (PUD) Amendment of the existing 21.73-acre Woodbury 1st Addition Subdivision to increase the number of lots from 79 to 107, ranging from 715 square feet to 22,215 square feet in size. Also included in the proposal is the proposed Preliminary Replat of a 12.27-acre portion of the existing Woodbury 1st Addition Subdivision to create 81 lots from the existing 52 lots. The proposed lots range from 715 square feet to 8,339 square feet in size and the proposal is referred to as the Woodbury 1st Addition Replat. The proposed Replat would increase the total number of lots in the Woodbury 1st Addition Subdivision from 79 to 107.

Background: On September 20, 2021, the Moscow City Council approved the annexation, Comprehensive Plan land use designation, zoning designation, and PUD for the Woodbury 1st Addition with no conditions. The Council approved the preliminary plat for the Woodbury 1st Addition with the following three conditions recommended by the Planning and Zoning Commission:

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.

Woodbury 1st Addition received final plat and final PUD approval from the City Council on October 17, 2022. The development includes 79 lots ranging from 3,823 to 16,321 square feet in size and is the first phase of a master-planned subdivision that has a new urbanist design. Slonaker Drive has been extended into the subdivision and the infrastructure for the first phase of the subdivision has been constructed which includes Woodbury Drive and Picotee Circle. There are currently approximately 15 single-family homes that are under various stages of construction. Per the conditions of approval, improvements to Mountain View Road including road widening, curb, gutter, tree lawns, sidewalks, and a left turn lane onto Slonaker Drive were constructed in 2024.

Site and Area Land Use: The subject property is surrounded by primarily agricultural land to the west, north, and east. Single family subdivisions within Moscow City Limits are located to the south and include Picabu Estates, Blackwood 1st Addition, and Evergreen Hills Subdivisions to the south.



Vicinity Map

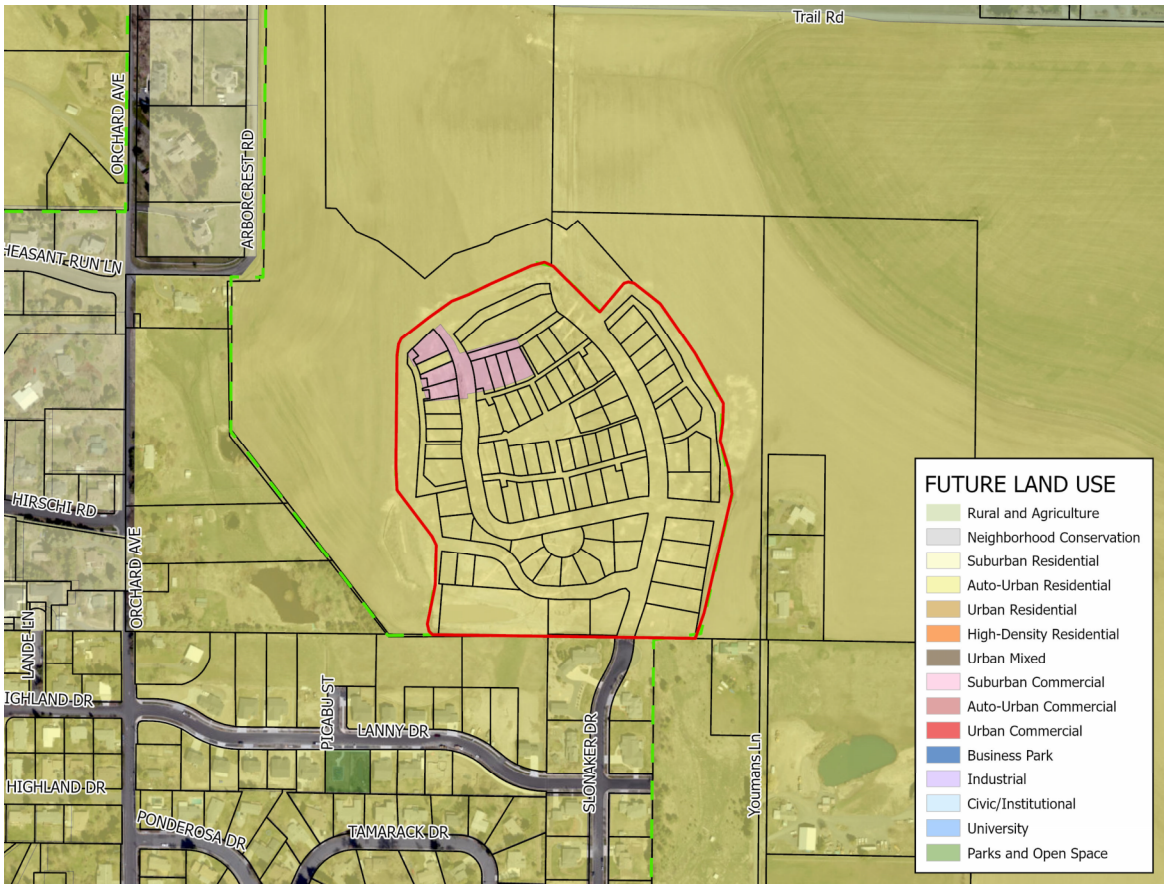
Aerial of Subject Property

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

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

Suburban Commercial designated areas are intended to,

> *"provide local and neighborhood commercial services in a manner that is compatible within a residential neighborhood environment. Lands appropriate for this designation include areas in close proximity to higher-density residential development and intersections of designated collector or arterial streets near residential development. Developments within these designated areas should include additional building scale and design standards (e.g., roof shape and materials, building height, setbacks, lighting, signage, etc., coupled with increased buffer yard requirements would better ensure compatibility). Developments within Suburban Commercial designated areas should limit the floor area ratios and require greater landscaping. Suburban Commercial designated areas are most appropriately zoned Neighborhood Business (NB)."*



Current Comprehensive Plan Land Use Designations

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

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

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

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

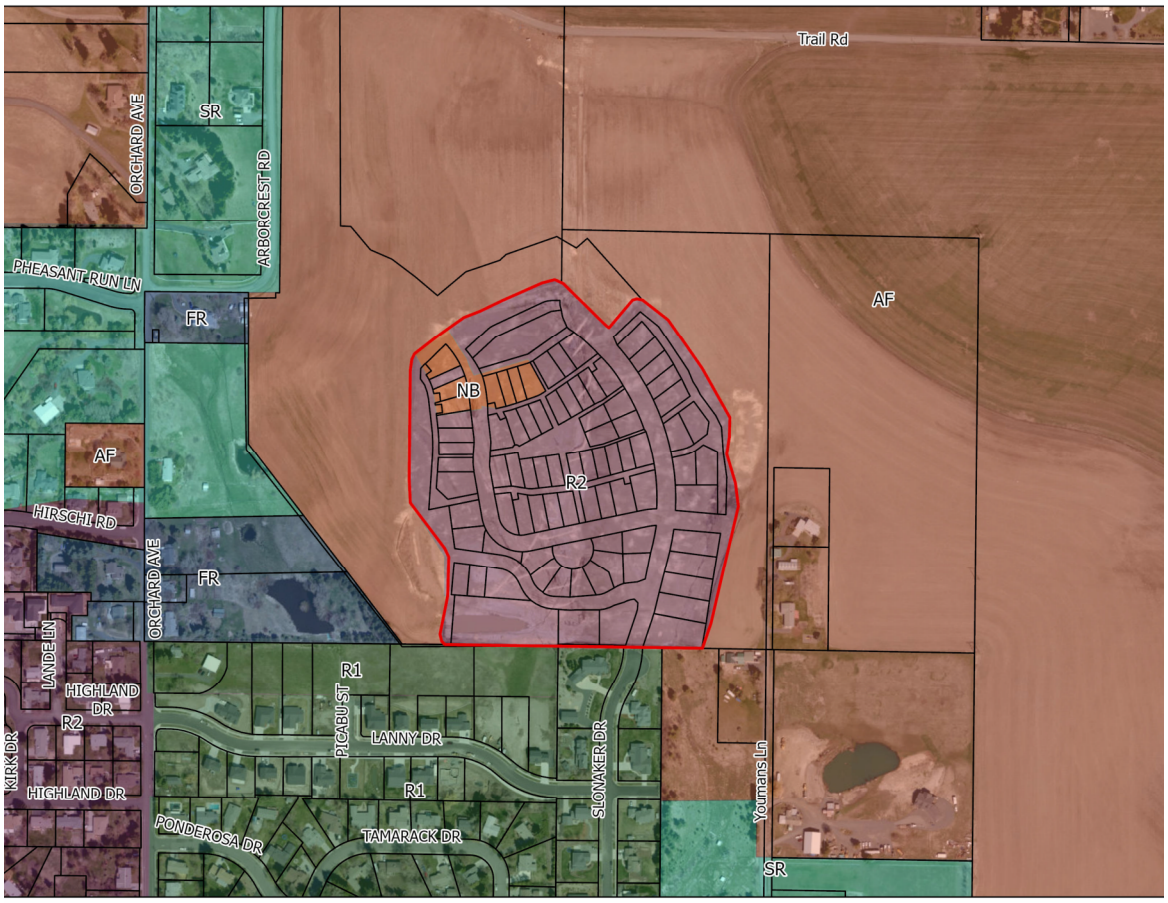
The minimum lot size for lots within the R-2 Zone is 7,000 sf and the minimum lot width is 60 feet (50 feet for lots with alley access). Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 5 feet but both sides must equal 15 feet, street side setbacks are 15 feet, and rear setbacks are 20 feet. Maximum building height within the R-2 Zone is 35 feet.

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

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

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

The minimum lot size for single-family, two-family, and multi-family dwellings parcels within the NB Zone is 5,000 sf or 800 sf per dwelling unit, whichever is greater. Townhouse dwellings have a minimum lot size of 1,800 sf and twinhome dwellings require 2,250 square feet. The minimum lot width for single-family, two-family, and multi-family dwellings is 50 feet, 18 feet for townhouses, and 25 feet for twinhomes. Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 10 feet, street side setbacks are 10 feet, and rear setbacks are 20 feet. Maximum building height within the NB Zone is 40 feet.



Existing Zoning

Preliminary Plat and PUD: The existing Woodbury 1st Addition subdivision and PUD includes 79 lots ranging from 3,823 to 16,321 square feet in size and is the first phase of a master-planned subdivision that has a new urbanist design. The entire property that the owner wishes to develop is approximately 82 acres in size and extends from Slonaker Drive to the south, Arborcrest Road to the west, Trail Road to the north, and slightly to the east of Youmans Lane to the east. The entire concept is a master-planned community that includes a number of small neighborhoods that are linked by a combination of City and private streets. The community includes rear loaded garages, front porches, tree-lined streets, and a walkway system that will connect a number of small linear parks. Each home in the neighborhood is proposed to be unique, but also be of the same architectural style.

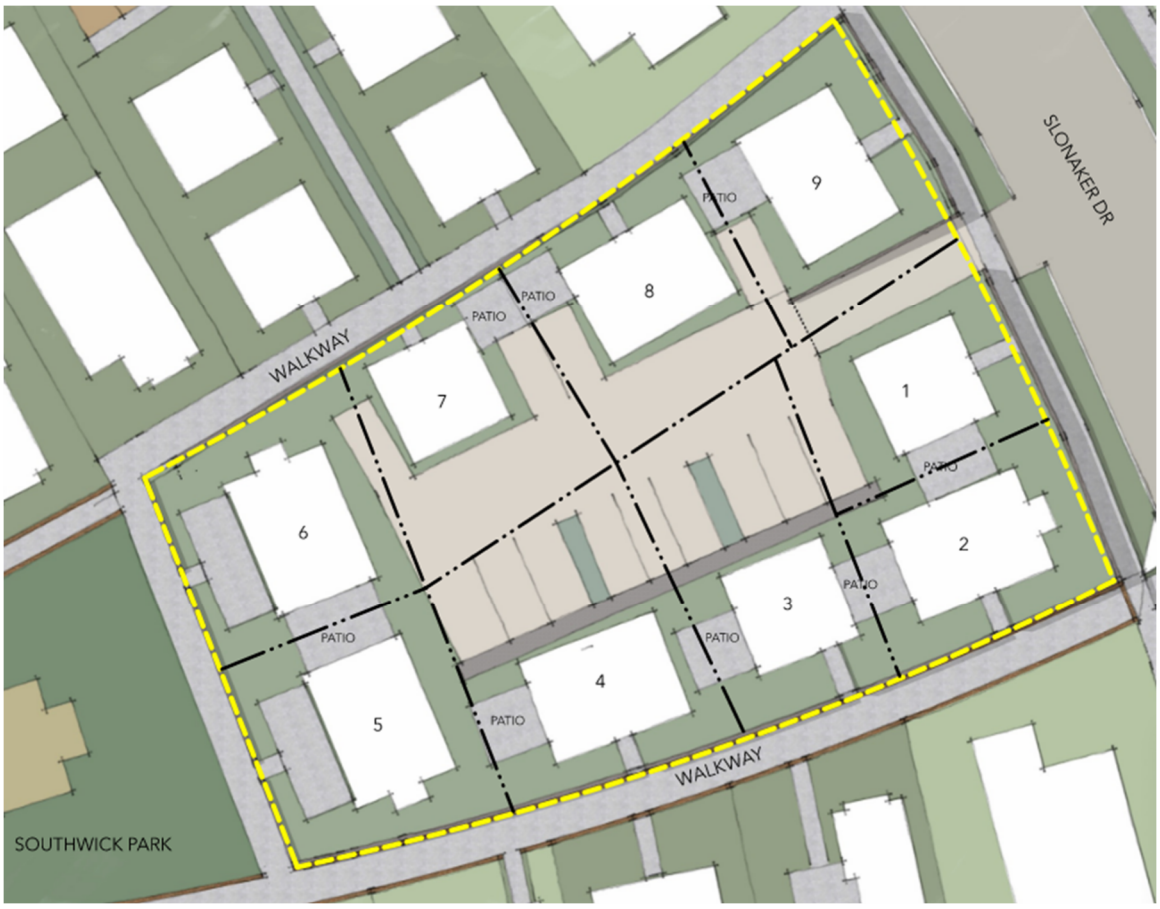
There are four types of lots within the existing PUD: Village; Cottage; Garden; and Estate Lots. The Village lots are those that surround the Center Park and include the Neighborhood Business zoned lots. The Cottage lots are clustered in neighborhoods that surround the Village center. Garden lots are larger in size and surround the cottage neighborhoods. The Estate lots are the largest lots which are located on the perimeter of the development and are the only lots that don't have rear access via a private street. The applicant has previously submitted a table which details specific requirements for the four

lot types. Average lot sizes, average lot widths, setback requirements, and sample building plans are all included within the current PUD materials.

The applicant has indicated that they wish to make some changes to the existing subdivision and PUD in order to construct houses which are more affordable. One way of doing that without affecting quality is to decrease the size of the lots, decrease the size of the dwellings which are constructed upon the lots, and allow for a variety of housing types. Therefore, the applicant is proposing a major PUD amendment to increase the number of lots from 79 to 107. As part of the major PUD amendment, the applicant is proposing to replat a 12.27-acre portion of the existing Woodbury 1st Addition Subdivision which currently contains 52 lots. The replat proposal will increase the number of lots within the replat area to 81 lots, for a total of 107 in the entire subdivision.

The areas of the existing PUD where changes are being proposed are primarily near the core of the development surrounding the central park area. The map above shows the various areas all shaded in different colors. Starting to the east with what is being referred to as Southwick Court, the proposal is to divide the existing four lots into nine lots which each contain one detached single family dwelling. There are proposed to be three dwellings which are 1,152 sf in size and contain one bedroom and six dwellings which are 1,536 sf in size and contain three bedrooms. All of the dwellings in Southwick are proposed to be two stories in height and will surround a common parking area. Front setbacks are proposed to be 5 feet if facing Slonaker and 2 feet if facing the common walkway. Side and rear setbacks are proposed to be 5 feet, and there is proposed to be 10 feet of separation between dwellings. Thirteen parking spaces are proposed which provides one parking space per dwelling and four additional spaces to be assigned. This equates to 1.5 parking spaces per

dwelling unit, which would be a deviation from the current code requirements of 2 parking spaces per single family dwelling. Given the proposed small size of the dwellings, staff would support the proposed requirement of 1.5 spaces per dwelling.



Southwick Court

The next area of proposed changes is being referred to as The Willows and the proposal is to divide two existing lots into four lots. There is proposed to be one detached two-story dwelling of 1,152 sf in size containing one bedroom on each of the four lots. There is proposed to be 8 parking spaces which are accessed via Cottage Lane. This would allow for 2 parking spaces per dwelling unit.

The Willows

The next area of the project where changes are being proposed is located between Cottage Lane and Park Place on a portion of the lots which surround the Central Park. This area is being referred to as the Central Park Townhomes and the proposal is to divide approximately 7 lots into 14 lots. There is proposed to be 8 larger townhouse units which each share a common wall with another dwelling unit. Essentially these eight townhouses are four twinhomes per the current definitions in the Zoning Code, but are being referred to as townhouses. Each townhouse unit contains two to three bedrooms and will range from 2-3 stories in height. The 4 townhomes on the west side of the walkway have 4 small homes or what the applicant is referring to as "mews" which will face Cottage Lane. The townhouses are approximately 2,160 sf in size and the "mews" are approximately 1,000 sf in size. The 4 townhomes and "mews" on the west side of the walkway will all have one off-street parking space and these 8 lots are located within the Neighborhood Business (NB) Zone.

The 4 townhomes on the east side of the walking path have backyards with two car garages. Two additional "mews" are located along the walkway running from Cottage Lane to Park

Place. The 2 “mews” will each have one parking space and the 4 townhouses each have 2-car garages.

Central Park Townhomes

The remainder of the Neighborhood Business (NB) zoned lots adjacent to Woodbury Drive are also proposed to be further divided from approximately 6 lots to 14 lots. The applicant is referring to this area of the development as the Town Center and has redesigned these wider lots into narrower storefront lots intended to resemble 1890’s downtown facades with two to three story buildings which share common walls. The applicant has indicated that the division of the larger lots into smaller ones will allow for the buildings to be separated into fee simple ownership and less expensive to develop. The existing lots were approved to allow any use that the NB Zone would permit and whatever structure would fit within the parameters of the PUD and NB Zone. There was not any detail provided on the type of structure or use which would be constructed on these NB lots. The applicant has now provided more detail on the type of structure that will be built and what uses will be targeted for the Town Center lots, which would consist of retail or offices on the ground floor with offices or dwelling units above. The number of dwellings units would need to comply with the base density requirements of the PUD, which are discussed later in this staff report.

There are currently 18 off-street parking spaces shown on the Town Center lots. The applicant is proposing that each dwelling unit that is constructed have one dedicated off-street parking space in these locations. In order to gauge the need for off-street parking for the buildings and uses constructed within the Town Center, the applicant is proposing 41 temporary parking spaces which are proposed to be constructed directly adjacent to

Rosemary Lane. Rosemary Lane is the north/south private street which provides rear access to the Town Center lots on the west side of Woodbury Drive.

Town Center

The last area of proposed changes is located on Woodbury Drive directly south of the Town Center. Cottage Lane will now be extended across Woodbury Drive to connect to Rosemary Lane, which will separate the Town Center lots from the area being referred to as Woodbury Drive Townhomes, Recreation, and Cottages. The existing four lots in this area are proposed to be divided into four attached townhomes, a recreation lot where an indoor pickleball court would be constructed, and two attached cottages. The townhouses are proposed to be similar to the Central Park townhouse units which contain two to three bedrooms and will range from 2-3 stories in height. The applicant has provided 7 off-street parking spaces to serve the 4 townhouses being proposed in this area. The two cottages will be similar to the 24 ft by 24 ft cottages which are being proposed in Southwick Court and there will be 3 off-street parking spaces provided for the two cottages. The indoor pickleball court property has provided 4 public off-street parking spaces.

Encroachments

The applicant is not proposing any change to the existing allowance of architectural projections such as bay windows, porches, and eaves which are able to encroach 3 feet into the front and street side setbacks.

Fencing

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

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

PUD Base Density

The minimum PUD base density of the R-2 Zone is 4.8 dwelling units per acre and the base density of the NB Zone is 24 dwelling units per acre. The proposed PUD has a density of 4.13 units per acre within the R-2 Zone, therefore no density bonuses are required. There

is 1.18 acres of NB zoned land which equates to a base density of 28 dwelling units. The applicant has proposed 21 lots within the NB Zone, which are limited to a total of 28 dwelling units unless a density bonus is proposed as part of a future amendment.

Parking

The applicant has provided an on-street and off-street parking space count as part of their parking plan. On-street parking is provided on both sides of the Slonaker Drive and on one side of Woodbury Drive, Park Place, and Ashton Lane. The applicant has estimated the number of on-street parking spaces at 130 in this first phase. The public off-street parking spaces are proposed to be reduced to 17 from the 25 that were approved in the existing PUD. However, the applicant is proposing to construct 41 temporary parking spaces adjacent to Rosemary Lane in order to provide public parking for the Town Center lots, which will monitored for usage with the goal of increasing, sustaining, or reducing off-street parking in future phases. Staff is comfortable with this approach, as it will provide a gauge of the actual parking demand in the area and more off-street parking facilities could be recommended to be constructed in future phases of the development.

Accessory Dwelling Units (ADU's)

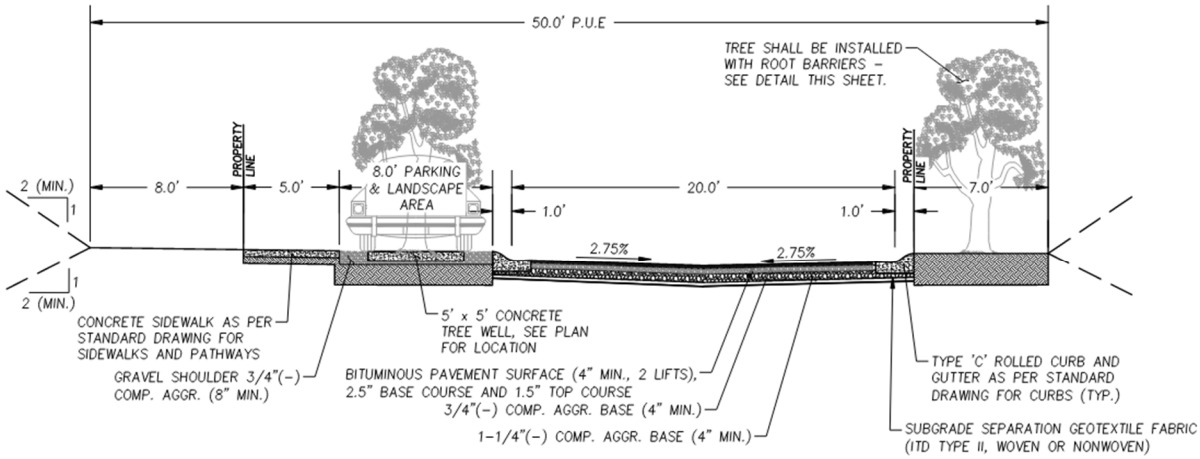
ADU's will remain permitted on all lots as long as setbacks can be met. Upon the Village, Cottage, and Estate lots, ADU's may be placed above a one, two, or three car garage or carport and have a maximum floor area of 750 square feet. On Garden lots the ADU may be placed above a garage or carport, or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

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

Slonaker Drive is a public local neighborhood street that connects to Lanny Lane which is designated as a collector and Mountain View Road which is designated as a minor arterial. Slonaker Drive is developed to a prior City street standard which is a 34-foot-wide paved section with two 10-foot travel lanes, curb, gutter, tree lawns, sidewalks and on-street parking on both sides of the street. The older street section on Slonaker Drive has been extended through the existing subdivision, except for the tree lawn width which was reduced from 8.5 feet to 7 feet.

The only other public streets within the existing subdivision are Woodbury Drive and Ashton Lane. Woodbury Drive is constructed to the 28-foot paved street section 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 and the tree lawn width has been reduced from 10 feet to 7 feet on Woodbury Drive. Ashton Lane is currently proposed to be one-way and include 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 applicant is proposing that Ashton Lane now be a private street and allow for two-way traffic with parking on one side of the street. The on-street parking would be accessed via a rolled curb and would be surfaced with compact gravel with street trees placed approximately 60 feet apart. Staff was initially concerned with the raised gravel on-street parking spaces since the gravel could migrate into the City's stormwater system, but the applicant has alleviated those concerns by agreeing to provide private catch basins at the south side of the street and slope the street to the south. Since the street would be private, the applicant would be responsible for all maintenance and snow removal.



ASHTON LANE ROAD SECTION

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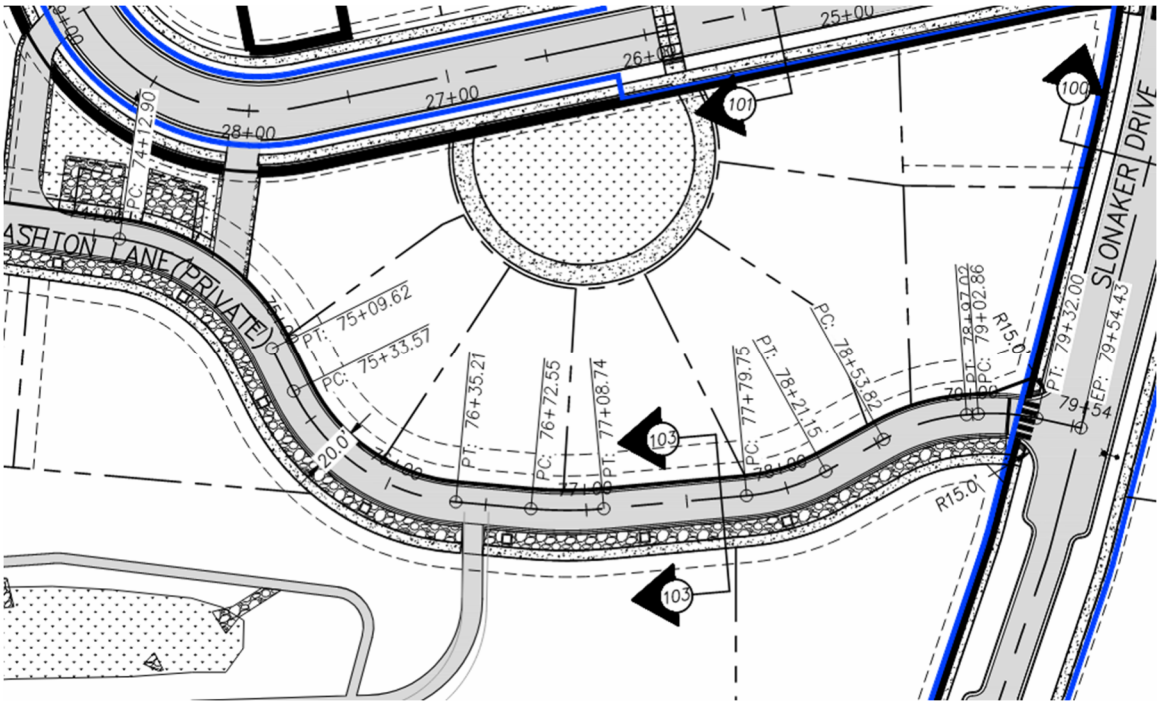
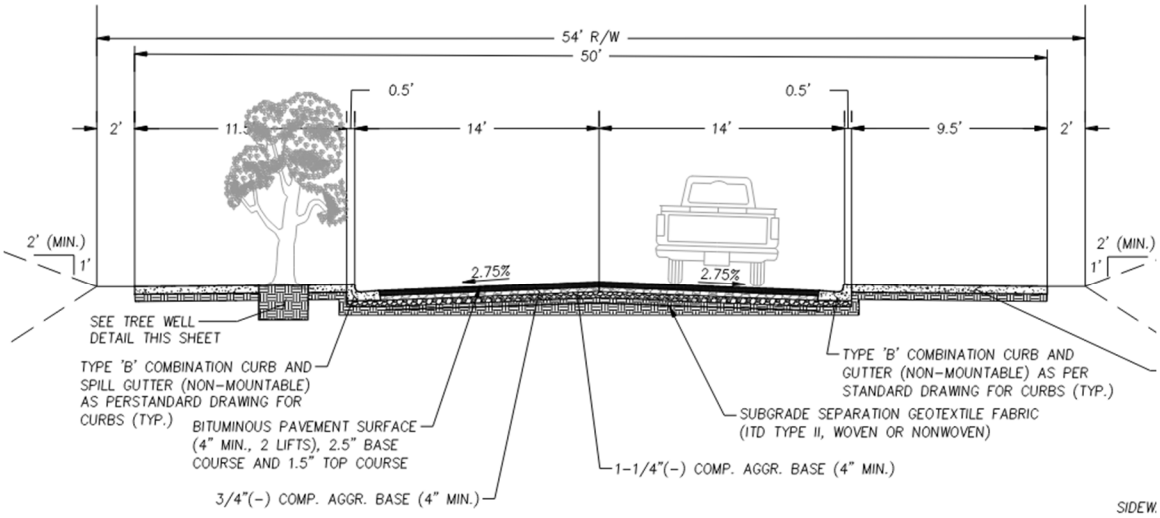


The remainder of the streets within the existing subdivision are proposed to remain private streets which will be maintained by a homeowner association. The private street design includes a 16-foot paved roadway with 2-foot gravel shoulders on both sides of the street. The private streets provide primary vehicular access to many of the lots within the subdivision and also serve as emergency services access. The Fire Marshall has reviewed the private streets for sufficient access and the applicant has modeled the private street intersections for sufficient fire truck turning radiuses.

The only other change to the street network within Woodbury Subdivision is Woodbury Drive adjacent to the Town Center. To promote a more urban and walkable environment adjacent to the Town Center, the applicant is proposing that the street narrow down to two travel lanes with wide sidewalks on both sides of the street and trees within tree wells. The sidewalks would be 11.5 feet wide on the west side of the street and 9.5 feet on the east side. This street section would only apply to the portion of Woodbury Street adjacent to the Town Center.



NORTHERN WOODBURY DRIVE ROAD SECTION

N.T.S.

Traffic Impact Study

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

The City of Moscow Engineering Department has reviewed the traffic impact study and the proposed PUD amendment and determined that the additional lots will not have a

significant impact on the level of service at the intersections that were analyzed. Mitigation along Mountain View Road for the full buildout of the subdivision was required upfront as part of the first phase of the development. Improvements to Mountain View Road including road widening, curb, gutter, tree lawns, sidewalks, and a left turn lane onto Slonaker Drive were constructed in 2024.

Utilities: Water mains will continue to be extended throughout the subdivision from the existing main within Slonaker Drive and a temporary main connected to the main within Arborcrest. Per the attached memo from Bob Buvel, Senior Civil Engineer, the additional lots will have a negligible impact on domestic water demand in the area, however the addition of NB zoned lots with potential commercial uses may increase the fire flow demand in the subdivision. The water modeling report for the original plat was done prior to upgrades to the Ponderosa pump station and it recommended connecting to the main pressure zone in Slonaker as the Ponderosa station was insufficient to serve the development. After that water model analysis was completed, the City constructed a new pump station serving the Orchard Ave pressure zone and the Woodbury Addition was included in the potential service area of that pump station design. The developer has also constructed a connection to that pressure zone and installed a pressure reducing valve near the connection to the main pressure zone in Slonaker, expanding the Orchard Pressure Zone as intended in the new pump station design. Flow tests of the system near the new commercial lots indicate an available fire flow of 3800 gpm. Fire Flow at that capacity should be sufficient to serve the majority of uses in the NB Zone. Any supply deficiencies for other uses can be mitigated by installing fire suppression systems in the building and/or constructing a building with a more fire-resistant building construction type.

Sanitary sewer is currently extended throughout the subdivision primarily within the public and private streets. Engineering has determined that the sanitary system as designed should be sufficient to serve the additional lots, however the additional demand will exacerbate the issue downstream of Slonaker and the planned Lanny Drive connection should be required with the next phase of the development.

Storm sewer has been piped and directed to a stormwater detention pond located at the southwest corner of the 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. Because of the increased density and subsequent increase in overall impervious area of the development, the Woodbury stormwater report will need to be revised and any necessary modifications to the existing detention pond will need to be completed with the next phase of the development.

Parkland Dedication: Per the attached memo from David Schott, Assistant Parks and Recreation Director, the proposed subdivision falls under the requirements of the parkland dedication codes of the City. There is 10.98 acres of net developable area of platted R-2 Zoned property, which requires a 5% dedication. There is 0.72 acres of net developable area within the NB Zone which requires a 9% dedication. The total parkland dedication for the proposed subdivision is 26,746 sf or 0.61 acres. The applicant has submitted a letter proposing to defer the parkland dedication for phase 1 to phase 2 of the entire subdivision

for a natural area comprised of 3.07 acres and a 1.14-acre area that totals 4.2 acres of open space that will include grading, a detention basin, and a ten-foot (10') wide gravel (pathway base) pathway provided by the developer. It is anticipated the parkland dedication requirements for the entire subdivision would be approximately 2.3 acres +/-. Said 4.2 acres of parkland dedication, together with agreed upon improvements to the parkland property would satisfy all parkland dedication requirements for the entire Woodbury subdivision. There are no changes to the parkland dedication requirements, so the proposed deferral of the parkland dedication still stands.

Other Issues: The applicant conducted two neighborhood meetings with affected property owners within 600 ft. of the subject property on January 15, 2025 and May 30, 2025 to discuss the proposal. All neighborhood meeting materials are attached to your packet.

Input from other Departments/Commissions:

Engineering Department
The Engineering Department has provided parkland dedication requirements within an attached June 17, 2025 memo from Bob Buvel, Senior Civil Engineer.

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

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

RECOMMENDATIONS:

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

1. Recommend approval of the proposed Major Planned Unit Development (PUD) Amendment with no conditions; and
2. Recommend approval of the proposed Preliminary Replat of a 12.27-acre portion of the existing Woodbury 1st Addition Subdivision to create 81 lots from the existing 52 lots, known as Woodbury 1st Addition Replat with one condition:
   Engineering
   i. The applicant shall be required to update the existing stormwater report for the subdivision and include any mitigation actions necessary to ensure that the stormwater facilities will have no downstream adverse impacts subject to the approval of the City Engineer.

3. In accordance with the Commission's decision on the Major Planned Unit Development (PUD) amendment and preliminary replat, direct staff to prepare the Relevant Criteria and Standards documents.

NOTICE OF PUBLIC HEARING

Proposal for a Major Planned Unit Development (PUD) Amendment and a Preliminary Subdivision Replat of the Woodbury Subdivision, Generally Located North of Slonaker Drive, East of Arborcrest Road, and South of Trail Road within the City of Moscow as Shown on the Vicinity Map Below. Permit Applications LUP2025-0015 and LUP2025-0016.

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

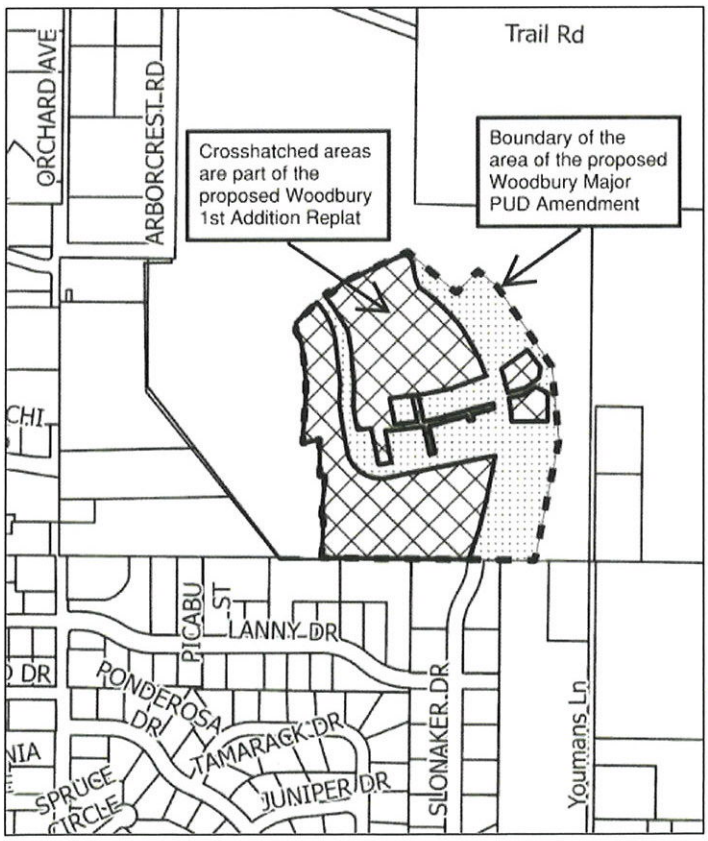
1. Proposed Major Planned Unit Development (PUD) Amendment of the existing 21.73-acre Woodbury 1st Addition Subdivision to increase the number of lots from 79 to 107, ranging from 715 square feet to 22,215 square feet in size.
2. Proposed Preliminary Replat of a 12.27-acre portion of the existing Woodbury 1st Addition Subdivision to create 81 lots from the existing 52 lots. The proposed lots range from 715 square feet to 8,339 square feet in size and the proposal is referred to as the Woodbury 1st Addition Replat. The proposed Replat would increase the total number of lots in the Woodbury 1st Addition Subdivision from 79 to 107.

MEETING DATE: Wednesday, June 25, 2025

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

MEETING TIME: 7:00 p.m.

Note: Meeting start time is not necessarily indicative of hearing start time for the proposal advertised in this notice. Multiple hearings and/or agenda items may make it difficult to determine hearing start time, which could occur late in the meeting. The file containing information on this matter is available for public review at the Community Development Department located in the Haddock Building at 504 S Washington Street, Moscow, Idaho. Call 883-7035 for a meeting agenda and further information about the matter.



Verbal testimony at the hearing is generally limited to three (3) minutes time. Public participants desiring to submit textual materials to the decision-making board shall make that submission at least five (5) calendar working days in advance of the scheduled meeting. Materials provided tardy may be admitted for consideration subject to the discretion of the decision-making Board. You may obtain further information about the public hearing process and procedures on the City Website at: https://www.ci.moscow.id.us/593/Public-Hearing-Notices

Laurie M. Hopkins, Moscow City Clerk

Jennifer Fleischman, Deputy City Clerk

Published: Saturday, June 7, 2025

LUP2025-0016

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

For City Use Only			
	Date Received		
Dept	Fee Type	Fees	Paid
CDV	Preliminary or Major Amendment	$749.00	
CDV	Minor Amendment or Design Review	$316.00	
	Receipt Number		

APPLICATION FOR PRELIMINARY PLANNED UNIT DEVELOPMENT (PUD) OR PUD AMENDMENT

(Please type or print plainly with blue ink.)

APPLICANT:

Name: Mark Wintz Phone: (208) 596-5555

Address: 1004 Dairy Lane Email: mark@wintzcompany.com

OWNER: (if other than applicant)

Name: Woodbury Land, LLC Phone: Same as above.

Address: _____ Email: _____

PROPERTY:

1. Proposed PUD Name: Woodbury
2. Address(es) or Parcel Number(s): _____
3. Legal Description: See attached _____ _____
   (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 property:

See project description on separate sheet.

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 include all required notations and detail drawings pursuant to Moscow City Code Title 4, Chapter 7, Section 7-4.B. and shall show, label and include dimensions of all property lines, easements, existing and proposed buildings, parking lot(s), driveway(s), fencing and landscaping. A site topography map shall be provided when appropriate.

For Minor Amendments/Design Review only: Skip to Page 3

Received 04-08-2025

AUTHORIZATION:

1. Section _____ of the Moscow Zoning Ordinance authorizes the proposed use, subject to a Planned Unit Development application.

2. Before the Moscow Planning and Zoning Commission ("Commission") can approve a Type 1 Planned Unit Development ("PUD") or City Council can approve a Type 2 PUD request, the Commission or City Council must first make findings of compliance in accordance with MCC 4-7-9, with the following six **Relevant Criteria and Standards**. Please describe in the spaces provided below how your proposed PUD is in compliance with each of the Relevant Criteria and Standards:

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

   See attached

   B. The proposed PUD is consistent with the intents and purposes of Title 4, Chapter 7 of the City Zoning Code.

   The application is consistent with the Comprehensive Plan and with the intents and purposes of Title 4, Chapter 7 including the density and purpose as outlined in Sec. 7-1 of the Zoning Code

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

   Yes. The Woodbury neighborhood is bordered on two sides by residential neighborhoods.

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

   Yes.

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

   Correct.

   F. 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 Woodbury neighborhood is planned to sit on 92 acres and contain approx. 320 lots. This will be a density of 3.9 homes per acre. We believe, at completion, the neighborhood will be an attractive asset to the City.

Received 04-08-2025

CONDITIONS OF APPROVAL:

The Commission or City Council may impose required modifications or conditions as part of the approval pursuant to MCC 4-7-10, including but not limited to, (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 on-site or off-site 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 PUD upon delivery of services 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 proposed PUD plans are subsequently modified from the approved preliminary PUD plans, 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 Title 4, Chapter 7, Section 7-13 of the Moscow City Code.
4. In the event of failure to comply with the approved PUD plans or with any of the conditions imposed upon the PUD project, such permit shall be immediately revoked and shall be automatically null and void.

REVOCATIONS:

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. 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.

The following items must be submitted with this application before it will be processed:

1. Application Fees
2. Site Plan, drawn to scale
3. Floor Plans, drawn to scale
4. Elevation Drawings and/or Renderings, drawn to scale

I understand this information is a public record and may be posted to a public website. I declare and certify under penalty of perjury pursuant to the law of the State of Idaho that the foregoing is true and correct and that I have the legal authority to submit this application.

Signature of Applicant — Date 1/20/25

Signature of Property Owner (if different) — Date

Received 04-08-2025

A. The proposed development is consistent with the Comprehensive Plan. Here is how -

1.1.1 Community Values and Plan Goal

By virtue of its design, the Woodbury Neighborhood promotes character and community, key goals of the Comprehensive Plan. In every way the design is intentional, seeking to provide places for people to "gather, such as sidewalks, yards, neighborhood and public parks".

As an important addition to the Moscow community, it extends and sustains Moscow's interest in neighborhoods with real character.

For Moscow, a key element of sustainability is the preservation of farmland. Low density sprawl consumes productive acreage, will likely cost the City more per residence to maintain and often does not deliver a higher quality of life. This application seeks to increase density, affordability and sustainability while –

a) enhancing the neighborhood's character
b) Providing access for the young and elderly to walkable amenities and limited retail needs.
c) creating a unique quality of life for those living in the neighborhood
d) creating an asset for the City that is enjoyed by and benefits everyone who experiences Woodbury's walkability, streetscapes, setting, parks and town center.
e) We believe Woodbury, along with the modifications we are requesting, will create economic value providing economic sustainability for the City.

1.1.2 Plan Goals and Objectives

In terms of preserving unique lands that contribute to biodiversity, Woodbury has committed to contributing park area that will extend Moscow's existing walkway system northerly along its west edge to Arborcrest. This unique stretch adjoins, expands and overlooks a natural "wetlands", some of which has already been dedicated to a conservancy.

Presently, the area that will be developed per this application is being used for industrial scale wheat farming. It is a monoculture with a very limited biodiversity. The area developed per this application will be heavily planted with great overarching street trees, both elms and maples, crabapples, the serviceberry and other flowering trees and evergreens such as juniper, spruce, pine. Hedges and shrubs of variety all on a water conserving drip system. Altogether the proposal is resource conscientious and will provide a biodiversity that is healthy and presently does not existent.

Received 04-08-2025

2.1.2 Community Character and Land Use - Residential

This section recognizes that neighborhoods such as Woodbury with a "variety of housing types" that may "include some commercial services" and "feature smaller lots than are allowed in typical developments" are a recognized type of housing development in Moscow and are processed by means of the City's Planned Unit Development Code.

2.1.3 Commercial and Industrial

This section states that "Allowance for neighborhood business areas that provide for low impact professional office, services and gathering places would reduce traffic congestion and provide opportunities for jobs and services close to home." This is exactly the objective of the Town Center area at Woodbury. Additionally, the nearby location of the services become both an amenity for the neighborhood and great lifestyle for the professionals who can walk to and from their place of work.

2.2.2 Housing Demand

This section states, "If a mix of housing is provided within neighborhoods, people have the option to move to another home that suits their needs without leaving the community. Units such as village houses, patio homes, townhomes, and downtown residential over-retail housing units should be encouraged in appropriate location to expand the housing types available in the community.

2.2.3 Affordable Housing

As all are aware, we are in dire need of affordable housing. As a home builder, I can attest that this is hard to accomplish. Many of the line item costs required to build a new home are the same whether the home is 1000 sf or 2000 sf. For example there may be the expense of one kitchen and two baths in the 1000 square foot house and in the 2000 sf house and the subcontractors will charge nearly as much for the 1000 sf home because of the set-up time, etc. As a result, building affordable housing has not been profitable for home builders.

As the builders of Woodbury and residents of Moscow we are concerned about the high cost of housing and the gap that has developed between those that have purchased a home prior to the pandemic and those that have not. We want to do what we can to provide more affordable housing than we had made allowance for when we received our approvals a few years ago. That is what this request for density is about.

3.5.3 Subdivision Design and Pedestrian Pathways

Woodbury has made a great effort to and is committed to making Woodbury as "walkable" as possible. We consider it the most important amenity Woodbury has to offer outside of the neighbors that live next door. In order to make walking a feature that a homebuyer would move for, it must be really engaging and fun! To create that possibility we started with tree-lined streets that are as narrow as the City and our Fire Department would allow and a grand plan that provides for endless ways of making your way through, around and across the Woodbury neighborhood.

Narrow streets cause cars to slow down and, as a result, are not only more pleasant but more safe. Add to the these streets some well-designed alleys that are also planted out with trees and have soft lighting for an evening stroll, and then head down one of the many interconnecting walkways, sidewalks with special detailing and paths through a park area and have you have a place where people will get out and take a walk because it is an entertaining experience. And, by the way, when you are on that walk you might just meet someone new, say hey to a neighbor or stop by a shop in the town center for a treat.

3.5.4. Accessibility for People with Disabilities

We often think of Disability as handicap such as being blind or in a wheel chair and, yes, these are very real and yes, Woodbury is doing what it can to promote mobility for the those kind of serious handicaps with ADA ramps and such considerations. But what about the increasing number of elderly who are cannot drive or are afraid to drive or shouldn't drive. This application is aimed at densifying the core at Woodbury so that more people with disabilities, including the elderly, can afford a smaller and more manageable home, have access to some limited commercial and enjoy every day!

3.6 Bicycles

Woodbury is going to be a great place to ride bikes because there are interesting streets and alleys and because the town center it is going to be a destination. Like the walkability of the Woodbury neighborhood, we are being intentional about creating an enjoyable experience for the bicycler.

Project Description

Woodbury – Application for PUD Amendment

Summary of Purpose – Housing has become less affordable than ever before. At Woodbury we are actively working to make the necessary adjustments, without compromising our commitment to architectural quality, to do what we can to make homeownership possible. If we are committed to Quality and we want to lower the Cost, then that only leaves Size as a variable to work with.

- Southwick Court – Blk 3, Lots 21, 22, 23 and 24
  - Redesign four single family lots into nine single family detached homes ranging from 1100 s.f. to 1300 s.f.
  - Purpose - This redesign is being proposed in an effort to reduce the cost of housing without reducing the quality. Target buyer is mature singles and empty-nesters.
- Willows – Blk 3, Lots 31 and 32
  - Combine two single family lots and redesign into four single family detached homes.
  - Purpose – Create four lots from what was originally two lots in order to reduce the cost of the homes and allow first-time buyers or young families to purchase at Woodbury.
- Central Park Townhomes – Blk 3, lots 35– 39
  - Redesign five duplex lots into 14 townhomes and one large single family on the corner of Slonaker and Park Place.
  - Purpose – Originally planned as five duplex lots or 10 townhomes, the redesign of the block clarified the intent to make these individually owned townhomes, reduce costs by creating the mews.
    - The four townhomes on the west side of the walkway have given up some of their backyard in order to plot four small homes or mews – under 1000 square feet – that face the alley reducing the cost of the townhomes and creating the even more affordable mews. Townhomes on the west side of the walkway and the six mews have one assigned off-street parking place.
    - The four townhomes on the east side of the walking path have backyards with two car garages. Two “mews” were plotted along and will take access from the walkway running from Cottage Lane to Park Place.

Received 05-13-2025

- Town Center – Blk 2, Lots 17,18 and 19 –
    - Redesign three wider lots into nine narrower storefront lots (Neighborhood Business)
    - Purpose – These large lots were originally intended to be designed to appear and function as the narrow 1890's downtown facades that we are familiar with in our downtown in Moscow, except on a 7/8ths scale. We are proposing that the buildings be legally separated so that they are less expensive for any one reduced section to be built upon, architecturally embellished, owned and maintained.

- Town Center – Blk 3, Lot 34
    - Redesign into four attached storefront /live work properties
    - Note: NB zone extends into the four townhomes and four mews to the east of Blk 3, Lot 34.
    - Purpose – The reduction in size of both yard area and building square feet will create more affordable live-work opportunities.
- Woodbury Drive – Blk 2, Lots 13 – 16
    - Redesign four lots into four attached townhomes, recreation lot for indoor pickle ball court and two detached small homes on the south side of Picotee.
        - Purpose – Create architecturally exceptional small homes that are financially accessible to singles, couples and small families. This also fits into the overarching plan to densify the land use/site plan as one approaches the town center.
        - Pickleball Court – This is an important amenity for the homeowners in Woodbury. We plan to start with a court and no building and construct the building within two years. We think the indoor space will be very popular during our relatively long winters, etc.

Received 05-13-2025

WOODBURY

Mike Ray, AICP
504 S. Washington
Moscow, ID 83843

5.13.25

Re: Woodbury – Parking in the NB Zone

Temp Parking on west side Rosemary Lane - This gravel strip or an equally accessible parking lot with equivalent capacity will be used for two purposes:

1. Dedicated Parking - Individual units, within the NB zone, shall be provided with a minimum of one parking space per dwelling. There are presently 30 parking spaces serving the NB zone. If the number of dwelling units increases from 30 to, for example, 42, Then 12 additional spaces from within the NB Temp Parking Area shall be dedicated and assigned to those units within the NB Zone so that each dwelling unit with the NB Zone shall have a minimum of one parking space.

   This obligation to provide these set-aside spaces shall not be fulfilled until permanent spaces in successive phases have been created and assigned.

2. Public Parking - Parking spaces remaining after the NB Zone has assigned their minimum shall be used for public parking. The demand for parking shall be monitored for adequacy and shall be increased , sustained or reduced accordingly in successive phases, the goal being to provide adequately convenient parking for the NB Zone.

Best regards,

Mark Wintz

Mark Wintz
Woodbury Development, LLC

Received 05-13-2025

ADDED

Lot Type	Uses	Average Lot Size	Minimum Setbacks			Off Street Parking	Encroachments or Exceptions
			Front	Sides	Rear		
Village Lots - Phase Two - Not included in Phase One	Single Family Detached	4,800 +	7'	5'	5'	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'.
Village - Neighborhood Business	SF Detached, Neighborhood Business, three lots or less attached	4,000 +	7'	5'	5'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Same as Village lots. Additionally, side setabcks between lots may be reduced to zero feet.
Cottage Lots - Phase One	Single Family Detached	4,800 +	7'	5'	5'	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 - Phase One	Single Family Detached	6,600 +	7'	5'	5'	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 - Phase One	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 - Phase One	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.

Summary of Lot Specifications ORIGINAL PUD

Woodbury Neighborhood

ADDED

Lot Type	Uses	Average Lot Size	Minimum Setbacks			Off Street Parking	Encroachments or Exceptions
			Front	Sides	Rear		
Village - Neighborhood Business	**SF Attached, SF Detached, Neighborhood Business**	400+	0'	0'	0'	Minimum of 1 unassigned off-street space	
Small Lots outside NB zone - Adjoining or across a street from NB	SF attached and detached	400+	0'	0'	0'	Minimum of 1 assigned off-street space provided by parking pad, carport or garage	
Cottage Lots	Single Family Detached	4,800 +	5'	5'	5	Minimum 2 off-street spaces 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 Lots	Single Family Detached	6,600 +	5'	5'	5'	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'.
Estate Lots	Single Family Detached	16,000 +	5'	**5'**	5'	Minimum 2 enclosed and off-street spaces	
Carraige Houses - ADUs	Accessory Units	Above or attached to a garage or house or standing alone.	Same as zone in which it is located			1 additional off-street space required for ADU's over 600 sf	None

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

Summary of Lot Specifications - PUD Amendment - Spring 2025

LUP2025-0016

WOODBURY
PHASE 1 SITE MODIFICATIONS

WINTZ COMPANY/ SPRING, 2025

Received 05-13-2025

WOODBURY SITE OVERVIEW

SITE OVERVIEW

Received 05-13-2025

WOODBURY PHASE 1 MODIFICATIONS

PHASE 1

Received 05-13-2025

WOODBURY PHASE 1 PARKING PLAN

Parking stall count:

A. Public parking spaces (blue): 148

B. Designated parking spaces (orange): 61

C. Temporary parking (green):41

N

PHASE 1

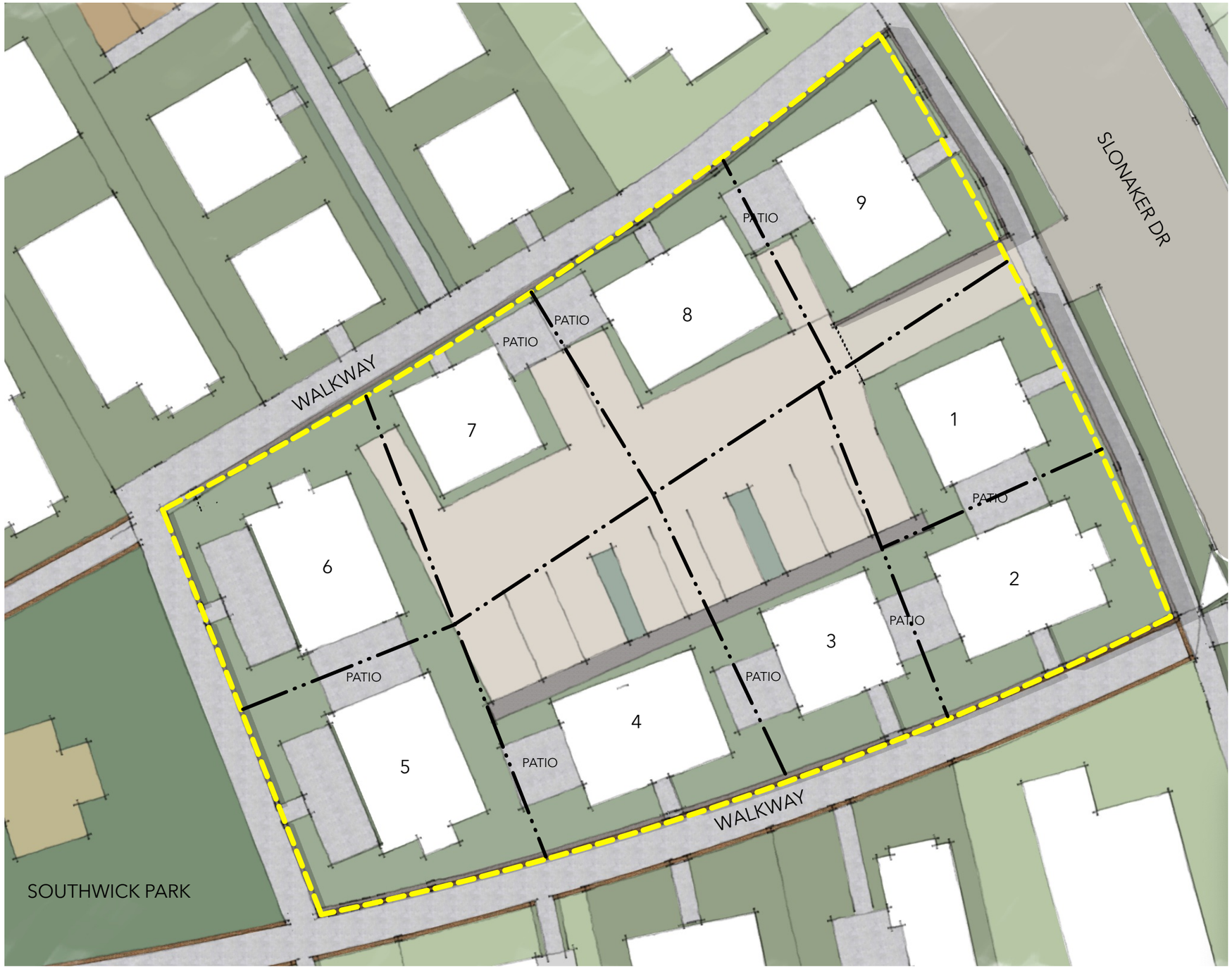
Received 05-13-2025

LUP2025-0016

SOUTHWICK COURT SITE PLAN

SOUTHWICK COURT SETBACKS:
Front facing walkway: 2'
Sides: 5'
Rear: 5'
Homes fronting Slonaker: 5'
Maintain minimum of 10' between structures

PARKING:
13 parking spots provided.
One designated parking space per unit
and four additional stalls to be assigned.
Parking stalls are 9'x20'.
One compact stall to be 8'x18'



SOUTHWICK COURT - 9 UNITS

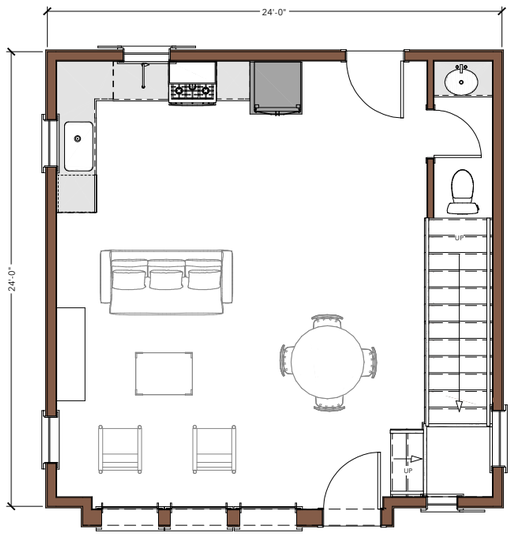
Received 05-13-2025

LUP2025-0016

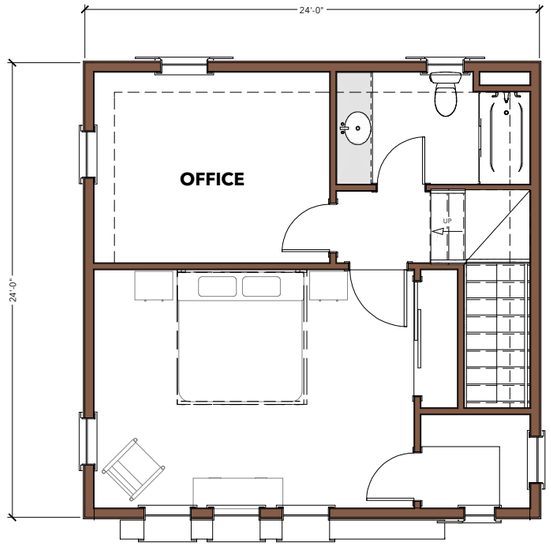
SOUTHWICK COURT TYP. FLOOR PLANS

3) 24X24 UNITS

1ST FLOOR

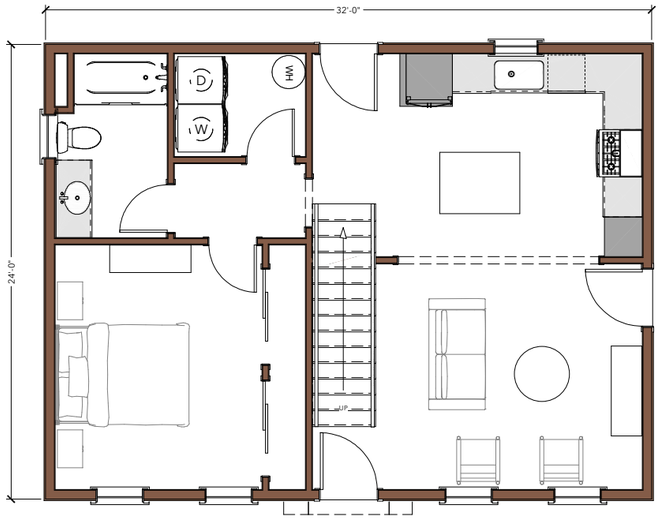


2ND FLOOR

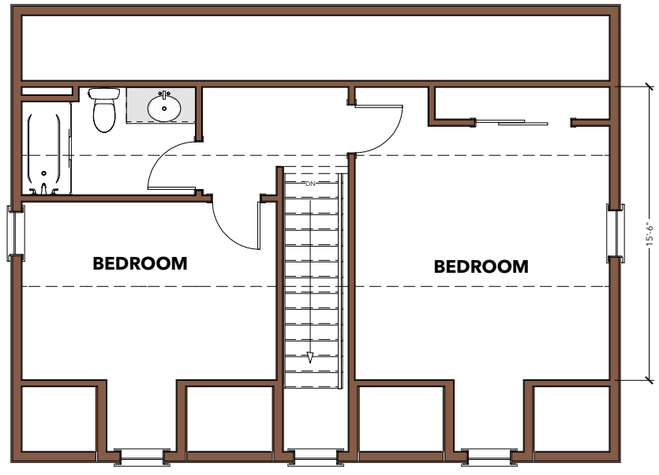


6) 24X32 UNITS

1ST FLOOR



2ND FLOOR



In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

Received 05-13-2025

SOUTHWICK COURT RENDER

In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

Received 05-13-2025

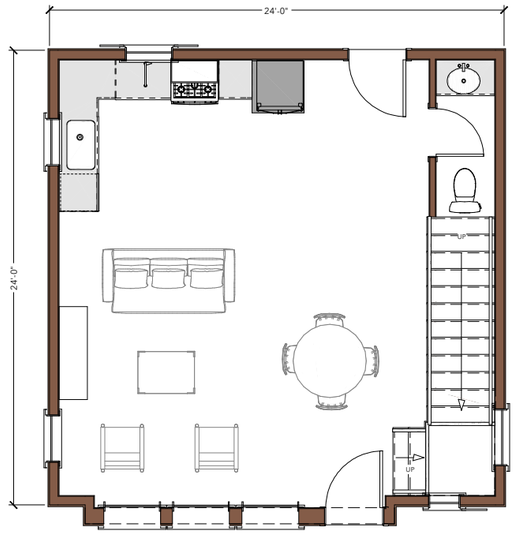
LUP2025-0016

THE WILLOWS SITE PLAN - FOUR COTTAGES

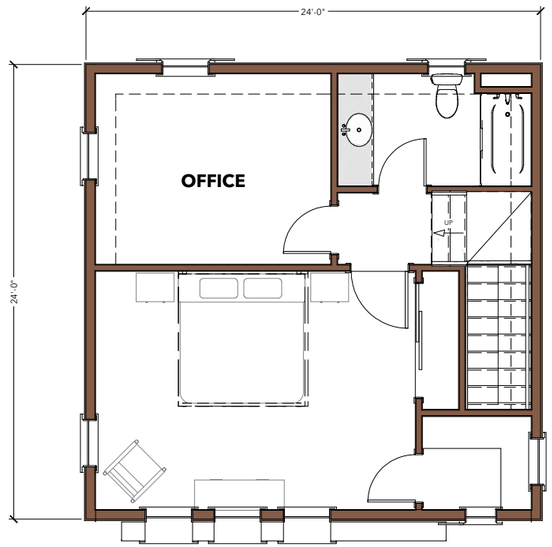
Footprint and elevations similar to Southwick Court

3) 24X24 UNITS

1ST FLOOR



2ND FLOOR

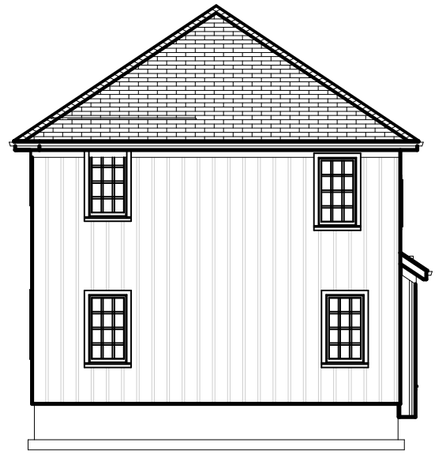


In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

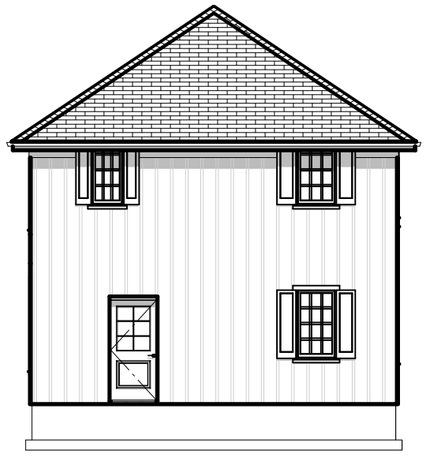
Received 05-13-2025

THE WILLOWS ELEVATIONS - FOUR COTTAGES

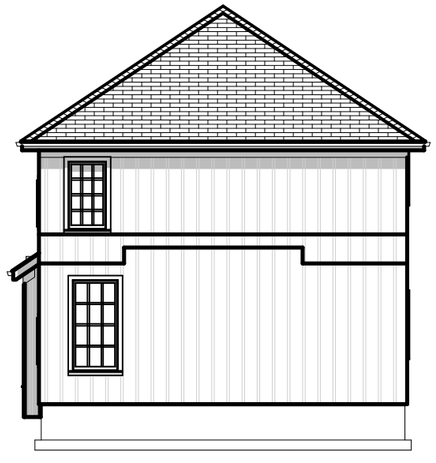
EXTERIOR ELEVATION FRONT



EXTERIOR ELEVATION LEFT



EXTERIOR ELEVATION BACK



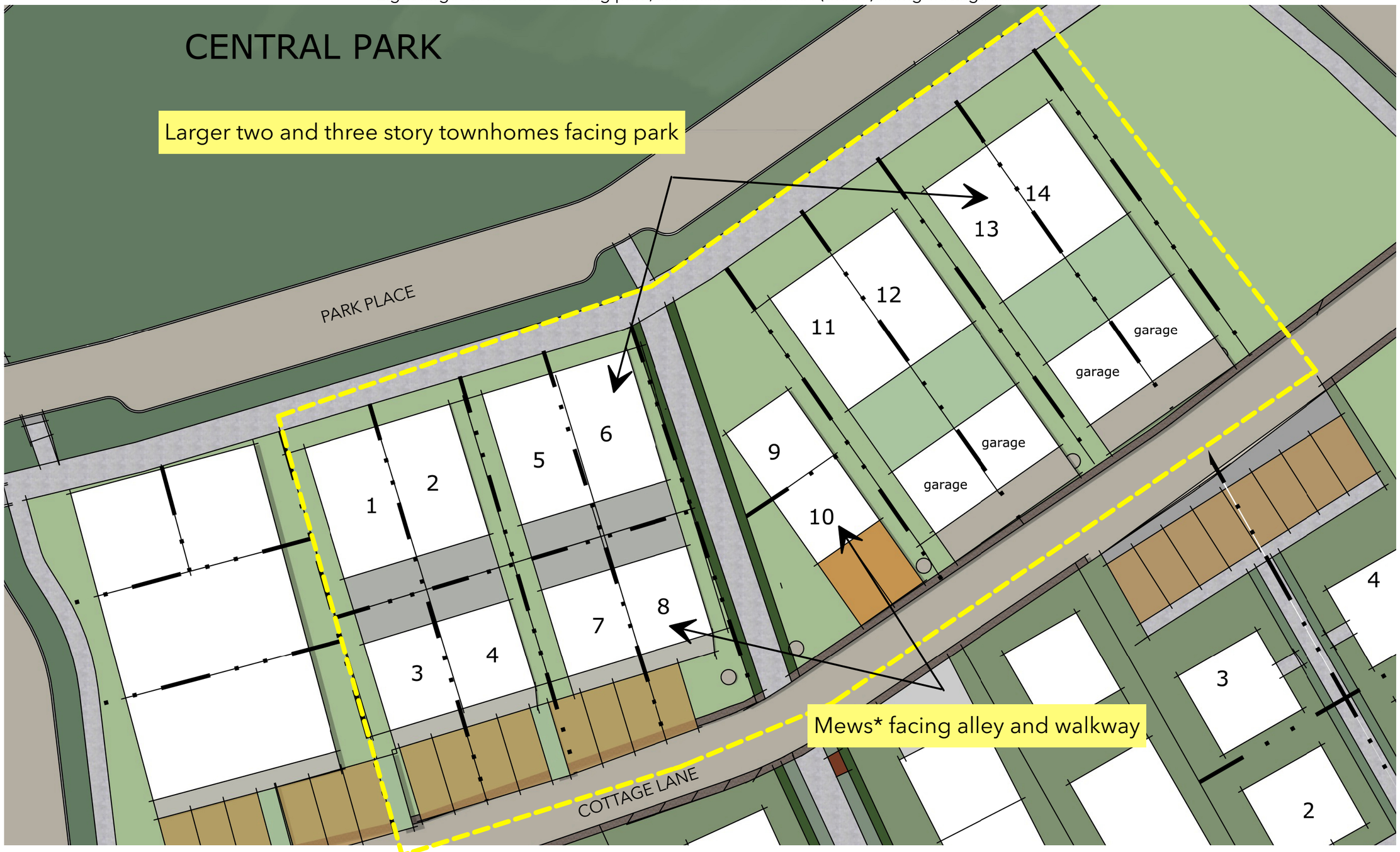
EXTERIOR ELEVATION RIGHT

In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

Received 05-13-2025

CENTRAL PARK TOWNHOMES SITE PLAN

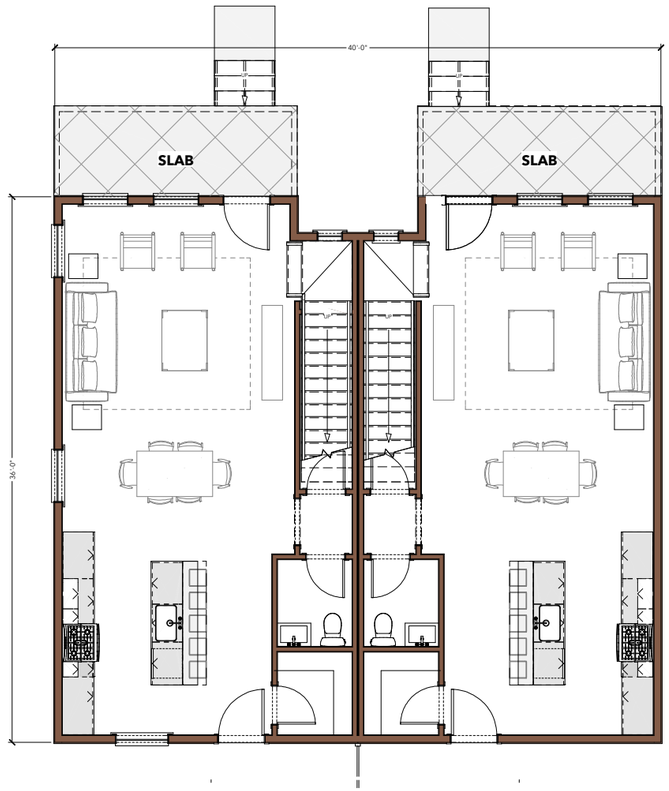
Eight larger townhomes facing park, six small townhomes (Mews) along Cottage Lane



*Mews – (Old England) - A row or street of houses that have been converted from stables into small homes. Mews have become popular as conversion projects for a select few who want to live in an attractive neighborhood at a more affordable price.

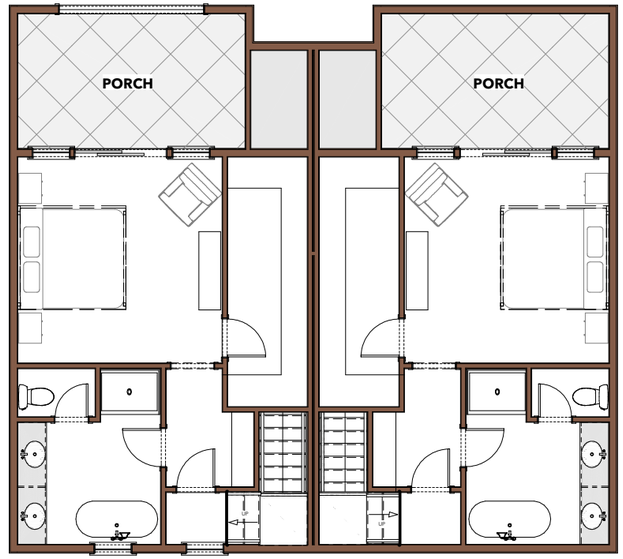
Received 05-13-2025

TOWNHOMES - TYPICAL FLOOR PLANS



1ST FLOOR

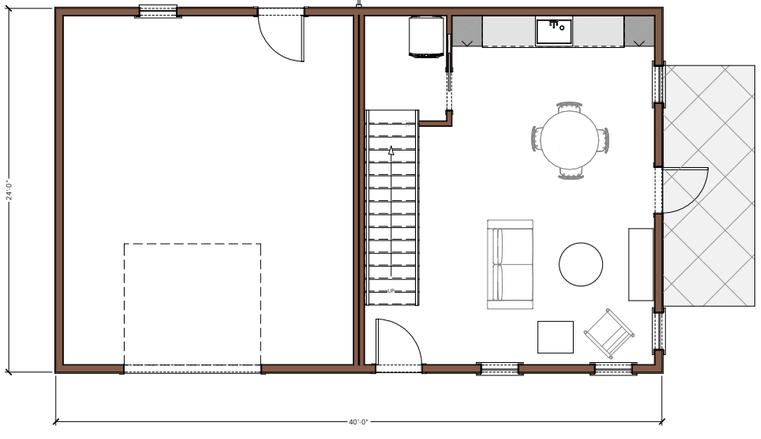
2ND FLOOR

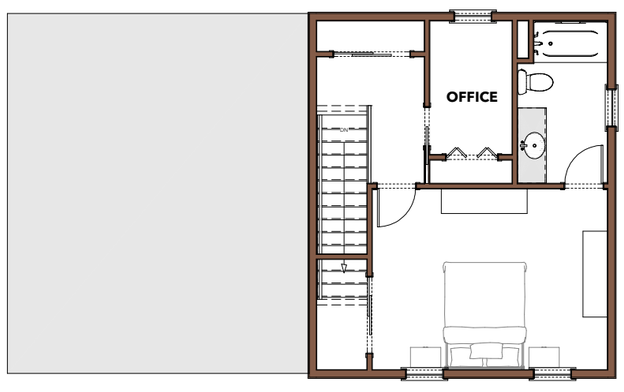


3RD FLOOR

example of townhome
with garage

example of townhome
with second unit



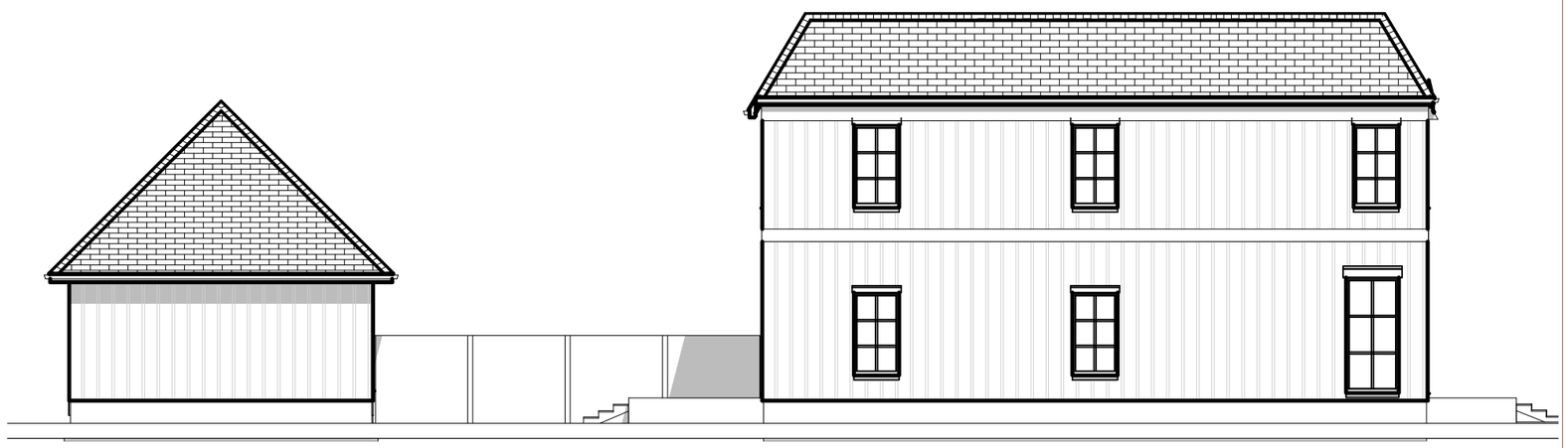


In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

Received 05-13-2025

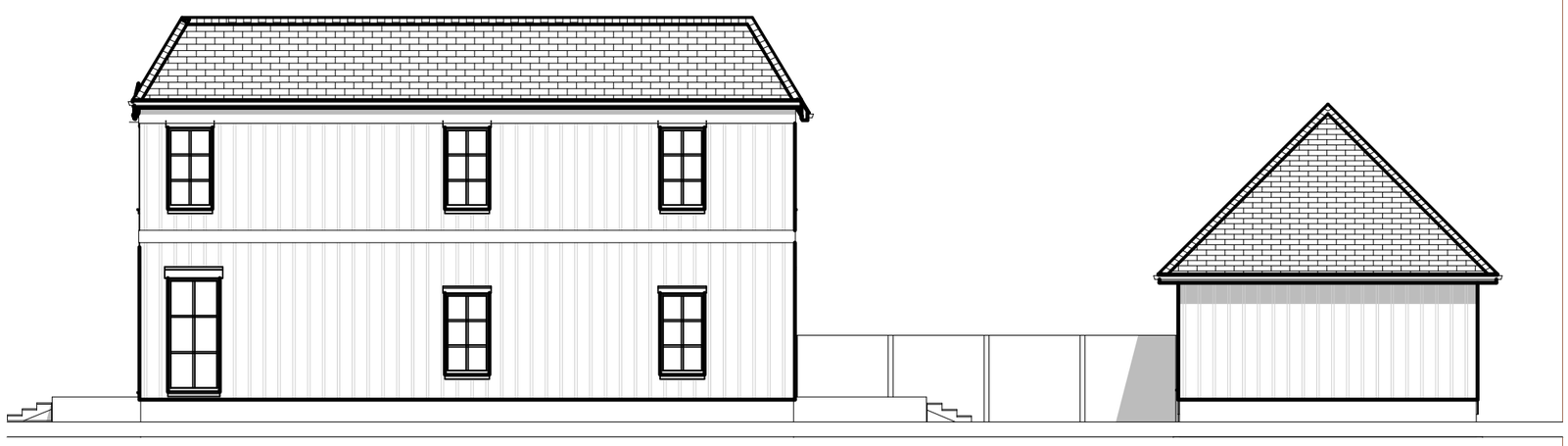
TOWNHOMES - EXAMPLE ELEVATIONS

FRONT



RIGHT

BACK



LEFT

In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

Received 05-13-2025

TOWN CENTER SITE PLAN

Awnings

Narrow Storefronts

Local retailers

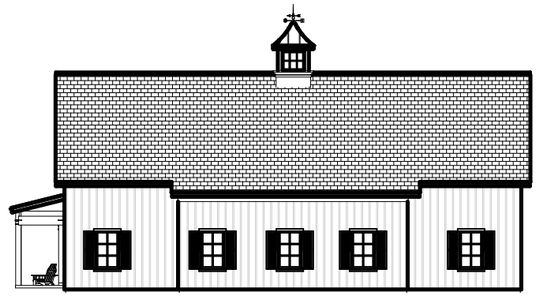
Neighborhood business will consist of retail or offices on the ground floor with offices or apartments above.
Building heights range from two to three stories.

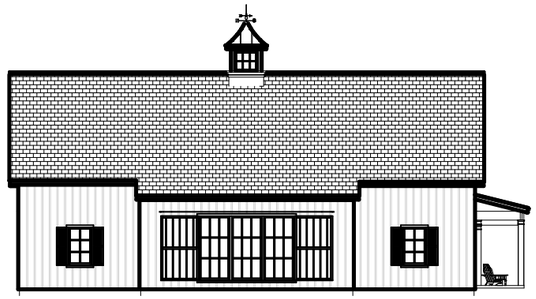
Received 05-13-2025

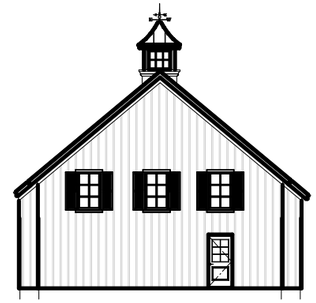
LUP2025-0016

WOODBURY DR. TOWNHOMES, RECREACTION & COTTAGES

TOWNHOMES - SIMILAR TO CENTRAL PARK TOWNHOMES







INDOOR PICKLEBALL COURT

COTTAGES SIMILAR TO SOUTHWICK COURT 24'X24' COTTAGES

Received 05-13-2025

LUP2025-0015

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

For City Use Only			
	Date Received		
Dept	Fee Type	Fees	Paid
CDV	Application Fee	$1,023.00	
	Receipt Number		

APPLICATION FOR PRELIMINARY SUBDIVISION PLAT

(Please type or print plainly with blue ink.)

APPLICANT:

Name: Levi Wintz Phone: 208-596-7690

Address: 1004 Dairy Lane Moscow ID Email: levi@wintzcompany.com

OWNER: (if other than applicant)

Name: Woodbury Land, LLC Phone: _____

Address: _____ Email: _____

ENGINEER/SURVEYOR:

Name: Scott Sumner Phone: 208-596-7912

Address: 405 SE Brelsford Drive, Ste C, Pullman, WA 99163 Email: scott@syntierengr.com

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

PROPERTY:

1. Proposed Subdivision Name: Woodbury 1st Addition Replat
2. Address(es) or Parcel Number(s): _____
3. Legal Description: *Please attach copy of full description.*
4. Gross Area of all land involved: 12.27 acres, and/or 534,481 sq. ft.
5. Total Net Area of land area, exclusive of proposed or existing public street and/or other public lands:
   7.48 acres, and/or 325,633 square feet.
6. Total number of lots: 81 Average lot size: 3,971
7. Existing Zoning of subject property: NBZ, R2

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:

Densifying Woodbury 1st Addition. 75% single family residential, 25% neighborhood business zone

Received 06-06-2025

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 written approval of such a request is issued by the City Engineer.

PRELIMINARY PLAT CHECKLIST - Please provide the following information:

_____ 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 ≥ 20% shall be shaded or clearly indicated on the plans**.**

APPLICATION SUBMITTAL:

This application must be completed and submitted with the below described items to the Community Development Department at least twenty-one (21) days prior to the hearing at which the application is to be considered by the Planning and Zoning Commission. Applicant will be notified by the City Planner I as to the time, date, and place of the hearing pertaining to this application.

The following items must be submitted with this application before it will be processed:

1. Payment of application fees.
2. Copy of neighborhood meeting invitation, mailing list, attendance list and minutes.
3. 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. I declare and certify under penalty of perjury pursuant to the law of the State of Idaho that the foregoing is true and correct and that I have legal authority to submit this Application.

_____ 6/4/2025
Signature of Applicant Date

_____ _____
Signature of Property Owner (if different) Date

Received 06-06-2025

LUP2025-0015

EXHIBIT A
Legal description

A parcel of land situate in the West half (W1/2) of Section 4 and the East half (E1/2) of Section 5 of Township 39 North, Range 5 West, B.M., being portions of Parcels 3 and 7 as described in Quitclaim Deed recorded under Instrument No. 460076, records of Latah County State of Idaho, being more fully described as follows:

BEGINNING at the Northwest corner of the Southwest Quarter of the Southwest Quarter (SW1/4SW1/4) 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 (SE1/4SE1/4) of said Section 5 South 89°42'12" West a distance of 340.66 feet; thence departing said North line North 03°36'03" East a distance of 160.19 feet; thence North 84°54'56" West a distance of 10.83 feet; thence North 00°48'15" West a distance of 125.90 feet; thence North 32°54'25" West a distance of 209.16 feet; thence North 02°50'51" East a distance of 444.46 feet; thence North 52°06'30" East a distance of 185.86 feet; thence North 64°58'42" East a distance of 302.87 feet; thence South 47°29'32" East a distance of 236.88 feet; thence North 44°10'38" East a distance of 122.94 feet; thence South 52°37'35" East a distance of 93.86 feet; thence South 33°59'44" East a distance of 362.10 feet; thence South 02°01'38" East a distance of 101.20 feet; thence South 06°49'06" East a distance of 178.24 feet; thence South 11°52'56" West a distance of 450.41 feet; thence along said North line North 89°49'43" West a distance of 460.08 feet to the POINT OF BEGINNING.

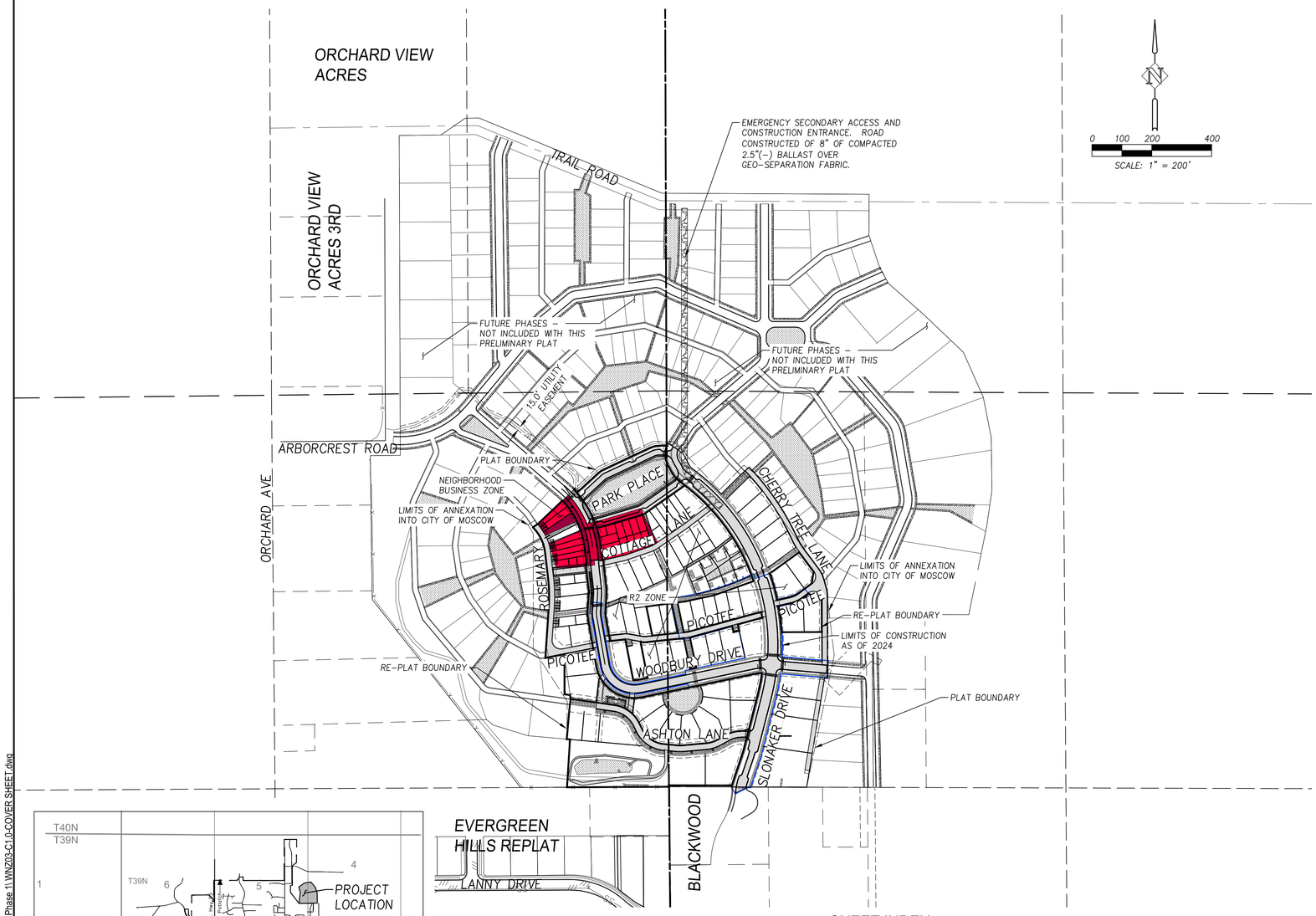
EXCEPTING THEREFROM that certain Consent and Deed of Right of Way to Latah County recorded under Recorder's Fee No. 58521 in Book 66 of Deeds at Page 266.

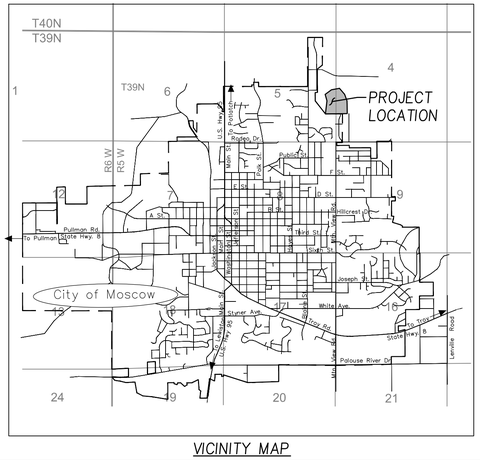
SUBJECT TO a right of way used for county road purposes being known as Trail Road.

Received 05-29-2025

PRELIMINARY REPLAT OF WOODBURY FIRST ADDITION

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





VICINITY MAP

SHEET INDEX

1	C1.0	COVER SHEET
2	C2.0	PRELIMINARY GRADING PLAN
3	C3.0	PRELIMINARY UTILITY PLAN
4	C4.0	PRELIMINARY PLAT – SOUTH
5	C4.1	PRELIMINARY PLAT – NORTHWEST
6	C4.2	PRELIMINARY PLAT – NORTHEAST
7	C5.0	SLONAKER PLAN AND PROFILE 10+00 TO 22+55
8	C5.1	WOODBURY PLAN AND PROFILE 20+00 TO 35+23
9	C5.2	ASHTON PLAN AND PROFILE 72+50 TO 79+50
10	C5.3	ROAD SECTIONS
11	C6.0	FIRE TRUCK ACCESS

OWNER

WOODBURY LAND LLC
1004 DAIRY LANE
MOSCOW, ID 83843

LAND AREAS

GROSS LAND: 12.74 ACRES
RIGHT OF WAY: 0.53 ACRES
TRACTS: 4.26 ACRES
NET LOTS: 7.48 ACRES

DEVELOPER

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

SITE ADDRESS

SLONAKER DRIVE
MOSCOW, ID 83843

ENGINEER

SYNTIER ENGINEERING, INC
ATTN: SCOTT SUMNER, P.E.
405 SE BRELSFORD DR, STE C
PULLMAN, WA 99163
TEL: 509.339.6187
CELL: 208.596.7912
E–MAIL: SCOTT@SYNTIERENGR.COM

LAND SURVEYOR

SYNTIER ENGINEERING, INC
JASON VON LINDERN, PLS

FLOOD ZONE DESIGNATIONS

FLOOD ZONE C
PANEL NUMBER 160086 0240 D
PANEL 240 OF 275

LAND USE ZONING

MEDIUM DENSITY RESIDENTIAL – R3
NEIGHBORHOOD BUSINESS – NB

LEGAL DESCRIPTION OF REPLATTED WOODBURY PLAT

BLOCKS 1 AND 2, LOTS 8, 10–12, 21–40 OF BLOCK 3, LOTS 2 AND 3 OF BLOCK 4, TRACTS A, B, C, D, E, G, H, J, AND I, ALL OF WOODBURY FIRST ADDITION TO THE CITY OF MOSCOW, AS SHOWN BY THE RECORDED PLAT, INSTRUMENT NUMBER 630759, RECORDS OF LATAH COUNTY, IDAHO.

TOGETHER WITH ALL THAT PORTION OF ASHTON LANE, WOODBURY 1ST ADDITION, AS SHOWN BY THE RECORDED PLAT, INSTRUMENT NUMBER 630759, RECORDS OF LATAH COUNTY, IDAHO, LYING WEST OF A LINE PARALLEL TO AND 30.00 FEET DISTANT FROM THE CENTERLINE OF SLONAKER DRIVE AND EAST OF THE WEST LINE OF SAID ADDITION.

TOGETHER WITH THE EASTERLY 3 FEET OF WOODBURY DRIVE, AS PLATTED ON WOODBURY FIRST ADDITION, INSTRUMENT NUMBER 630759, LYING NORTH OF AN EXTENSION OF THE SOUTH LINE OF LOT 34, BLOCK 3 SAID WOODBURY FIRST ADDITION.

TOGETHER WITH THE WESTERLY 3 FEET OF WOODBURY DRIVE, AS PLATTED ON WOODBURY FIRST ADDITION, INSTRUMENT NUMBER 630759, LYING NORTH OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE WEST LINE OF SAID WOODBURY DRIVE BEING SOUTH 06°38'21" EAST A DISTANCE OF 2.60 FEET FROM THE SOUTHEAST CORNER OF LOT 17, BLOCK 2 OF WOODBURY FIRST ADDITION;

THENCE NORTH 83°55'13" EAST A DISTANCE OF 3.00 FEET TO THE TERMINUS OF THIS LINE.

TOGETHER WITH THE UNPLATTED PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 39 NORTH, RANGE 5 WEST, BOISE MERIDIAN, LATAH COUNTY IDAHO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 10, BLOCK 2, WOODBURY FIRST ADDITION, AS SHOWN BY THE RECORDED PLAT, INSTRUMENT NUMBER 630759, RECORDS OF SAID LATAH COUNTY;

THENCE ALONG AN EXTENSION OF THE SOUTH LINE OF SAID LOT 10 NORTH 82°01'03" WEST A DISTANCE OF 18.73 FEET;

THENCE NORTH 00°00'02" EAST A DISTANCE OF 134.11 FEET TO THE NORTHWEST CORNER OF LOT 11 OF SAID BLOCK 2;

THENCE SOUTH 07°43'37" EAST A DISTANCE OF 137.97 FEET ALONG THE WEST LINES OF SAID LOTS 10 AND 11 TO THE **POINT OF BEGINNING**.

CONTAINING: 534,481 SQUARE FEET OR 12.27 ACRES OF LAND, MORE OR LESS.

COVER SHEET
WOODBURY 2025 PRELIMINARY PLAT
MOSCOW, IDAHO

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

PROFESSIONAL ENGINEER
16186
STATE OF IDAHO
SCOTT A SUMNER
6/6/25

DESIGNED:	ATM			
DRAWN:	ATM			
CHECKED:	SAS			
DATE:	JUNE 4, 2025			

REVISIONS

NO.	DESCRIPTION	DATE

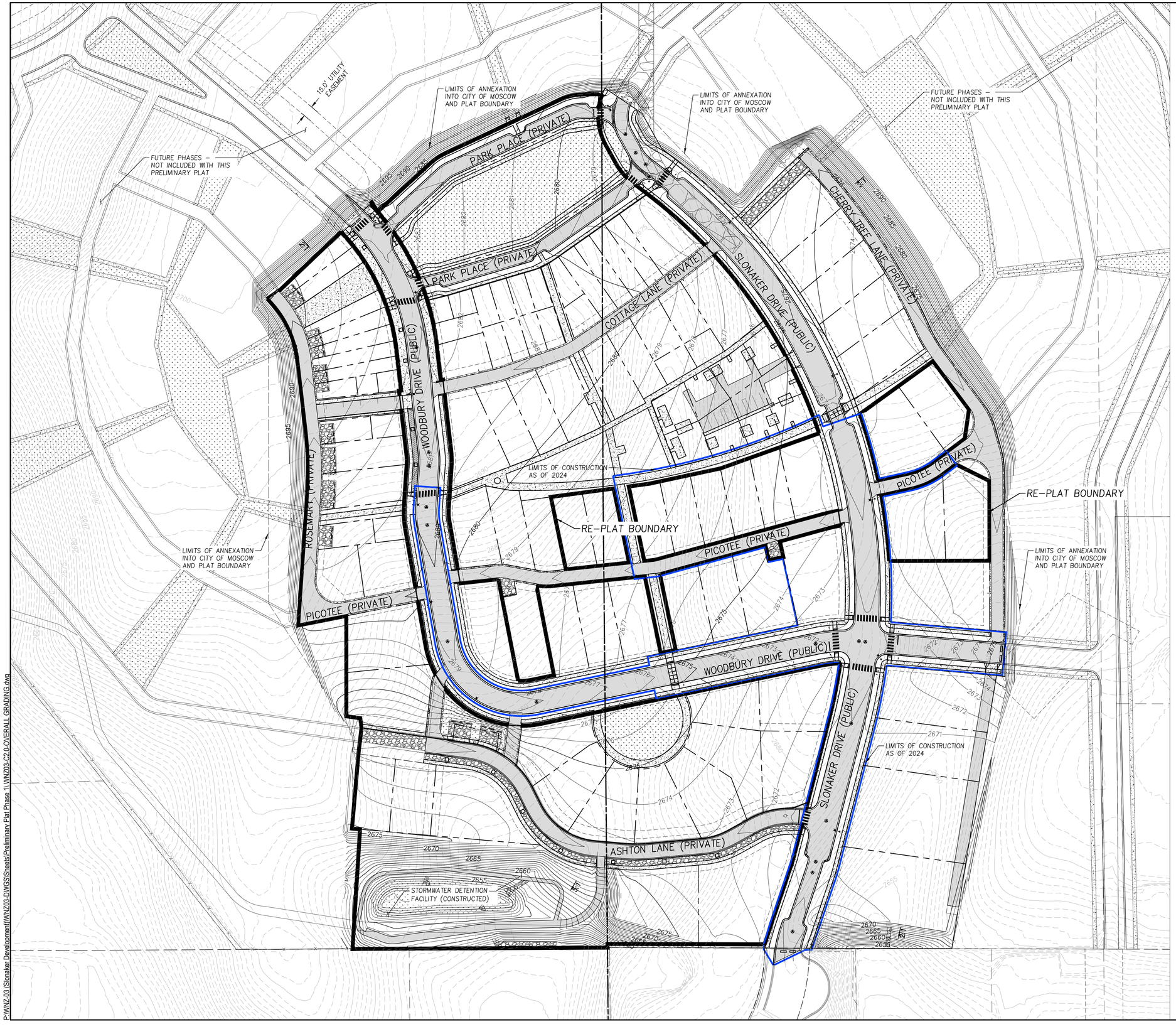
SHEET NO.
C1.0
1 OF 10

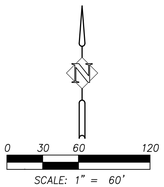
JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\ WNZ03-C1.0-COVER SHEET.dwg

Received 06-06-2025

LUP2025-0015





PRELIMINARY GRADING SHOWN IS ALREADY CONSTRUCTED

PRELIMINARY GRADING PLAN
WOODBURY 2025 PRELIIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSE 16146 STATE OF IDAHO SCOTT A SUMNER
6/6/25

DESIGNED:	ATM
DRAWN:	ATM
CHECKED:	SAS
DATE:	JUNE 4, 2025

REVISIONS

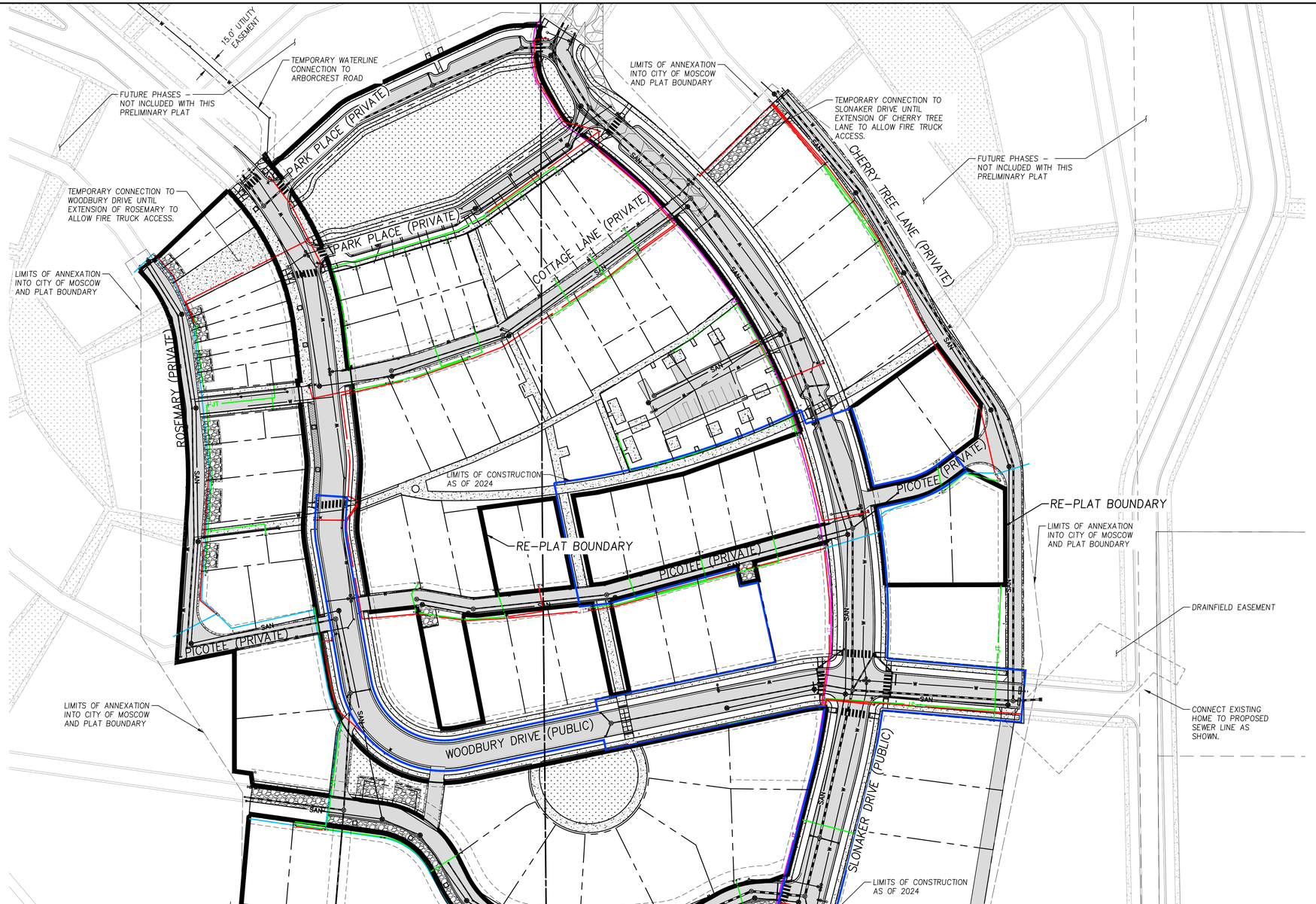
NO.	DESCRIPTION	DATE

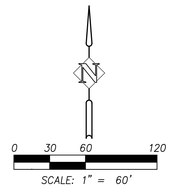
SHEET NO.
C2.0
2 OF 10
JOB NO.
WNZ-03

MOSCOW, IDAHO

P:\WNZ-03 (Slonaker Development\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C2.0-OVERALL GRADING.dwg

Received 06-06-2025





LEGEND

- STORMWATER MAIN
- WATERMAIN
- SANITARY SEWER MAIN
- 3 PHASE 3" JOINT UTILITY TRENCH
- 3 PHASE 2" JOINT UTILITY TRENCH
- SINGLE PHASE 3" JOINT UTILITY TRENCH
- SINGLE PHASE 2" JOINT UTILITY TRENCH

PRELIMINARY UTILITY PLAN
WOODBURY 2025 PRELIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER 16186 6/6/25

DESIGNED:	ATM
DRAWN:	ATM
CHECKED:	SAS
DATE:	JUNE 4, 2025

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C3.0
3 OF 10

JOB NO.
WNZ-03

MOSCOW, IDAHO

P:\WNZ-03 (Slonaker Development\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C3.0-PRELIMINARY UTILITY.dwg

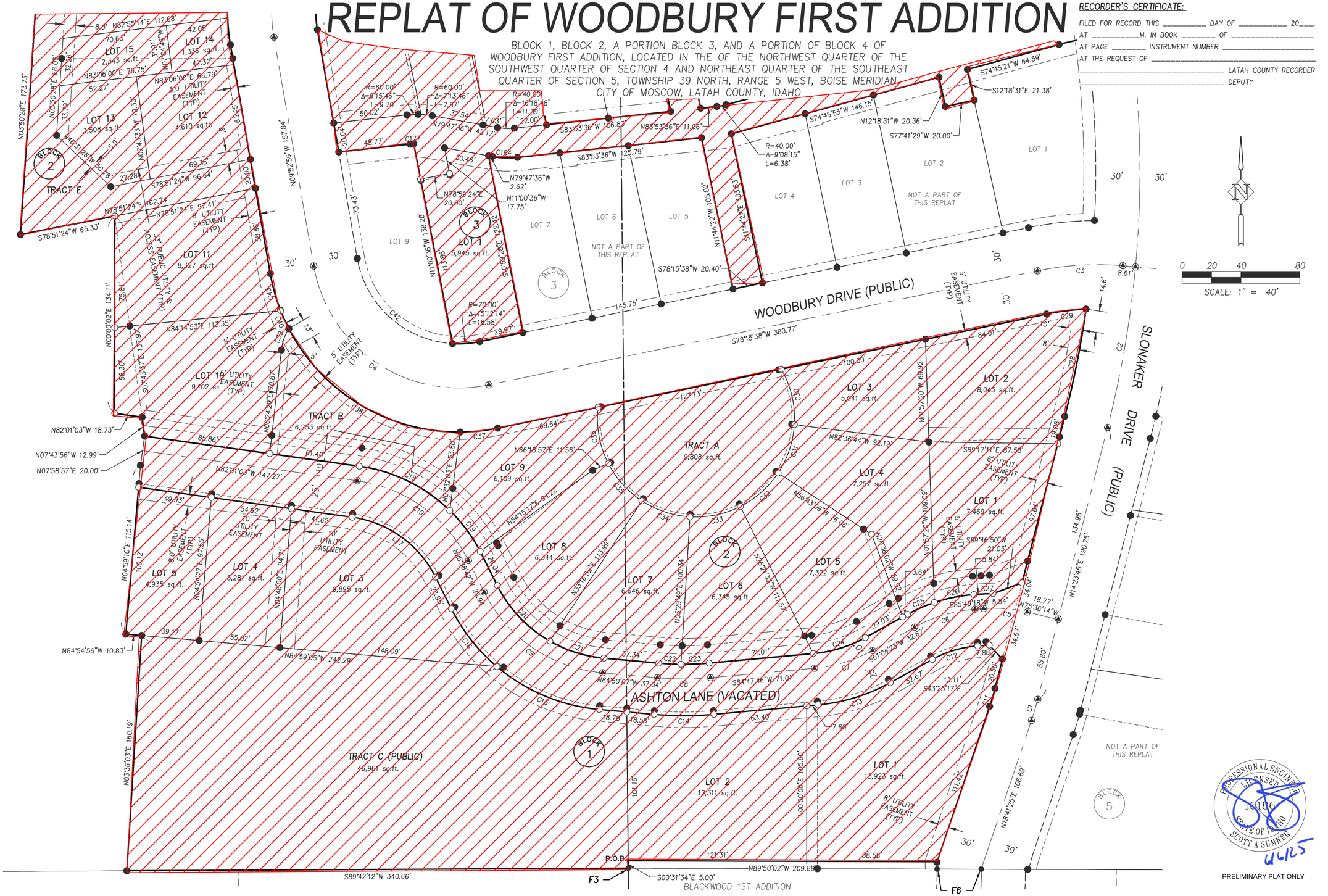
LUP2025-0015

REPLAT OF WOODBURY FIRST ADDITION

BLOCK 1, BLOCK 2, A PORTION BLOCK 3, AND A PORTION OF BLOCK 4 OF WOODBURY FIRST ADDITION, LOCATED IN THE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 AND NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 39 NORTH, RANGE 5 WEST, BOISE MERIDIAN, CITY OF MOSCOW, LATAH COUNTY, IDAHO

RECORDER'S CERTIFICATE:

FILED FOR RECORD THIS _____ DAY OF _____ 20___,
AT _____M. IN BOOK _____ OF _____
AT PAGE _____ INSTRUMENT NUMBER _____
AT THE REQUEST OF _____
_____ LATAH COUNTY RECORDER
_____ DEPUTY



PRELIMINARY PLAT ONLY

	By	Date
Surveyed	CBB	08/24
Drawn	TMH	04/25
Checked	JMV	04/25
Approved		
Accepted		

Scale: 1"=40'
Date: April 16, 2025
Drawing Name WNZ03-PLAT 2025.DWG
Sheet 3 of 5

SYNTIER Engineering, Inc.

For:
WOODBURY LAND LLC
1004 DAIRY LANE
MOSCOW, IDAHO

BLOCK 1, BLOCK 2, A PORTION BLOCK 3, AND A PORTION OF BLOCK 4 OF WOODBURY FIRST ADDITION, LOCATED IN THE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 AND NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 39 NORTH, RANGE 5 WEST, BOISE MERIDIAN, CITY OF MOSCOW, LATAH COUNTY, IDAHO

REPLAT OF WOODBURY 1ST ADDITION

Received 06-06-2025

LUP2025-0015

REPLAT OF WOODBURY FIRST ADDITION

BLOCK 1, BLOCK 2, A PORTION BLOCK 3, AND A PORTION OF BLOCK 4 OF WOODBURY FIRST ADDITION, LOCATED IN THE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 AND NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 39 NORTH, RANGE 5 WEST, BOISE MERIDIAN, CITY OF MOSCOW, LATAH COUNTY, IDAHO

RECORDER'S CERTIFICATE:

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AT _____M. IN BOOK _____ OF _____
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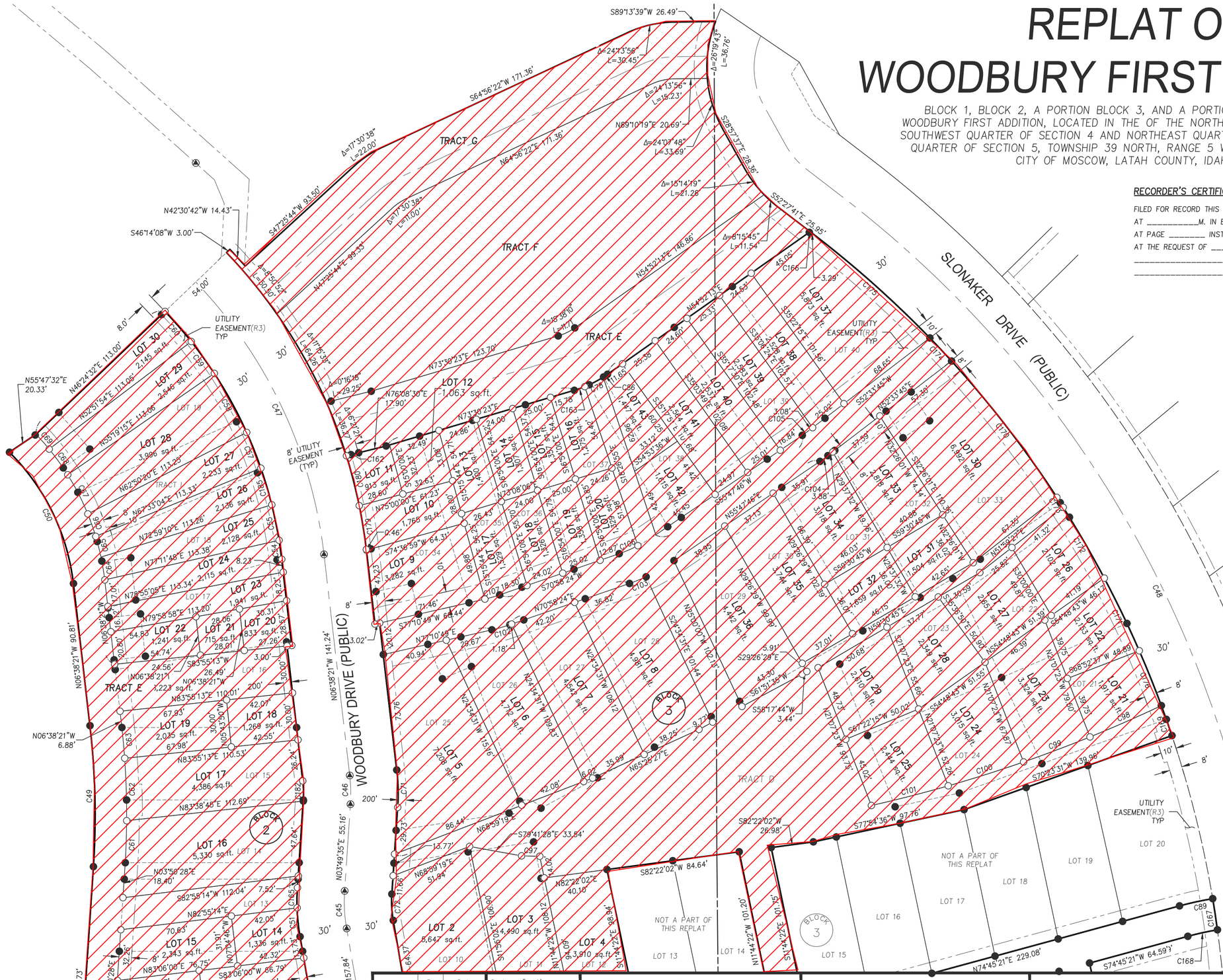
_____ LATAH COUNTY RECORDER
_____ DEPUTY


SLONAKER DRIVE (PUBLIC)
WOODBURY DRIVE (PUBLIC)
TRACT G
TRACT F
TRACT E
TRACT D
LOT 12 1,063 sq.ft.
LOT 30 2,145 sq.ft.
LOT 29 2,546 sq.ft.
LOT 28 3,996 sq.ft.
LOT 27 2,233 sq.ft.
LOT 26 2,136 sq.ft.
LOT 25 2,128 sq.ft.
LOT 24 2,115 sq.ft.
LOT 23 1,941 sq.ft.
LOT 22 1,241 sq.ft.
LOT 21 715 sq.ft.
LOT 20 833 sq.ft.
LOT 19 2,035 sq.ft.
LOT 18 1,269 sq.ft.
LOT 17 4,386 sq.ft.
LOT 16 5,330 sq.ft.
LOT 15 2,343 sq.ft.
LOT 14 1,336 sq.ft.
LOT 13 3,508 sq.ft.
LOT 12 1,610 sq.ft.
LOT 11 913 sq.ft.
LOT 10 1,765 sq.ft.
LOT 9 3,282 sq.ft.
LOT 8 4,961 sq.ft.
LOT 7 4,544 sq.ft.
LOT 6 4,712 sq.ft.
LOT 5 7,208 sq.ft.
LOT 4 3,910 sq.ft.
LOT 3 4,490 sq.ft.
LOT 2 5,647 sq.ft.
LOT 1 3,223 sq.ft.
LOT 31 1,504 sq.ft.
LOT 32 1,659 sq.ft.
LOT 33 3,744 sq.ft.
LOT 34 2,178 sq.ft.
LOT 35 3,904 sq.ft.
LOT 36 4,442 sq.ft.
LOT 37 9,803 sq.ft.
LOT 38 3,996 sq.ft.
LOT 39 2,546 sq.ft.
LOT 40 3,996 sq.ft.
LOT 41 4,442 sq.ft.
LOT 42 3,744 sq.ft.
LOT 43 2,178 sq.ft.
LOT 44 3,904 sq.ft.
LOT 45 1,504 sq.ft.
LOT 46 1,659 sq.ft.
LOT 47 2,948 sq.ft.
LOT 48 2,600 sq.ft.
LOT 49 2,944 sq.ft.
LOT 50 3,015 sq.ft.
LOT 51 3,312 sq.ft.
LOT 52 2,948 sq.ft.
LOT 53 2,652 sq.ft.
LOT 54 2,652 sq.ft.
LOT 55 2,948 sq.ft.
LOT 56 2,948 sq.ft.
LOT 57 2,948 sq.ft.
LOT 58 2,948 sq.ft.
LOT 59 3,015 sq.ft.
LOT 60 3,312 sq.ft.
LOT 61 2,948 sq.ft.
LOT 62 2,652 sq.ft.
LOT 63 2,652 sq.ft.
LOT 64 2,948 sq.ft.
LOT 65 2,948 sq.ft.
LOT 66 2,948 sq.ft.
LOT 67 2,948 sq.ft.
LOT 68 2,948 sq.ft.
LOT 69 2,948 sq.ft.
LOT 70 2,948 sq.ft.
LOT 71 2,948 sq.ft.
LOT 72 2,948 sq.ft.
LOT 73 2,948 sq.ft.
LOT

RECORDER'S CERTIFICATE:

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AT _____M. IN BOOK _____ OF _____
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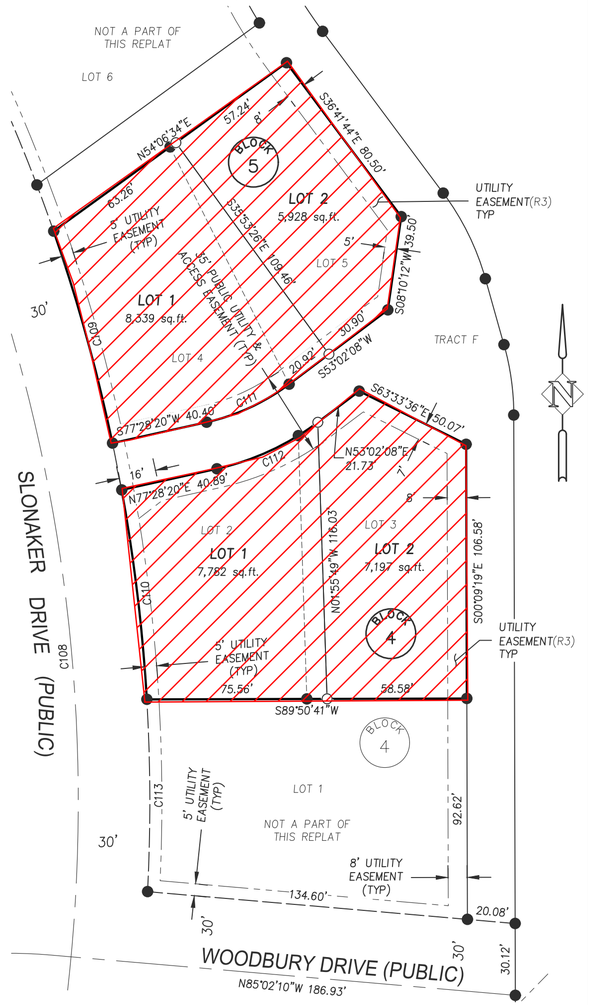
_____ LATAH COUNTY RECORDER
_____ DEPUTY

REPLAT OF WOODBURY FIRST ADDITION

BLOCK 1, BLOCK 2, A PORTION BLOCK 3, AND A PORTION OF BLOCK 4 OF WOODBURY FIRST ADDITION, LOCATED IN THE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 AND NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 39 NORTH, RANGE 5 WEST, BOISE MERIDIAN, CITY OF MOSCOW, LATAH COUNTY, IDAHO



SCALE: 1" = 40'

PRELIMINARY PLAT ONLY

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C1	14.99	200.00	004°17'40"	N16°32'35"E	14.99
C2	110.85	700.00	009°04'23"	N09°51'34"E	110.73
C3	58.31	200.00	016°42'12"	S86°36'44"W	58.10
C4	160.32	100.00	091°51'26"	N55°48'39"W	143.69
C5	32.80	101.25	018°33'38"	N84°53'03"W	32.66
C6	43.19	100.00	024°44'56"	S73°26'51"W	42.86
C7	41.40	100.00	023°43'23"	S72°56'05"W	41.11
C8	36.19	200.00	010°22'07"	S89°58'50"W	36.14
C9	101.64	100.00	058°14'02"	N55°43'06"W	97.32
C10	94.73	100.00	054°16'37"	N54°52'45"W	91.23
C11	12.75	170.14	004°17'40"	S16°32'42"W	12.75
C12	32.40	75.00	024°44'56"	N73°26'51"E	32.14
C13	51.76	125.00	023°43'23"	N72°56'05"E	51.39
C14	40.72	225.00	010°22'07"	N89°58'50"E	40.66
C15	76.53	125.00	035°04'45"	S67°17'44"E	75.34
C16	50.52	125.00	023°09'17"	S38°10'43"E	50.17
C17	72.54	75.00	055°24'58"	S54°18'34"E	69.75
C18	69.64	110.00	036°16'33"	N63°52'47"W	68.49
C19	34.66	110.00	018°03'07"	N36°42'56"W	34.51
C20	52.70	90.00	033°32'49"	N43°22'30"W	51.95

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C21	38.78	90.00	024°41'12"	N72°29'31"W	38.48
C22	15.21	190.00	004°35'14"	N87°07'44"W	15.21
C23	19.17	190.00	005°46'53"	S87°41'13"W	19.16
C24	37.26	90.00	023°43'23"	S72°56'05"W	37.00
C25	20.07	110.00	010°27'09"	S66°17'57"W	20.04
C26	27.45	110.00	014°17'47"	S78°40'25"W	27.38
C27	7.18	111.25	003°41'52"	S87°41'03"W	7.18
C28	74.42	670.00	006°21'50"	S11°12'51"W	74.38
C29	27.16	170.00	009°09'12"	N82°50'14"E	27.13
C30	39.27	66.95	033°36'20"	N13°14'03"W	38.71
C31	35.08	66.95	030°01'18"	N18°34'46"E	34.68
C32	34.67	66.95	029°40'10"	N48°25'30"E	34.28
C33	35.33	66.95	030°14'14"	N78°22'42"E	34.92
C34	34.80	66.95	029°46'43"	S71°36'50"E	34.41
C35	34.55	66.95	029°34'02"	S41°56'27"E	34.17
C36	39.40	66.95	033°42'55"	S10°17'58"E	38.83
C38	143.11	130.00	063°04'26"	S58°52'34"E	135.99
C39	15.50	35.00	025°22'16"	N19°05'37"E	15.37
C40	13.29	130.00	005°51'30"	S24°24'36"E	13.29
C42	93.65	69.99	076°39'32"	S48°12'34"E	86.82

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C43	26.32	130.00	011°35'55"	S15°40'53"E	26.27
C177	2.46	40.00	003°31'20"	S85°28'32"W	2.46
C184	19.71	61.89	018°14'42"	N86°51'46"W	19.63

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C108	816.82	700.00	066°51'27"	N19°01'58"W	771.26
C109	92.30	730.00	007°14'40"	N15°30'54"W	92.24
C110	88.50	730.00	006°56'45"	N06°50'59"W	88.44
C111	38.38	90.00	024°26'12"	S65°15'14"W	38.09
C112	46.91	110.00	024°26'12"	N65°15'14"E	46.56
C113	80.65	730.00	006°19'48"	N00°12'42"W	80.61

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C45	23.93	100.00	013°42'31"	N03°01'40"W	23.87
C46	18.27	100.00	010°27'56"	N01°24'23"W	18.24
C47	194.38	300.00	037°07'29"	N25°12'06"W	191.00
C49	89.63	490.00	010°28'49"	N01°23'57"W	89.50
C50	94.43	140.00	038°38'47"	N25°57'45"W	92.65
C51	18.36	130.00	008°05'23"	S05°50'14"E	18.34
C54	12.18	273.00	002°33'22"	S07°55'02"E	12.18
C55	22.98	273.00	004°49'21"	S11°36'23"E	22.97
C57	24.40	273.00	005°07'17"	S21°40'13"E	24.39
C58	42.77	273.00	008°58'35"	S28°43'09"E	42.73
C59	24.95	273.00	005°14'13"	S35°49'32"E	24.94
C60	25.35	273.00	005°19'12"	S41°06'15"E	25.34
C61	30.54	510.02	003°25'50"	N02°07'31"E	30.53
C62	39.62	510.02	004°27'03"	N01°48'55"W	39.61
C63	23.13	510.02	002°35'54"	N05°20'24"W	23.13
C64	14.68	160.00	005°15'29"	S09°16'07"E	14.68
C65	13.54	160.00	004°50'52"	S14°19'17"E	13.53
C66	15.11	160.00	005°24'43"	S19°27'05"E	15.11
C67	27.95	160.00	010°00'35"	S27°09'44"E	27.92
C68	20.11	160.00	007°12'06"	S35°46'05"E	20.10

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C69	12.61	160.00	004°31'02"	S41°37'39"E	12.61
C71	23.75	130.00	010°27'56"	N01°24'23"W	23.71
C72	16.75	70.00	013°42'31"	N03°01'40"W	16.71
C78	13.18	72.00	010°29'06"	N62°40'46"E	13.16
C86	3.23	72.00	002°34'00"	N56°09'13"E	3.23
C87	6.38	40.00	009°08'15"	N79°19'29"E	6.37
C89	21.55	210.00	005°52'42"	N77°41'43"E	21.54
C94	9.70	60.00	009°15'46"	S88°20'45"W	9.69
C95	7.57	60.00	007°13'46"	N83°24'29"W	7.57
C96	11.39	40.00	016°18'48"	S87°57'00"E	11.35
C97	11.54	900.20	000°44'05"	S88°44'23"E	11.54
C98	49.47	889.80	003°11'07"	S66°17'52"W	49.82
C99	45.01	889.80	002°53'53"	S69°20'22"W	45.00
C100	50.10	889.80	003°13'34"	S72°24'06"W	50.09
C101	50.36	889.80	003°14'33"	S75°38'09"W	50.71
C102	11.92	110.00	006°12'25"	N74°04'37"E	11.91
C103	11.37	110.00	005°55'19"	N68°00'44"E	11.36
C106	12.90	90.00	008°12'38"	S66°52'05"W	12.89
C107	9.75	90.00	006°12'25"	S74°04'37"W	9.75
C162	8.02	6207.00	000°04'26"	N76°15'41"E	8.02

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C163	7.02	72.00	005°35'04"	N70°42'51"E	7.01
C164	2.46	40.00	003°31'20"	S85°28'32"W	2.46
C165	12.75	130.00	005°37'07"	S01°01'01"W	12.74
C166	0.68	72.00	000°32'37"	N54°35'55"E	0.68
C167	20.00	670.00	001°42'38"	S08°36'04"E	20.00
C168	19.23	190.00	005°47'53"	S77°39'18"W	19.22
C169	20.17	670.15	001°43'29"	S19°27'05"E	20.17
C170	109.39	670.15	009°21'10"	S37°39'20"E	109.27
C171	51.15	671.40	004°21'55"	N25°42'23"W	51.14
C172	51.92	674.31	004°24'40"	N30°06'57"W	51.90
C173	7.53	943.56	000°27'27"	N32°39'27"W	7.53
C174	20.10	670.15	001°43'07"	N43°11'28"W	20.10
C175	98.32	668.36	008°25'43"	N48°15'29"W	98.23
C176	37.54	672.79	003°11'48"	N21°54'55"W	37.53
C179	28.13	330.54	004°52'35"	N09°06'14"W	28.12
C180	32.72	329.63	005°41'15"	N14°26'06"W	32.71
C182	12.79	70.00	010°27'56"	N01°24'23"W	12.77
C185	24.26	273.00	005°05'30"	S16°33'49"E	24.25

	By	Date
Surveyed	CBB	08/24
Drawn	TMH	04/25
Checked	JMV	04/25
Approved		
Accepted		

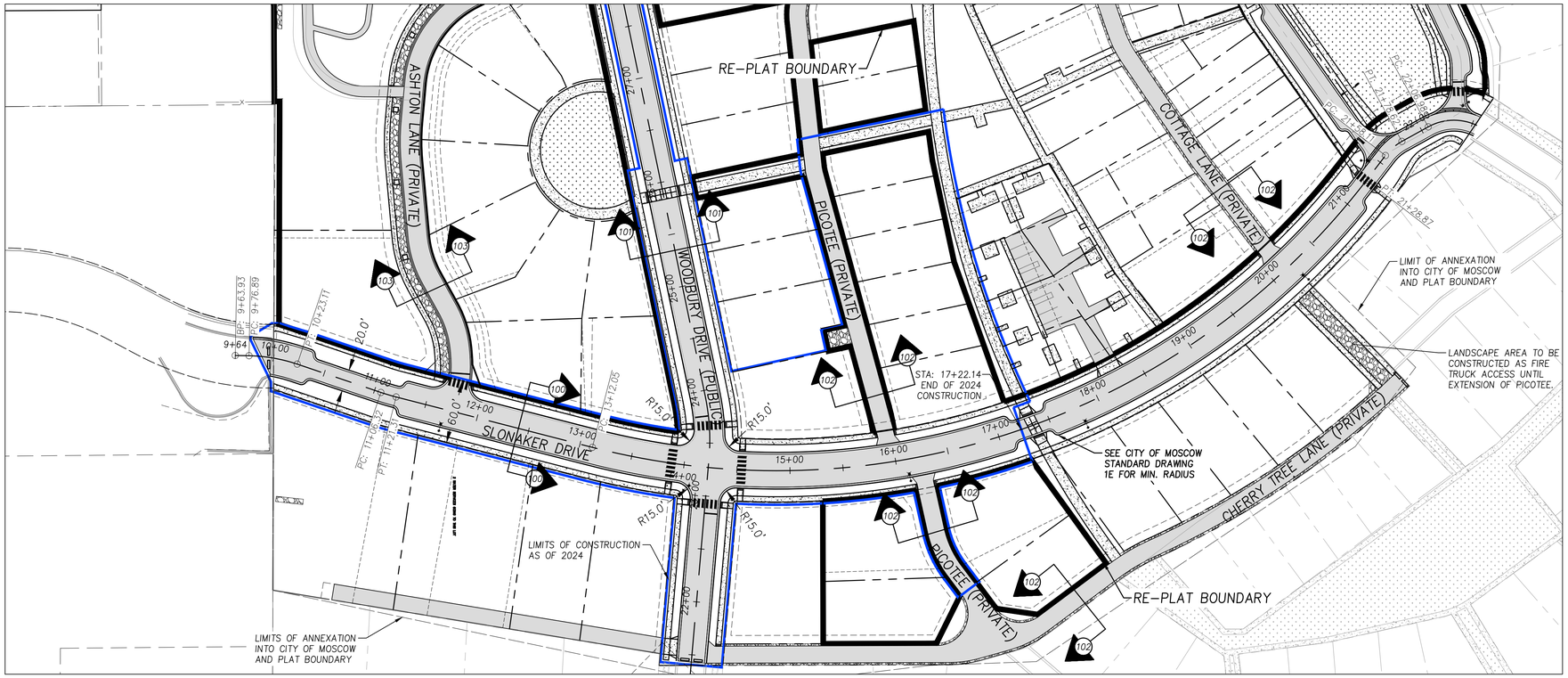
Scale: 1"=40'
Date: April 16, 2025
Drawing Name WNZ03-PLAT 2025.DWG
Sheet 5 of 5

SYNTIER Engineering, Inc.

For:
WOODBURY LAND LLC
1004 DAIRY LANE
MOSCOW, IDAHO

BLOCK 1, BLOCK 2, A PORTION BLOCK 3, AND A PORTION OF BLOCK 4 OF WOODBURY FIRST ADDITION, LOCATED IN THE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 AND NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 39 NORTH, RANGE 5 WEST, BOISE MERIDIAN, CITY OF MOSCOW, LATAH COUNTY, IDAHO

Received 06-06-2025



SLONAKER DRIVE PLAN

0 30 60 120

SCALE: 1" = 60'

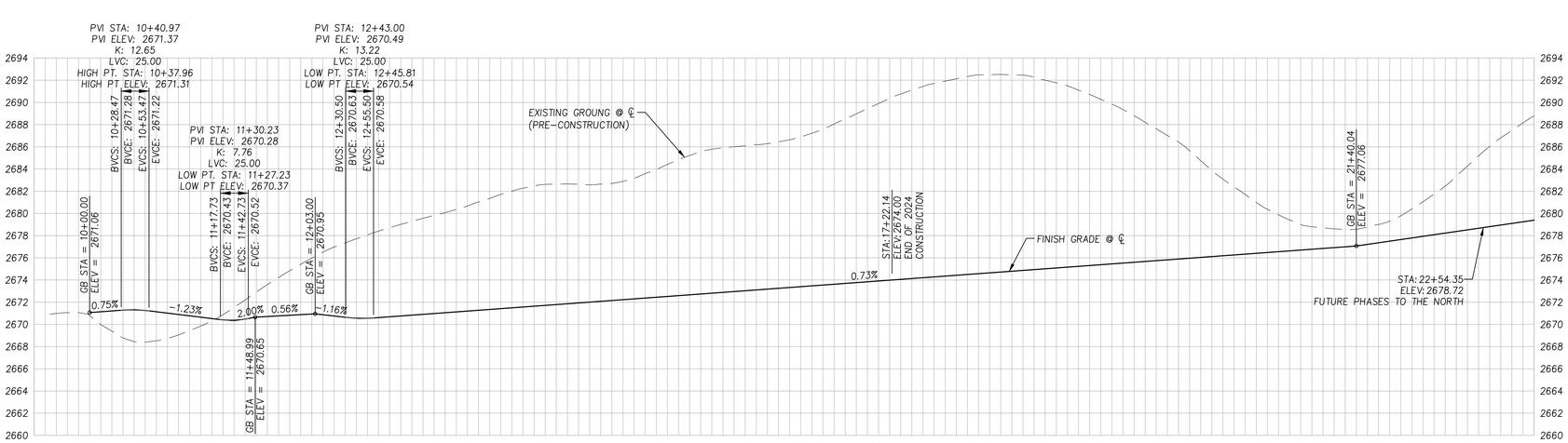
PLAT NOTES

(100) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C5.3.

(101) CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C5.3.

(102) CONSTRUCT PRIVATE ALLEY PER TYPICAL ALLEY SECTION, SHEET C5.3.

(103) CONSTRUCT STREET PER ASHTON LANE ROAD SECTION, SHEET C5.3.



SLONAKER DRIVE PROFILE

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

SLONAKER PLAN AND PROFILE 10+00 TO 22+55
WOODBURY 2025 PRELIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSED 16146 STATE OF IDAHO SCOTT A SUMNER 6/6/25

DESIGNED:	ATM
DRAWN:	ATM
CHECKED:	SAS
DATE:	JUNE 4, 2025

REVISIONS

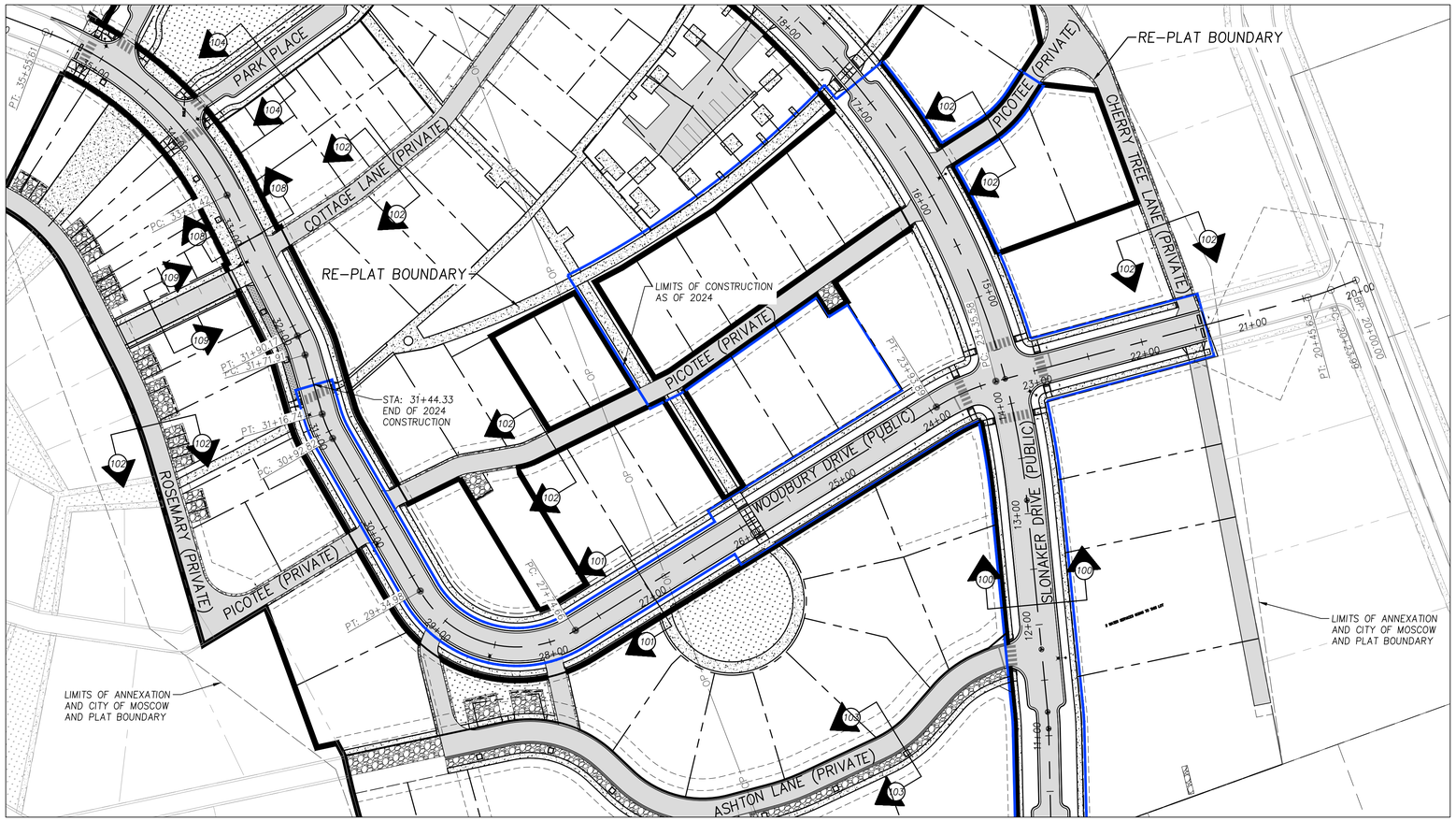
NO.	DESCRIPTION	DATE

SHEET NO.
C5.0
7 OF 10

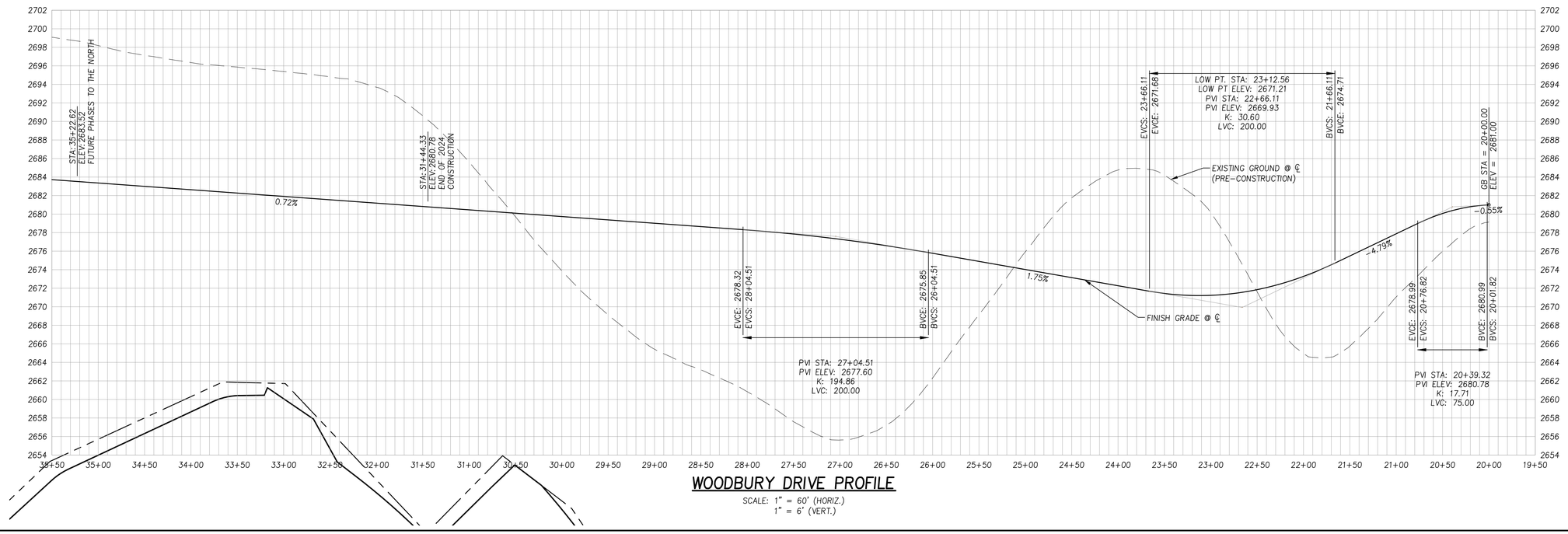
JOB NO. WNZ-03

MOSCOW, IDAHO

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\ WNZ03-C5.0-SLONAKER-STA 10+00 TO STA 24+00.dwg



WOODBURY DRIVE PLAN



WOODBURY DRIVE PROFILE

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

0 30 60 120
SCALE: 1" = 60'

PLAT NOTES

100 CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C5.3.

101 CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C5.3.

102 CONSTRUCT PRIVATE ALLEY PER TYPICAL ALLEY SECTION, SHEET C5.3.

103 CONSTRUCT STREET PER ASHTON LANE ROAD SECTION, SHEET C5.3.

104 CONSTRUCT ONE WAY LOOP PER PARK PLACE ROAD SECTION, SHEET C5.3.

108 CONSTRUCT LOCAL STREET PER NORTHERN WOODBURY DRIVE ROAD SECTION, SHEET C5.3.

109 CONSTRUCT STREET PER COTTAGE CONNECT ROAD SECTION, SHEET C5.3.

WOODBURY PLAN AND PROFILE 20+00 TO 35+23

WOODBURY 2025 PRELIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER 6/6/25

DESIGNED:	ATM
DRAWN:	ATM
CHECKED:	SAS
DATE:	JUNE 4, 2025

DATE	NO.	DESCRIPTION
		REVISIONS

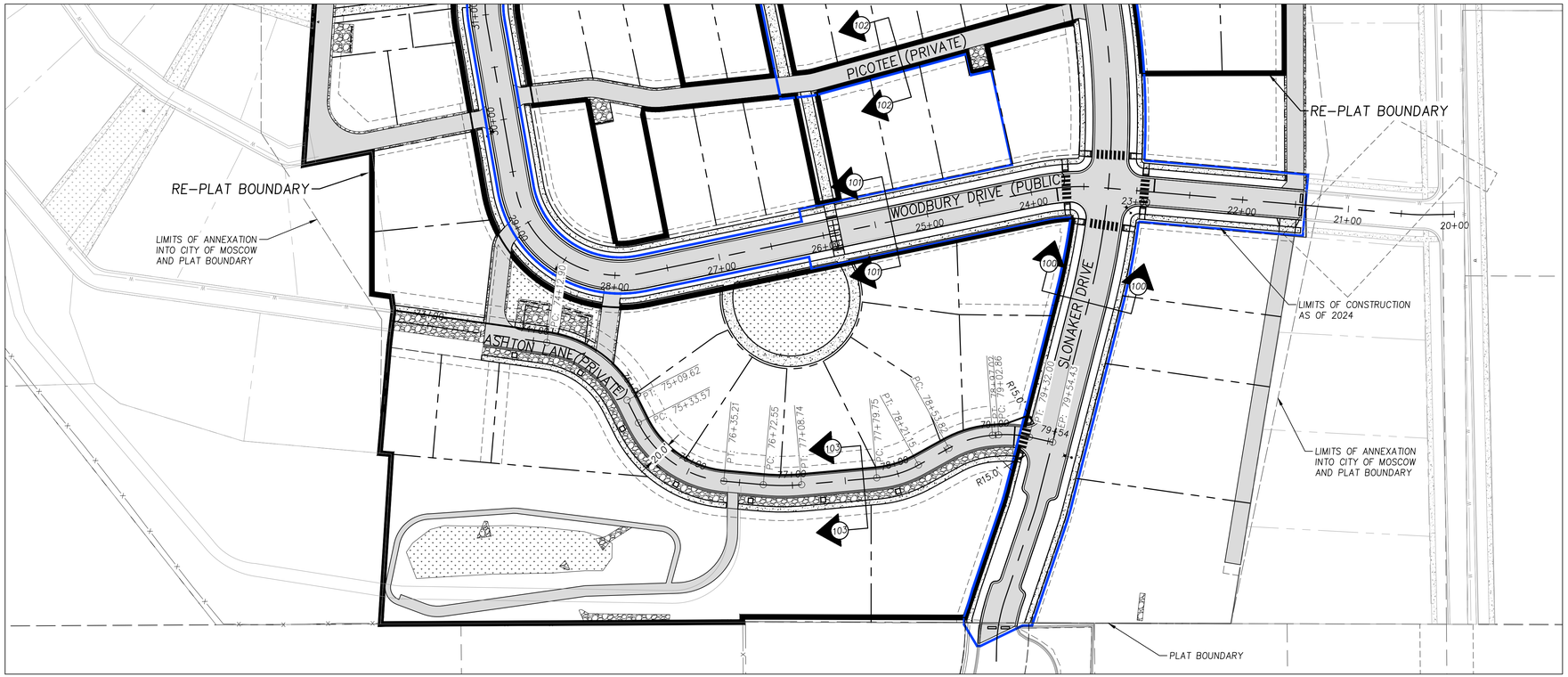
SHEET NO.
C5.1
8 OF 10

JOB NO. WNZ-03

MOSCOW, IDAHO

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C5.1-WOODBURY STA 25+00 TO STA 32+00.dwg

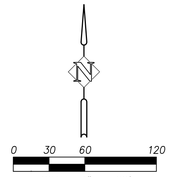
Received 06-06-2025



ASHTON LANE PLAN

ASHTON LANE PROFILE

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



SCALE: 1" = 60'

PLAT NOTES

(100) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C5.3.

(101) CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C5.3.

(102) CONSTRUCT PRIVATE ALLEY PER TYPICAL ALLEY SECTION, SHEET C5.3.

(103) CONSTRUCT STREET PER ASHTON LANE ROAD SECTION, SHEET C5.3.

ASHTON PLAN AND PROFILE 72+50 TO 79+50
WOODBURY 2025 PRELIIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO 16146 SCOTT A SUMNER

DESIGNED:	ATM	CHECKED:	SAS
DRAWN:	ATM	DATE:	JUNE 4, 2025

NO.	DESCRIPTION	DATE

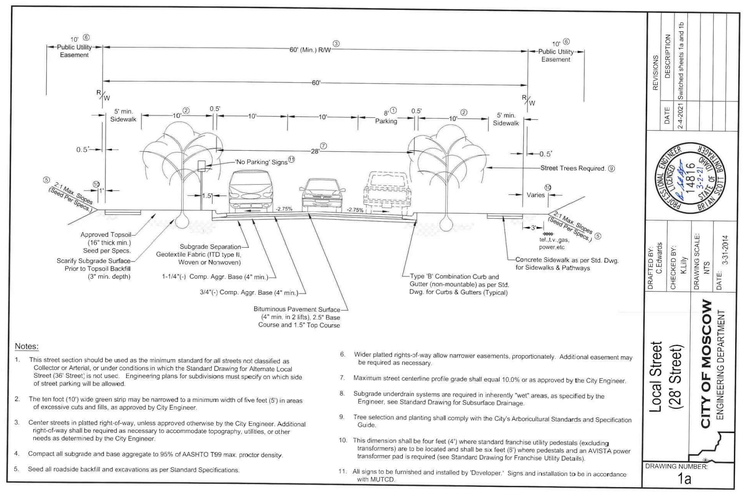
REVISIONS

SHEET NO.
C5.2
9 OF 10

JOB NO. WNZ-03

MOSCOW, IDAHO

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\ WNZ03-C5.2-ASHTON STA 72+50 TO STA 79+50.dwg



Notes:

1. This street section should be used as the minimum standard for all streets not classified as Collector or Arterial, or under conditions in which the Standard Drawing for Alternate Local Street (36' Street) is not usec. Engineering plans for subdivisions must specify on which side of street parking will be allowed.
2. The ten foot (10') wide green strip may be narrowed to a minimum width of five feet (5') in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer. Additional right-of-way shall be required as necessary to accommodate topography, utilities, or other needs as determined by the City Engineer.
4. Compact all subgrade and base aggregate to 95% of AASHTO T99 max. proctor density.
5. Seed all roadside backfill and excavations as per Standard Specifications.
6. Wider platted rights-of-way allow narrower easements, proportionately. Additional easement may be required as necessary.
7. Maximum street centerline profile grade shall equal 10.0% or as approved by the City Engineer.
8. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the Engineer, see Standard Drawing for Subsurface Drainage.
9. Tree selection and planting shall comply with the City's Arboricultural Standards and Specification Guide.
10. This dimension shall be four feet (4') where standard franchise utility pedestals (excluding transformers) are to be located and shall be six feet (6') where pedestals and an AVISTA power transformer pad is required (see Standard Drawing for Franchise Utility Details).
11. All signs to be furnished and installed by 'Developer.' Signs and installation to be in accordance with MUTCD.

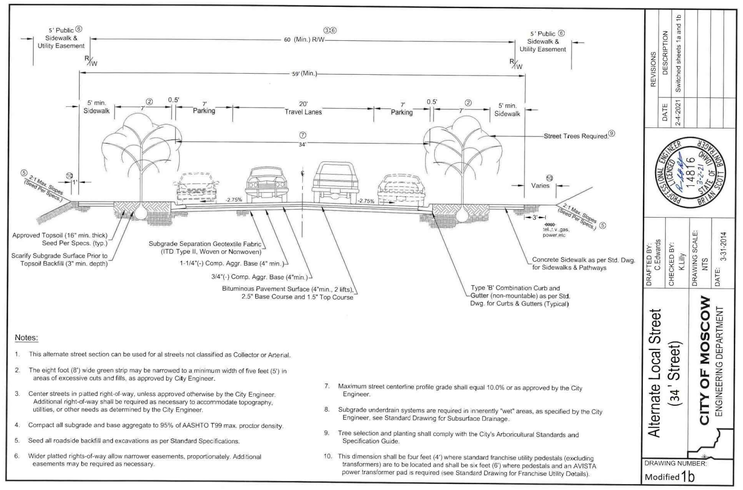
REVISIONS: DATE 2-4-2021 — DESCRIPTION: Switched sheets 1a and 1b

DRAFTED BY: C.Edwards | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 3-31-2014

Local Street (28' Street)

CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: 1a



Notes:

1. This alternate street section can be used for al streets not classified as Collector or Arterial.
2. The eight foot (8') wide green strip may be narrowed to a minimum width of five feet (5') in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer. Additional right-of-way shall be required as necessary to accommodate topography, utilities, or other needs as determined by the City Engineer.
4. Compact all subgrade and base aggregate to 95% of AASHTO T99 max. proctor density.
5. Seed all roadside backfill and excavations as per Standard Specifications.
6. Wider platted rights-of-way allow narrower easements, proportionately. Additional easements may be required as necessary.
7. Maximum street centerline profile grade shall equal 10.0% or as approved by the City Engineer.
8. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the City Engineer, see Standard Drawing for Subsurface Drainage.
9. Tree selection and planting shall comply with the City's Arboricultural Standards and Specification Guide.
10. This dimension shall be four feet (4') where standard franchise utility pedestals (excluding transformers) are to be located and shall be six feet (6') where pedestals and an AVISTA power transformer pad is required (see Standard Drawing for Franchise Utility Details).

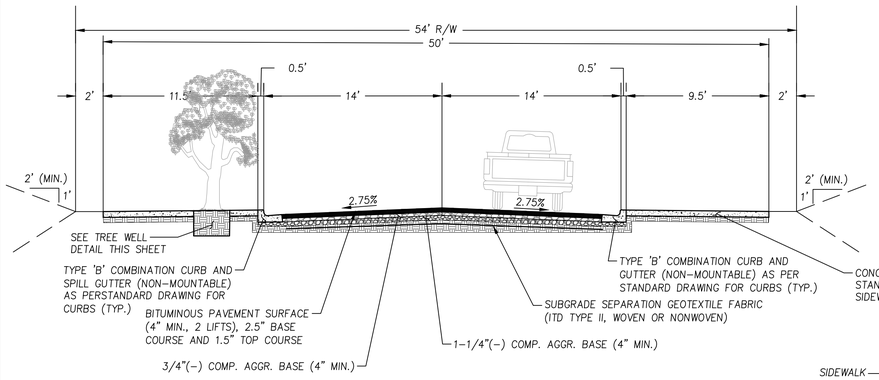
REVISIONS: DATE 2-4-2021 — DESCRIPTION: Switched sheets 1a and 1b

DRAFTED BY: C.Edwards | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 3-31-2014

Alternate Local Street (34' Street)

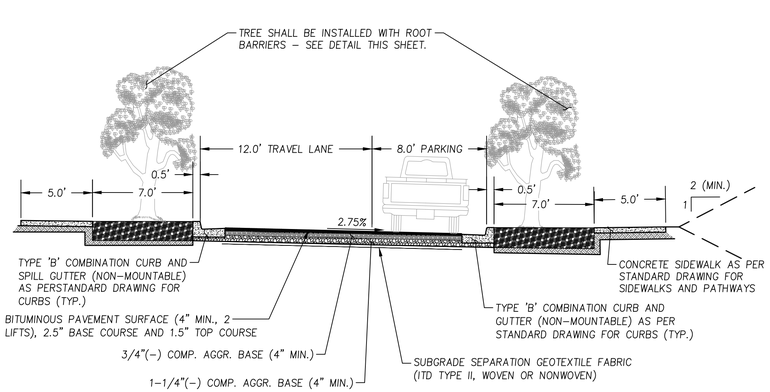
CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: Modified 1b



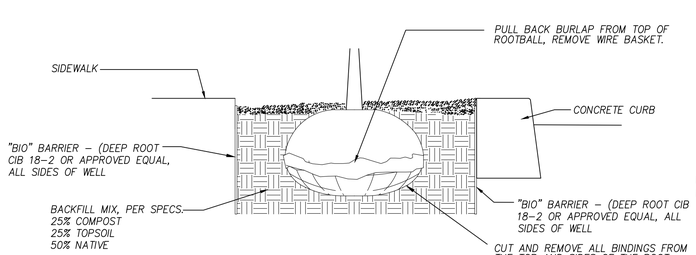
NORTHERN WOODBURY DRIVE ROAD SECTION

N.T.S.



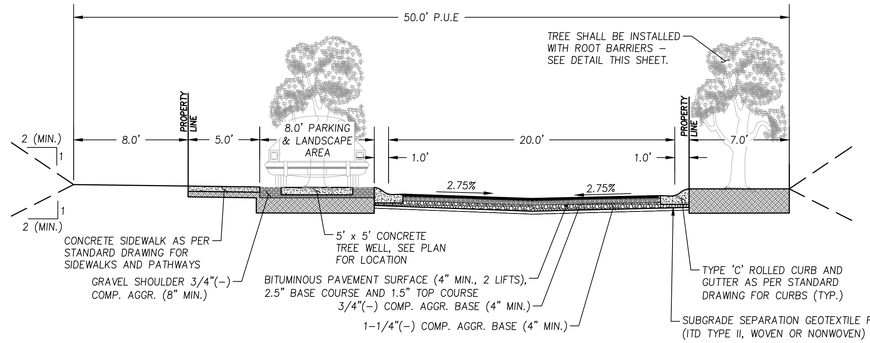
PARK PLACE ROAD SECTION

SCALE: 1"=5'



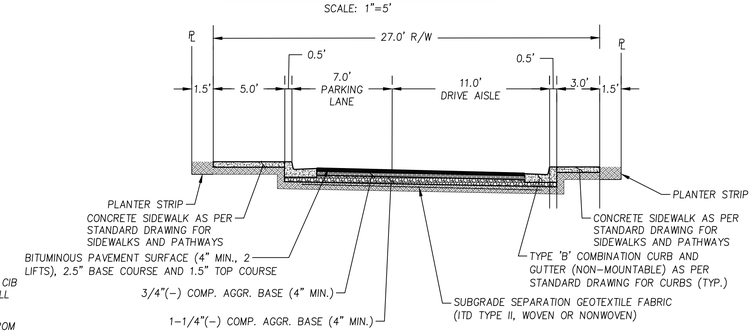
TYPICAL STREET TREE WELL

N.T.S.



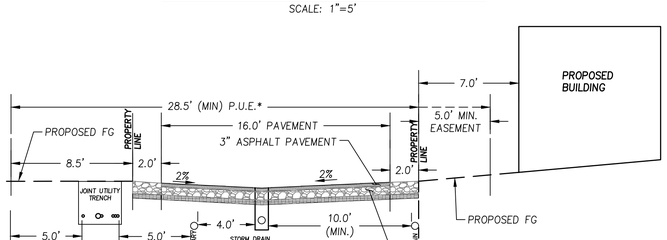
ASHTON LANE ROAD SECTION

SCALE: 1"=5'



COTTAGE CONNECT ROAD SECTION

SCALE: 1"=5'



PRIVATE ALLEY SECTION

SCALE: 1"=5'

ROAD SECTIONS
WOODBURY 2025 PRELIMINARY PLAT

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

PROFESSIONAL ENGINEER — LICENSED — 16186 — STATE OF IDAHO — SCOTT A SUMNER — 6/2/25

DESIGNED: ATM | DRAWN: ATM | CHECKED: SAS | DATE: JUNE 4, 2025

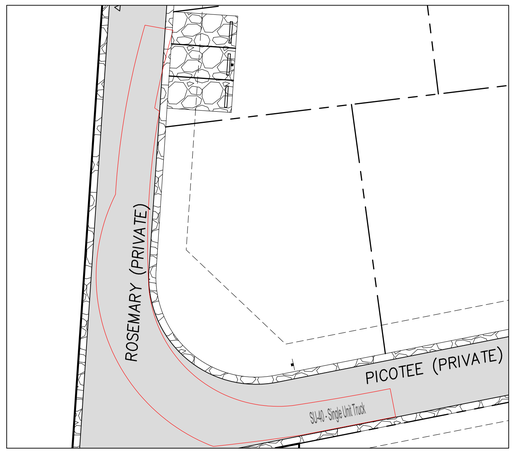
REVISIONS: NO. | DESCRIPTION | DATE

SHEET NO. C5.3 OF 10

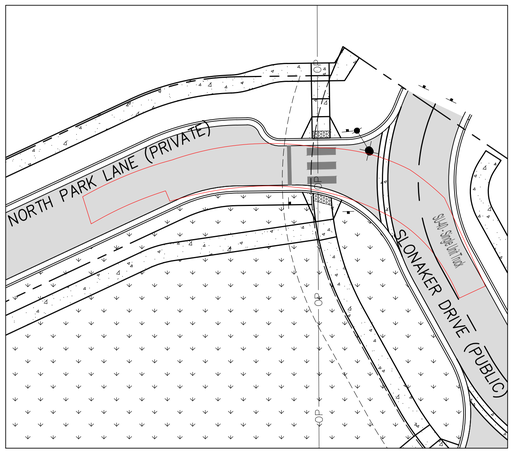
JOB NO. WNZ-03

P:\WNZ-03 (Sonaker Development\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C5.3-ROAD SECTIONS.dwg

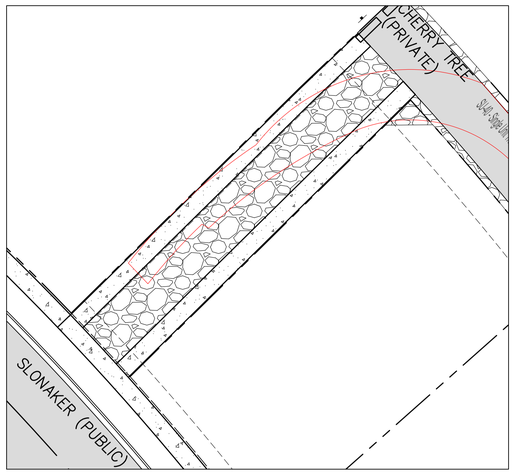
MOSCOW, IDAHO



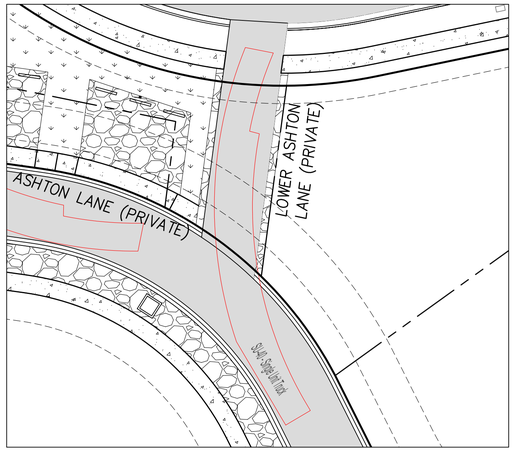
1– PICTOEE RT ROSEMARY
SCALE: 1" =20'



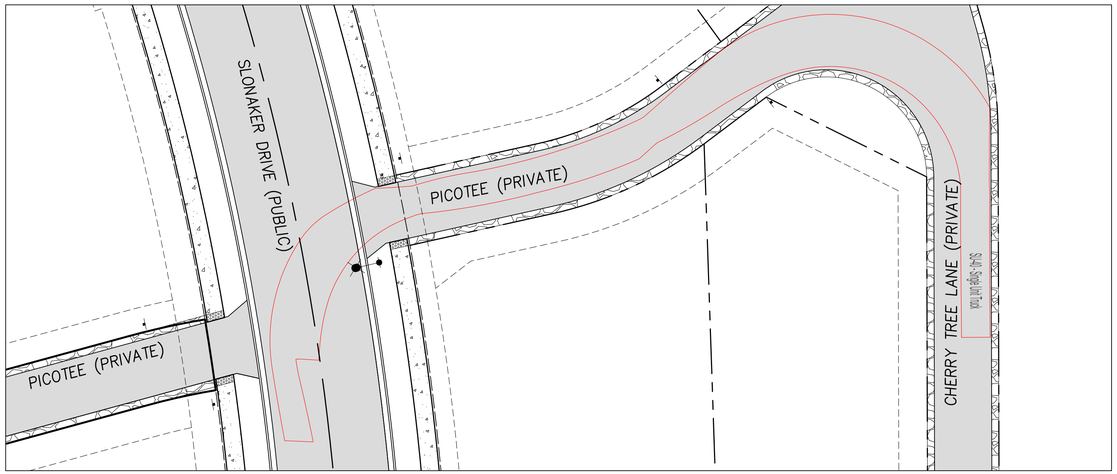
2 –SLONAKER LT NORTH PARK PLACE
SCALE: 1" =20'



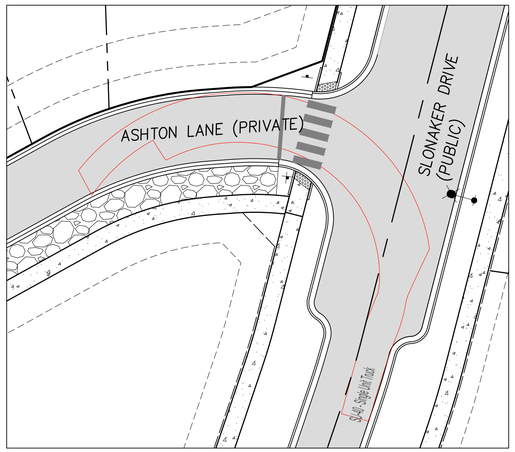
3 – CHERRY TREE LT TO TEMP FIRE ACCESS
SCALE: 1" =20'



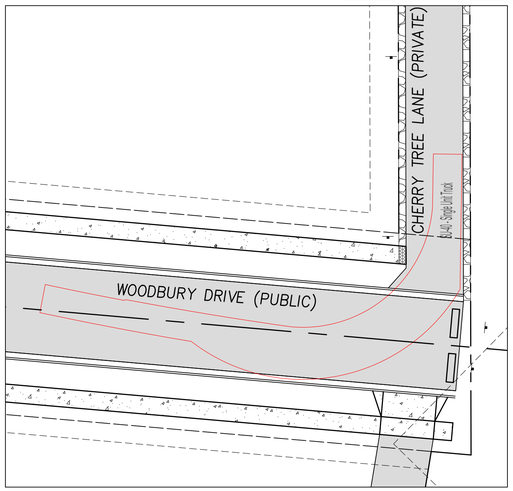
4 – ASHTON LANE RT LOWER ASHTON LANE
SCALE: 1" =20'



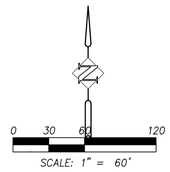
5 – CHERRY TREE LT PICOTEE LT SLONAKER
SCALE: 1" =20'



6 – SLONAKER LT ASHTON LANE
SCALE: 1" =20'

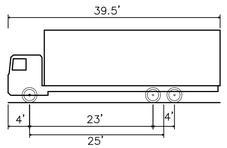


7 – CHERRY TREE RT WOODBURY
SCALE: 1" =20'



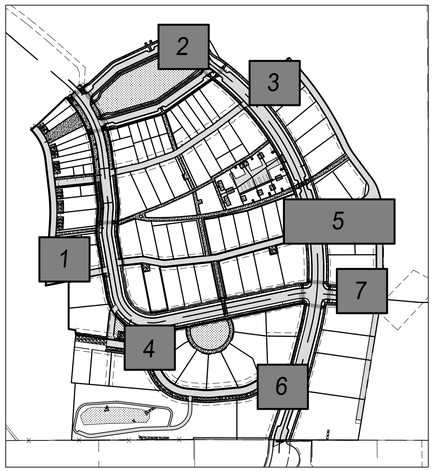
FIRE TRUCK NOTES:

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



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

SU-40 – SINGLE UNIT TRUCK



KEYMAP

FIRE TRUCK ACCESS
WOODBURY 2025 PRELIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER
6/6/25

DESIGNED:	ATM
DRAWN:	ATM
CHECKED:	SAS
DATE:	JUNE 4, 2025

REVISIONS

DATE	NO.	DESCRIPTION

SHEET NO.
C6.0
11 OF 10
JOB NO. WNZ-03

MOSCOW, IDAHO

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\WNZ03-C6.0-Fire Truck Access.dwg

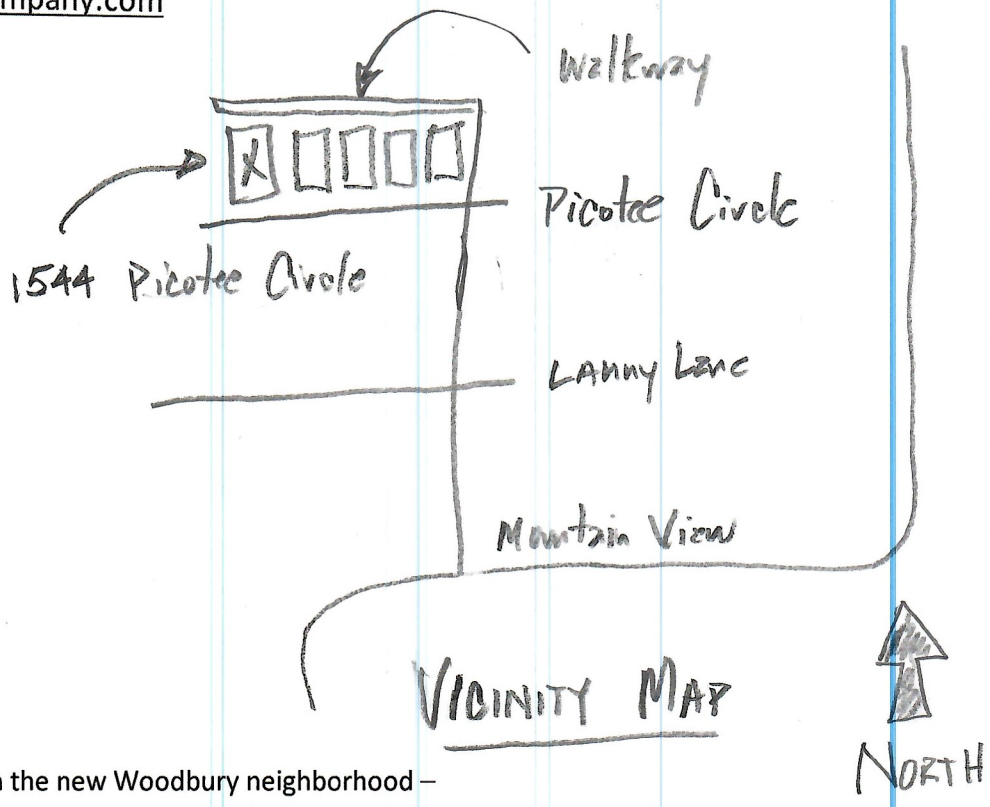
Received 06-06-2025

LUP2025-0015

You are invited to attend a Neighborhood meeting (for a second time)

- Why? Woodbury Land, LLC is applying to the City of Moscow for modifications to the Woodbury neighborhood, a planned residential and mixed-use development of 106 lots on about 22 acres. This informal neighborhood meeting will allow Woodbury Land, LLC to explain the purpose of the modifications to those living nearby.
- When? – Tuesday, May 20 th – 5:30 pm
- Where? – 1544 Picotee Circle – Moscow
- Contact person – Mark Wintz – 208) 596-5555 or email - mark@wintzcompany.com

Mark Wintz



1544 Picotee is located in the new Woodbury neighborhood –

Take Slonaker north past Lanny Lane to Picotee Circle. Park at the end of Slonaker and use the walkway to reach the house.

Received 05-21-2025

LUP2025-0015

Summary of Comments

There were a few questions on water pressure from people living on Lanny. We conveyed our understanding that, when we looped into Arbercrest, our primary supply was now coming from a separate system and shouldn't be drawing from the system feeding Lanny.

There was a question about our request for additional density. "Why didn't you ask for this originally?" Our answer was that we could not anticipate market changes or envision every detail at such an early stage.

There was a question about why we put in a temp water line to Arbercrest – I explained that the topography did not allow us to put it in its permanent position until graded.

A question about the total number of homes when completely built out – Answer – approximately 350 homes.

There were no further questions and we closed.

Received 05-21-2025

5/20/25 Woodbury Neighborhood Meeting

LUP2025-0015

NAME	ADDRESS
Mark Wintz	1004 Dairy Lane. Moscow
Don Bender	2236 Arborcrest Rd., Moscow.
Andy Johansen	1252 Slonaker Dr Mscw
Paul Hendrix	1306 Slonaker Dr.
Sherry Garcia	1515 Lanny Dr.
Karen Westacott	1424 Lanny Drive
Mary Jett	1418 Lanny Dr.
Laurel Braaen	1430 Lanny
Larry Braaen	1430 Lanny
Cec & Joe May	1309 Slonaker Dr.
Diane Martinson	1662 S. Picotee Cir.
ROGER "	" " " "
Valerie Wintz	1004 Dairy

Received 05-21-2025

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Use Avery Template 5160
LUP2025-0015

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

PRALL, JAMES
1091 YOUMANS LN
MOSCOW, ID 83843

PILCHARD, TIMOTHY
1112 SLONAKER DR
MOSCOW, ID 83843

WALKER, CHRISTOPHER
1115 SLONAKER DR
MOSCOW, ID 83843

PALOUSE RIVER LLC
1116 PINE CREST RD
MOSCOW, ID 83843

YOUMANS, SILAS GRANT
1156 YOUMANS LN
MOSCOW, ID 83843

HEIDELBERGER, ASHLEY
1208 TAMARACK DR
MOSCOW, ID 83843

JOHANSEN, WILLIAM
1212 SLONAKER DR
MOSCOW, ID 83843

BEEBE, RICHARD
1212 TAMARACK DR
MOSCOW, ID 83843

NEELON, MICHAEL
1215 SLONAKER DR
MOSCOW, ID 83843

RISTINE, THOMAS
1216 TAMARACK DR
MOSCOW, ID 83843

SMITH, CHERYL
1220 TAMARACK DR
MOSCOW, ID 83843

MIZE, COLE
1224 TAMARACK DR
MOSCOW, ID 83843

DAVIS, JAMES
1228 TAMARACK DR
MOSCOW, ID 83843

MORIN, TERRENCE
1232 TAMARACK DR
MOSCOW, ID 83843

ALLEN, CARRIE
1236 TAMARACK DR
MOSCOW, ID 83843

PARKES, JAMES
1275 YOUMANS LN
MOSCOW, ID 83843

HENDRIX, PAUL
1306 SLONAKER DR
MOSCOW, ID 83843

MAY REVOCABLE LIVING TRUST
1309 SLONAKER DR
MOSCOW, ID 83843

DAVID TRAIL FAMILY TRUST
1310 YOUMANS LN
MOSCOW, ID 83843

REECE, JOANNE
1400 ORCHARD AVE
MOSCOW, ID 83843

GRAUKE, DONNA
1412 LANNY DR
MOSCOW, ID 83843

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

JETT, MARY
1418 LANNY DR
MOSCOW, ID 83843

JESCHKE, AARON
1421 LANNY DR
MOSCOW, ID 83843

MOSCOW RENTALS LLC
1422 WOODBURY DR
MOSCOW, ID 83843

WESTACOTT, KAREN
1424 LANNY DR
MOSCOW, ID 83843

DEY, ROBERT
1427 LANNY DR
MOSCOW, ID 83843

BRANEN FAMILY LIVING TRUST
1430 LANNY DR
MOSCOW, ID 83843

GARRETT, KATIE
1506 LANNY DR
MOSCOW, ID 83843

Pat: avery.com/patents
Étiquettes d'adresse Easy Peel®
Repliez à la hachure afin de révéler le rebord Pop-up®
Allez à avery.ca/gabarits
Utilisez le Gabarit Avery 5160
Received 05-21-2025

LUP2025-0015

RITTENHOUSE, RICHARD
1509 LANNY DR
MOSCOW, ID 83843

CHRISTOPHERSEN, JON
1512 LANNY DR
MOSCOW, ID 83843

LEHMITZ, DAVID
1515 LANNY DR
MOSCOW, ID 83843

CUNNINGHAM, JUSTIN
1518 LANNY DR
MOSCOW, ID 83843

FURTADO, SHEREE
1524 LANNY DR
MOSCOW, ID 83843

CARPENTER, MICHAEL
1527 LANNY DR
MOSCOW, ID 83843

SHARMA, SUNIL
1530 LANNY DR
MOSCOW, ID 83843

GOODWIN, JUSTIN
1542 LANNY DR
MOSCOW, ID 83843

FULLERTON, DENNIS
16053 26TH AVE NE
SHORELINE, WA 98155

SCHLECT, CHRISTOPHER
1609 LANNY DR
MOSCOW, ID 83843

BROCKWALDER, KALEN
1632 ARBORCREST RD
MOSCOW, ID 83843

MARTINSON, ROGER
1662 PICOTEE CIR
MOSCOW, ID 83843

EVERSON, SHARON
1705 LANNY DR
MOSCOW, ID 83843

SPELLMAN, ANGELA
1750 ARBORCREST RD
MOSCOW, ID 83843

LAUGHY & HENDRICKSON TRUST
1820 ORCHARD AVE
MOSCOW, ID 83843

BRAY, MICHAEL
2294 STEAMBOAT LP
PORT ORCHARD, WA 98366

COMMUNITY DEVELOPMENT
ATTN: JENNIFER FLEISCHMAN
504 S WASHINGTON ST
MOSCOW, ID 83843

Received 05-21-2025

You are invited to attend a Neighborhood meeting

- Why? Woodbury Land, LLC is applying to the City of Moscow for modifications to the Woodbury neighborhood, a planned residential and mixed-use development on about 82 acres. This informal neighborhood meeting will allow Woodbury Land, LLC to explain the purpose of the modifications to those living nearby and provide a relaxed setting for questions before the City's public hearings.
- When? – Wednesday, January 15th – 7:00 pm
- Where? – 1912 Center – 412 E. 3rd St. – Fiske Room
- Contact person – Mark Wintz – 208) 596-5555 or email - mark@wintzcompany.com

Hope to see you there.

Mark Wintz

Comments -

Neighborhood meeting , 1912 Building

January 15th – 7:00 pm

Mark - Opened meeting and welcomed neighbors – about 30 neighbors in attendance

Mark – explained City approval process and the purpose of the Neighborhood Meeting

Levi – Used the Power Point slides on a huge TV screen to explain, lot by lot, the changes that we were proposing. This took 12 to 15 minutes

Levi and Mark fielded questions –

Q - Why are you proposing this?

A – We are refining our original design and responding to, what appears to be, a permanent change in the housing market, specifically dramatic increases in pricing. That means, without lowering the quality that we are committed to, Woodbury needs to do some redesign to provide some homes that are financially attainable to all but the wealthy and put enough residents living near the core (Woodbury's central park) that the Neighborhood Business portion of the plan can adequately supported.

Q - What about parking?

A – Of course we are concerned about parking. Convenience is an important part of a good lifestyle. A great lifestyle is what Woodbury is intending to achieve.

Phase one at Woodbury has 162 "on street" parking spaces (at 25' of curb ;length per space and over 200 at 20' per space) and another 30 spaces that are scattered around, 20 of which are on the west side of the NB lots. With the following exceptions, all residences have at least two parking spaces on their property.

The exceptions are as follows:

Southwick Court – Nine homes with 15 spaces or 1.5 off-street spaces per home.

Park Place Townhomes (south side of central park) Lots numbered one through ten have one (1) off-street parking space per residence.

Neighborhood Business – No assigned parking

Q - What about traffic on Slonaker?

A – We were asked to do a traffic study that anticipated our entire master planned build-out and that study said that Slonaker can handle the ADTs. The City recognized that Mountain View between Slonaker and the Hirk needed a sidewalk. We shared the cost with the City, 50/50, to build that improvement.

NAME	ADDRESS
Paul Hendrix	1306 Slonaker Dr. Moscow
Suzie Trail	1422 Woodbury Dr
Jim Pierce	1422 Woodbury
Joe & Cece May	1309 Slonaker Dr.
Ellen & Andy Johansen	1212 Slonaker Dr.
Mary Jane & Rob Dey	1427 Lanny Dr.
Justin Goodwin	1542 Lanny Dr.
Emy Carpenter	1527 Lanny Dr.
Heidelberger	1208 Tamarack
Scott Sumner	106 S. Hayes St
Chris & Heather Walker	1115 Slonaker Dr.
Jim Pidell	1091 Youmans Lane
Carolyn Berman	1091 Youmans Ln.

City of Moscow
Engineering Dept.

Memo

To: Michael Ray, Planning Manager

From: Bob Buvel, Senior Civil Engineer

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

Date: June 17, 2025

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

---

After reviewing the preliminary re-plat and planned unit development (PUD) for the Woodbury addition, the engineering department has a few of recommendations for consideration at this stage of the re-platting process. We don't anticipate that the traffic on Mountain View Road will increase significantly from the original plat to the re-plat. Based on the TIS submitted with the original plat, the additional lots won't have a significant impact on the LOS at F Street and Mt. View. The improvements on Mt. View to mitigate the impact of the Woodbury Subdivision have already been installed. As with the original plat, more analysis/mitigation may be required when the connection to Orchard Ave. is completed. The increase in the number of lots and density from the original plat will have an impact on some of the utility systems . As a result, please consider the following:

1. The addition lots will have a negligible impact on domestic water demand in the area, however the addition of NB zoned lots with potential commercial uses may increase the fire flow demand in the subdivision. The water modeling report for the original plat was done prior to upgrades to the Ponderosa pump station and it recommended connecting to the main pressure zone in Slonaker as the Ponderosa station was insufficient to serve the development. After that water model analysis was completed, the City constructed a new pump station serving the Orchard Ave. pressure zone and the Woodbury Addition was included in the potential service area of that pump station design. The developer has also constructed a connection to that pressure zone and installed a PRV near the connection to the main pressure zone in Slonaker, expanding the Orchard Pressure Zone as intended in the new pump station design. Flow tests of the system near the new commercial lots indicate an available fire flow of 3800 gpm. Fire Flow at that capacity should be sufficient to serve the majority of uses in the NB Zone. Any supply deficiencies for other uses can be mitigated by installing fire suppression systems in the

building and/or constructing a building with a more fire-resistant building construction type.

2. Because of the increased density and subsequent increase in overall impervious area of the development, the Woodbury stormwater report will need to be revised and any necessary modifications to the existing detention pond will need to be completed with the next phase of the development.

3. The sanitary system as designed should be sufficient to serve the additional lots however the additional demand will exacerbate the issue downstream of Slonaker and the planned Lanny connection should be required with the next phase of the development.

4. The proposed re-plat shows the Woodbury Drive ROW width decreasing from Sixty feet (60') to Fifty-Four feet (54') north of Cottage Lane. The proposed re-plat indicates that Woodbury will continue to be a public street. The Woodbury ROW shall stay 60' wide if it is going to be a public street.

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

Regards,

Bob Buvel

To: Planning & Zoning Commission
Cc: Mayor Art Bettge, City of Moscow Council President
Date: June 18, 2025

I am writing this letter to adamantly oppose the expansion and parking variance of the Woodbury development based on the following points I wish to have addressed. Water, sewer, stormwater, safety and cost of taxpayers dollars spent solely for the benefit of this development.

August 2021, Mike Ray presented to the Planning & Zoning Commission and recommended the Woodbury development for approval. During that presentation Mr. Ray referred to the 2012 Comprehensive water system plan and stated the "existing system has adequate potable and fire flows to serve the area." Mr Ray also referred to the 2011 Comprehensive sewer system plan and stated it also indicated the "existing system is adequate to serve additional flow." During Mr Ray's presentation he recommended two conditions for the approval of the Woodbury development, a left turn lane from Mountain View Rd onto Slonaker Dr if warranted and improvements along Mountain View Rd to include roadway widening, curbing and sidewalk. The turn lane would be paid for by Mr Wintz.. The other Mountain View improvements would be a shared cost of 50/50 between the City of Moscow and Mr. Wintz. Planning & Zoning voted to approve moving it forward to the City Council.

September 2021, Mike Ray gave the same presentation to the City Council. City Council voted to approve The Woodbury Development with the above mentioned conditions.

Water, Sewer, Stormwater issues. (see City of Moscow letters)

September 14, 2022. One year after the City Council approved this development a letter from the City of Moscow Engineering Dept. was written to Mr. Wintz, identifying water and sewer issues. (See enclosed Letter) **Why wasn't this discussed during the public hearings in front of the Planning & Zoning Commission and City Council?** Why did it take one year for this information to come forward? Why did Mr. Ray make a very general statement in his presentation that the City could provide water and sewer when obviously there were a lot of other factors involved.

A second letter dated July 23, 2024 states the water could only be served to lots below 2681 in elevation. The letter also states the new Ponderosa Booster Pump Station has been completed and the city can now serve the entire Woodbury Subdivision 1st addition as platted with the developer constructing a temporary water main connection off Arborcrest.

The Ponderosa Booster station had to be modified to meet the demands for the water and fire flow mandates. No where in the HDR documents or plans does it discuss meeting the needs of a fire flow for the N/B zone of 2250 gpm as stated in the Comprehensive Water plan page 7.3.7. This was never even discussed. Why not?? HDR recommends contacting the pump manufacturer to make sure the pumps can run above the AOR levels. Have the pump manufacturer been contacted?

Sewer

September 14, 2022. One year after the City Council approved this development a letter from the City of Moscow Engineering Dept. was written to Mr. Wintz, identifying water and sewer issues. (See enclosed Letter) **Why wasn't this discussed during the public hearings in front of the Planning & Zoning Commission and City Council?**

Based on the 2011 Comprehensive Sewer plan I believe two other sewer issues need to be addressed in addition to Juniper and Thatuna needing replaced. The comprehensive plan shows two additional locations operating at 75 - 89% located at D St / Oylear field and in the area of Harold Street near the fairgrounds. This is information from 2011. Since 2011, 104 additional residential homes and 212 apartments, townhomes and duplexes are now using the sewer system in the area of the Fairgrounds. This number does not include existing lots for sale. What is the capacity running today? The Woodbury development just in this phase will add 72 additional residential homes to the D St / Oylear field sewer system
How will the Woodbury development impact the area of D St / Oylear field and White Ave. by the Latah County Fairground? The third area of concern noted is located on 3rd St by Stadium Drive. Please note the Empire apartments are now part of the system. This needs to be addressed.

Stormwater

During Mr. Ray's August 2021 presentation to planning and zoning he stated stormwater would be piped to the intended detention pond and meet the predevelopment rate. Mr. Wintz has hired SynTier Engineering who states they specialize in stormwater design. I've included some photographs of water related issues. Does this look like someone who specializes in stormwater design? This has been a problem since the beginning of this development. I filed a records request for photographs and video relating to stormwater retention, erosion, and flooding. The City of Moscow provided me with 7 zip files. Each of these files contained between 100-150 photographs and videos dealing with stormwater issues. That's 700-1000 images and or videos. That seems like a tremendous amount of documentation with nothing being done. Mr. Wintz has also been operating without a DEQ permit since January 2024. Mr. Wintz applied for a DEQ permit in January 2025. I have met with Idaho DEQ, filed a formal complaint and provided them with the hundreds of photographs and videos I was able to obtain through the records request. The storm water retention pond and now been hooked into the City of Moscow storm system.

This development has stormwater that flows into the Tamarack, Ponderosa, Juniper area. The stormwater pipe is a corrugated metal pipe (CMP) in the Tamarack area. The CMP pipe in this area is in desperate need of repair. The CMP pipe has decayed and collapsed in spots. I spoke with the City Engineer and he confirmed the pipe was decaying in spots. I spoke with a

contractor who crawled inside the pipe in this area and was told it had collapsed in spots. This has never been addressed during the Woodbury Development process.

Safety

The plans submitted by the developer have a fire truck access plan. This document shows six areas where the path of the truck is outside of the tire envelope for turning radius using a 40 foot truck. I can find no modifications for this plan to accommodate fire services. Mr. Wintz has asked for a variance of parking spaces from 2 spaces per house to 1 ½ spaces per house. The plans submitted do not take into account cars parked on the street and a fire truck negotiating the turns. I spoke with Fire Chief Nickerson about this issue. I learned the City of Moscow fire trucks are just under 40 feet in length, however, the ladder truck is 46 feet in length. In the neighborhood meeting Mr Wintz informed he intended to build three story buildings in his neighborhood business zone with apartment style living on the top floor. Fire Chief Nickerson told me the standard operating procedure for structures 3 stories and above have to have ladder truck access. The 46 foot ladder truck **will not** be able to gain access into the neighborhood business zone of this development. Why was this plan even approved? (see fire truck access plan)

Cost

What was the cost for HDR Engineering Inc to complete the analysis on the water and sewer issues?

In reviewing the invoices submitted by Mr. Wintz / Germer construction, no breakdown of work performed separating out the turn bay vs street widening, sidewalk and curb is identified. I showed the invoices to the city engineer asking for the breakdown. I was told the project was billed as a whole project. That is not the conditions / terms agreed to. This needs to be looked into.

Widening Project
I filed a records request for the widening project. After I received and reviewed the invoices for this project I could not tell what was for the widening/sidewalk and the turn pocket. I met with the City Engineer and asked for this explanation. The City Engineer told me the project was billed as a whole project. This was not the agreement.

The City of Moscow portion of the 50 / 50 split in cost to Mr. Wintz. $216,548.00 (Entire project)
The City of Moscow paid Youmans Construction
$48,760.00 Realignment of Slonaker culdesac.
$84,000.00 Woodbury Picabu drainage.

Total cost $349,308.00 of taxpayers dollars.

I have spoken to other developers and been told they received no funds or shared cost for their developments.

(This dollar figure does not include the modifications / construction for the Ponderosa Booster Pump station that was needed to supply water to the development and future growth.)

If you were to add the cost of the New Ponderosa Booster Pump station it exceeds an estimated 2.8 million dollars.

Idaho Code Title 67-2805. PROCUREMENT OF PUBLIC WORKS CONSTRUCTION. (1) When a political subdivision **contemplates** an expenditure to procure public works construction valued at or in excess of fifty thousand dollars ($50,000) but not to exceed two hundred thousand dollars ($200,000), the procurement procedures of this subsection shall apply:

When a political subdivision **contemplates** an expenditure to purchase public works construction valued in excess of two hundred thousand dollars ($200,000), the procurement procedures of this subsection shall apply. The purchase of construction services shall be made pursuant to a competitive sealed bid process with the purchase to be made from the qualified public works contractor submitting the lowest bid price complying with bidding procedures and meeting the prequalifications, if any are provided, established by the bid documents. Competitive bidding for public works may proceed through either of two (2) alternative procedures as set forth below:

The Mountain View project never went out to bid. I inquired about the bid process and was told the City follows Idaho Code 67-2805. The City did bid out the Slonaker realignment and the Woodbury Picabu drainage. I inquired about the Mountain View project. I was told the City did not have to put this out to a bid because it was a reimbursement for work. I spoke with the Idaho Attorney General's Office and was referred back to the Latah County Prosecutor's Office. I spoke with the Latah County Prosecutor's Office and they could not find any exception to exclude the bid process for reimbursement work. I also spoke with the Idaho Division of Public Works. I was told they piggyback projects all the time in the Boise area but the projects still have to comply with Idaho Code title 67-2805. I will be contacting the Idaho State Auditor's Office and request an inquiry into this matter.

The most frustrating part of this entire process is the fact I'm providing you with information I obtained from the City. Why wasn't a majority of this information provided to City staff or at least researched at the first public hearing back in 2021?

NOTE** On 2-25-25 I spoke with Jacob at the Idaho State Controller's Office. I asked him about Idaho Code 67-2805. I explained to him that the City of Moscow did a reimbursement to Mr. Wintz for $217,00.00 for the Mountain View Project (sidewalk, curbing and some widening of the road). I asked him if this project should have been a formal bid process per IC 67-2805. Jacob told me the project should have gone to a bid and no exception exists for reimbursement purposes. I asked how I would file a formal complaint and he referred me to the Attorney General's Office.

NOTE** The City could not provide water to the Woodbury Development and required a BPS in order to serve the area. Now the City has built the Ponderosa Booster Station for approx. 2.5. Million. It only serves Woodbury. That cost should be shared or covered by the developer.

NOTE** The Comp plans for water & sewer are over a decade old. These plans need to be updated to accommodate growth.

NOTE** February 27, 2025. I spoke with Evan Timar, Public Utility Manager. I asked who paid for the following lift stations.
Edington Edition. Paid for by the developer. The cost was over $1,000,000.00 (one million.)
Mountain View / Logos school. The majority was paid for by Logos school
Palouse River Dr & Mountain View. Paid for by the developer.

Who decides if a developer pays for improvements?

NOTE** Ponderosa booster pump station / Indian hills booster pump station. The City of Moscow took out a loan to pay for the stations.

I am requesting all building permits be suspended/revoked until these matters can be investigated thoroughly.

Thank you for your time.

Dave Lehmitz

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

July 23, 2024

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

Re: **2nd "Will Serve" & "As-Built" Notice for the Woodbury 1st Addition**

To Whom It May Concern:

This letter is an updated Will Serve letter for the Woodbury 1st Addition Subdivison . The first Will Serve letter dated September 14, 2022 and included with this missive as attachment B, verified water and sewer service for the 1st Phase of the 1st Addition. With the completion of updated civil engineering plans, this letter is being provided to verify that the City of Moscow (City) will provide water service to the entire Woodbury 1st Addition Subdivision, and sewer service to the 1st Phase only. Additionally, upon completion of a one-year warranty period will assume ownership of, operate, and maintain the associated infrastructure as currently designed.

Updated Water System Analysis

Please reference pages 2 and 3 of the attached first will serve letter where the City verified that water service would be provided to the development but for lots within the subdivision above elevation 2,681, 40 psi pressure could not be maintained. 4 memos written by HDR Engineering, the City's water modeling consultant, provided service analysis and support. As a result, the subdivision was phased to only allow development below that elevation. Since the first will serve letter, the city has constructed a new booster pump station, called the Ponderosa Booster Pump Station (BPS). In order to serve the full Woodbury 1st Addition subdivision, the developer will be constructing a water main that ties into the Ponderosa Boosted Zone and will be installing a pressure relief valve (PRV) at the current watermain tie-in to the City Main Gravity Zone. Syntier Engineering Inc.'s civil design plan set, dated September 1, 2022 has been updated to provide the watermain connection and PRV design; and, HDR Engineering provided a memo to verify this new water infrastructure design will provide adequate fire flow and pressures to the entire 1st Addition as platted. HDR's memo has been provided as attachment A.

Updated Sewer System Analysis (No change from first will serve letter, additional design still pending)

The Developer and City completed a Development Agreement which limits the number of certificates of occupancy that the City will issue for the development to 22 individual single-family homes. Developer is required to replace a segment of sewer main identified in the City's 2011 Sewer Plan as "Thatuna Ave & Jupiter" in order to obtain the remaining 1st Addition lot certificates of occupancy. In order for the City to provide sewer service to the entire 1st Addition, a design for the replacement of this segment will need to be reviewed and approved, and the construction of the new segment must be completed.

Dave Lehmitz Comment
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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

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.

As stated in the updated sewer system analysis section above, a sewer main replacement design is still needed to verify service to the Addition past Phase I. Once said design is reviewed and approved by the City, an updated Will Serve Letter will be completed.

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

Todd Drage
Engineering Technician, City of Moscow

Cc: Scott Sumner, Syntier Engineering

Attachments:

- Attachment A – HDR Engineering, 5/1/2024, *Updated Woodbury Development 1st Addition Supply Analysis*
- Attachment B – First Will Serve Letter from City of Moscow Dated 9/14/2022

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

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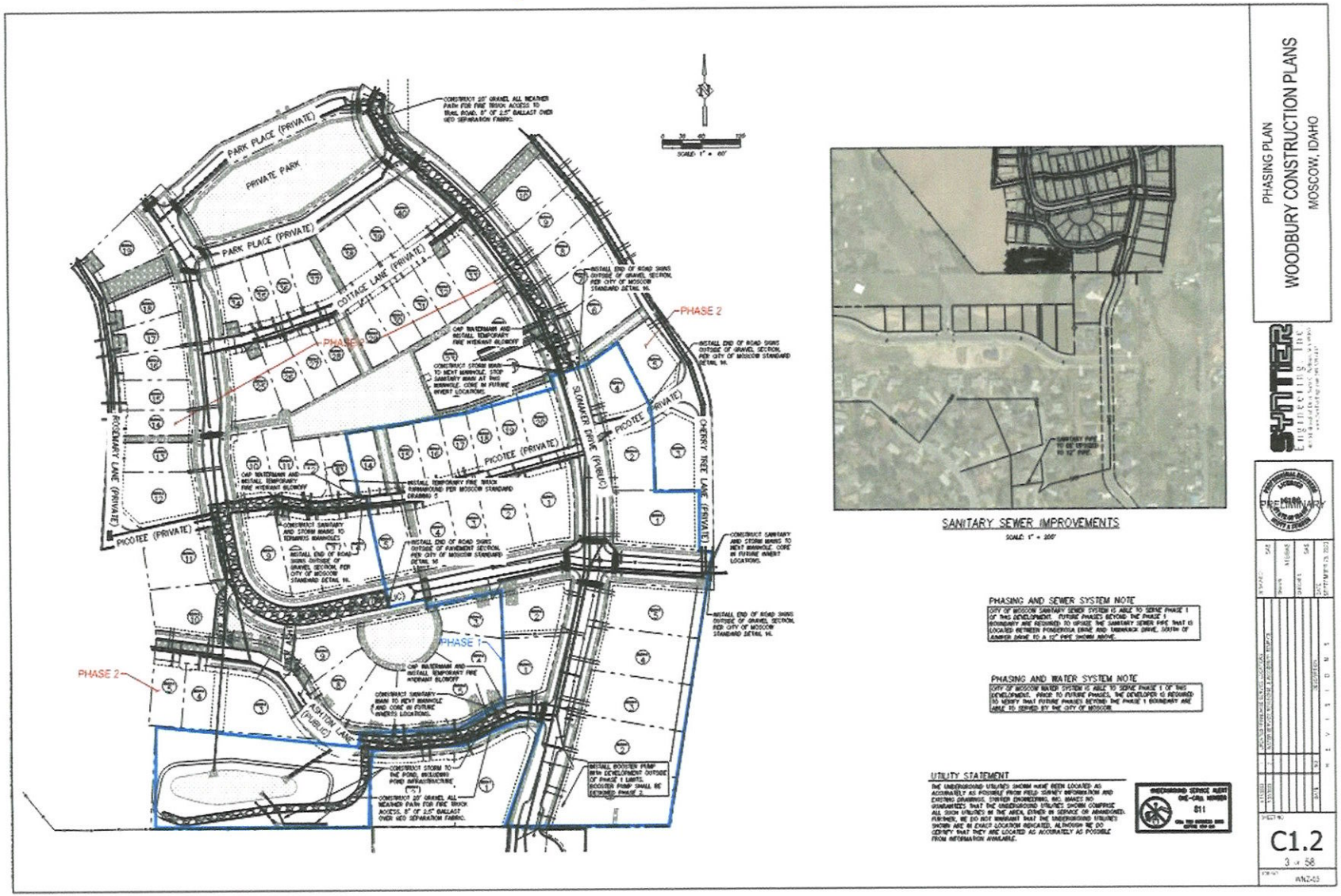
Figure 1: Woodbury 1st Addition with Phasing



Dave Lehmitz Comment
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Technical Memorandum

To: Michael Parker (City of Moscow)

From: David Kuhns (HDR)

Date: 5/1/2024

Subject: Task Order 7 – Updated Woodbury Development 1st Addition Supply Analysis

Introduction

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

- *Ponderosa – Woodbury Development Hydraulic Impacts Analysis TM* (8/20/2021) – an initial analysis to determine impacts to the water system and new Ponderosa Booster Pump Station (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 analysis of the Woodbury Development given most recent development drawings.
- *Task Order 4 – Ponderosa BPS Ability to Serve Woodbury Analysis TM* (5/17/2022) – analysis of the ability for the existing Ponderosa BPS to serve the Woodbury Development
- *Task Order 4 – Woodbury Development 1st Addition Supply* (8/23/2022) – analysis of the ability to supply the 1st Addition of the Woodbury Development from the Main Pressure Zone via a feed on Slonaker Drive.

Since completing the *Woodbury Development 1st Addition Supply* analysis in 2022, the new Ponderosa BPS is online. This allows the Woodbury Development 1st Addition to be fully supplied from the Ponderosa Pressure Zone via the Ponderosa BPS.

A temporary pipe connection from Arborcrest Road is planned to supply the 1st Addition (see Figure 1), which will later be replaced by a permanent pipe in the full buildout of the development.

This technical memorandum summarizes an analysis of the 1st Addition being supplied from Arborcrest Road.

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.

The development is also connected to the Main Pressure Zone via a connection to Slonaker Drive that has a pressure relief valve (allowing flows from the boosted Ponderosa Pressure Zone into the Main Pressure Zone if there is excessively high pressure), as well as a check valve allowing flows from the Main Pressure Zone into the Ponderosa Pressure Zone if the Ponderosa Pressure Zone's hydraulic grade line elevation ever drops below the Main Pressure Zone's hydraulic grade line elevation. For the purposes of this analysis, this is considered an emergency backup connection and the temporary waterline connection is sized to supply the full demand (including fire flow) of the development.

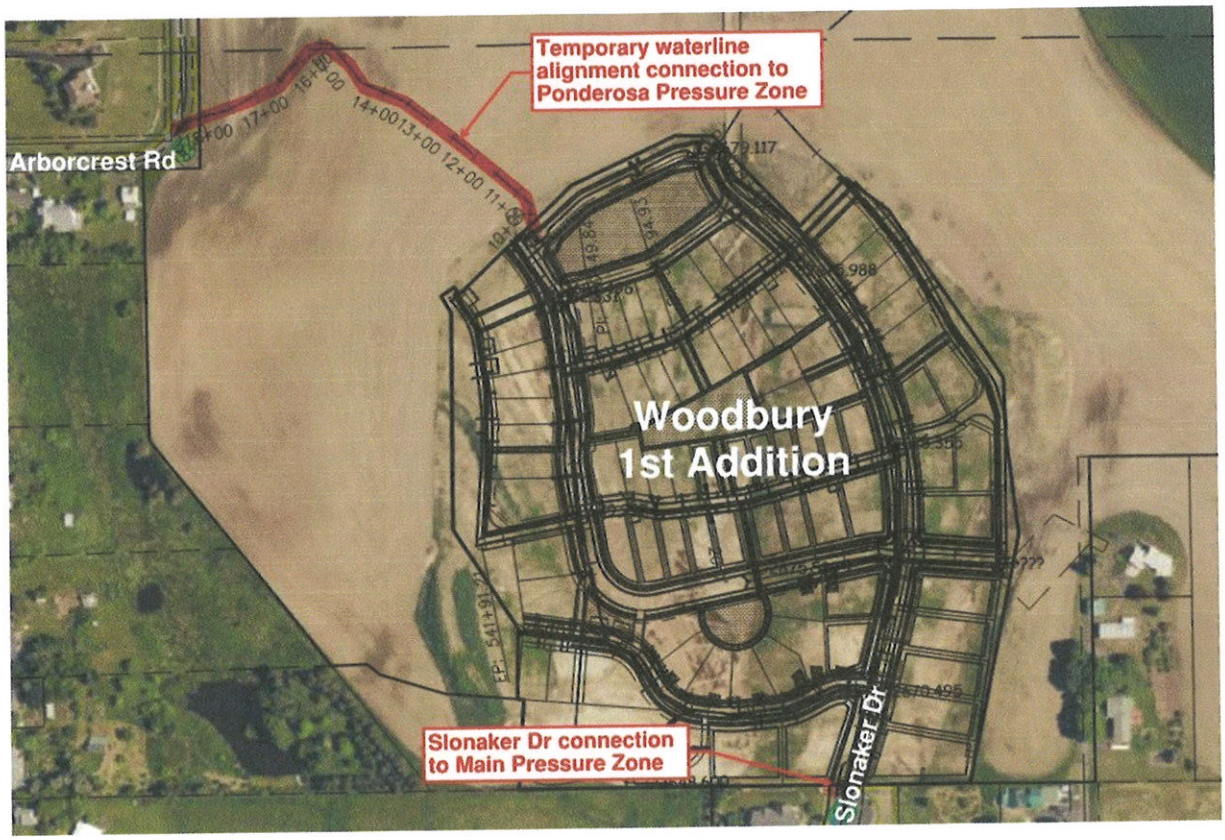
An extended period simulation (EPS) model run was completed for peak summer conditions to determine the pressures seen in the development. With the 1st Addition supplied from the Ponderosa BPS, the pressure in the development is around 75 psi.

The available fire flow for the 1st Addition of the Woodbury Development was 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.

A 10 ft/s velocity constraint is also included on distribution system piping per the City's water design standards[1].

The required fire flow is 1,500 gpm and the peak hourly demand for the Woodbury 1st Addition is estimated to be approximately 90 gpm. The limiting factor for fire flow into the Woodbury 1st Addition is the velocity constraint in the temporary waterline. To not exceed the 10 ft/s velocity constraint, the temporary waterline should have an inner diameter no less than 8.1 inches.

Figure 1. Woodbury 1st Addition connection points



Summary

The Woodbury 1st Addition can be adequately supplied by the Ponderosa Pressure Zone. The pressure in the development is expected to be around 75 psi. To achieve adequate fire flows without exceeding the City's pipeline design velocity standard, the temporary waterline supplying the 1st Addition should have an inner diameter no less than 8.1 inches.

[1] City design standard is to limit maximum velocity to 5 ft/s during maximum day demand conditions and 10 ft/s during maximum day demand plus fire flow conditions typical of industry standards. Velocities greater than 10 ft/s require the need for detailed hydraulic transient analysis due to the greater risk in pressure transients.

Dave Lehmitz Comment
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Hearing Impaired (208) 883-7019

September 14, 2022

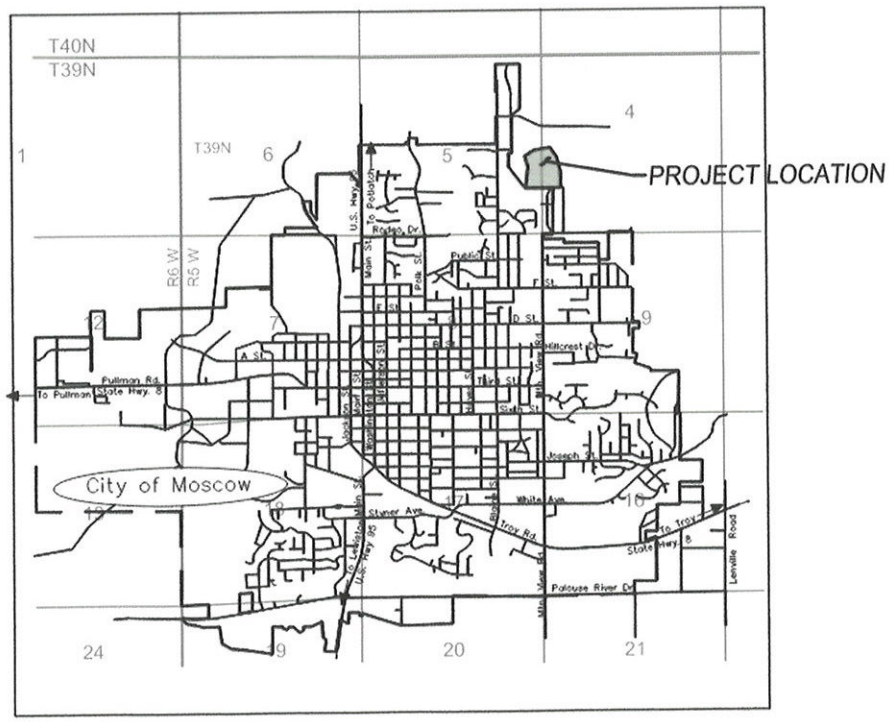
Mark Wintz
Woodbury Land LLC
1004 Dairy Lane
Moscow, ID 83843

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 Additions 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.

Woodbury 1st Addition 2nd Will Serve Update - This original Will serve letter stated that pressure could not be provided within the subdivision above 2,681 feet and that a subdivision booster pump station would be required for additional phases. The City has since constructed a new BPS for this area and the development will be tying into the upgraded boosted zone and installing a pressure relief valve at the current tie-in.

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

Dave Lehmitz Comment

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

Woodbury 1st Addition 2nd Will Serve Update - The Developer and City have a Development Agreement which limits the number of certificates of occupancy that the City will issue for the development to 34 individual single family homes. Developer is required to replace this segment identified in the City's 2011 Sewer Plan in order to obtain the remaining 1st Addition lot certificates of occupancies.

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

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

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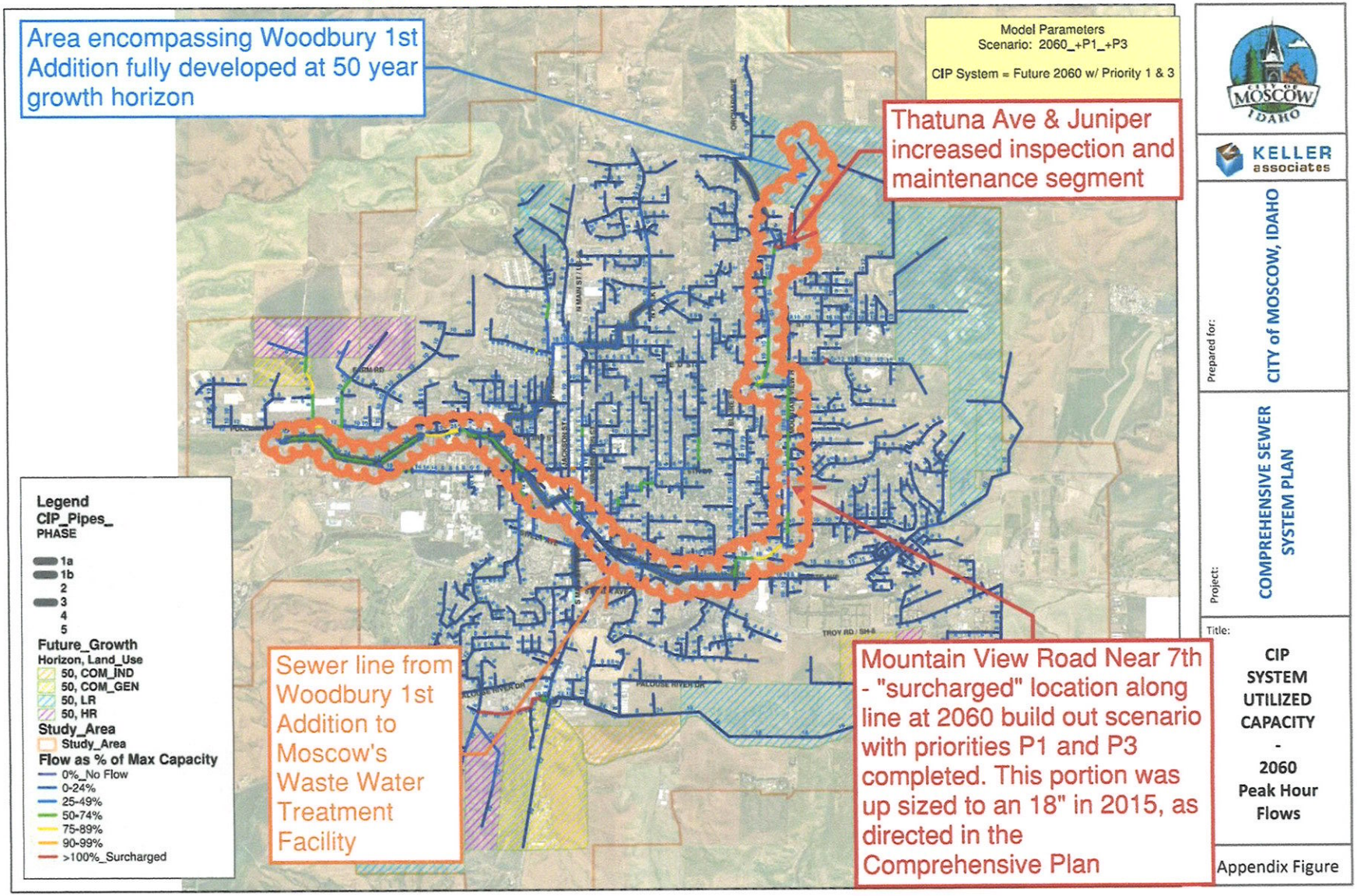
Figure 3: CSSP 50 Year Growth Horizon with Priorities Impacting the Logos Property Identified



Dave Lehmitz Comment
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City of Moscow
Community Development

Memo

To: City Council

From: Mike Ray, AICP
Planning Manager

Date: October 5, 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:

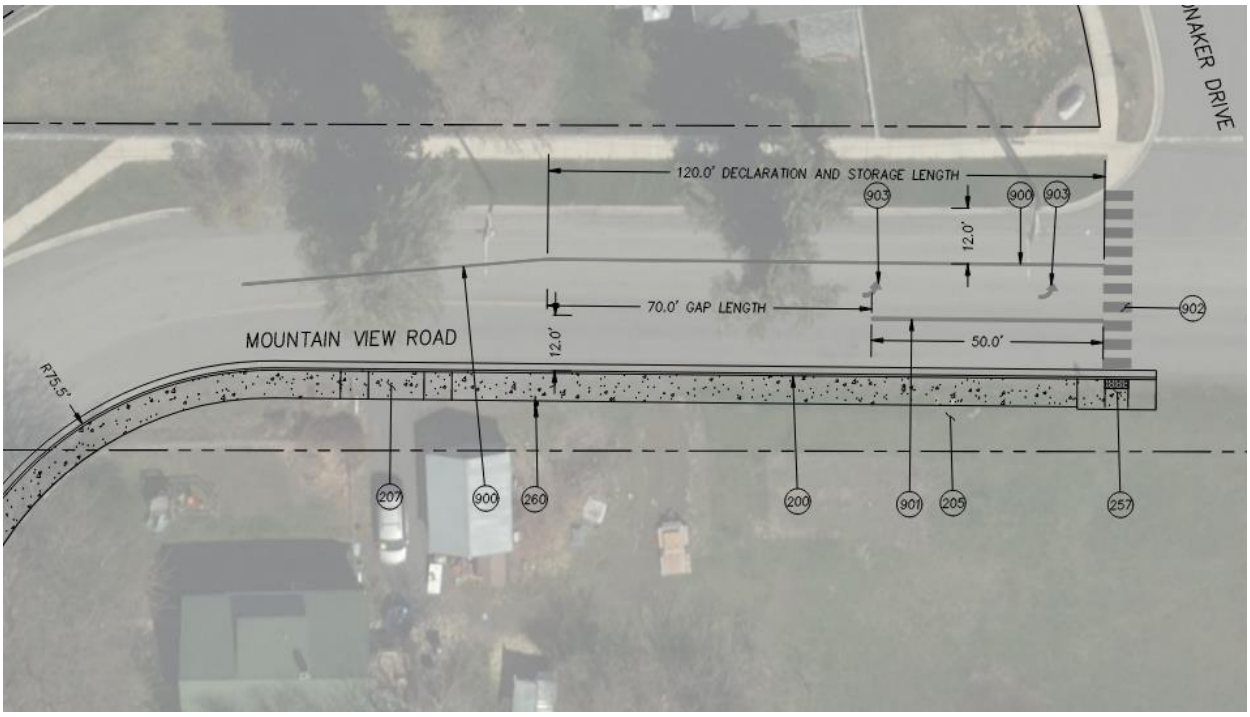
1. A left turn lane from eastbound Mountain View onto Slonaker Drive shall be evaluated by the applicant to determine whether a turn lane is warranted and if so, the applicant shall be responsible for the construction of said turn lane.
2. In order to mitigate the increases in vehicular and pedestrian 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 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:

Condition #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.

Response: A turn lane was evaluated and determined to be warranted, so the construction drawings have been updated to include the turn lane on sheet C10.0 (detail below).



Condition #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.

Response: Sheet C10.0 details improvements that will be made to the east side of Mountain View Road, which will satisfy this condition.

Condition #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.

Response: All construction activity related to the construction of public infrastructure has and will continue to use the Trail Road construction entrance. The Slonaker Drive entrance to the subdivision will remain closed until all the required public infrastructure of the first phase is completed.

Preliminary Plat and PUD: The preliminary plat and PUD included 74 lots which ranged from 3,594 to 17,973 square feet in size, referred to as Woodbury Subdivision. The final plat and PUD includes a slight increase in the number of lots, with 79 lots ranging from 3,823 to 16,321 square feet in size. The

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. The Planning and Zoning Commission reviewed the final plat and final PUD for Woodbury 1st Addition on September 28, 2022 and recommended approval 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.

LUP2022-0020

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:
1. Proposed Subdivision Name: Woodbury 1ST ADDITION
2. Address(es) or Parcel Number(s): RPM00000045850 & RPM00000057650
3. Gross area of all land involved: 20.63 acres, and/or 898,545 sq.
4. 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.
5. 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.

Recieved 09-01-2022

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.

Recieved 09-01-2022

_____ 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.

_____ 6/8/2022

Applicant's Signature Date

_____ _____

Property Owner's Signature (if different) Date

Recieved 09-01-2022

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

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 _____

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 _____

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

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

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

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

	By	Date
Surveyed	TLO	03/2022
Drawn	TMH	06/2022
Checked	JMV	08/2022
Approved		
Accepted		

Scale:
Date: Sep. 19, 22
Drawing Name
WNZ03-PLAT.dwg
Sheet 1 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

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

OFFICIAL DOCUMENTS:

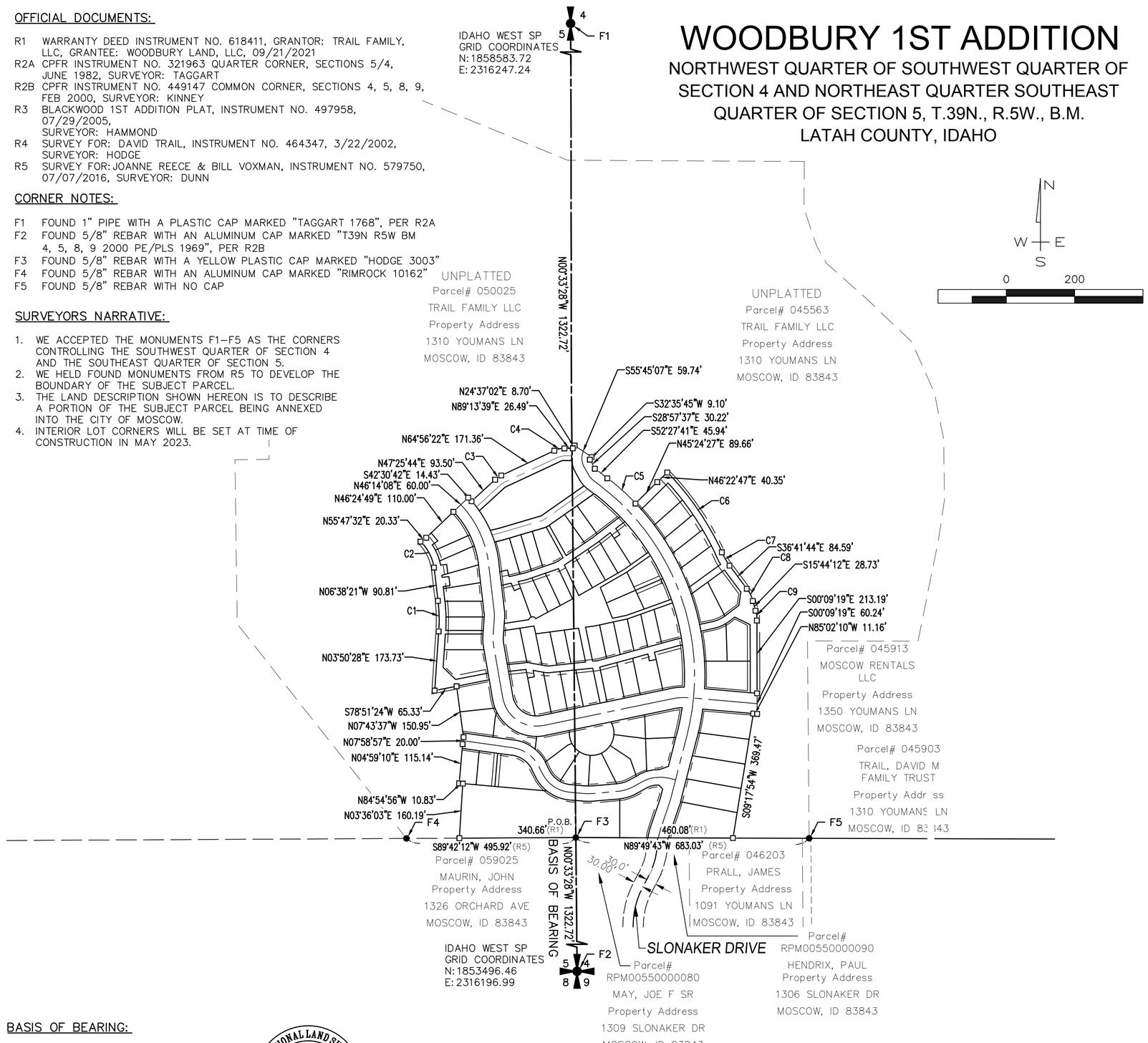
R1 WARRANTY DEED INSTRUMENT NO. 618411, GRANTOR: TRAIL FAMILY, LLC, GRANTEE: WOODBURY LAND, LLC, 09/21/2021
R2A CPFR INSTRUMENT NO. 321963 QUARTER CORNER, SECTIONS 5/4, JUNE 1982, SURVEYOR: TAGGART
R2B CPFR INSTRUMENT NO. 449147 COMMON CORNER, SECTIONS 4, 5, 8, 9, FEB 2000, SURVEYOR: KINNEY
R3 BLACKWOOD 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.



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.

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

COUNTY RECORDER CERTIFICATE:

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

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
- POB POINT OF BEGINNING

	By	Date
Surveyed	TLO	03/2022
Drawn	TMH	03/2022
Checked	JMV	08/2022
Approved		
Accepted		

Scale: 1:200
Date: Sep. 19, 22
Drawing Name WNZ03–PLAT.dwg
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

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

COUNTY RECORDER CERTIFICATE:

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

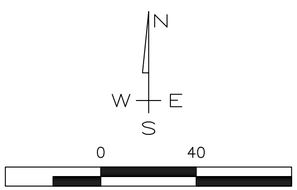
LOT 13
5,133 sq.ft.
LOT 12
9,448 sq.ft.
TRACT E
14,917 sq.ft.
LOT 11
7,922 sq.ft.
LOT 10
7,170 sq.ft.
TRACT B
4,620 sq.ft.
LOT 5
5,060 sq.ft.
LOT 4
5,418 sq.ft.
LOT 3
10,373 sq.ft.
TRACT C
47,192 sq.ft.
LOT 10
5,564 sq.ft.
LOT 9
6,402 sq.ft.
LOT 8
5,926 sq.ft.
LOT 7
5,622 sq.ft.
LOT 6
5,308 sq.ft.
LOT 5
5,352 sq.ft.
LOT 4
5,444 sq.
LOT 3
5,191 sq.ft.
LOT 9
5,750 sq.ft.
LOT 8
5,371 sq.ft.
LOT 7
5,605 sq.ft.
LOT 6
5,328 sq.ft.
TRACT A
9,370 sq.ft.
LOT 5
6,299 sq.ft.
LOT 4
7,232 sq.ft.
LOT 3
5,109 sq.ft.
LOT 2
7,841 sq.ft.
LOT 1
6,867 sq.ft.
LOT 2
14,050 sq.ft.
LOT 1
13,889 sq.ft.

BLOCK 2
BLOCK 3
BLOCK 2
BLOCK 1

WOODBURY DRIVE (PUBLIC)
ASHTON LANE (PUBLIC)
SLONAKER DRIVE (PUBLIC)
BLACKWOOD 1ST ADDITION

8.00' UTILITY EASEMENT
11.50' UTILITY EASEMENT
5.00' UTILITY EASEMENT
5.00' UTILITY EASEMENT (TYP)
9.00' UTILITY EASEMENT

P.O.B.
F3



	By	Date
Surveyed	TLO	03/2022
Drawn	TMH	03/2022
Checked	JMV	08/2022
Approved		
Accepted		

Scale: 1:40
Date: Sep. 19, 22
Drawing Name WNZ03-PLAT.dwg
Sheet 3 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

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

COUNTY RECORDER CERTIFICATE:

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

TRACT J
11,788 sq.ft.

TRACT H
31,078 sq.ft.

TRACT G
11,432 sq.ft.

TRACT I
3,772 sq.ft.

TRACT E
14,917 sq.ft.

TRACT D
51,362 sq.ft.

LOT 10 5,564 sq.ft.
LOT 11 4,593 sq.ft.
LOT 12 4,114 sq.ft.
LOT 13 4,179 sq.ft.
LOT 14 4,269 sq.ft.
LOT 15 4,222 sq.ft.
LOT 16 4,094 sq.ft.
LOT 17 3,988 sq.ft.
LOT 18 4,005 sq.ft.
LOT 19 4,166 sq.ft.
LOT 20 6,114 sq.ft.
LOT 21 5,398 sq.ft.
LOT 22 5,785 sq.ft.
LOT 23 4,895 sq.ft.
LOT 24 5,294 sq.ft.
LOT 25 6,793 sq.ft.
LOT 26 5,263 sq.ft.
LOT 27 4,396 sq.ft.
LOT 28 4,106 sq.ft.
LOT 29 4,259 sq.ft.
LOT 30 4,491 sq.ft.
LOT 31 4,396 sq.ft.
LOT 32 4,733 sq.ft.
LOT 33 6,180 sq.ft.
LOT 34 4,941 sq.ft.
LOT 35 3,882 sq.ft.
LOT 36 3,823 sq.ft.
LOT 37 5,766 sq.ft.
LOT 38 6,141 sq.ft.
LOT 39 4,611 sq.ft.
LOT 40 7,392 sq.ft.
LOT 1 6,509 sq.ft.
LOT 2 5,043 sq.ft.
LOT 3 5,130 sq.ft.
LOT 4 4,415 sq.ft.
LOT 5 5,133 sq.ft.
LOT 6 4,511 sq.ft.
LOT 7 4,956 sq.ft.

WOODBURY DRIVE (PUBLIC)
SLONAKER DRIVE (PUBLIC)

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

	By	Date
Surveyed	TLO	03/2022
Drawn	TMH	03/2022
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Approved		
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Scale: 1:40
Date: Sep. 19, 22
Drawing Name WNZ03-PLAT.dwg
Sheet 4 of 7

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WOODBURY 1ST ADDITION
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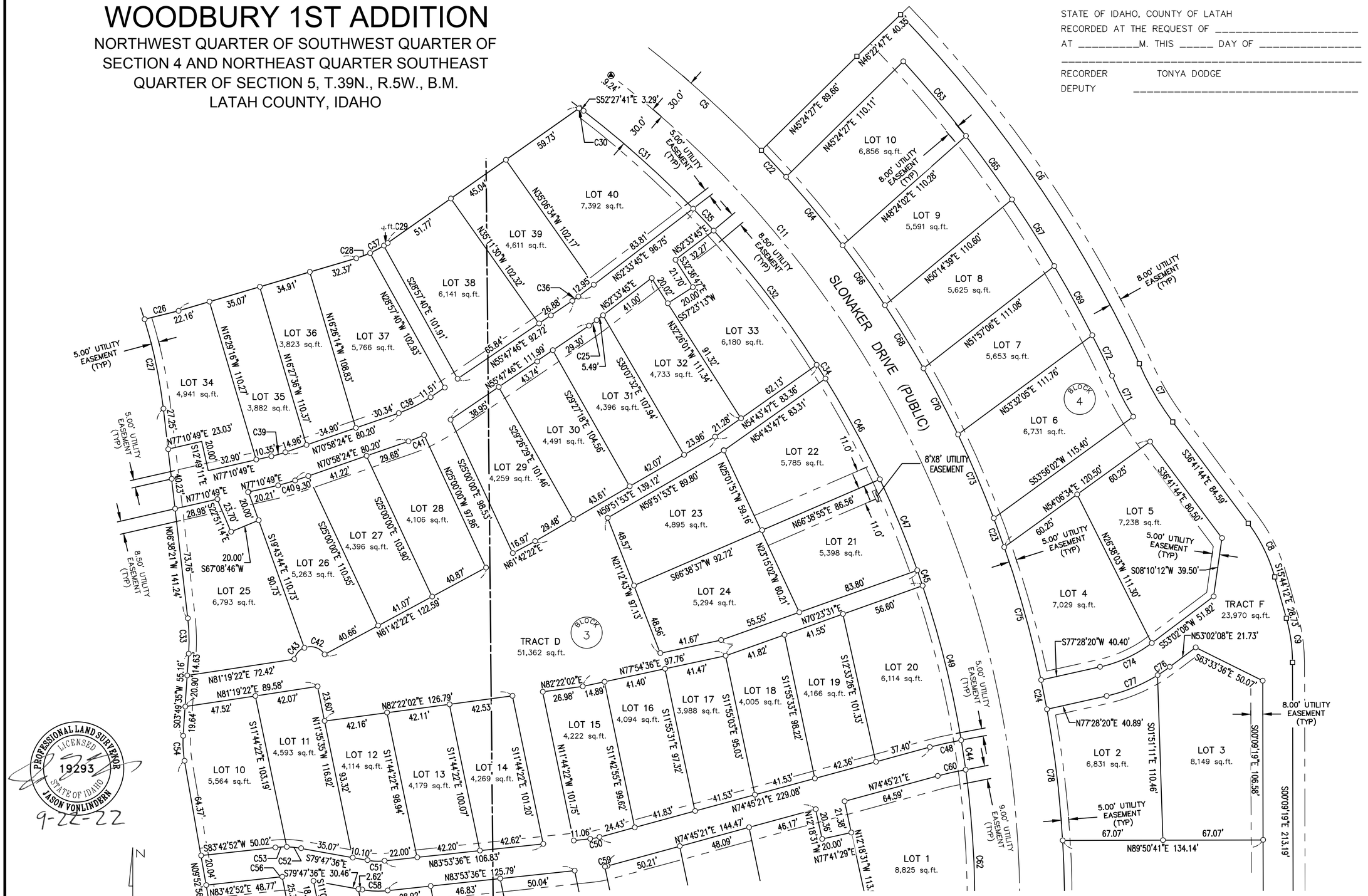
LATAH COUNTY, IDAHO

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

COUNTY RECORDER CERTIFICATE:

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


LOT 10 6,856 sq.ft.
LOT 9 5,591 sq.ft.
LOT 8 5,625 sq.ft.
LOT 7 5,653 sq.ft.
LOT 6 6,731 sq.ft.
LOT 5 7,238 sq.ft.
LOT 4 7,029 sq.ft.
LOT 3 8,149 sq.ft.
LOT 2 6,831 sq.ft.
LOT 1 8,825 sq.ft.
LOT 40 7,392 sq.ft.
LOT 39 4,611 sq.ft.
LOT 38 6,141 sq.ft.
LOT 37 5,766 sq.ft.
LOT 36 3,823 sq.ft.
LOT 35 3,882 sq.ft.
LOT 34 4,941 sq.ft.
LOT 33 6,180 sq.ft.
LOT 32 4,733 sq.ft.
LOT 31 4,396 sq.ft.
LOT 30 4,491 sq.ft.
LOT 29 4,259 sq.ft.
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LOT 27 4,396 sq.ft.
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LOT 22 5,785 sq.ft.
LOT 21 5,398 sq.ft.
LOT 20 6,114 sq.ft.
LOT 19 4,166 sq.ft.
LOT 18 4,005 sq.ft.
LOT 17 3,988 sq.ft.
LOT 16 4,094 sq.ft.
LOT 15 4,222 sq.ft.
LOT 14 4,269 sq.ft.
LOT 13 4,179 sq.ft.
LOT 12 4,114 sq.ft.
LOT 11 4,593 sq.ft.
LOT 10 5,564 sq.ft.
TRACT D 51,362 sq.ft.
TRACT F 23,970 sq.ft.
BLOCK 4
BLOCK 3
SLONAKER DRIVE (PUBLIC)
5.00' UTILITY EASEMENT (TYP)
8.00' UTILITY EASEMENT (TYP)
8.50' UTILITY EASEMENT (TYP)
8'X8' UTILITY EASEMENT
9.00' UTILITY EASEMENT (TYP)
S52°27'41"E 3.29'
N46°22'47"E 40.35'
N45°24'27"E 89.86'
N45°24'27"E 110.11'
N48°24'02"E 110.26'
N50°14'39"E 110.60'
N51°57'06"E 111.08'
N53°32'05"E 111.76'
S53°56'02"W 115.40'
N54°06'34"E 120.50'
S36°41'44"E 84.59'
S36°41'44"E 80.50'
S15°44'12"E 28.13'
S00°09'19"E 213.19'
S00°09'19"E 106.58'
S01°51'11"E 110.46'
N89°50'41"E 134.14'
S08°10'12"W 39.50'
N26°38'03"W 111.30'
S77°28'20"W 40.40'
N77°28'20"E 40.89'
N53°02'08"E 21.73'
S63°33'36"E 50.07'
S53°02'08"W 51.82'
N77°10'49"E 23.03'
S12°49'11"E 20.00'
N77°10'49"E 32.90'
N70°58'24"E 80.20'
N77°10'49"E 40.23'
N77°10'49"E 28.98'
S22°51'14"E 23.70'
N06°38'21"W 141.24'
S67°08'46"W 20.00'
S19°43'44"E 110.73'
N61°42'22"E 122.59'
N81°19'22"E 72.42'
N81°19'22"E 89.58'
S08°40'38"W 55.19'
S83°42'52"W 50.02'
N09°52'56"W 157.8'
N83°42'52"E 48.77'
S11°00'36"E 20.00'
N78°59'24"E
N82°22'02"E 126.79'
N11°35'35"W 116.92'
S11°44'22"E 103.19'
S11°44'22"E 98.94'
S11°44'22"E 100.07'
S11°44'22"E 101.20'
N83°53'36"E 106.83'
N83°53'36"E 125.79'
S79°47'36"E 30.46'
S25°00'00"E 110.55'
S25°00'00"E 103.90'
S25°00'00"W 97.86'
S29°26'29"E 101.46'
S29°27'18"E 104.56'
S30°07'32"E 101.94'
N32°26'01"W 91.32'
N32°26'01"W 111.34'
N55°47'46"E 111.99'
N55°47'46"E 92.72'
N52°33'45"E 96.75'
N52°33'45"E 41.00'
S57°23'13"W 20.00'
N35°06'34"W 102.17'
N35°11'30"W 102.32'
S28°57'40"E 101.91'
N28°57'40"W 102.93'
N15°26'14"W 108.83'
N16°29'16"W 110.27'
N16°27'36"W 110.37'
S25°00'00"E 98.53'
N61°42'22"E
N21°12'43"W 97.13'
S66°38'37"W 92.72'
N23°15'02"W 60.21'
N59°51'53"E 139.12'
N59°51'53"E 89.80'
N25°01'51"W 59.16'
N66°38'55"E 86.56'
N54°43'47"E 83.36'
N54°43'47"E 83.31'
N74°45'21"E 229.08'
N74°45'21"E 144.47'
N74°45'21"E 64.59'
N77°54'36"E 97.76'
N82°22'02"E
N77°41'29"E
N12°18'31"W 20.00'
N12°18'31"W 113.
S11°55'31"E 97.32'
S11°55'03"E 95.03'
S11°55'33"E 98.22'
S11°53'26"E 101.33'
S11°42'55"E 99.62'
N11°44'22"W 101.75'
S79°47'36"E
S83°53'36"E 106.83'
S25°00'00"E 103.90'
S19°43'44"E 110.73'
S67°08'46"W 20.00'
N61°42'22"E
S32°36'47"E 21.70'
S32°33'45"E 32.27'
N52°33'45"E 83.81'
N35°06'34"W 102.17'
N35°11'30"W 102.32'
S28°57'40"E 101.91'
N28°57'40"W 102.93'
N15°26'14"W 108.83'
N16°29'16"W 110.27'
N16°27'36"W 110.37'
S12°49'11"E 20.00'
N77°10'49"E 32.90'
N70°58'24"E 80.20'
N77°10'49"E 40.23'
N77°10'49"E 28.98'
S22°51'14"E 23.70'
N06°38'21"W 141.24'
S67°08'46"W 20.00'
S19°43'44"E 110.73'
N61°42'22"E 122.59'
N81°19'22"E 72.42'
N81°19'22"E 89.58'
S08°40'38"W 55.19'
S83°42'52"W 50.02'
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N83°53'36"E 106.83'
N83°53'36"E 125.79'
S79°47'36"E 30.46'
S25°00'00"E 110.55'
S25°00'00"E 103.90'
S25°00'00"W 97.86'
S29°26'29"E 101.46'
S29°27'18"E 104.56'
S30°07'32"E 101.94'
N32°26'01"W 91.32'
N32°26'01"W 111.34'
N55°47'46"E 111.99'
N55°47'46"E 92.72'
N52°33'45"E 96.75'
N52°33'45"E 41.00'
S57°23'13"W 20.00

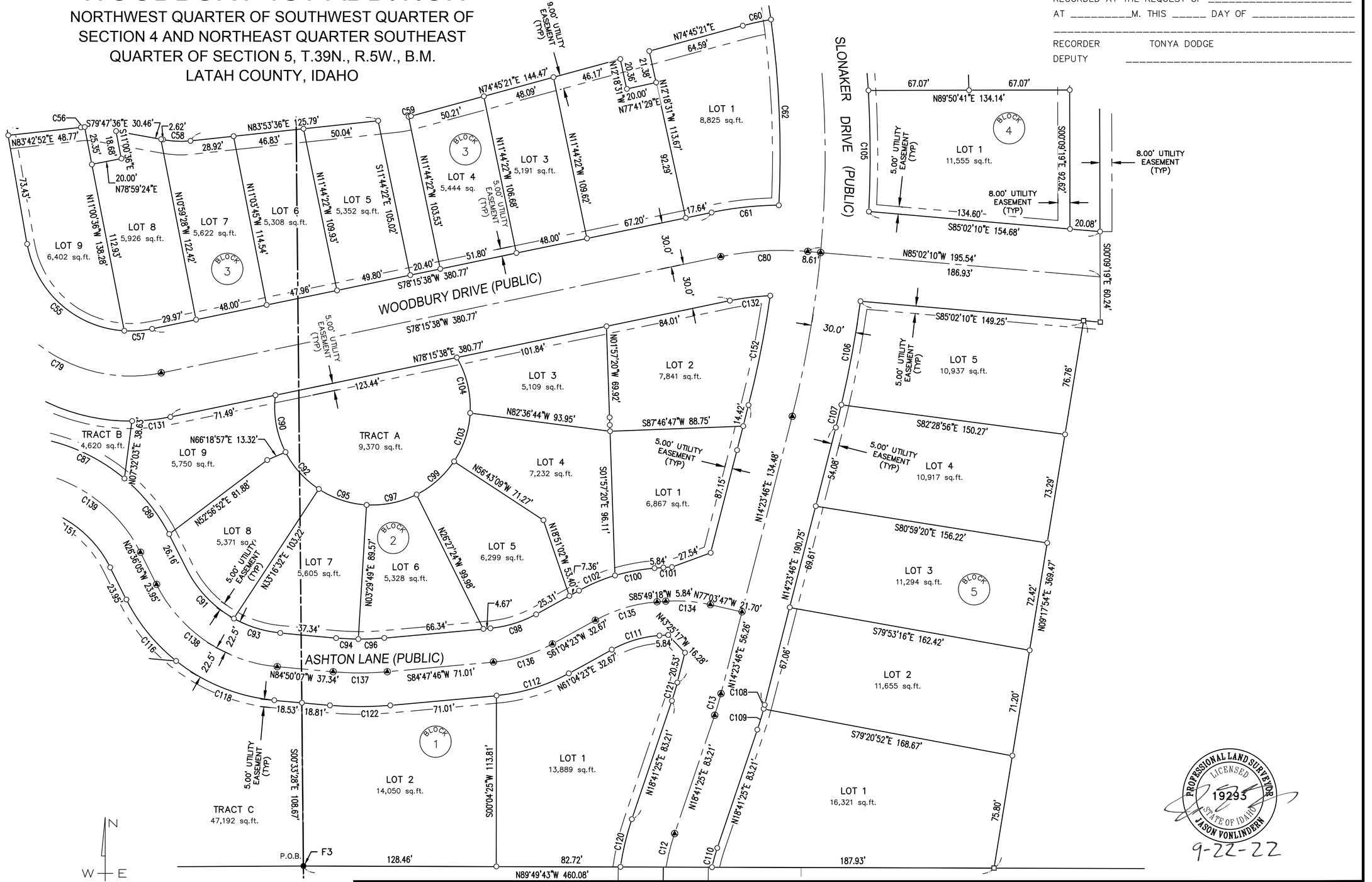
WOODBURY 1ST ADDITION

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

COUNTY RECORDER CERTIFICATE:

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

RECORDER TONYA DODGE
DEPUTY _____


WOODBURY DRIVE (PUBLIC)
ASHTON LANE (PUBLIC)
SLONAKER DRIVE (PUBLIC)
LOT 1 8,825 sq.ft.
LOT 2 7,841 sq.ft.
LOT 3 5,109 sq.ft.
LOT 4 5,444 sq.
LOT 5 5,352 sq.ft.
LOT 6 5,308 sq.ft.
LOT 7 5,622 sq.ft.
LOT 8 5,926 sq.ft.
LOT 9 6,402 sq.ft.
TRACT A 9,370 sq.ft.
TRACT B 4,620 sq.ft.
TRACT C 47,192 sq.ft.
LOT 1 6,867 sq.ft.
LOT 2 14,050 sq.ft.
LOT 3 5,191 sq.ft.
LOT 4 7,232 sq.ft.
LOT 5 6,299 sq.ft.
LOT 6 5,328 sq.ft.
LOT 7 5,605 sq.ft.
LOT 8 5,371 sq.ft.
LOT 9 5,750 sq.ft.
LOT 1 13,889 sq.ft.
LOT 1 11,555 sq.ft.
LOT 2 11,655 sq.ft.
LOT 3 11,294 sq.ft.
LOT 4 10,917 sq.ft.
LOT 5 10,937 sq.ft.
LOT 1 16,321 sq.ft.
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
9.00' UTILITY EASEMENT (TYP)
5.00' UTILITY EASEMENT (TYP)
8.00' UTILITY EASEMENT (TYP)
P.O.B. F3
N89°49'43"W 460.08'
S00°04'25"W 113.81'
S00°03'28"E 108.67'
N78°15'38"E 380.77'
S78°15'38"W 380.77'
N74°45'21"E 144.47'
N83°42'52"E 48.77'
S79°47'36"E 30.46'
N83°53'36"E 125.79'
N89°50'41"E 134.14'
S00°09'19"E 92.62'
N85°02'10"W 195.54'
S85°02'10"E 154.68'
S85°02'10"E 149.25'
S82°28'56"E 150.27'
S80°59'20"E 156.22'
S79°53'16"E 162.42'
S79°20'52"E 168.67'
N74°45'21"E 64.59'
S82°36'44"W 93.95'
S87°46'47"W 88.75'
N82°56'43"W 71.27'
S84°47'46"W 71.01'
N84°50'07"W 37.34'
N89°49'43"W 460.08'
128.46'
82.72'
187.93'
75.80'
N00°04'25"W 113.81'
N00°15'07"E 96.11'
N00°09'19"E 60.24'
N14°23'46"E 134.48'
N14°23'46"E 190.75'
N09°17'54"E 369.47'
N77°03'47"W 21.70'
N43°25'17"W 16.28'
N18°41'25"E 83.21'
N61°04'23"E 32.67'
S61°04'23"W 32.67'
N66°18'57"E 13.32'
N52°56'52"E 81.88'
N33°16'32"E 103.22'
N26°36'05"W 23.95'
N07°32'03"E 38.63'
N11°00'36"W 138.28'
N10°59'28"W 122.42'
N11°03'45"W 114.54'
N11°44'22"W 109.93'
N11°44'22"W 103.53'
N11°44'22"W 106.68'
N11°44'22"W 109.62'
N12°18'31"W 113.67'
N12°18'31"W 20.00'
N77°41'29"E
N03°29'49"E 89.57'
N26°27'24"W 99.98'
N18°51'02"W 53.40'
N01°57'20"E 69.92'
N14°23'46"E 56.26'
S11°00'36"E 18.68'
N78°59'24"E 20.00'
S00°09'19"E 92.62'
S85°49'18"W 5.84'
S80°59'20"E 156.22'
S79°20'52"E 168.67'
S82°28'56"E 150.27'
S85°02'10"E 149.25'
N85°02'10"W 186.93'
S00°09'19"E 60.24'
73.43'
25.35'
18.68'
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138.28'
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30.0'
8.61'
67.07'
67.07'
134.60'
20.08'
76.76'
54.08'
73.29'
69.81'
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67.06'
71.20'
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71.49'
101.84'
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C138
C139
C152
22.5'
30.0'
30.0'
8.00' UTILITY EASEMENT (TYP)
5.00' UTILITY EASEMENT (TYP)
5.00' UTILITY EASEMENT (TYP)
5

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

COUNTY RECORDER CERTIFICATE:

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

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

	By	Date
Surveyed	TLO	03/2022
Drawn	TMH	03/2022
Checked	JMV	08/2022
Approved		
Accepted		

Scale:
Date: Sep. 19, 22
Drawing Name
WNZ03-PLAT.dwg
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:
1. Proposed PUD Name: Woodbury
2. Address or Parcel Number: Between Glenwater, Trail Rd & Arbor Crest.

AUTHORIZATION:
1. 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.
• Platted actual 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

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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.

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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

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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.

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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

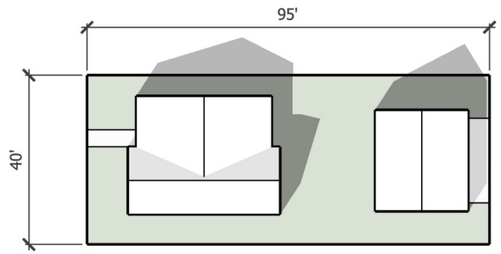
Cottage

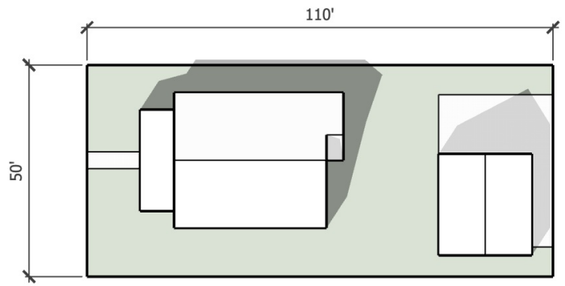
Garden Lots

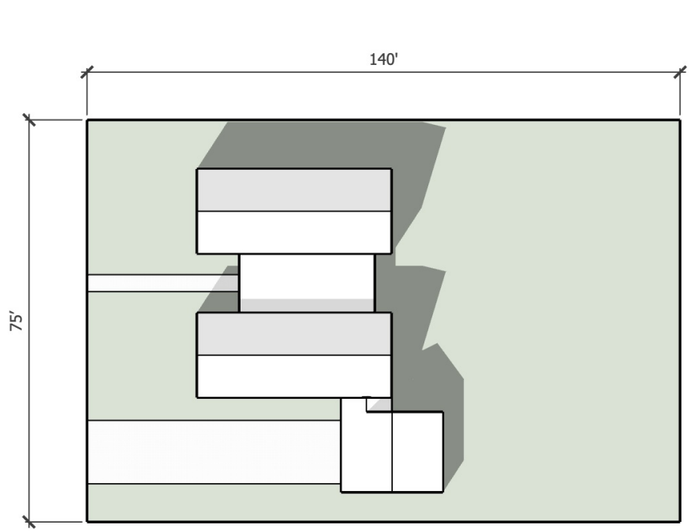
Estate Lots

Lot Types

WOODBURY DEVELOPMENT





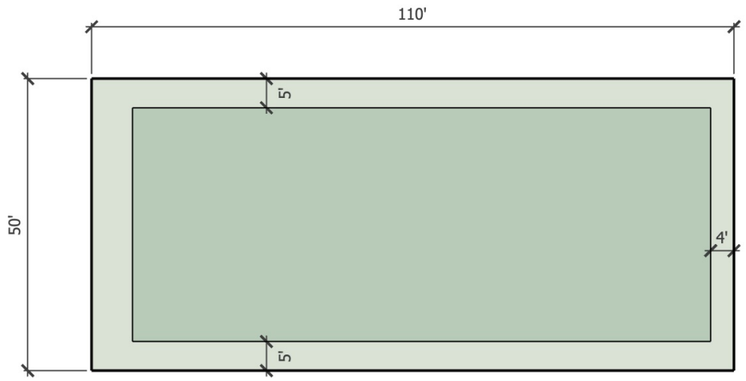


Lot Sizes

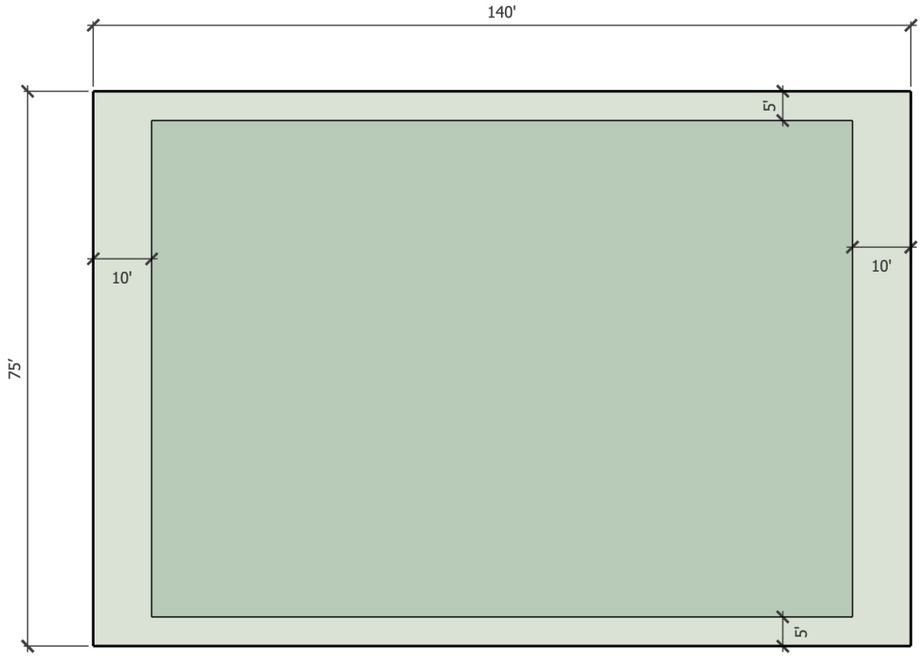
Lot widths, depths, and average size range as follows:

- 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



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.

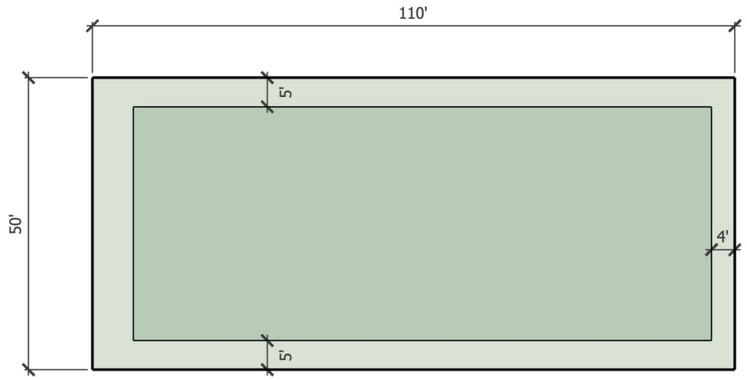
Rear Yard Setbacks

Neighborhood business, Cottage and Garden Lots

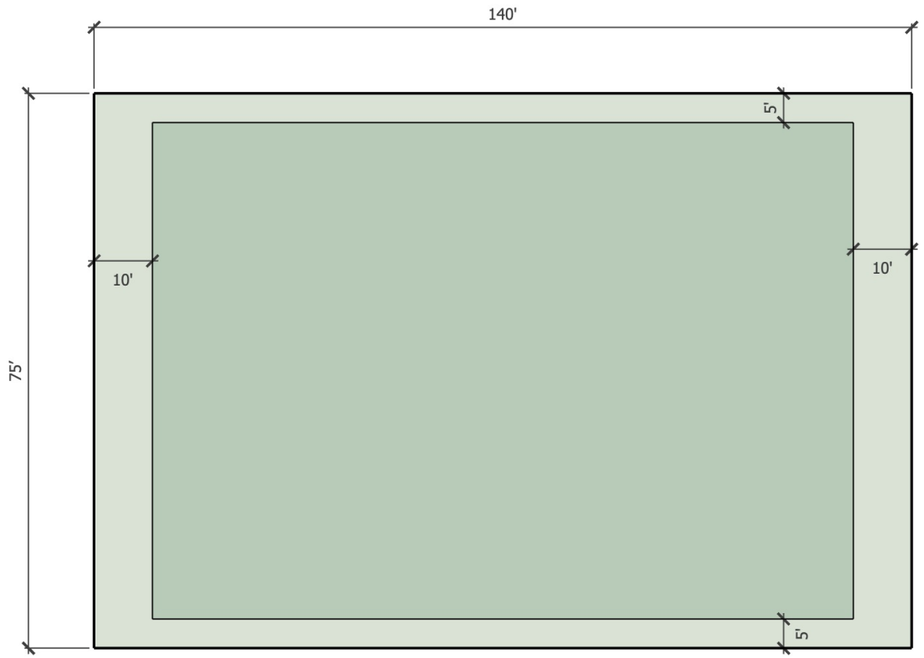
Given that these lots back up to an alley where no buildings can be constructed within a twenty-foot wide space, public utility easements notwithstanding, the rear yard setback, where a public utility easement does not exist, may be reduced to zero-feet from the rear property line.

Estate Lots

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



Neighborhood Business, Cottage and Garden lots



Estate Lots

Setbacks

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

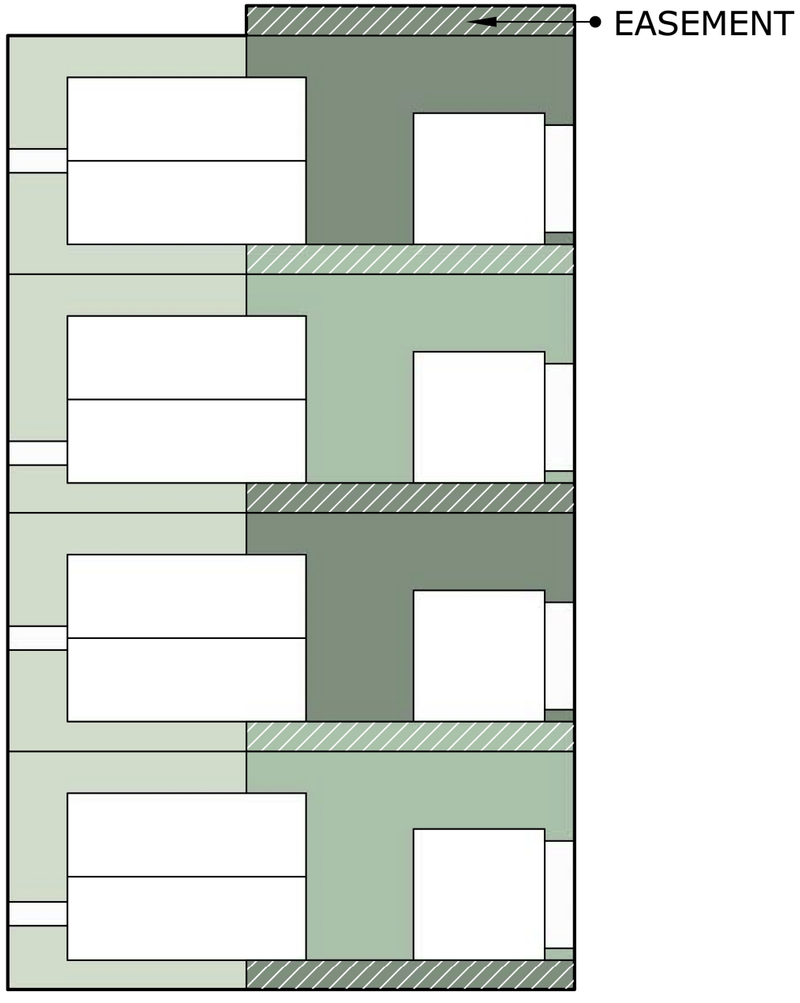
Side Setback Exceptions

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'	5'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Same as Cottage lots. Additionally, side setabcks between lots may be reduced to zero feet.
Cottage Lots	Single Family Detached	4,000	5'	5'	5'	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'	5'	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



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.

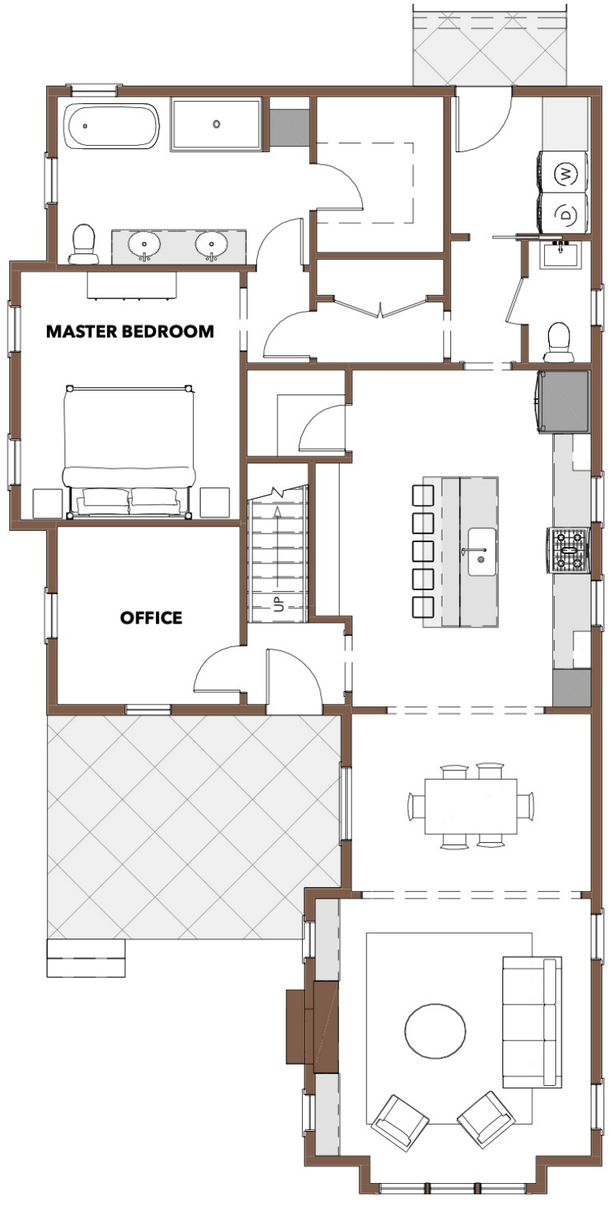
Primary Street Tree : 45’ high by 40’ wide. Species to be determined.

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



Example Plans - Cottage

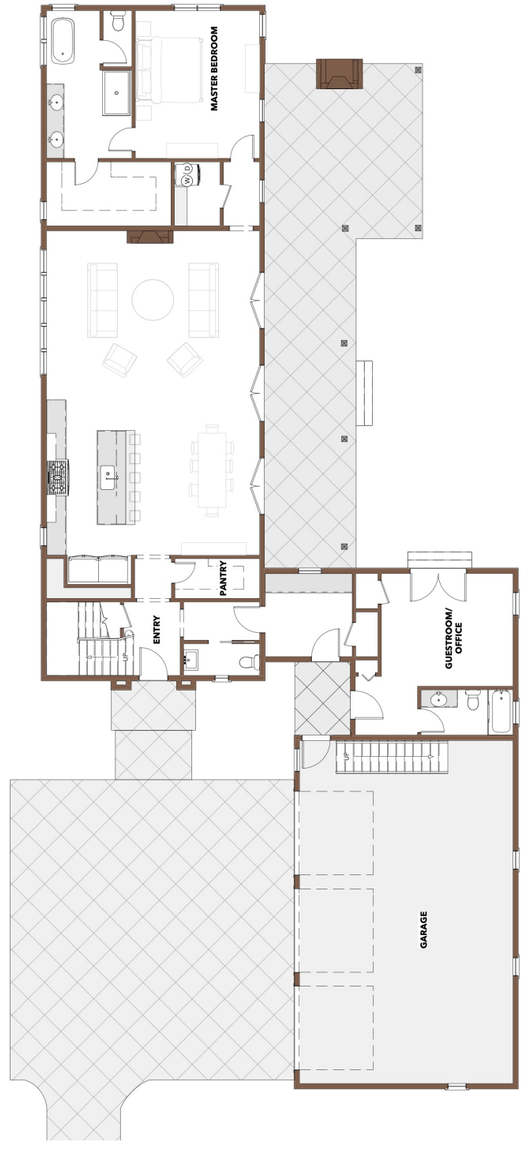
1400 SQFT

WOODBURY DEVELOPMENT

Example Plans - Garden Lots

2700 SQFT

WOODBURY DEVELOPMENT



Example Plans - Estate Lots

3400 SQFT

WOODBURY DEVELOPMENT

WOODBURY CONSTRUCTION PLANS

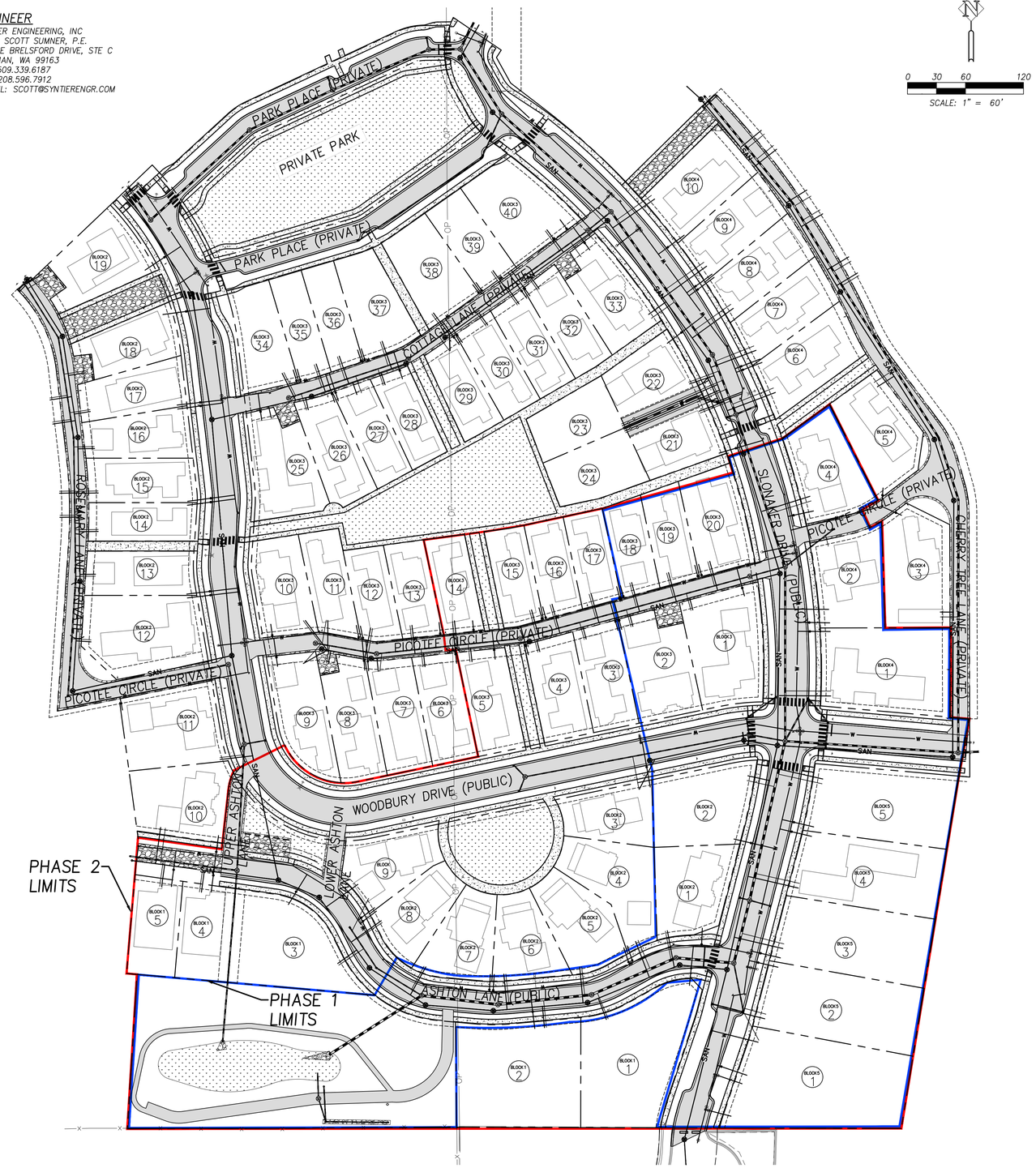
MOSCOW, ID

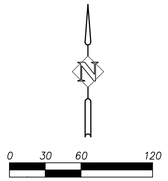
SITE ADDRESS
SLONAKER DRIVE
MOSCOW, ID 83843

OWNER
TRAIL PROPERTIES LLC
1310 YOUMANS LANE
MOSCOW, ID 83843

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

ENGINEER
SYNTIER 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@SYNTIERENGR.COM





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4	C2.0	OVERALL ROAD LAYOUT
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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
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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
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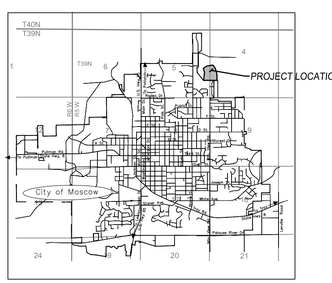
57	C8.0	SIGNING AND STRIPING PLAN
58	C9.0	FIRE TRUCK ACCESS PLAN
59	C10.0	MOUNTAIN VIEW FRONTAGE IMPROVEMENTS



VICINITY MAP

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.

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

COVER SHEET
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

NO.	DESCRIPTION	DATE

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

GENERAL NOTES

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 STANDARDS 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–SERVICE 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 ALL 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.

STREET NOTES

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. POSTS 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 "TUFNUT" BRAND HARDWARE SHALL BE USED FOR ALL SIGN INSTALLATIONS.
7. ALL CUT OR FILL 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.

STORM DRAINAGE & SANITARY SEWER NOTES

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 CLEANED 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 WYES. CONNECTION TO EXISTING MAINS REQUIRE ROMAC 'CB' SADDLES, 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.

SEPARATION OF WATER, STORM, AND SANITARY

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. POTABLE PIPELINE IS TO BE CONSTRUCTED WITH POTABLE WATER CLASS PIPE FOR A MINIMUM OF 10' EITHER SIDE OF POTABLE PIPELINE WITH A SINGLE 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.

WATER NOTES

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 SMALLER THAN 4–INCH SHALL BE SCHEDULE 40 PVC.
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. WATERMAINS TO HAVE A MINIMUM DEPTH COVER OF 48 INCHES. WATER SERVICES SHALL HAVE A MINIMUM 36 INCHES OF COVER.
7. NO CONNECTIONS TO EXISTING WATERMAINS 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 THE 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.

GRADING NOTES

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 FILL PLACEMENT, 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 PALOUSE LOESS OR CLAY, OR ANY APPROVED GRAVELLY MATERIAL – REFER 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.
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 OWNERS ENGINEER, CONTRACTOR, AND THE CITY. THERE SHALL BE A 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 TRACKED PERPENDICULAR TO SURFACE FLOW TO REDUCE EROSION AND HELP VEGETATION.)
11. A CITY OF MOSCOW GRADING PERMIT IS REQUIRED.
12. ADA CURB RAMPS SHALL MEET CURRENT ADA REQUIREMENTS. TRUNCATED DOMES 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.

EROSION CONTROL NOTES

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 INDICATED ON 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 ALLEVIATE INADEQUACIES.
3. IT IS NECESSARY FOR ANY PROJECT LARGER THAN ONE ACRE IN SIZE TO HAVE A DEQ NOTICE OF INTENT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY UNDER A IPDES GENERAL PERMIT (NOI PHASE II) FORM ON FILE WITH THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY AT:

   WWW2.DEQ.IDAHO.GOV/WATER/IPDES

   LEWISTON REGIONAL OFFICE
   IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY
   118 F ST
   LEWISTON, ID, 83501
   PHONE: (208) 799–4370
4. WHEN APPLICABLE, A STORMWATER CONSTRUCTION GENERAL PERMIT (CGP) AND A STORM WATER POLLUTION PREVENTION PLAN PERMITTING (SWPPP) ARE REQUIRED.
5. IDAHO DEPARTMENT OF ENVIRONMENT QUALITY APPROVAL OF THE DESIGN PLANS IS REQUIRED PRIOR TO BEGINNING CONSTRUCITON.

PRIOR TO CONSTRUCTION ACTIVITIES

1. INFORM CITY, AND OTHER INSPECTORS, OF WORK SCHEDULED FOR WEEKENDS OR HOLIDAYS.
2. CONSTRUCT GRAVEL PADS AT ENTRANCES TO SITE, AS INDICATED ON PLAN.
3. 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.
4. GRADE ACCESS ROAD(S) TO ROADWAY CROSS–SLOPE TO PROVIDE DRAINAGE TO ROADSIDE DITCHES.
5. 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.
6. CONSTRUCT TEMPORARY SEDIMENT POND(S) IN THE LOCATION(S) SHOWN ON THE PLAN, INCLUDING DIRECTIVE DITCHES ALSO AS SHOWN THEREON AND/OR OTHERWISE REQUIRED.

DURING CONSTRUCTION ACTIVITIES AND WINTER SHUTDOWNS, AS NECESSARY

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 NEW STORM WATER FACILITIES SIMILAR TO EXISTING (SEE NOTE 5 OF "PRIOR TO CONSTRUCTION ACTIVITES").
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 FILLOWING:
   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 AREA PRACTICES.
7. PRIOR TO OCTOBER 1ST, CONTINUOUS 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.

UPON COMPLETION OF CONSTRUCTION ACTIVITES

1. SILT FENCING SHALL REMAIN AFTER THE COMPLETION OF CONSTRUCTION UNTIL SUFFICIENT VEGETATION IS ESTABLISHED TO PREVENT EROSION AND MOBILIZATION OF SEDIMENT, AND UNTIL APPROVAL FOR REMOVAL IS OBTAINED FROM THE CITY 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 BALES STRUCTURE; REMOVAL OF ACCUMULATED SOIL; AND STREET CLEANING. A TYPICAL SCHEDULE FOR SUCH MAINTENANCE WOULD BE AT LEAST ONCE PER MONTH AND AFTER ALL SIGNIFICANT STORM EVENTS.

UPON ESTABLISHMENT OF SUFFICIENT VEGETATION AND PERMANENT DRAINAGE FACILITIES OPERATION

1. REMOVAL ALL EROSION CONTROL MEASURES UPON RECEIPT OF APPROVAL FOR SUCH REMOVAL 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.

*CRITICAL GRADES – RAMPS AND LANDINGS:

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.**

LEGEND

- 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

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.

UNDERGROUND SERVICE ALERT
ONE–CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

NOTES SHEET
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

NO.	DESCRIPTION	DATE

SHEET NO.
C1.1
2 OF 59
JOB NO. WNZ-03

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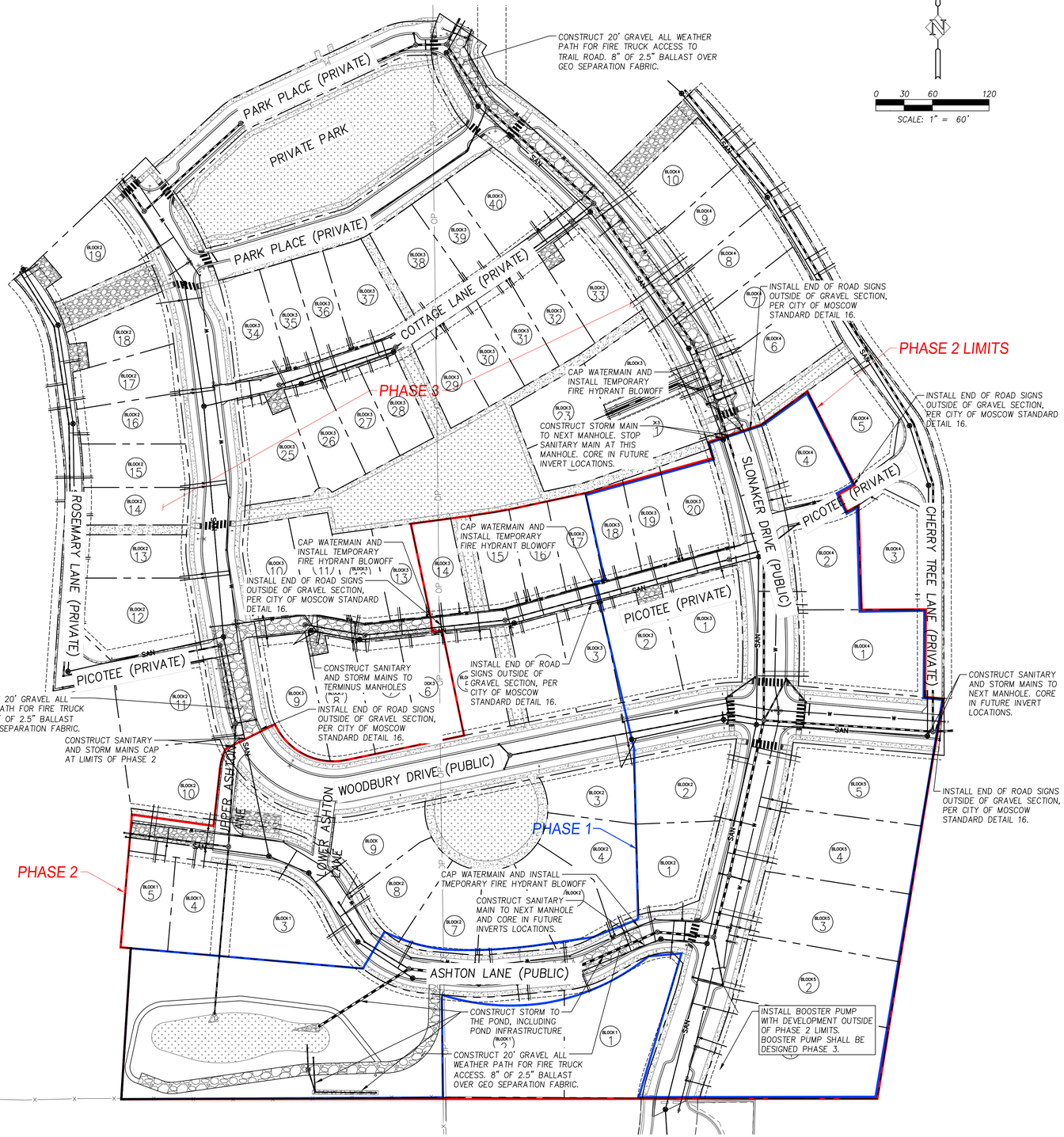

SANITARY SEWER IMPROVEMENTS

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.

UNDERGROUND SERVICE ALERT ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

PHASING PLAN
WOODBURY CONSTRUCTION PLANS

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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C1.2
3 OF 59
JOB NO. WNZ-03

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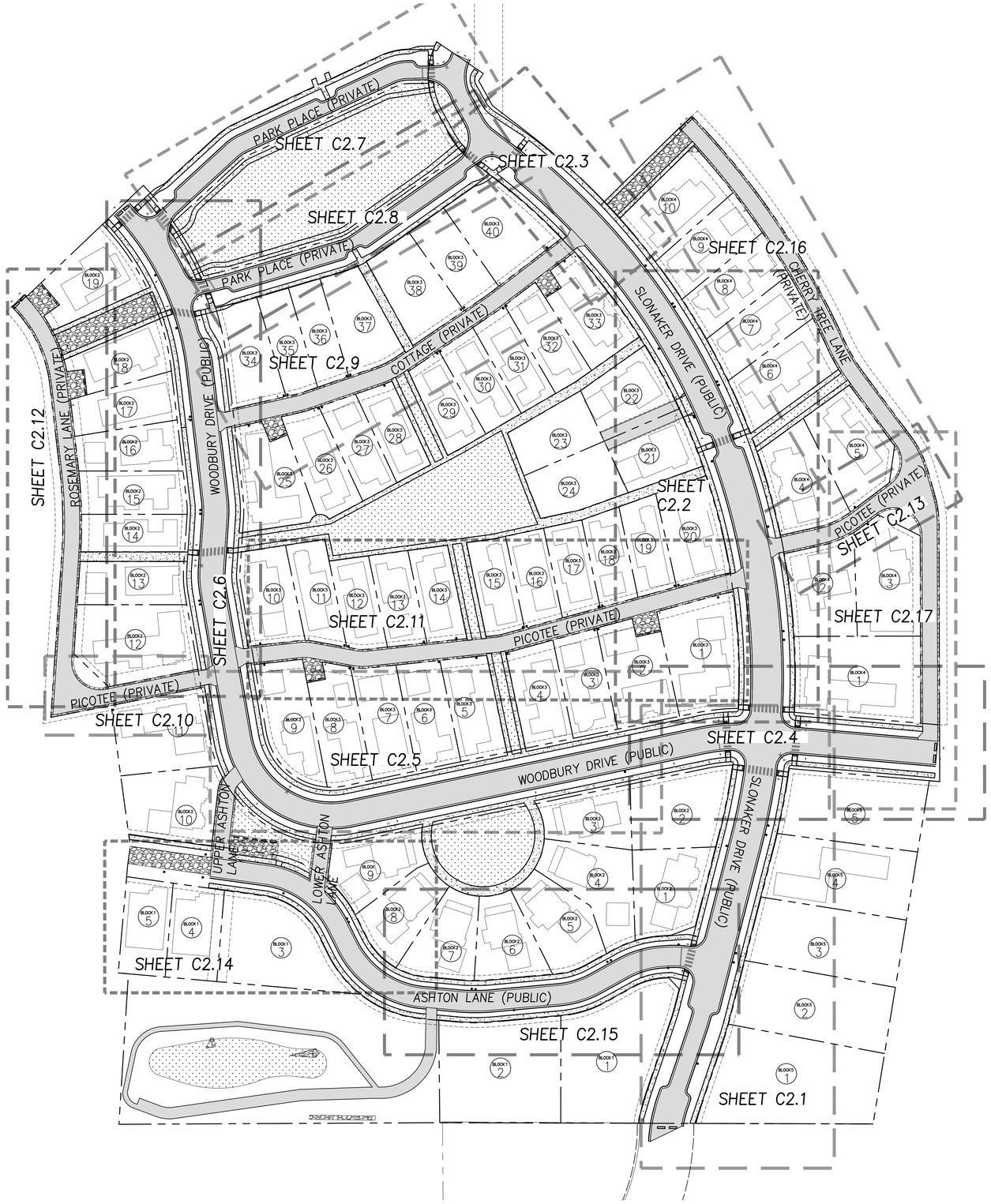

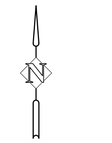

0 30 60 120

SCALE: 1" = 60'

OVERALL ROAD LAYOUT
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.

C2.0

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JOB NO. WNZ-03

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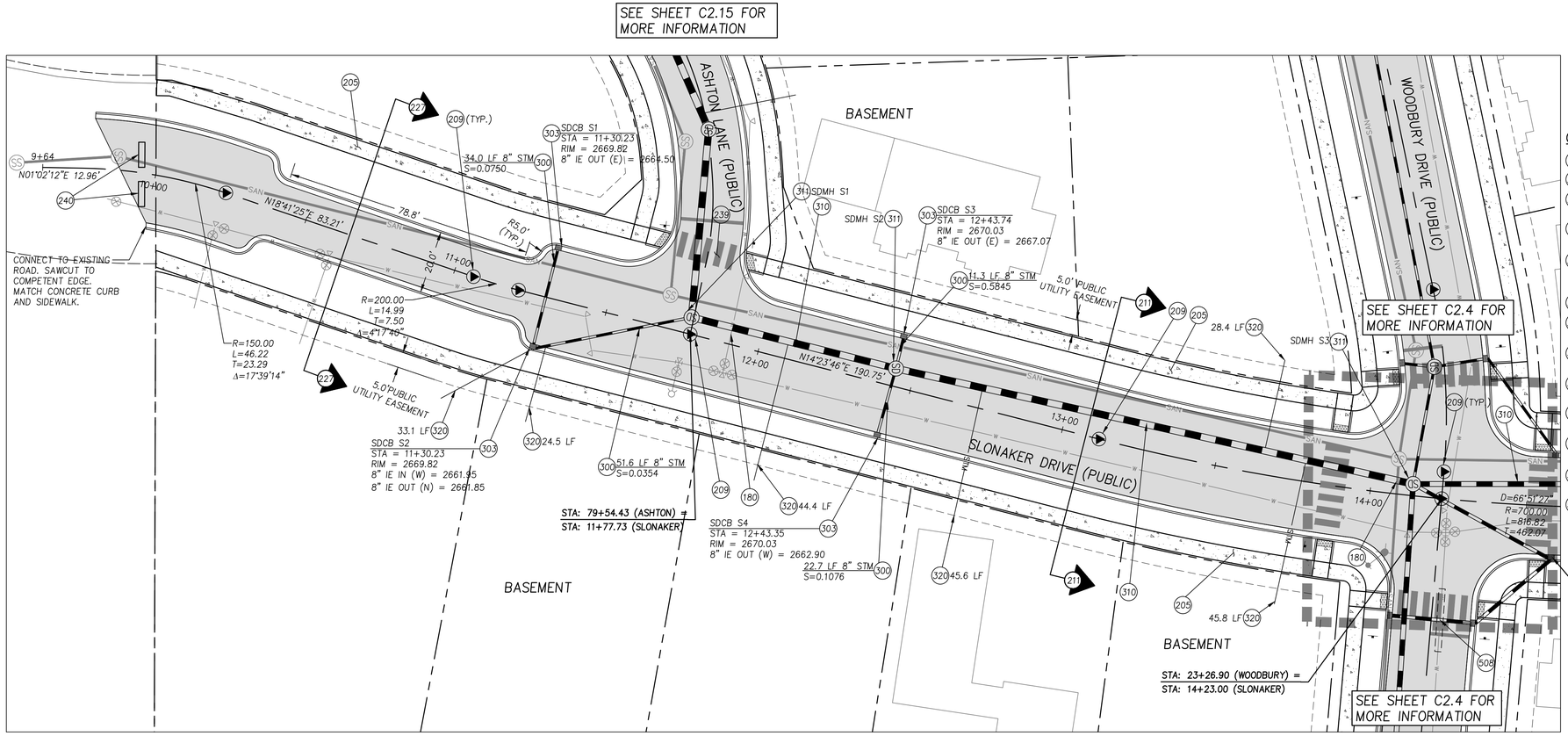
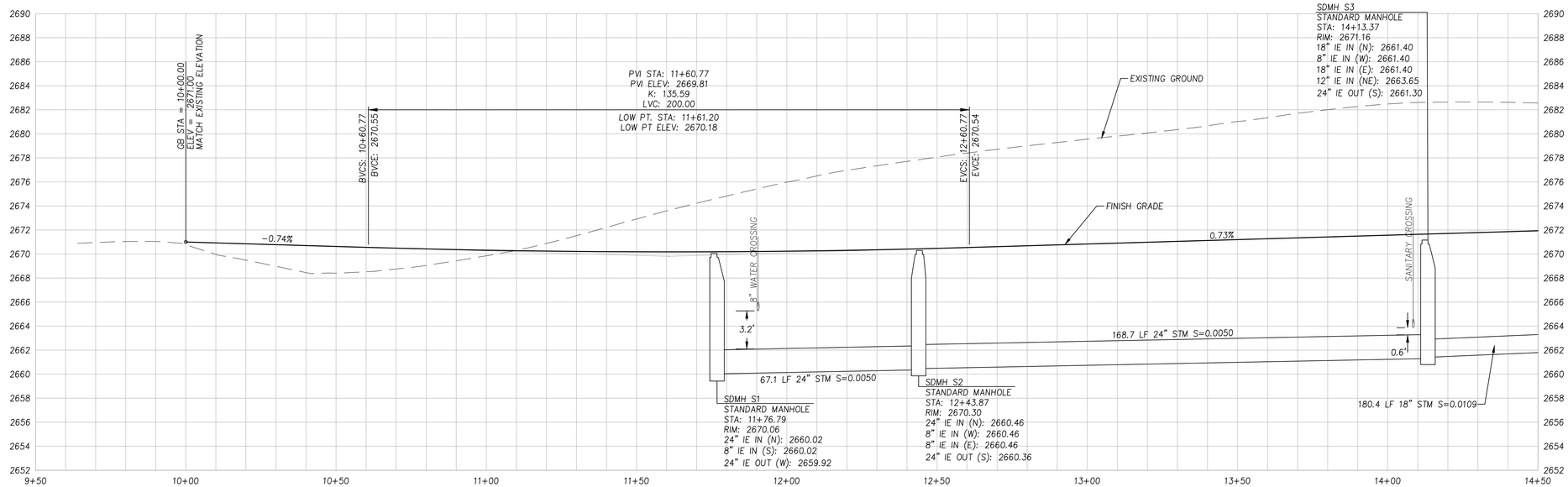
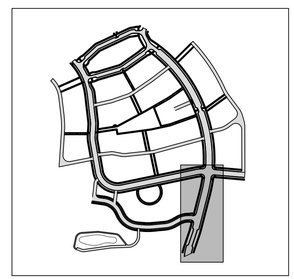


SLONAKER DRIVE PLAN



SLONAKER DRIVE PROFILE

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



KEY MAP

CONSTRUCTION NOTES

(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.

(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.

0 10 20 40
SCALE: 1" = 20'

SLONAKER PLAN AND PROFILE 10+00 TO 14+50
WOODBURY CONSTRUCTION PLANS

SYNTIER Engineering, Inc.
408 SE Bielsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

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NO.	DESCRIPTION	DATE

SHEET NO.
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JOB NO. WNZ-03

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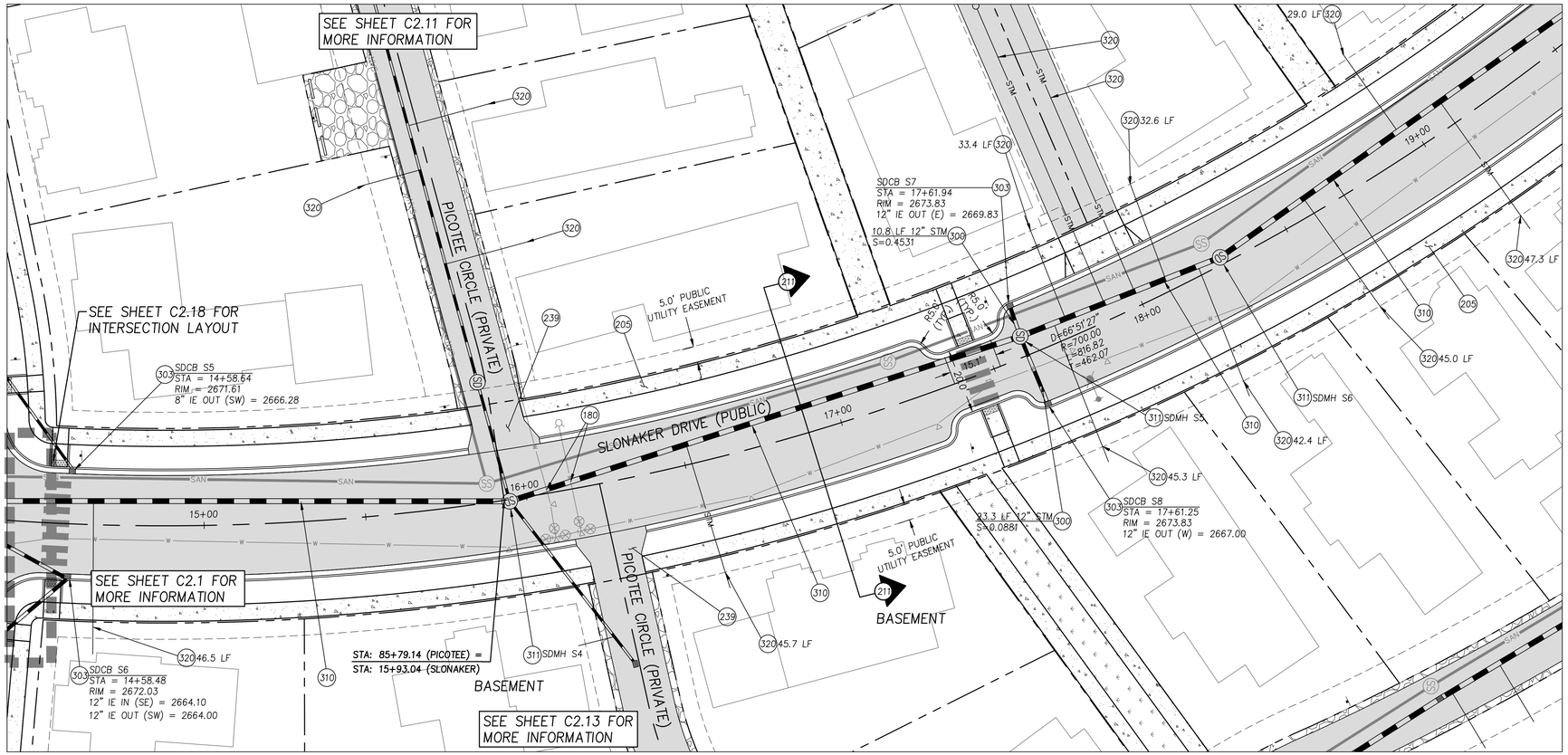
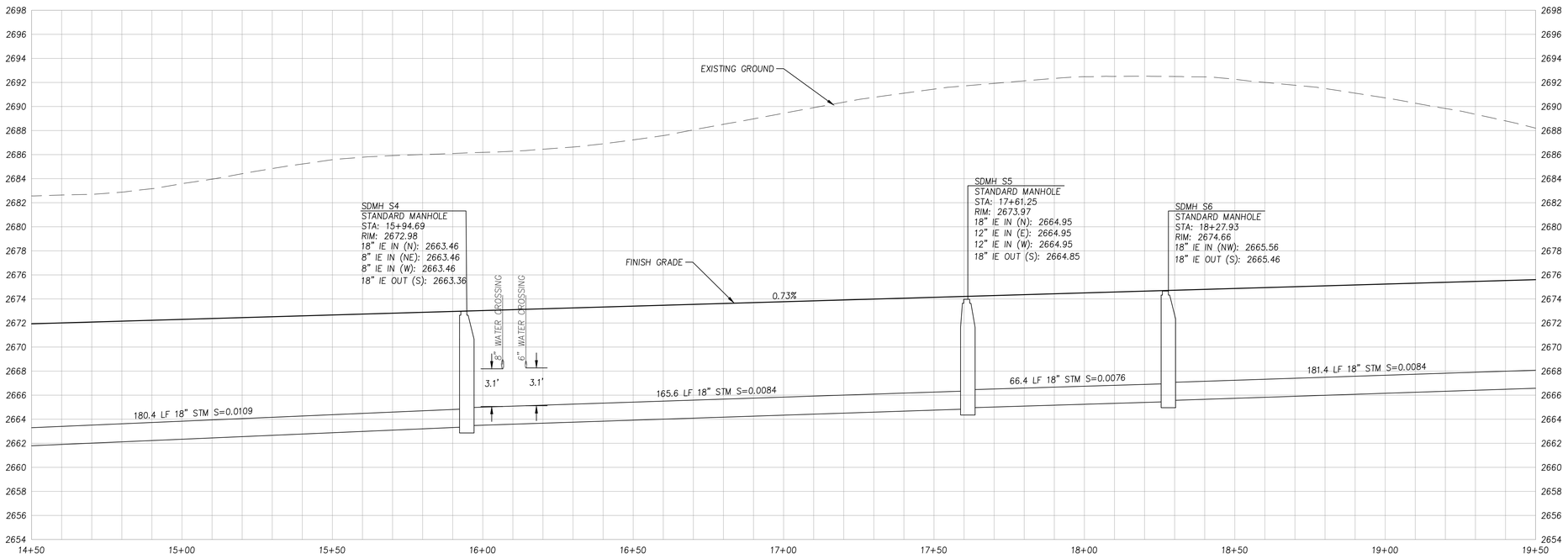
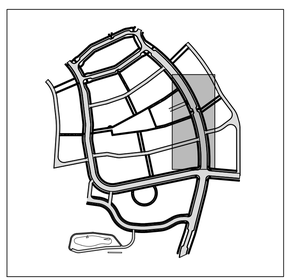


SLONAKER DRIVE PLAN



SLONAKER DRIVE PROFILE

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



KEY MAP

SEE SHEET C2.3 FOR MORE INFORMATION

CONSTRUCTION NOTES

(180) SEE PROFILE FOR CROSSING INFORMATION

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

(211) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C6.0.

(239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.

(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.

SLONAKER PLAN AND PROFILE 14+50 TO 19+50
WOODBURY CONSTRUCTION PLANS

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408 SE Bielsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

DESIGNED:	SAS
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DATE:	SEPT 19, 2022

REVISIONS

NO.	DATE	DESCRIPTION

SHEET NO.
C2.2
6 OF 59

JOB NO. WNZ-03

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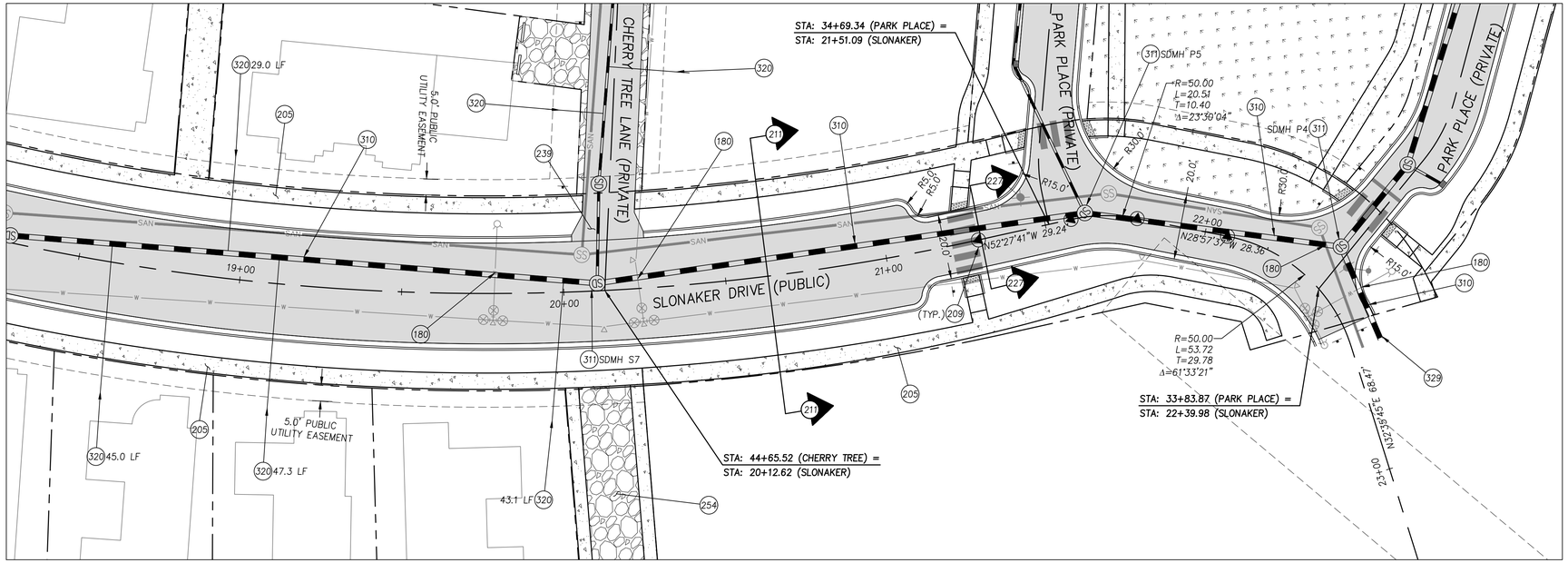
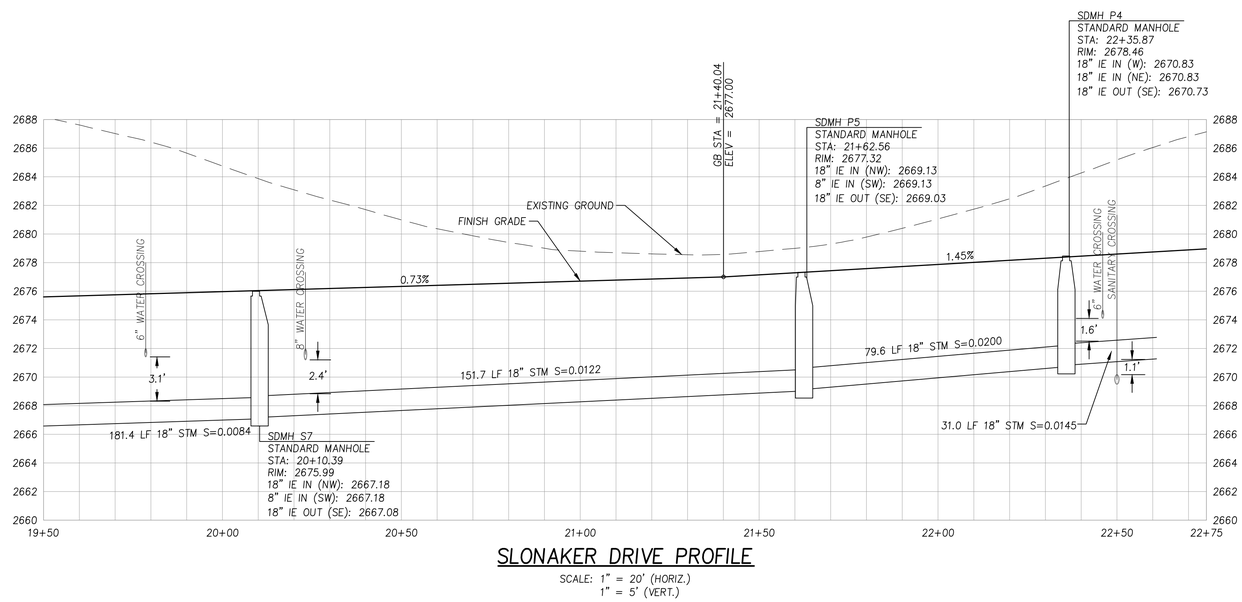
SEE SHEET C2.9 FOR MORE INFORMATION

SEE SHEET C2.7 FOR MORE INFORMATION

SEE SHEET C2.2 FOR MORE INFORMATION

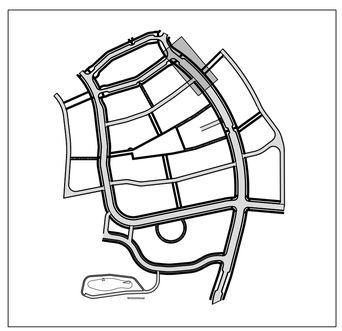


SLONAKER DRIVE PLAN



SLONAKER DRIVE PROFILE

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



KEY MAP

0 10 20 40

SCALE: 1" = 20'

CONSTRUCTION NOTES

(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 330, 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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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

DESIGNED:	SAS
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DATE:	SEPT 19, 2022

REVISIONS

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SHEET NO.
C2.3
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JOB NO.
WNZ-03

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WOODBURY PLAN AND PROFILE 20+00 TO 24+50

WOODBURY CONSTRUCTION PLANS

CONSTRUCTION NOTES

(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.

(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.

(239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.

(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.

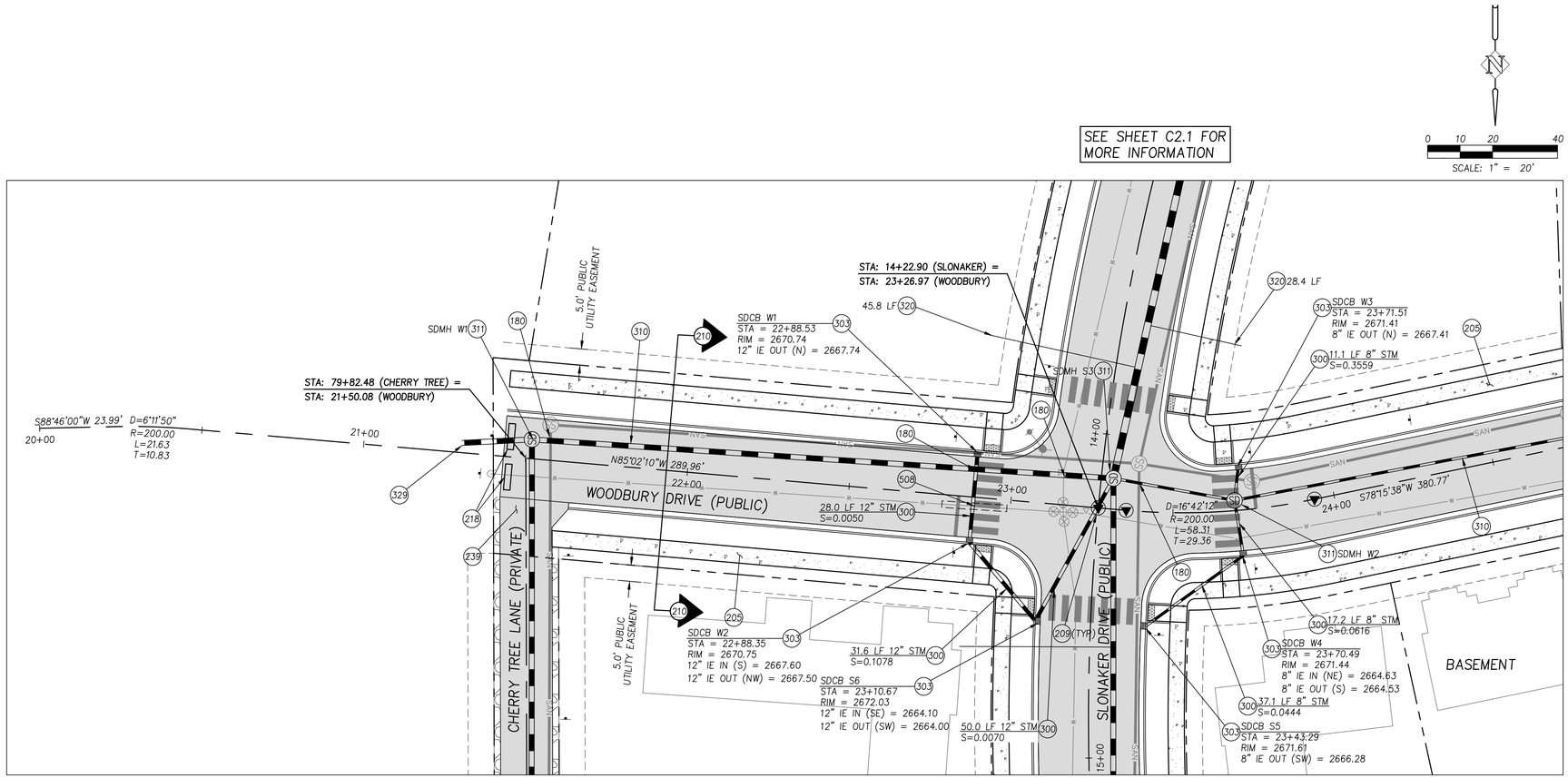
(310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.

(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.

(329) CAP STORM PIPE.

(508) ENCASE PROPOSED WATER 10' EACH SIDE OF CROSSING. SEE ENCASING DETAIL, SHEET C6.3.

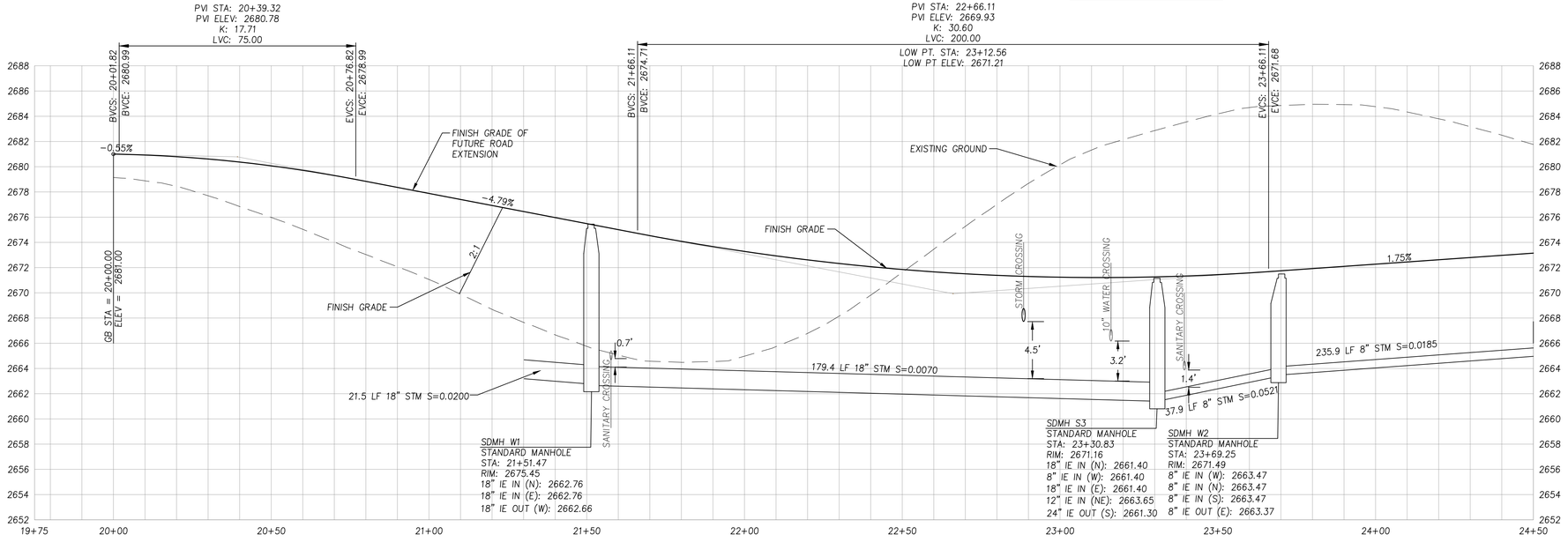


SEE SHEET C2.5 FOR MORE INFORMATION

SEE WATER PLANS FOR MORE CROSSING INFORMATION

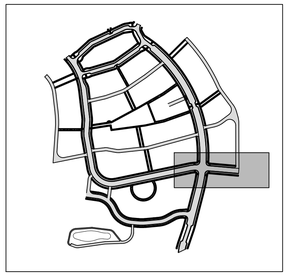
WOODBURY DRIVE PLAN

SEE SHEET C2.2 FOR MORE INFORMATION



WOODBURY DRIVE PROFILE

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



KEY MAP

SYNTIER Engineering, Inc.
408 SE Bielsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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DATE:	SEPT 19, 2022		

REVISIONS

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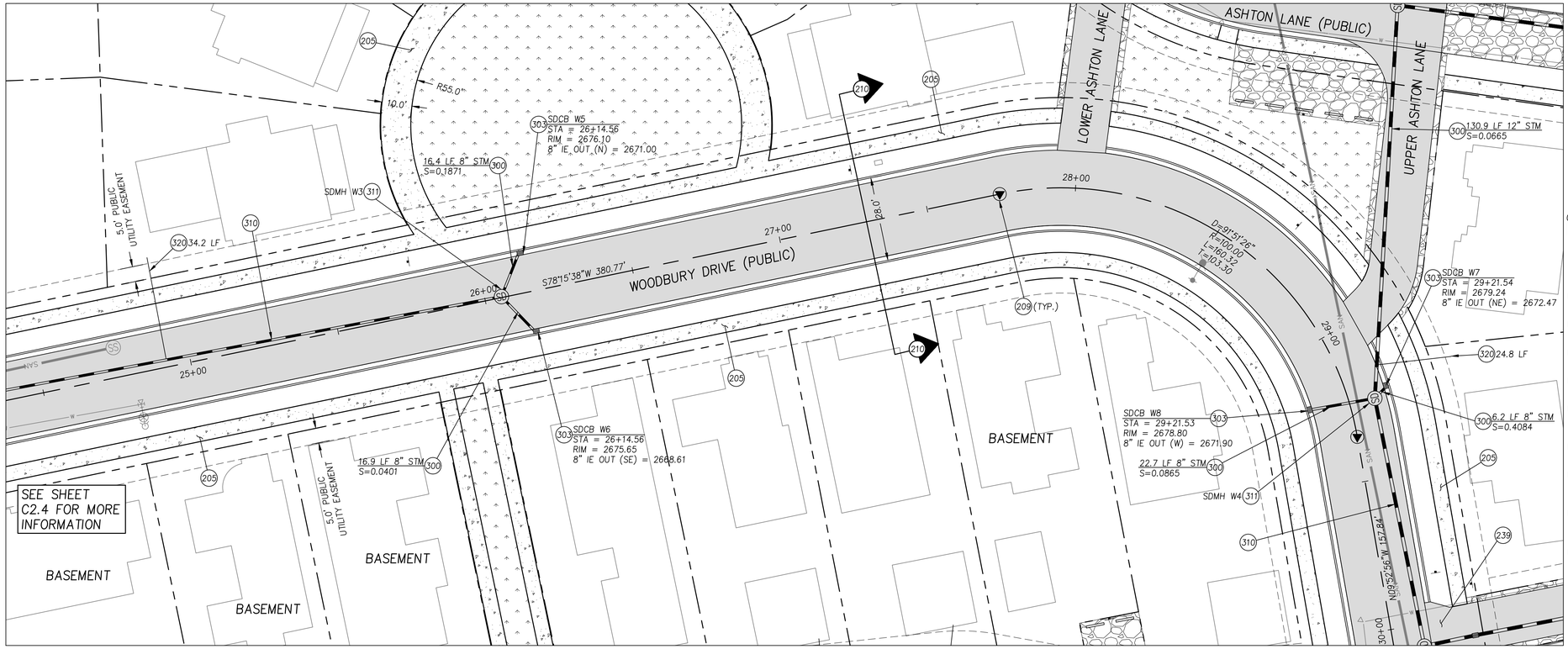
SHEET NO.
C2.4
8 OF 59

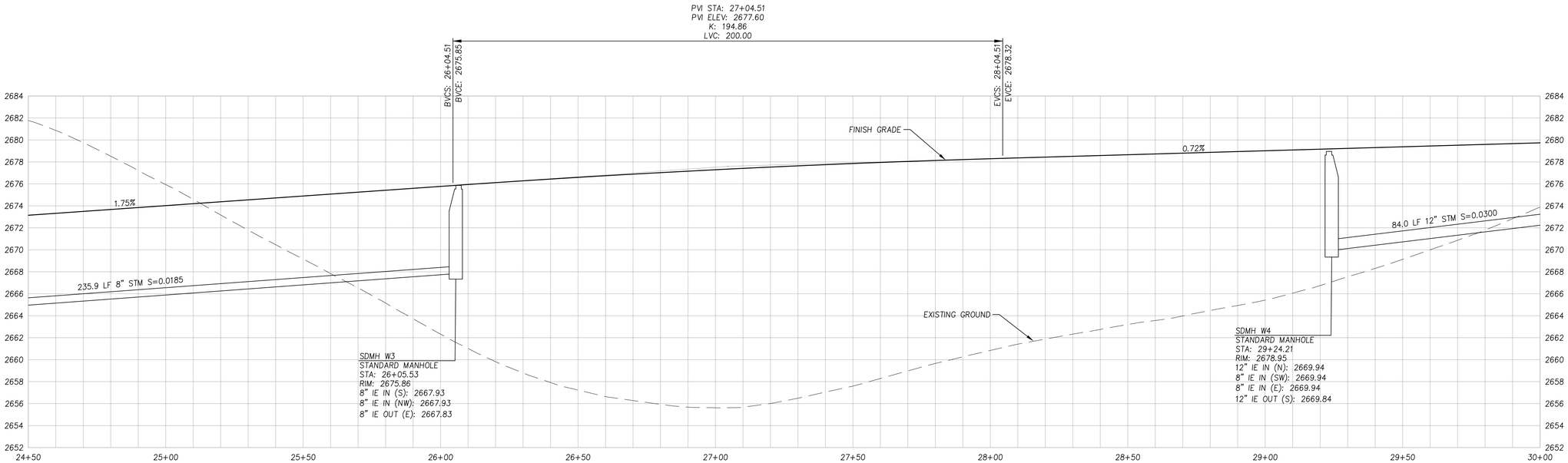
JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C2.4-WOODBURY 20+00 TO 24+50.dwg



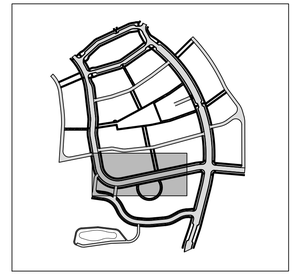
WOODBURY DRIVE PLAN

SEE SHEET C2.6 FOR MORE INFORMATION



WOODBURY DRIVE PROFILE

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



KEY MAP

0 10 20 40
SCALE: 1" = 20'

CONSTRUCTION NOTES

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.

210 CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C6.0.

239 CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.

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.

WOODBURY PLAN AND PROFILE 24+50 TO 30+00

WOODBURY CONSTRUCTION PLANS

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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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SHEET NO.
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WNZ-03

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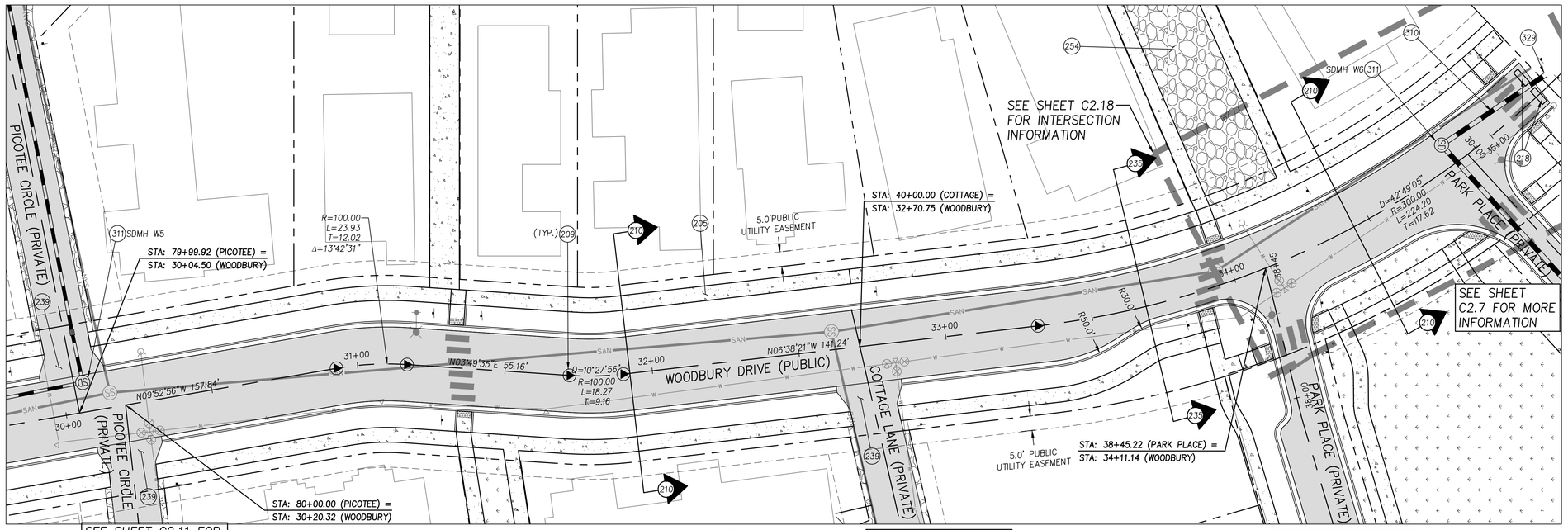
SEE SHEET C2.10 FOR MORE INFORMATION



SEE SHEET C2.5 FOR MORE INFORMATION

SEE SHEET C2.11 FOR MORE INFORMATION

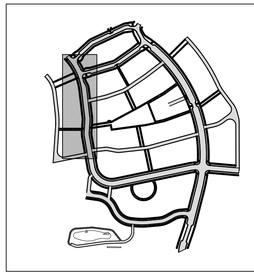
SEE SHEET C2.9 FOR MORE INFORMATION

SEE SHEET C2.8 FOR MORE INFORMATION

SEE SHEET C2.7 FOR MORE INFORMATION

WOODBURY DRIVE PLAN

0 10 20 40
SCALE: 1" = 20'



KEY MAP

CONSTRUCTION NOTES

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.

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.

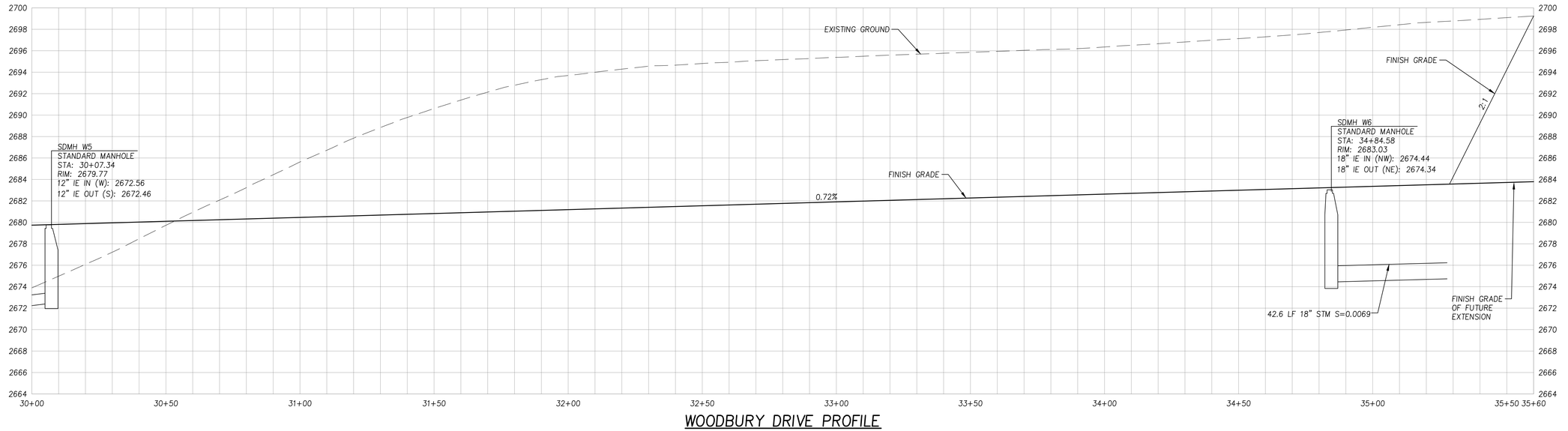
239 CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.

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 C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

329 CAP STORM PIPE.



WOODBURY DRIVE PROFILE

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

WOODBURY PLAN AND PROFILE 30+00 TO 35+50

WOODBURY CONSTRUCTION PLANS

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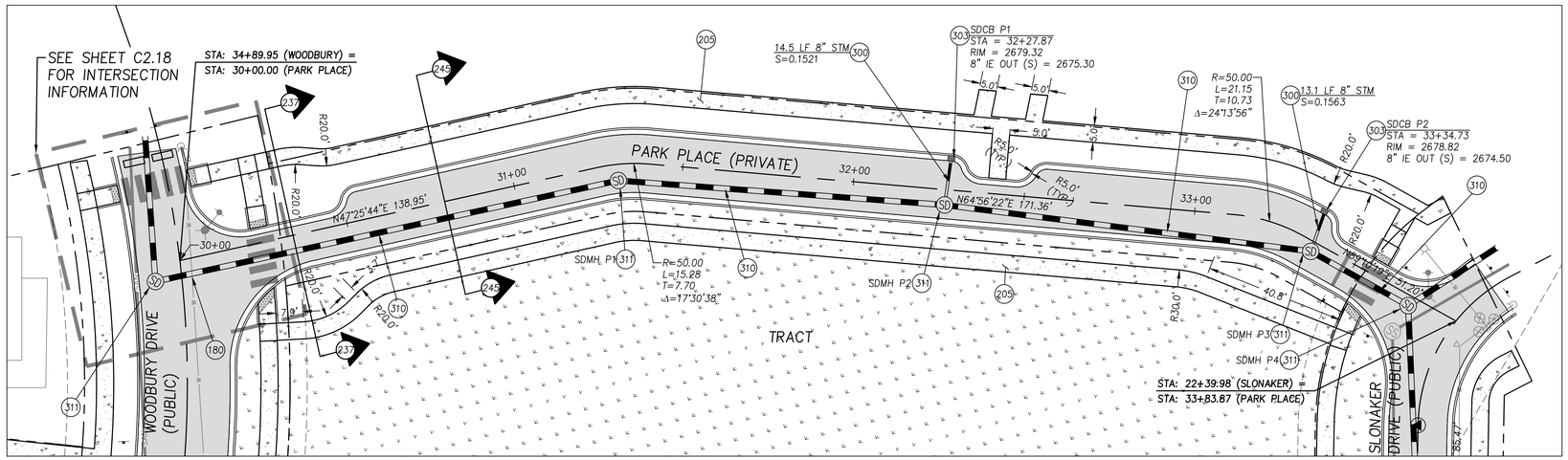
P:\WNZ-03 (Stonaker Development)\WNZ03.DWGS\Sheets\ WNZ03-C2.6-WOODBURY 30+00 TO 35+50.dwg



PARK PLACE PLAN

0 10 20 40
SCALE: 1" = 20'

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.

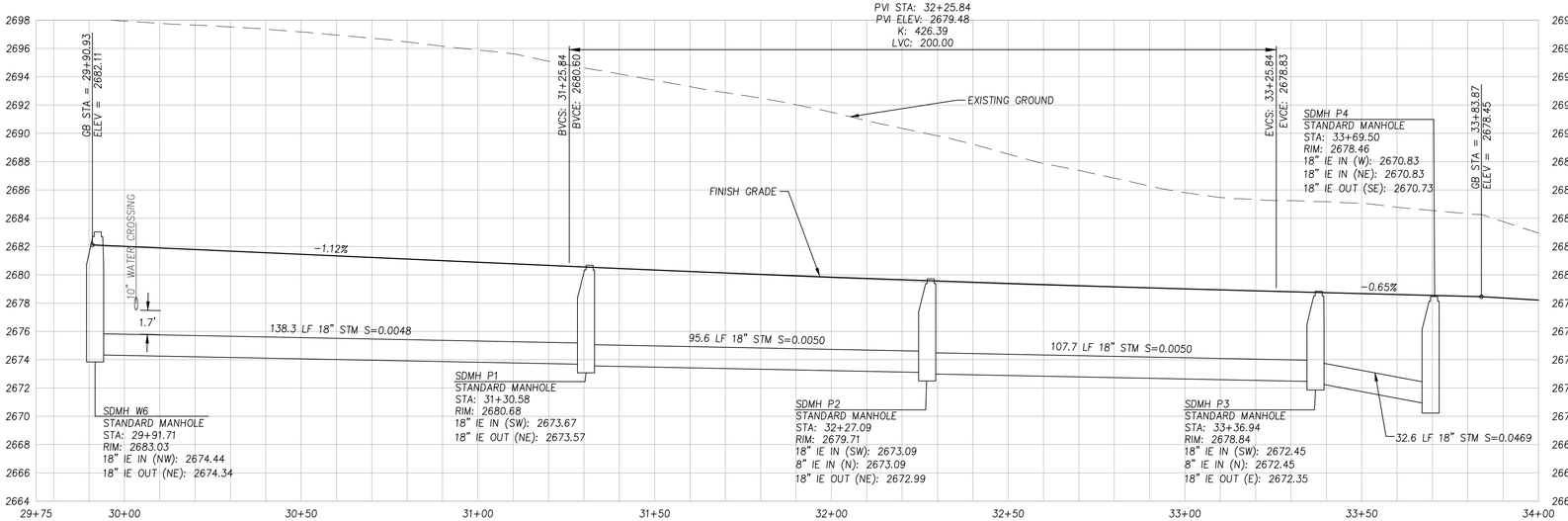
(245) CONSTRUCT ONE WAY LOOP PER PARK PLACE ROAD SECTION, SHEET C6.0.

(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.

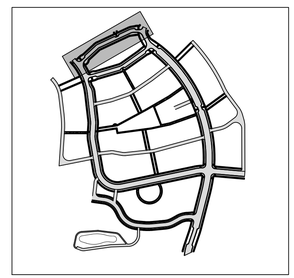
(310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.

(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 PROFILE

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



KEY MAP

PARK PLACE PLAN AND PROFILE 30+00 TO 33+84

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C2.7
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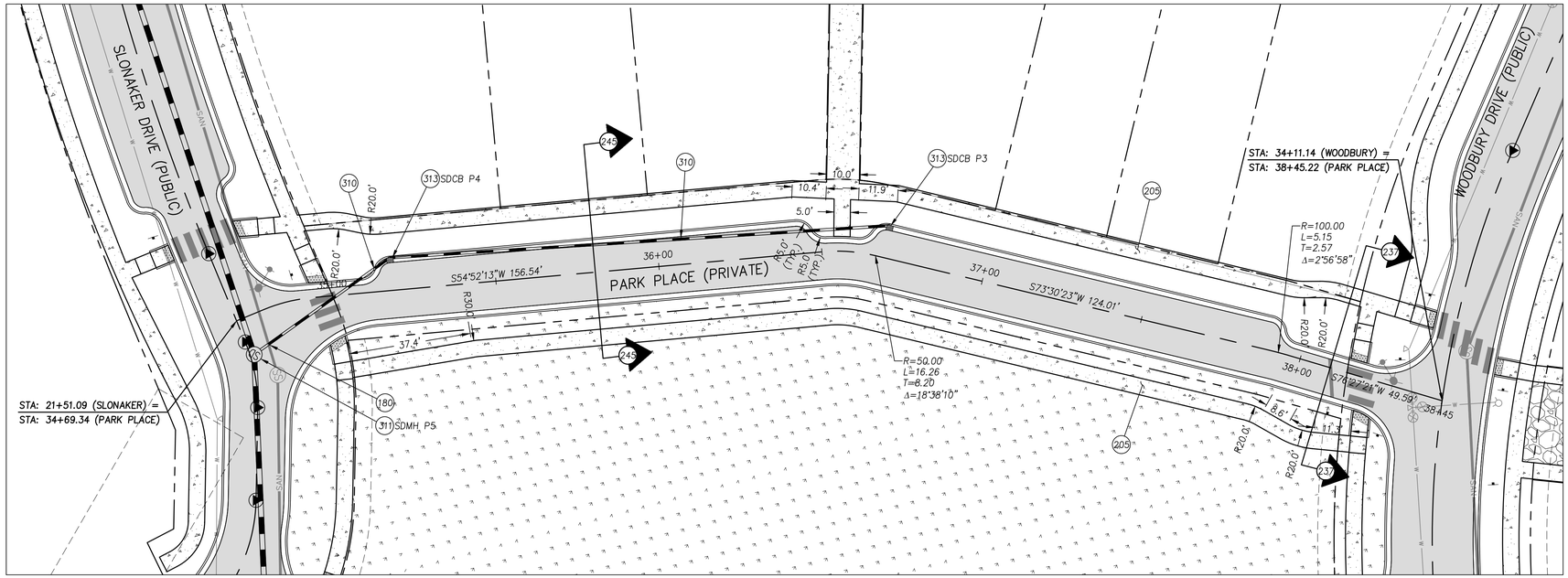
JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C2.7-PARK PLACE P&P 30+00 TO 33+84.dwg

SEE SHEET C2.3 FOR MORE INFORMATION



SEE SHEET C2.6 FOR MORE INFORMATION

SCALE: 1" = 20'

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.

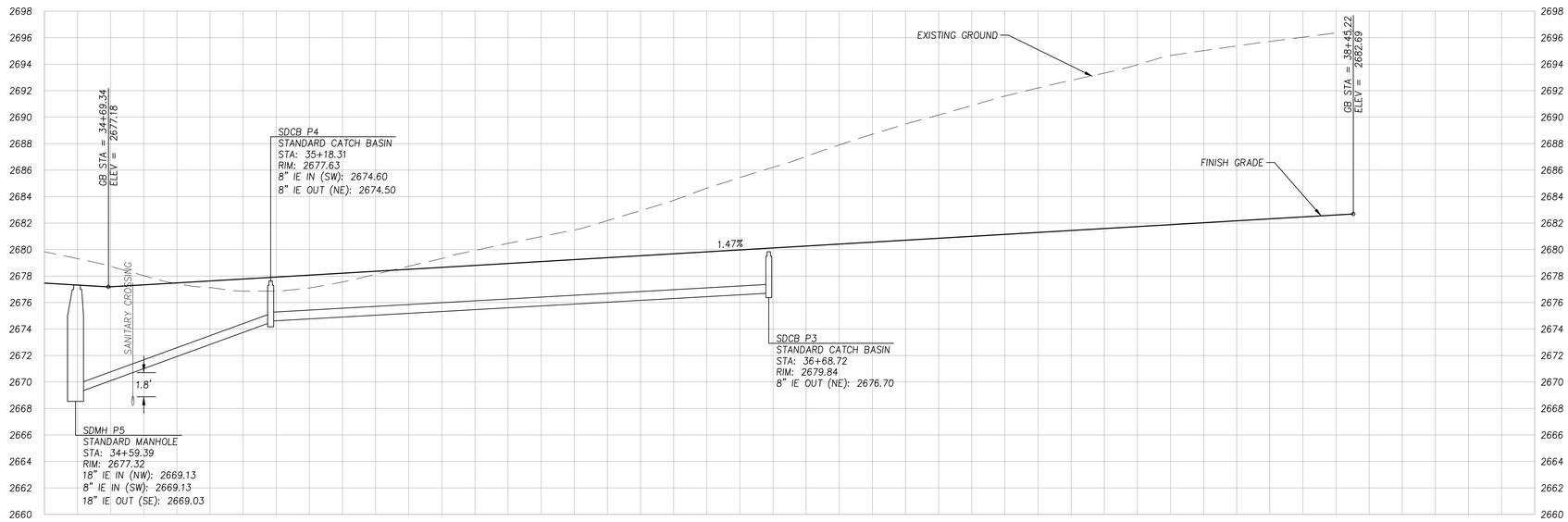
(310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.

(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.

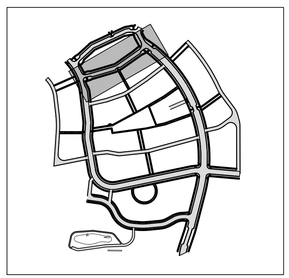
SEE SHEET C2.7 FOR MORE INFORMATION

PARK PLACE PLAN



PARK PLACE PROFILE

SCALE: 1" = 1' (HORIZ.)
1" = 0' (VERT.)



KEY MAP

PARK PLACE PLAN AND PROFILE 34+69 TO 38+50

WOODBURY CONSTRUCTION PLANS

SYNTIER Engineering, Inc.
408 SE Bretsford Drive, Suite C Pullman, WA 99163
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NO.	DESCRIPTION	DATE

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C2.8
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JOB NO. WNZ-03

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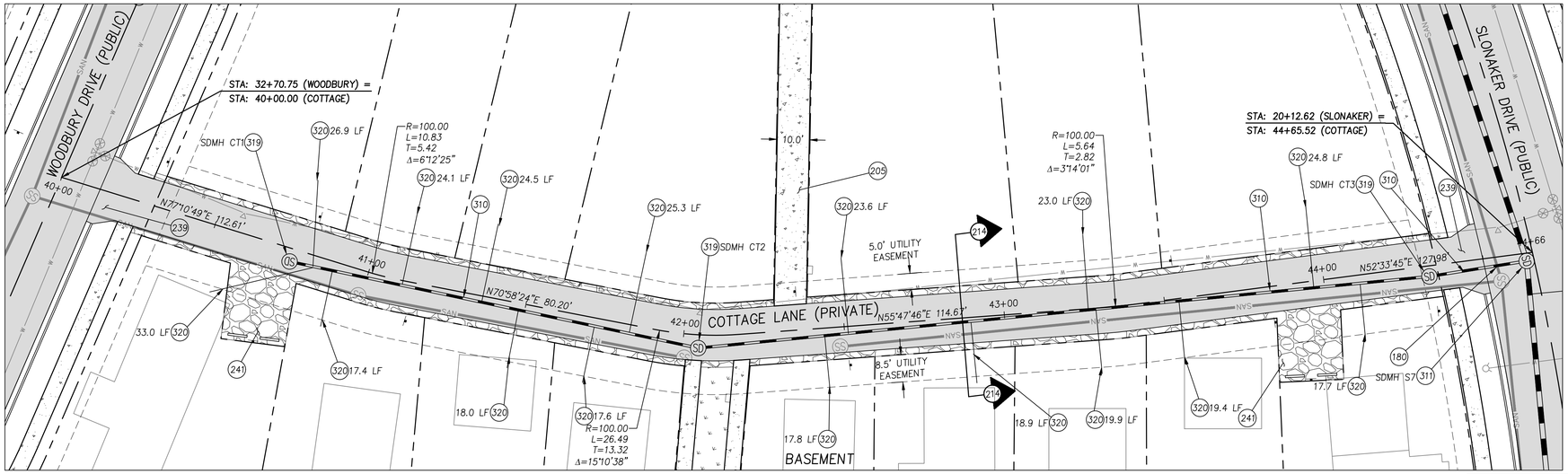
SEE SHEET C2.6 FOR MORE INFORMATION

SEE SHEET C2.6 FOR MORE INFORMATION

SEE SHEET 2.3 FOR MORE INFORMATION



COTTAGE LANE PLAN

SEE SHEET 2.3 FOR MORE INFORMATION

0 10 20 40

SCALE: 1" = 20'

CONSTRUCTION NOTES

(180) SEE PROFILE FOR CROSSING INFORMATION

(205) 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.

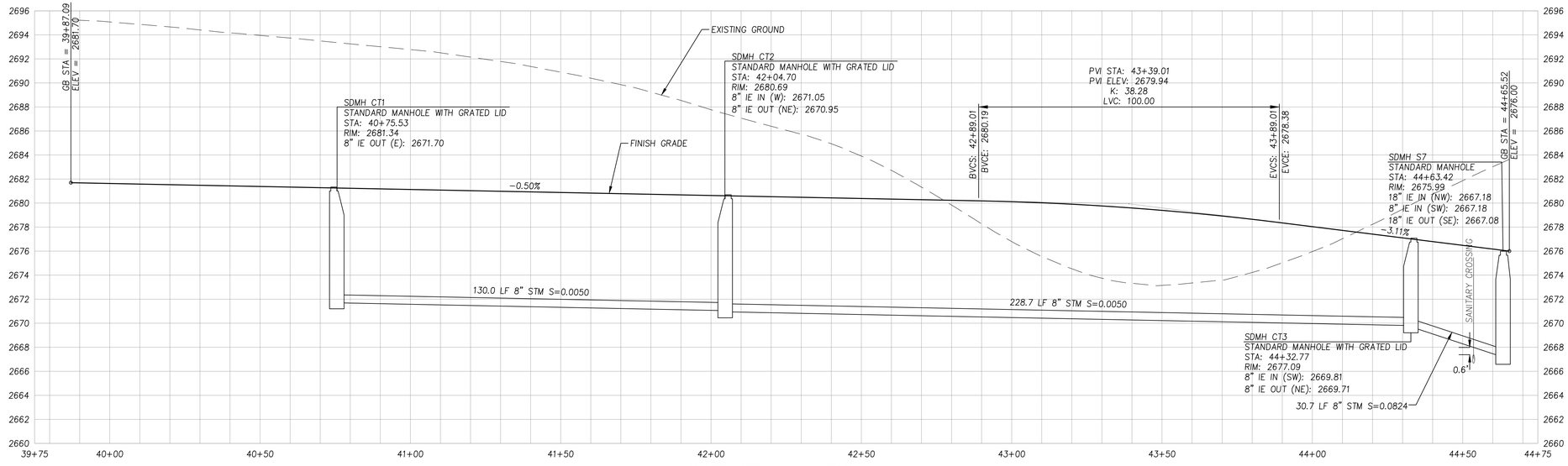
(241) CONSTRUCT PUBLIC PARKING AREA PER PUBLIC PARKING DETAIL, SEE SHEET C6.1.

(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.

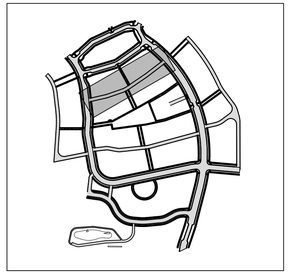
(319) INSTALL STANDARD 48" STORMWATER MANHOLE, WITH GRATED LID, PER CITY OF MOSCOW STANDARD DRAWING 21, C6.1. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

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



COTTAGE LANE PROFILE

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



KEY MAP

COTTAGE LANE PLAN AND PROFILE
WOODBURY CONSTRUCTION PLANS

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405 SE Bretsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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NO.	DATE	DESCRIPTION

SHEET NO.
C2.9
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WNZ-03

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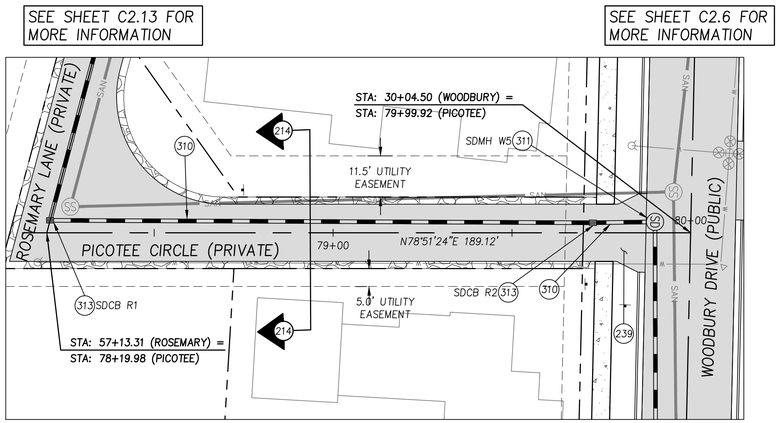
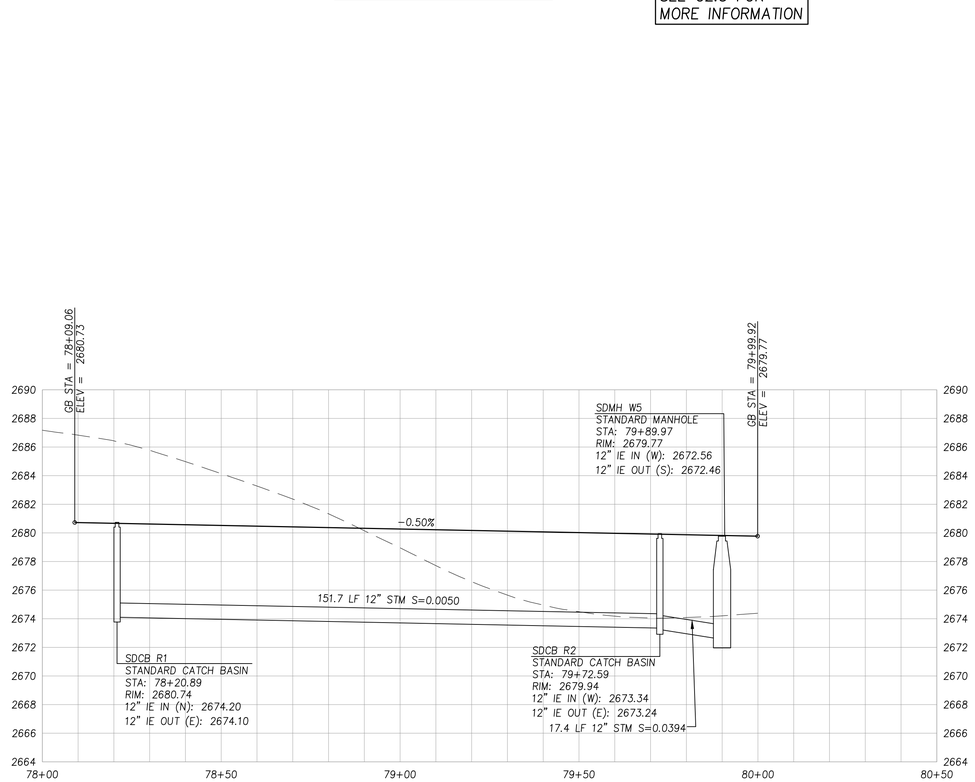
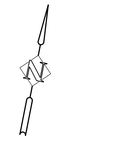


PICOTEE CIRCLE PLAN



PICOTEE CIRCLE PROFILE

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



0 10 20 40

SCALE: 1" = 20'

CONSTRUCTION NOTES

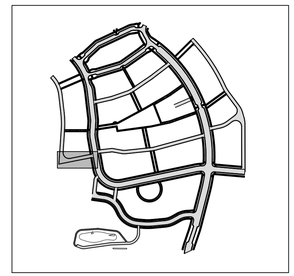
(214) CONSTRUCT PRIVATE ALLEY PER TYPICAL PRIVATE ALLEY SECTION, SHEET C6.0.

(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

PICOTEE PLAN AND PROFILE 50+00 TO 52+00
WOODBURY CONSTRUCTION PLANS

SynTier Engineering, Inc.
405 SE Bielsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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SHEET NO.
C2.10
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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.

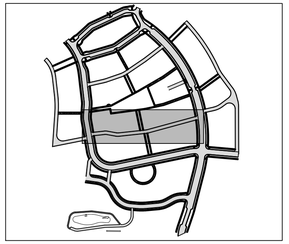
(243) CONSTRUCT PUBLIC PARKING AREA PER PUBLIC PARKING DETAIL WITH THREE STALLS, SEE SHEET C6.1.

(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 28, SHEET C6.2. SEE PLAN FOR LENGTH.



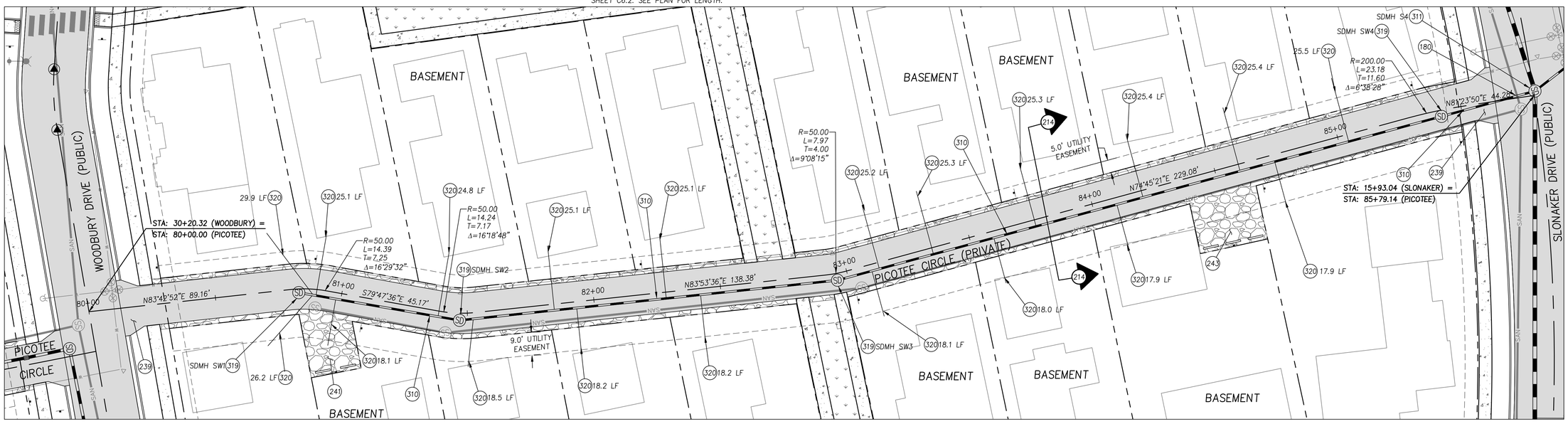
KEY MAP

0 10 20 40

SCALE: 1" = 20'

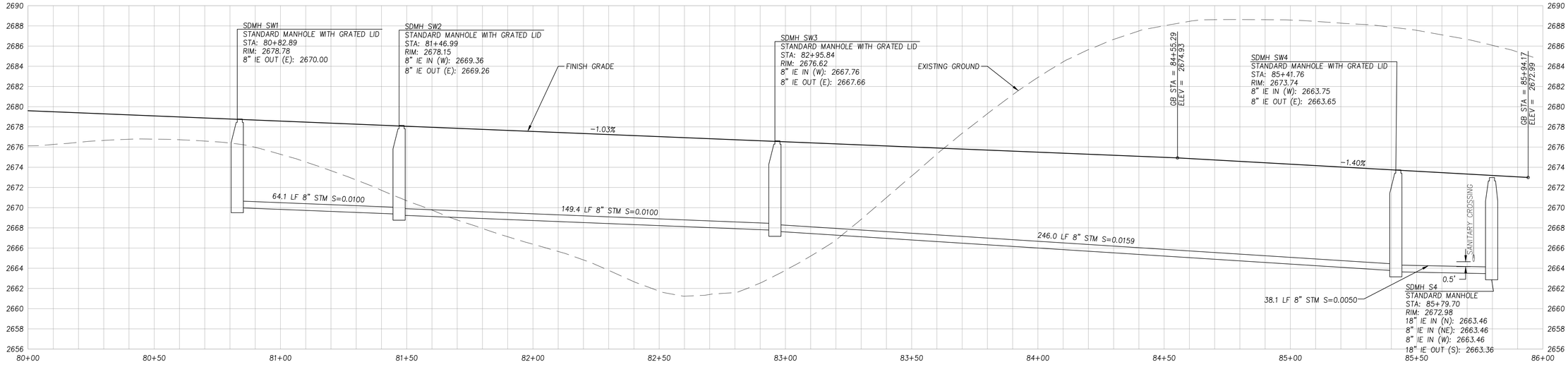
SEE SHEET C2.6 FOR MORE INFORMATION

SEE SHEET C2.2 FOR MORE INFORMATION



PICOTEE CIRCLE PLAN

SEE SHEET C2.5 FOR MORE INFORMATION



PICOTEE CIRCLE PROFILE

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

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

SynTier Engineering, Inc.
408 SE Bielsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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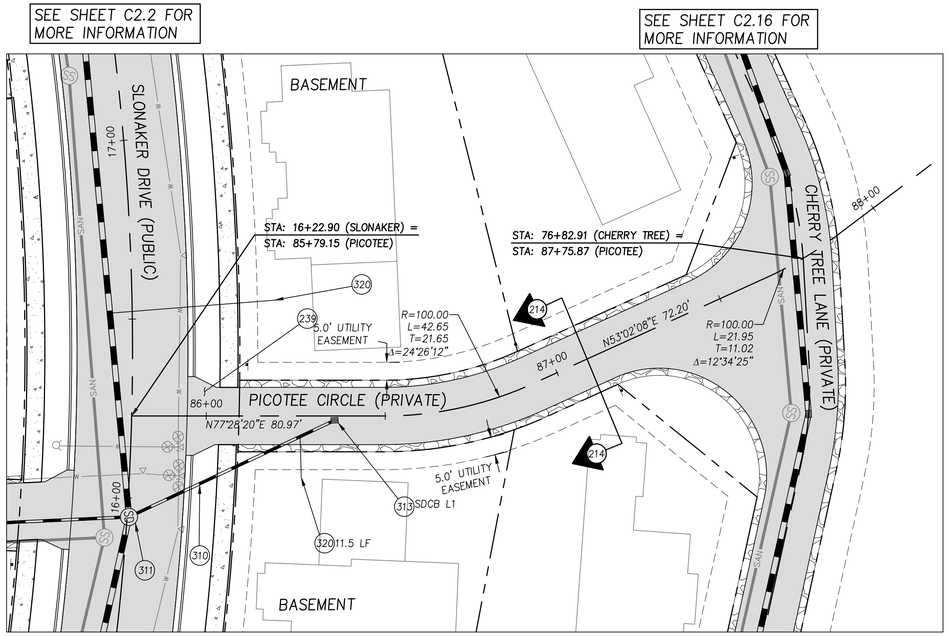
REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C2.11
15 OF 59

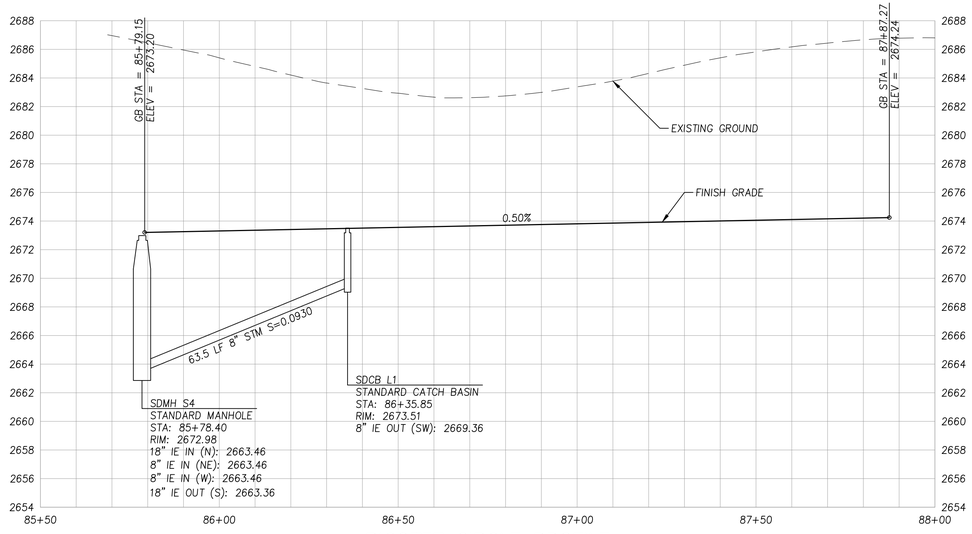
JOB NO.
WNZ-03

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



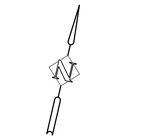
PICOTEE CIRCLE PLAN

SCALE 1" = 20'



PICOTEE CIRCLE PROFILE

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



0 10 20 40

SCALE: 1" = 20'

CONSTRUCTION NOTES

2 (214) CONSTRUCT PRIVATE ALLEY PER TYPICAL PRIVATE ALLEY SECTION, SHEET C6.0.

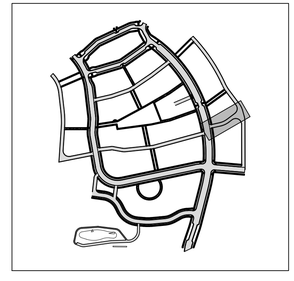
1 (239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.

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

SynTierEngineering, Inc.
405 SE Bretsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C2.12
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JOB NO.
WNZ-03

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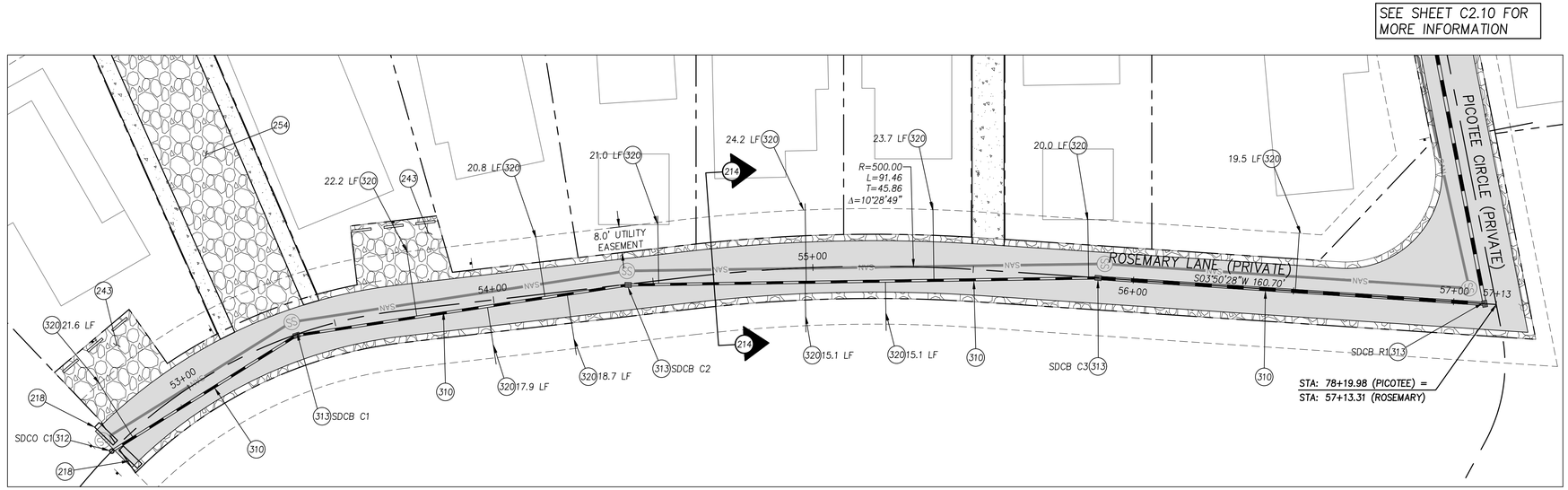


ROSEMARY LANE PLAN

0 10 20 40

SCALE: 1" = 20'

CONSTRUCTION NOTES

(214) CONSTRUCT PRIVATE ALLEY PER TYPICAL PRIVATE ALLEY SECTION, SHEET C6.0.

(218) INSTALL JERSEY BARRIER AND END OF ROAD MARKERS, PER CITY OF MOSCOW STANDARD DRAWING 16, SHEET C6.1.

(243) CONSTRUCT PUBLIC PARKING AREA PER PUBLIC PARKING DETAIL WITH THREE STALLS, SEE SHEET C6.1.

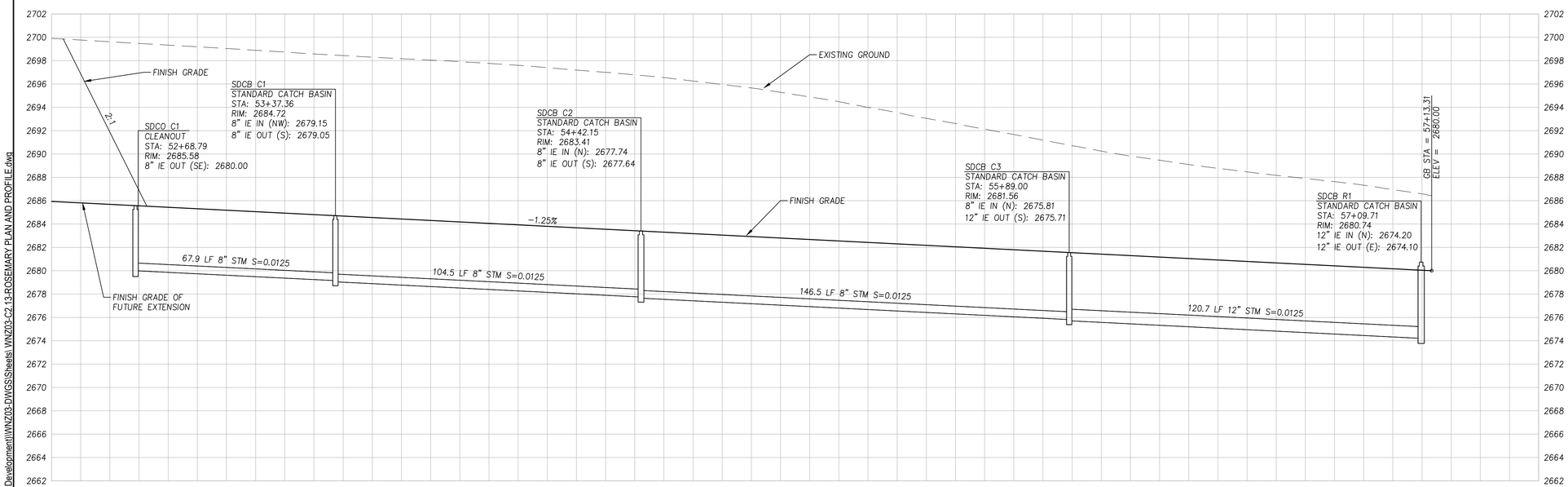
(254) INSTALL 4" C.S.B.C. FOR TEMPORARY FIRE TRUCK TURNAROUND.

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

(312) INSTALL STORM CLEANOUT PER DETAIL, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

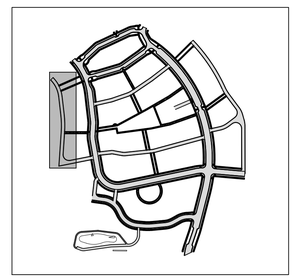
(313) INSTALL CATCH BASIN PER CITY OF MOSCOW STANDARD DRAWING 26, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

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



ROSEMARY LANE PROFILE

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



KEY MAP

ROSEMARY PLAN AND PROFILE
WOODBURY CONSTRUCTION PLANS

SynTier Engineering, Inc.
408 SE Bielsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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DATE:	SEPT 19, 2022

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SHEET NO.
C2.13
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JOB NO.
WNZ-03

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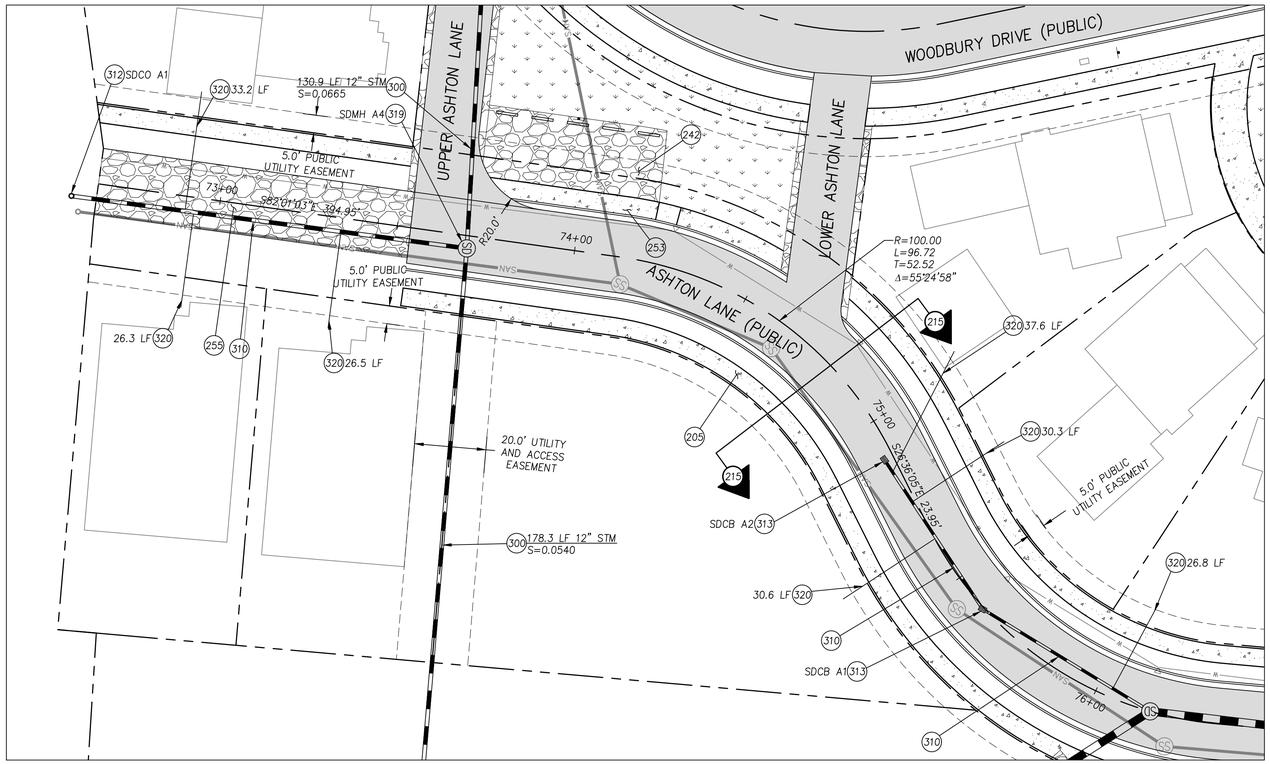
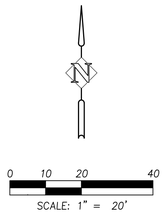
SEE SHEET C2.5 FOR MORE INFORMATION



ASHTON LANE PLAN



0 10 20 40

SCALE: 1" = 20'

CONSTRUCTION NOTES

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.

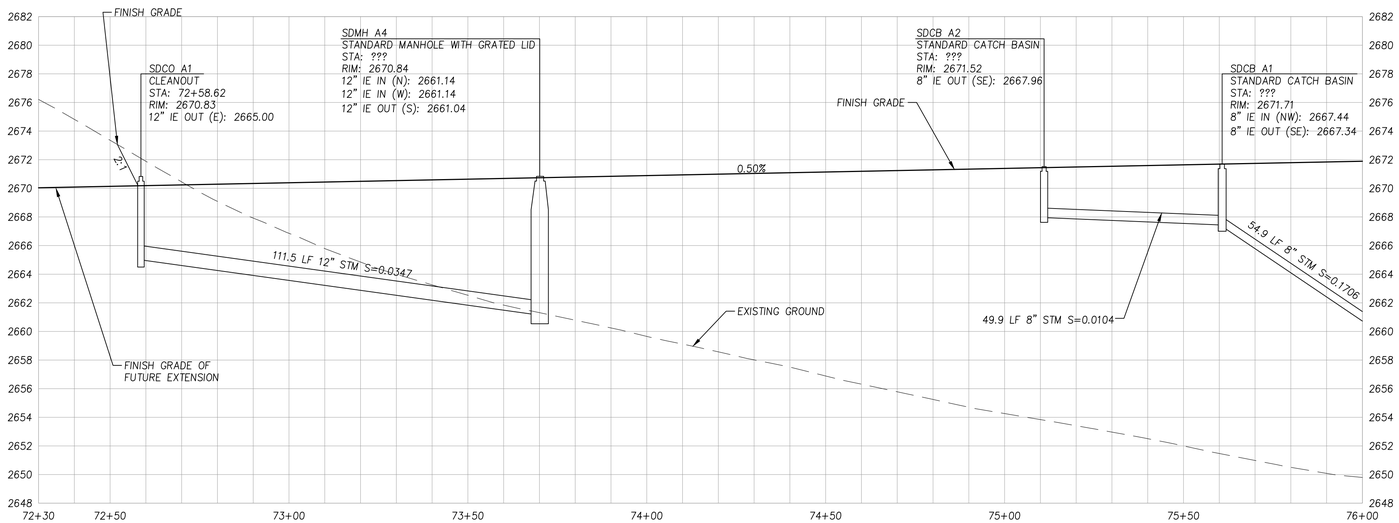
312 INSTALL STORM CLEANOUT PER DETAIL, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

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.

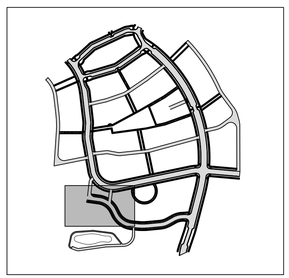
320 INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

SEE SHEET C2.15 FOR MORE INFORMATION



ASHTON LANE PROFILE

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



KEY MAP

ASHTON LANE PLAN AND PROFILE 72+50 TO 76+00

WOODBURY CONSTRUCTION PLANS

SynTier Engineering, Inc.
408 SE Bielsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

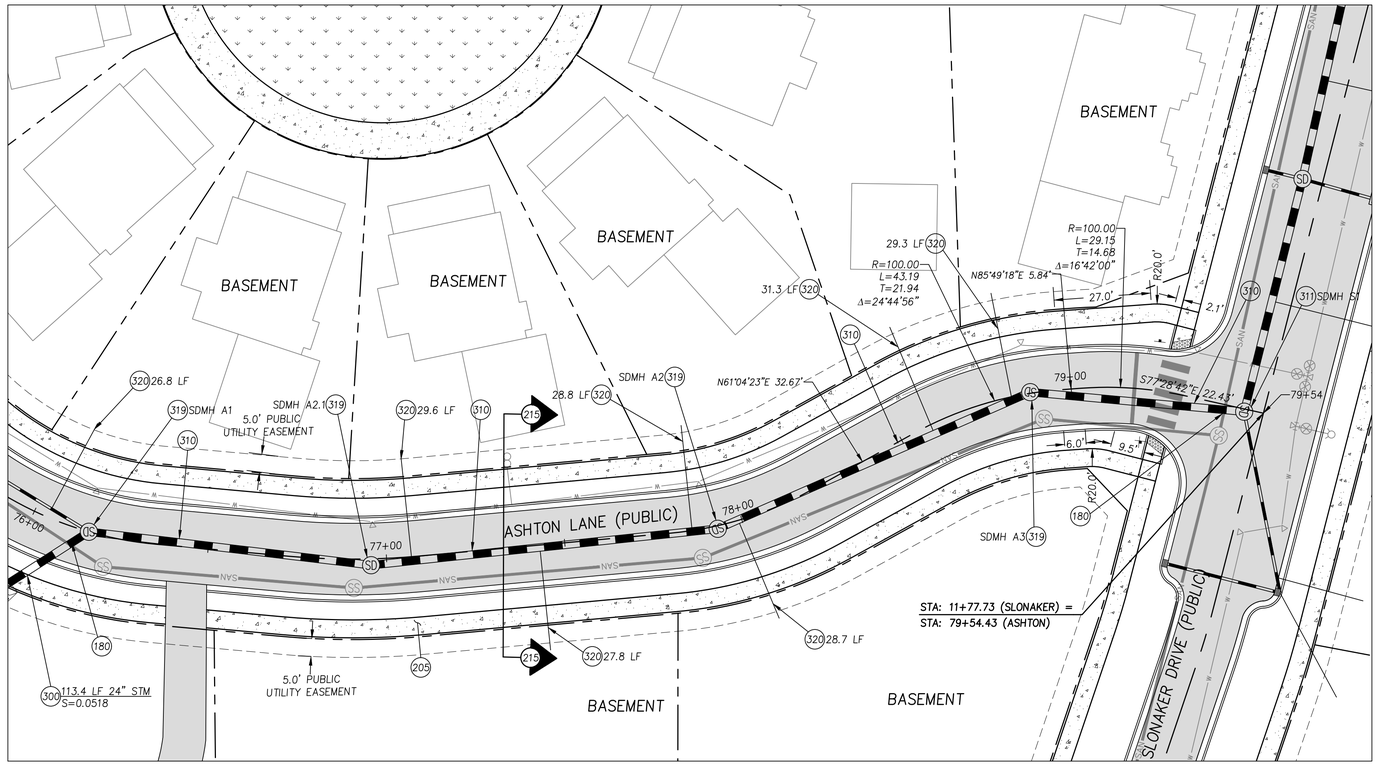
SHEET NO.
C2.14
18 OF 59

JOB NO.
WNZ-03

P:\WNZ-03 (Sonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C2.14-ASHTON LANE 72+50 TO 76+00.dwg

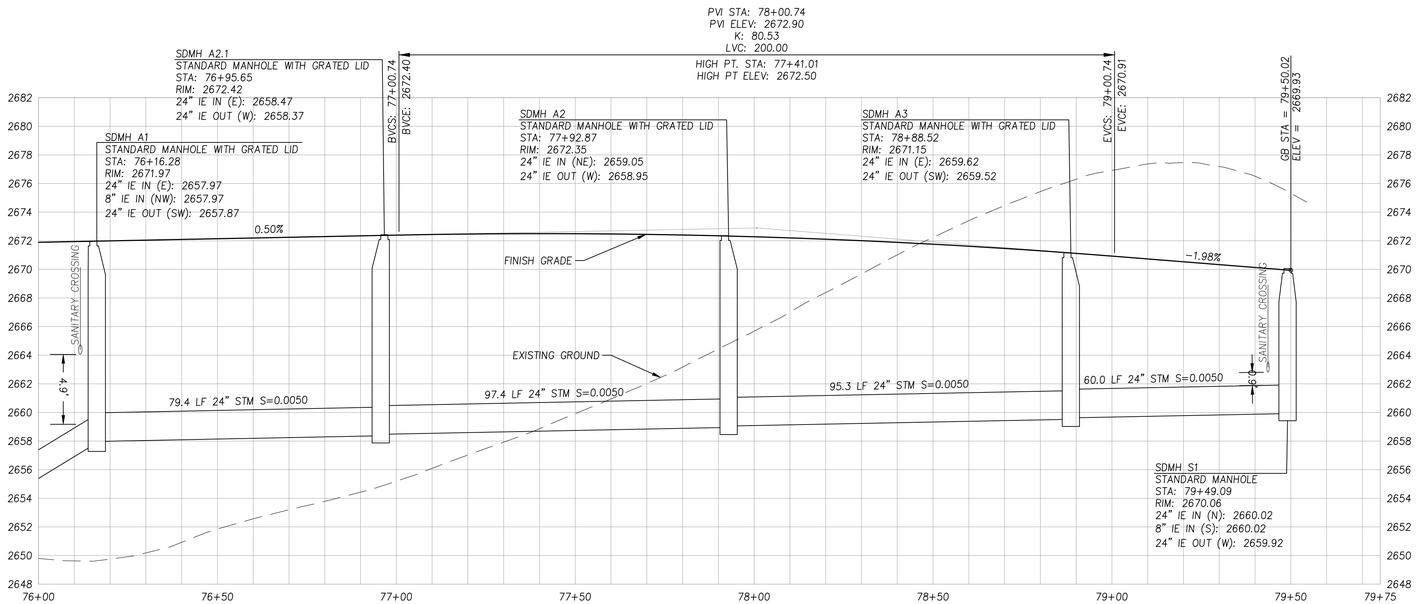
SEE SHEET C2.1 FOR MORE INFORMATION

SEE SHEET C2.14 FOR MORE INFORMATION



ASHTON LANE PLAN

SEE SHEET C2.1 FOR MORE INFORMATION



ASHTON LANE PROFILE

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

CONSTRUCTION NOTES

(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.

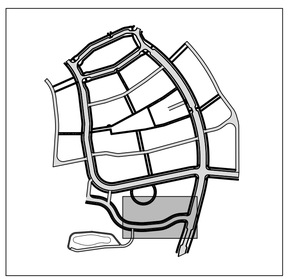
(300) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PLAN FOR SIZE, LENGTH, SLOPE INFORMATION.

(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.



KEY MAP

ASHTON LANE PLAN AND PROFILE 76+00 TO 79+75

WOODBURY CONSTRUCTION PLANS

SYNTIER Engineering, Inc.
408 SE Bielsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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DATE:	SEPT 19, 2022

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C2.15
19 OF 59

JOB NO.
WNZ-03

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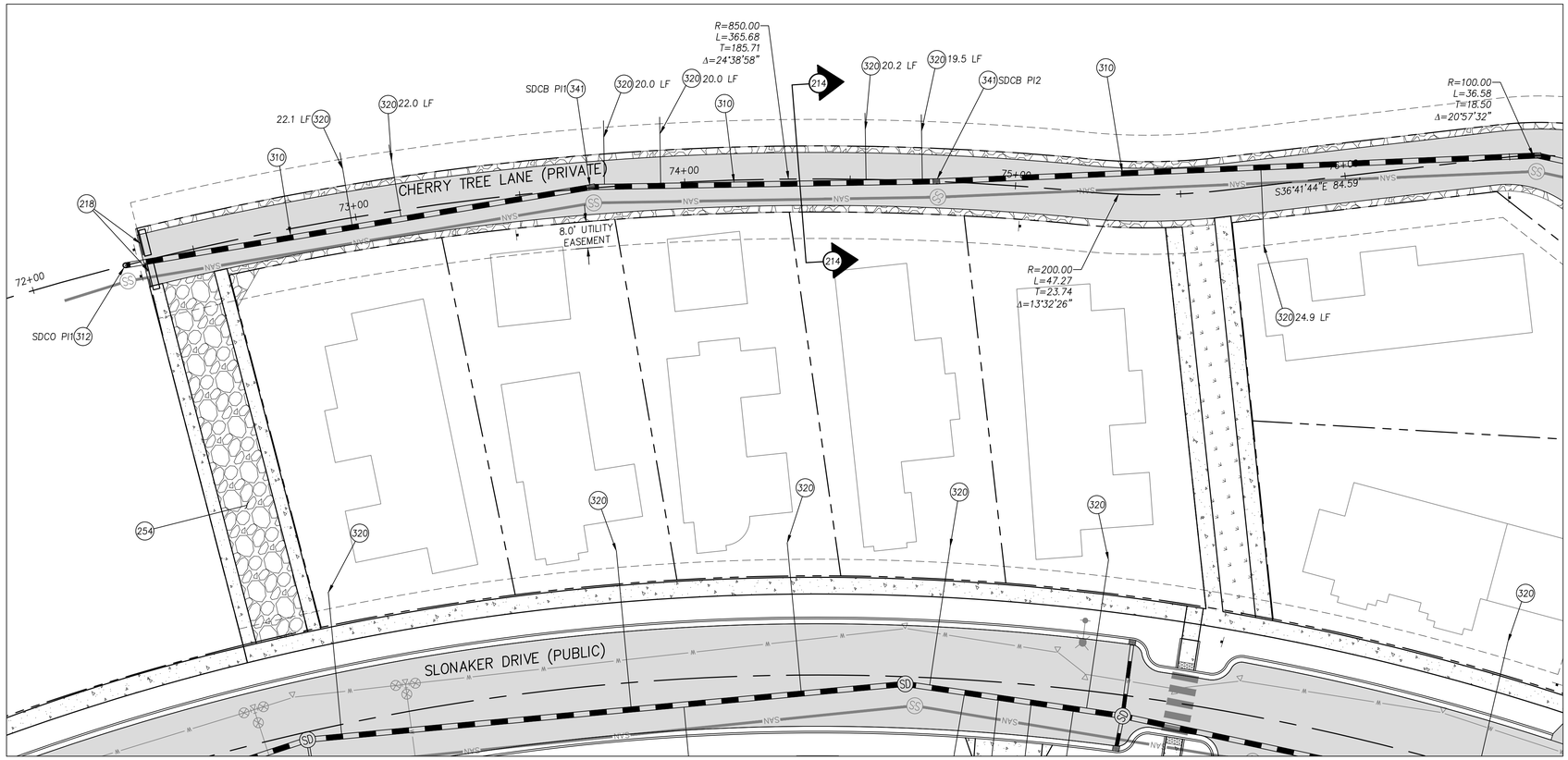


SEE SHEET C2.3 FOR MORE INFORMATION

CHERRY TREE LANE PLAN

SEE SHEET C2.2 FOR MORE INFORMATION

SEE SHEET C2.17 FOR MORE INFORMATION

0 10 20 40

SCALE: 1" = 20'

CONSTRUCTION NOTES

(214) CONSTRUCT PRIVATE ALLEY PER TYPICAL PRIVATE ALLEY SECTION, SHEET C6.0.

(218) INSTALL JERSEY BARRIER AND END OF ROAD MARKERS, PER CITY OF MOSCOW STANDARD DRAWING 16, SHEET C6.1.

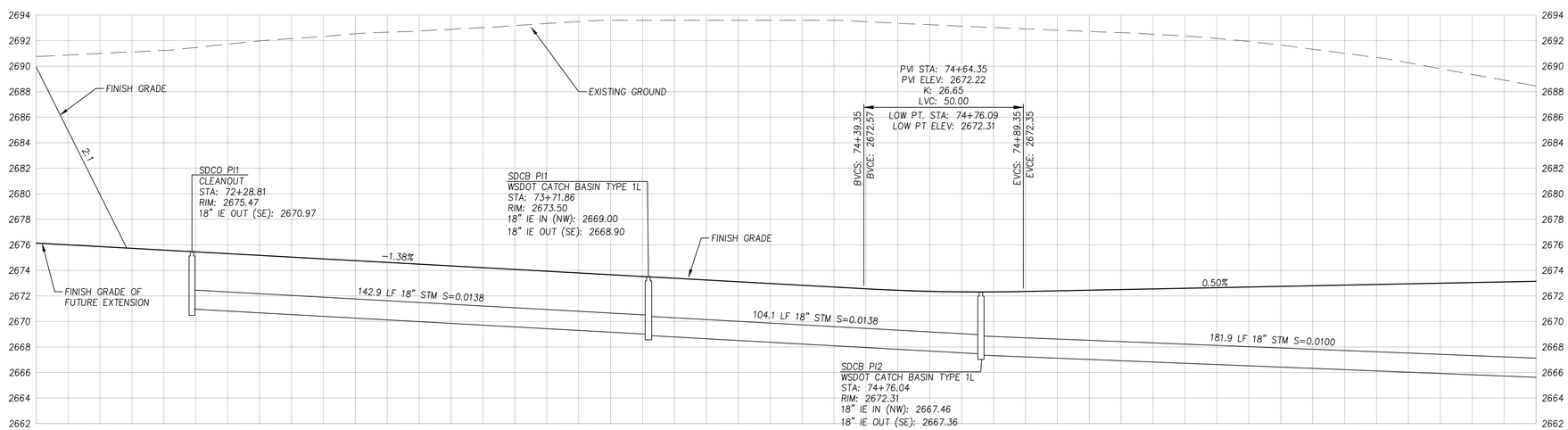
(254) INSTALL 4" C.S.B.C. FOR TEMPORARY FIRE TRUCK TURNAROUND.

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

(312) INSTALL STORM CLEANOUT PER DETAIL, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

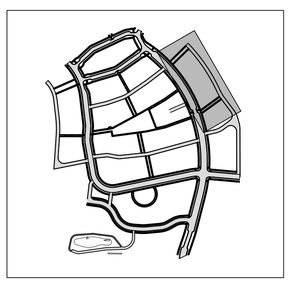
(320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

(341) INSTALL WSDOT CATCH BASIN TYPE 1L PER DETAIL, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.



CHERRY TREE LANE PROFILE

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



KEY MAP

CHERRY TREE PLAN AND PROFILE 72+00 TO 76+50

WOODBURY CONSTRUCTION PLANS

SYNTIER Engineering, Inc.
405 SE Bretsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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DATE:	SEPT 19, 2022

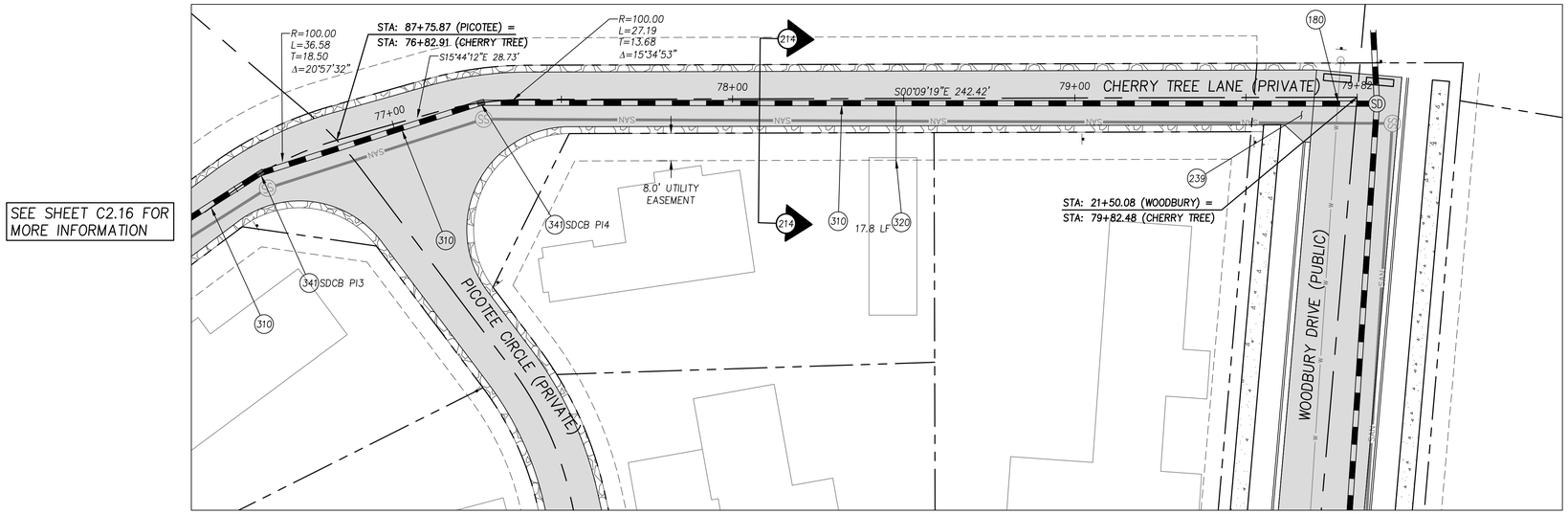
NO.	DESCRIPTION	DATE

REVISIONS

SHEET NO.
C2.16
20 OF 59

JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C2.16-CHERRY TREE 72+00 TO 76+50.dwg



SEE SHEET C2.16 FOR MORE INFORMATION

SEE SHEET C2.12 FOR MORE INFORMATION

CHERRY TREE LANE PLAN

SEE SHEET C2.4 FOR MORE INFORMATION

0 10 20 40

SCALE: 1" = 20'

CONSTRUCTION NOTES

(180) SEE PROFILE FOR CROSSING INFORMATION

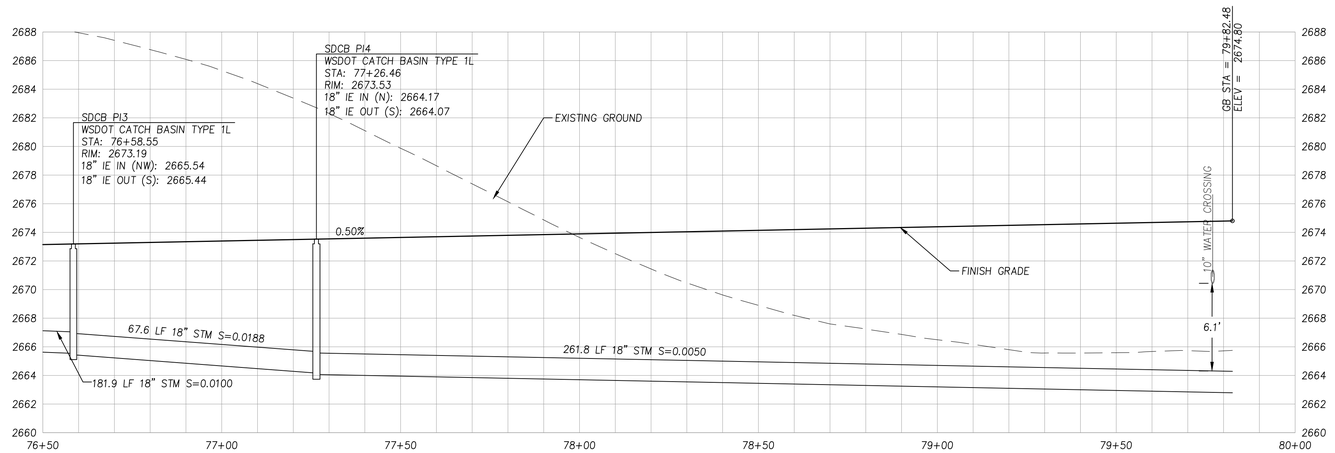
(214) CONSTRUCT PRIVATE ALLEY PER TYPICAL ALLEY SECTION, SHEET C6.0.

(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.

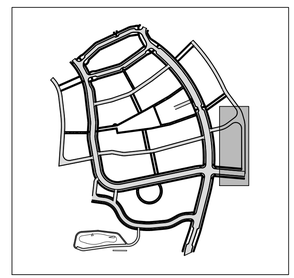
(320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

(341) INSTALL WSDOT CATCH BASIN TYPE 1L PER DETAIL, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.



CHERRY TREE LANE PROFILE

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



KEY MAP

CHERRY TREE PLAN AND PROFILE 76+50 TO 80+00

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C2.17
21 OF 59

JOB NO.
WNZ-03

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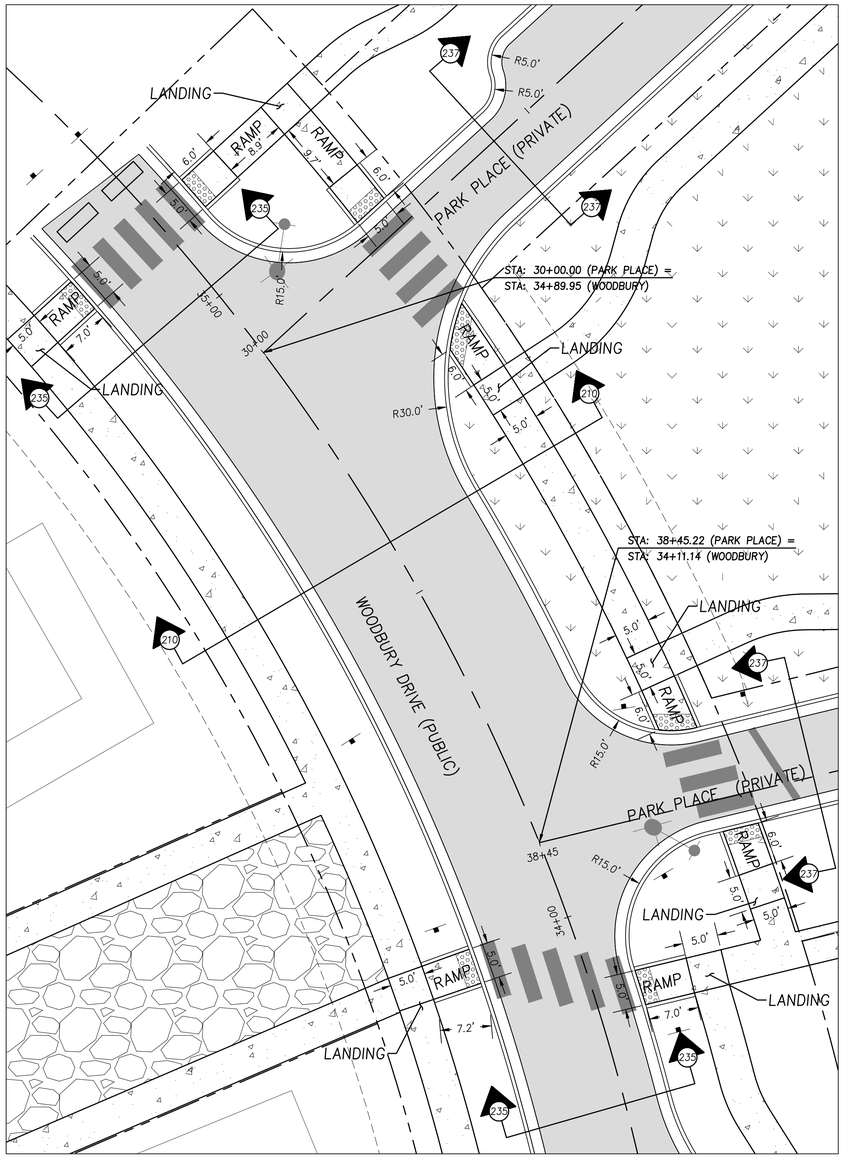
INTERSECTION LAYOUT
WOODBURY CONSTRUCTION PLANS



PARK AND WOODBURY

SCALE: 1" = 10'

CONSTRUCTION NOTES

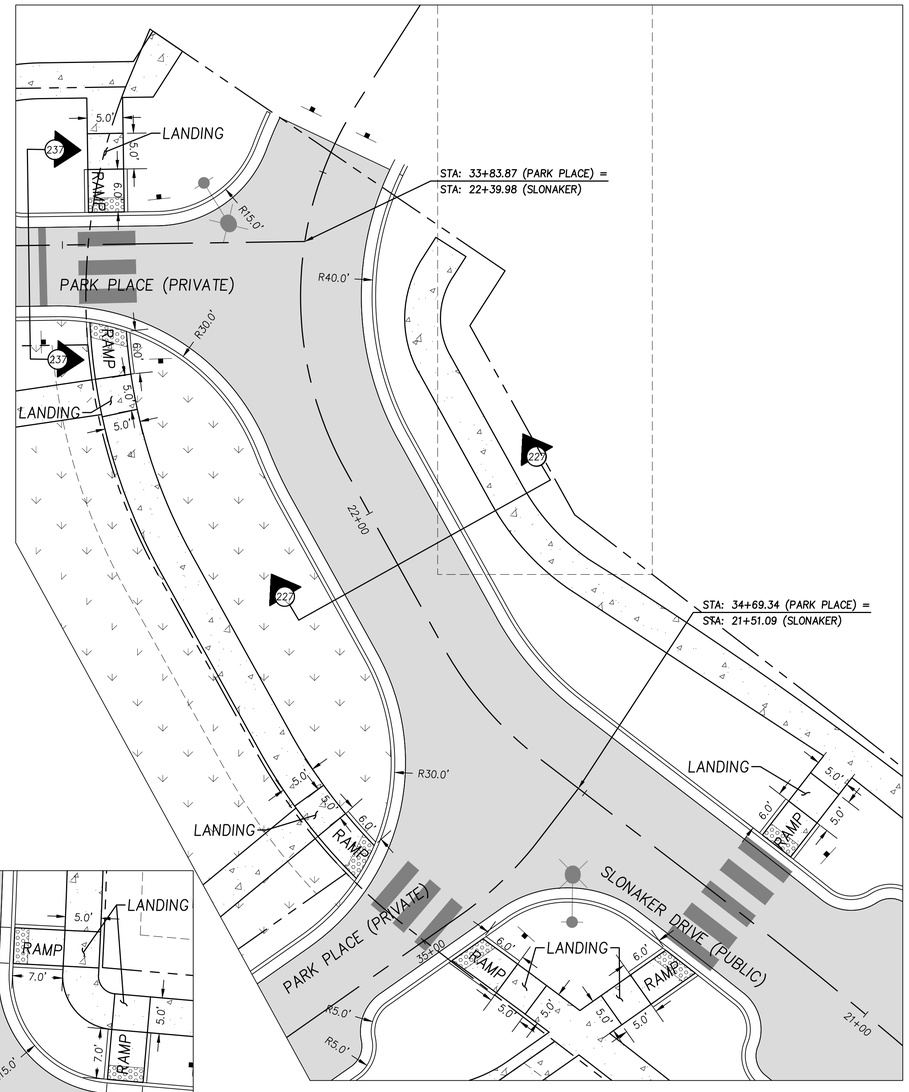
(210) CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C6.0.

(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.

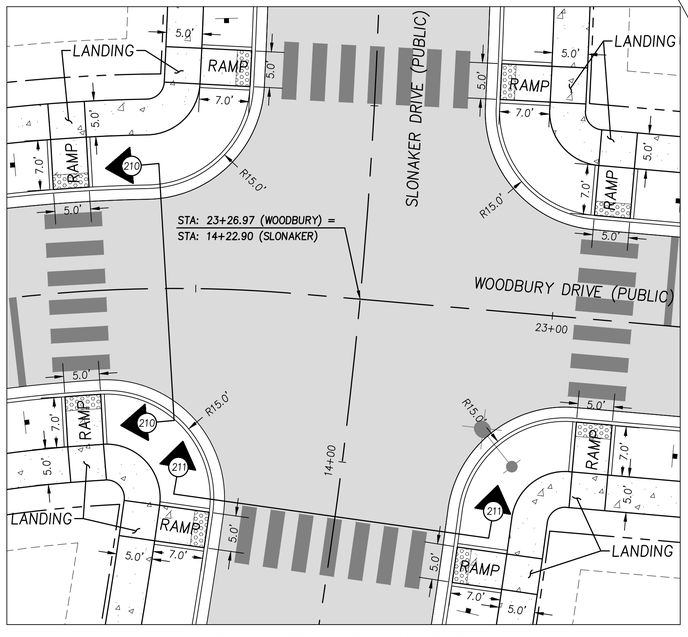
(235) CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A WITH 20' WIDTH AND NO PARKING LANE, SHEET C6.0.

(237) CONSTRUCT ONE WAY LOOP PER PARK PLACE ROAD SECTION WITH 14' WIDTH AND NO PARKING LANE, SHEET C6.0.



PARK AND SLONAKER

SCALE: 1" = 10'



SLONAKER AND WOODBURY

SCALE: 1" = 10'

KEY MAP

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DATE	DESCRIPTION

SHEET NO.

C2.18

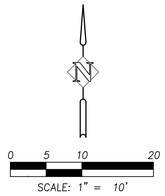
22 OF 59

JOB NO. WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C2.18-INSTERSECTION LAYOUT.dwg

MID WOODBURY RAMPS

SCALE: 1" = 10'



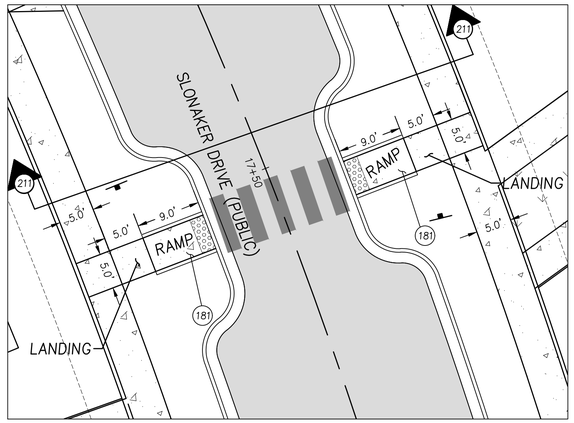
CONSTRUCTION NOTES

(181) CONSTUCT 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.

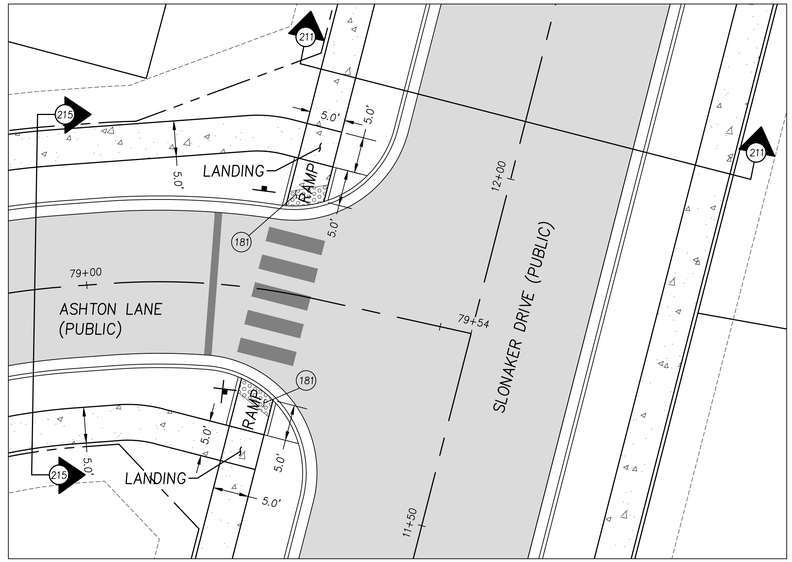
(211) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C6.0.

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



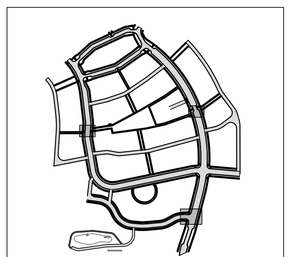
MID SLONAKER RAMPS

SCALE: 1" = 10'



ASHTON LANE RAMPS

SCALE: 1" = 10'



KEY MAP

RAMP LAYOUT

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.

C2.19

23 OF 59

JOB NO. WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C2.19-RAMP LAYOUT.dwg

CONSTRUCTION NOTES

(205) 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.

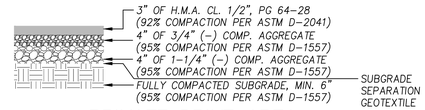
(320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

(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.

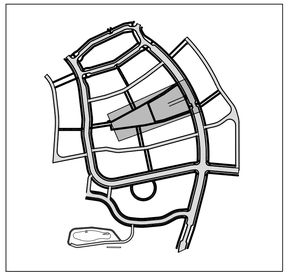
(520) INSTALL WATER SERVICE PER CITY OF MOSCOW STANDARD DRAWING 29, SHEET C6.3.

(536) INSTALL H20 RATED LID.



PRIVATE DRIVE AREA H.M.A. TYPICAL SECTION

N.T.S.



KEY MAP

PARK SITE PLAN
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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CHECKED:	SAS
DATE:	SEPT 19, 2022

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C2.20
24 OF 59

JOB NO. WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C2.20- PARK SITE PLAN.dwg

0 30 60 120

SCALE: 1" = 60'

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.

OVERALL GRADING AND EROSION CONTROL PLAN

WOODBURY CONSTRUCTION PLANS

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

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DATE	NO.	DESCRIPTION

REVISIONS

SHEET NO.

C3.0

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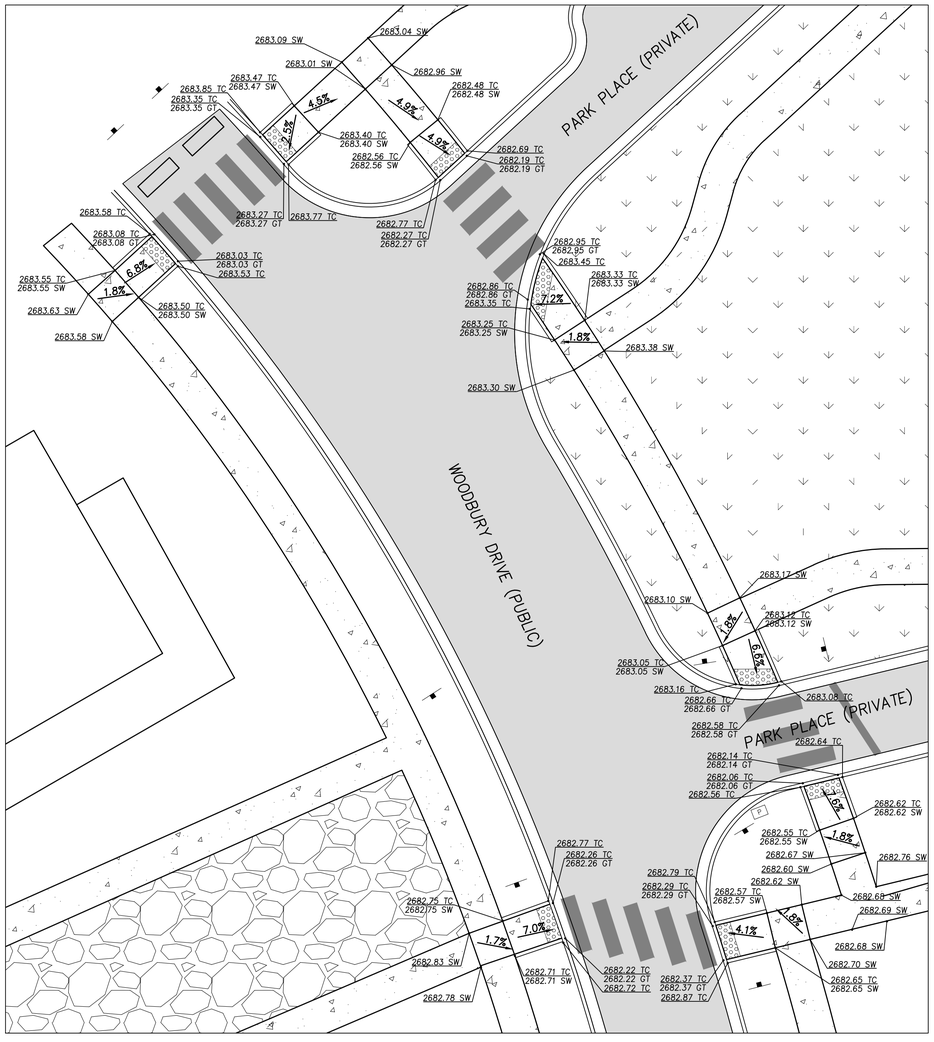
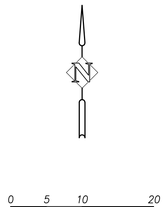
JOB NO. WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C3.0-OVERALL GRADING AND EC PLAN.dwg



PARK AND WOODBURY

SCALE 1" = 10'

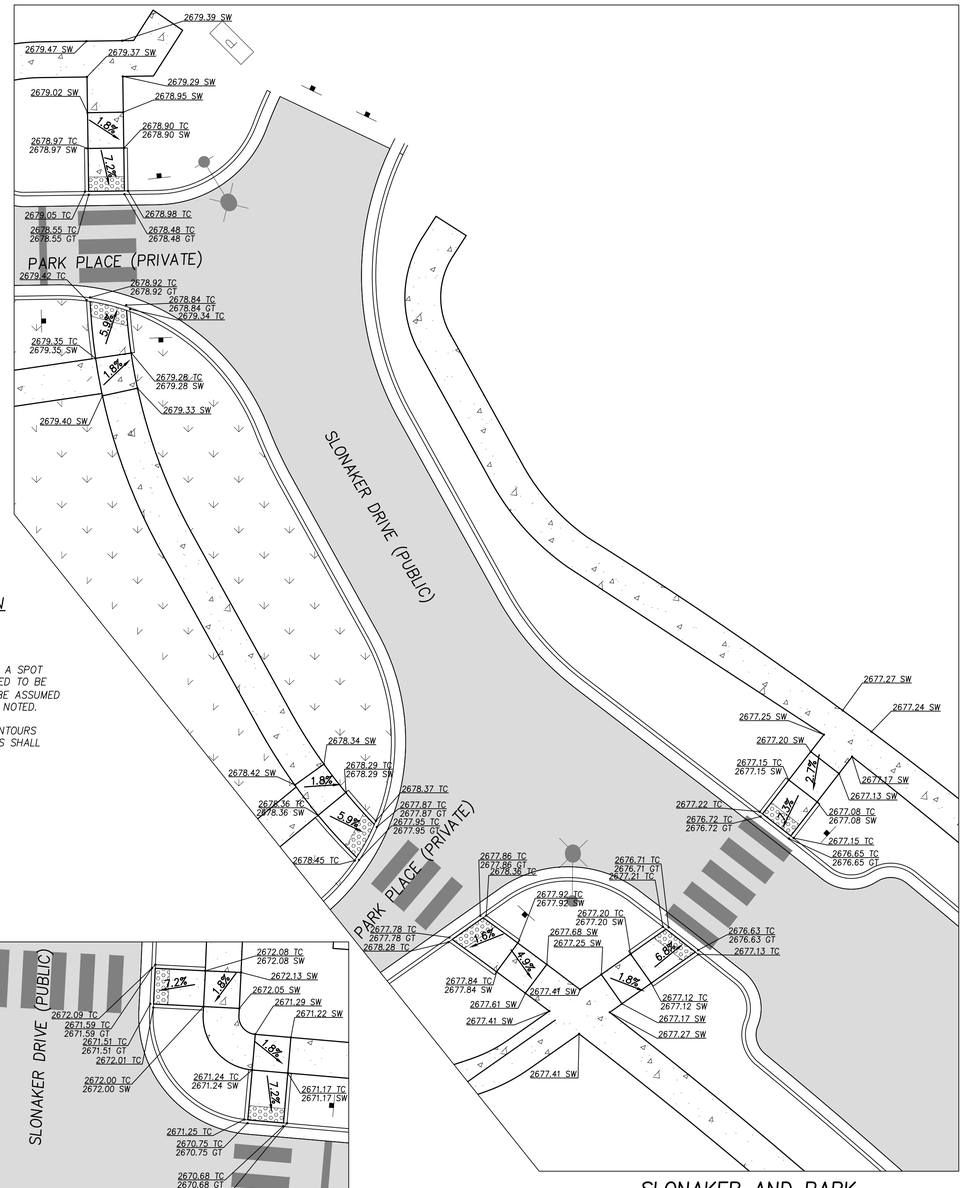


SPOT ELEVATION ABBREVIATION

GT = GUTTER
TC = TOP OF CURB
SW = SIDEWALK

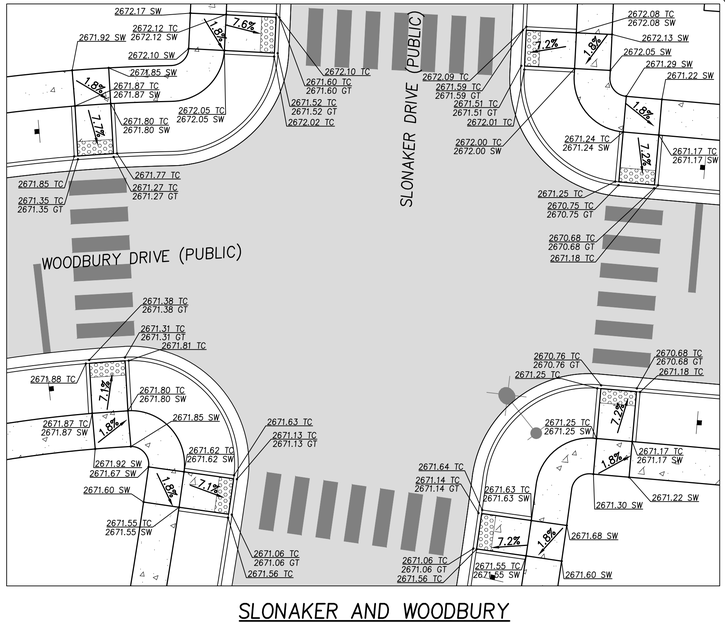
*IF NO INDICATOR ABBREVIATION IS GIVEN ON A SPOT ELEVATION, THE ELEVATION SHALL BE ASSUMED TO BE ASPHALT/FLOWLINE. ALL NEW CURB SHALL BE ASSUMED AS STANDARD EXPOSURE UNLESS OTHERWISE NOTED.

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



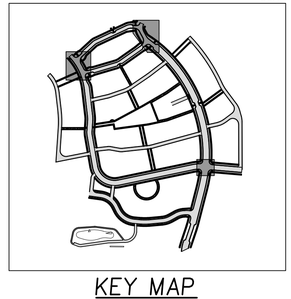
SLONAKER AND PARK

SCALE 1" = 10'



SLONAKER AND WOODBURY

SCALE 1" = 10'



KEY MAP

INTERSECTION RAMP GRADING PLAN
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER
LICENSED
16186
STATE OF IDAHO
SCOTT A SUMNER

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

NO.	DATE	DESCRIPTION
		REVISIONS

SHEET NO.
C3.1
26 OF 59

JOB NO.
WNZ-03

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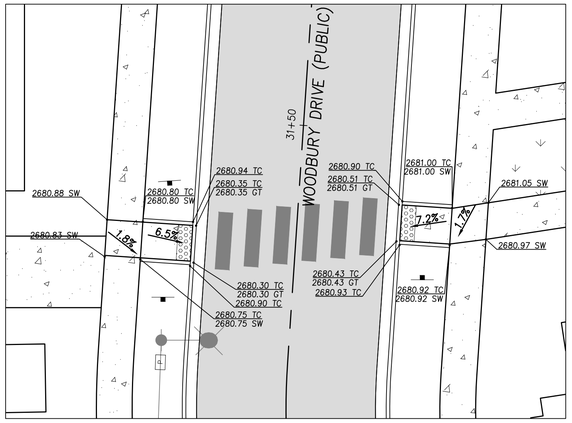
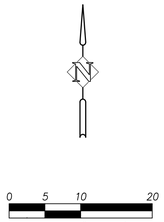
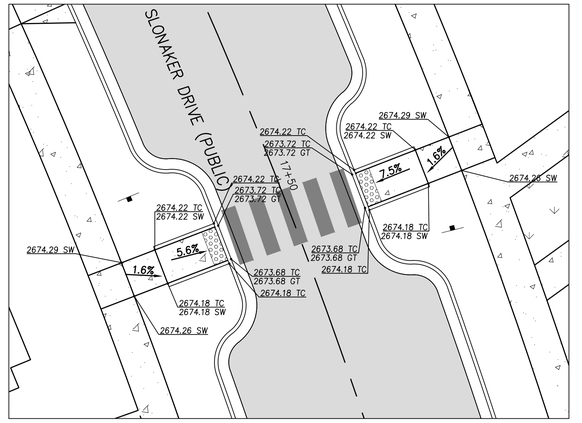


MID WOODBURY RAMPS

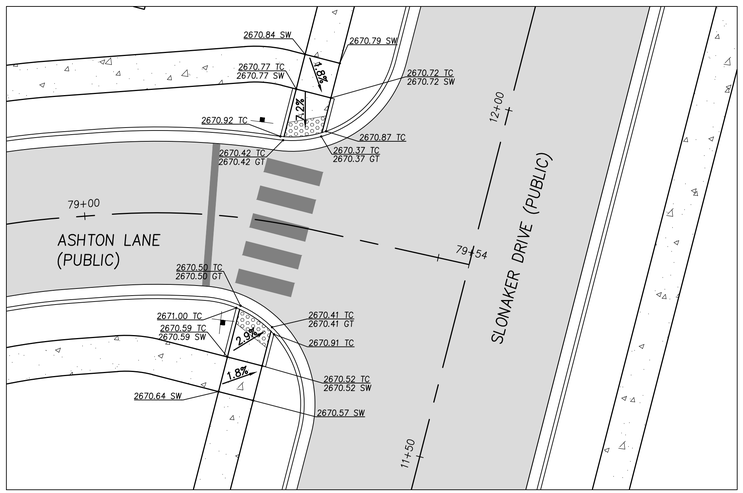
SCALE 1" = 10'





MID SLONAKER RAMPS

SCALE 1" = 10'



ASHTON LANE RAMPS

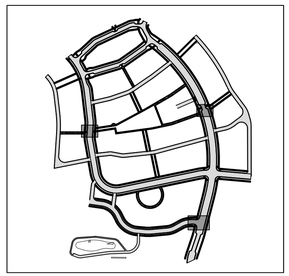
SCALE: 1" = 10'

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.*



KEY MAP

DETAILED RAMP GRADING

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.

C3.2

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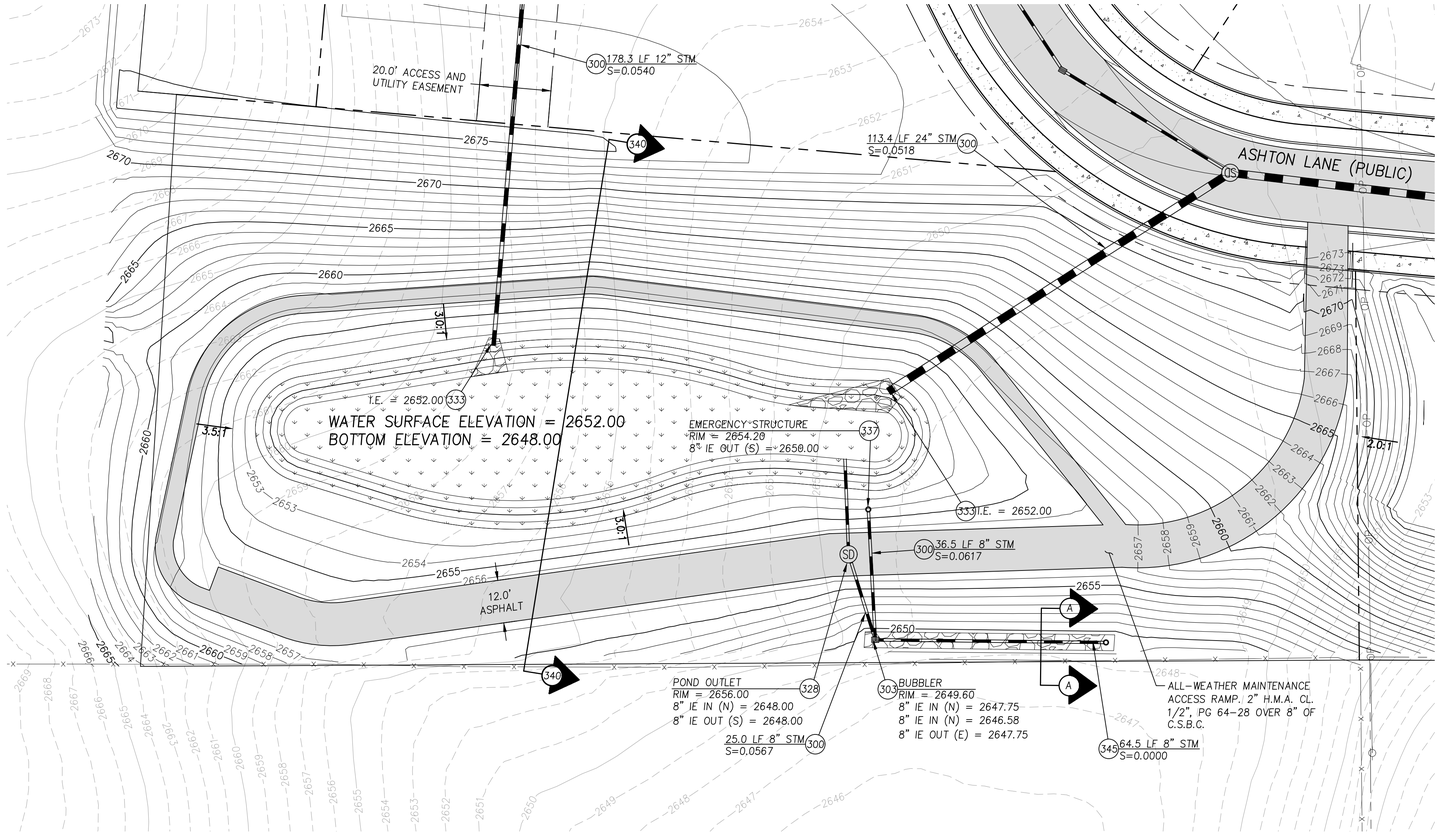
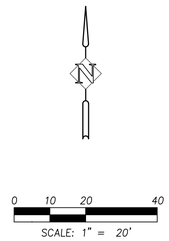
JOB NO.

WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C3.2-DETAILED RAMP GRADING.dwg





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.

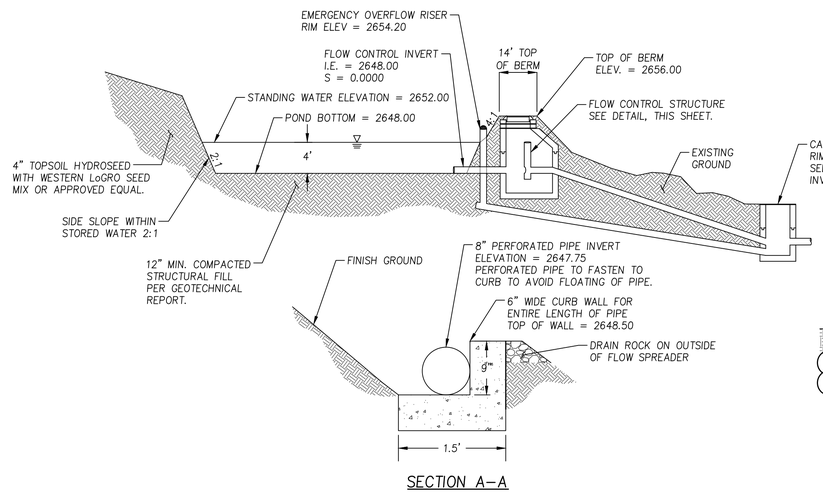
(337) INSTALL EMERGENCY OVERFLOW RISER. SEE DETAIL, THIS SHEET.

(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.

POND PLAN

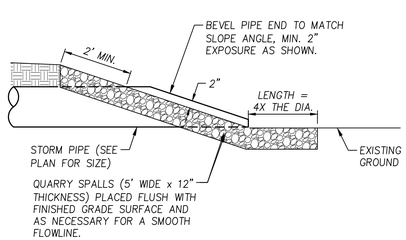
WOODBURY CONSTRUCTION PLANS



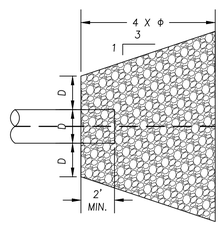
SECTION A–A

STORMWATER RETENTION FACILITY DETAIL

N.T.S.



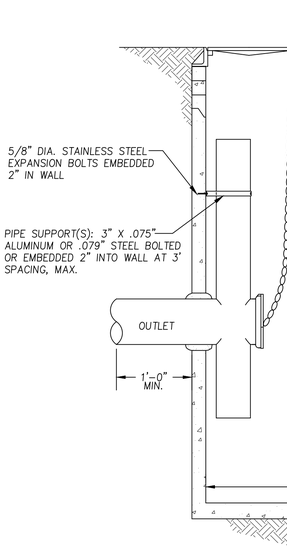
ELEVATION VIEW



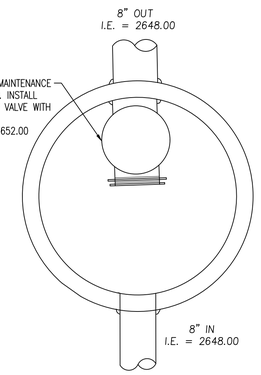
PLAN VIEW

PIPE OUTFALL DETAIL

N.T.S.



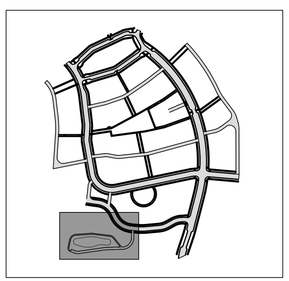
SECTION



PLAN

FLOW CONTROL MANHOLE

N.T.S.



KEY MAP

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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REVISIONS

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SHEET NO.
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JOB NO.
WNZ-03

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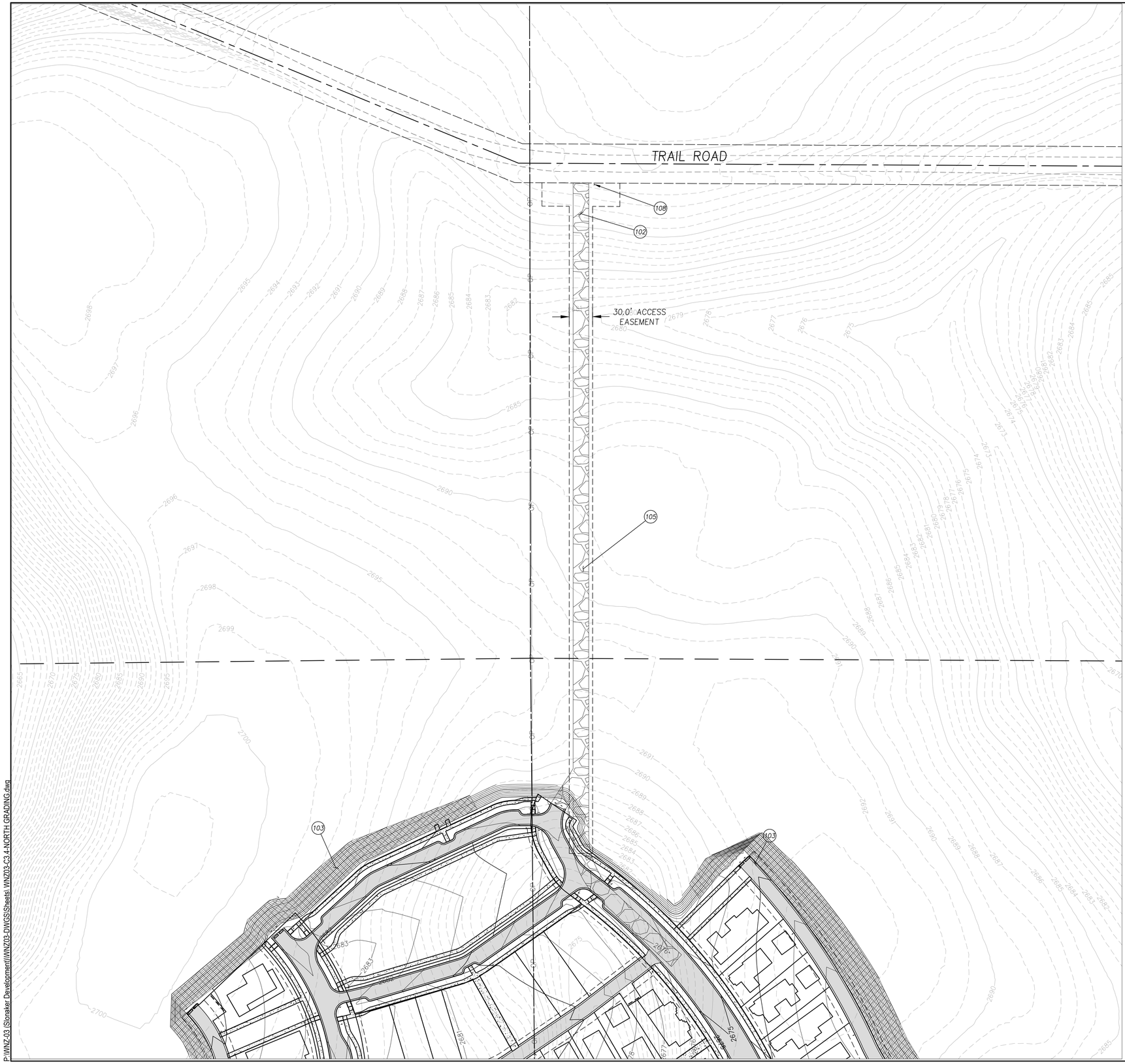

CONSTRUCTION NOTES

(102) CONSTRUCT CONSTRUCTION ENTRANCE PER CITY OF MOSCOW STANDARD DRAWING 36.

(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. PLAN IS APPROXIMATE, CONTRACTOR TO DETERMINE IN THE FIELD.

(105) CONSTRUCT 20' WIDE GRAVEL ACCESS ROAD, 8" OF 2.5 INCH BALLAST OVER GEO SEPARATION FABRIC.

(108) INSTALL "PRIVATE DRIVE – EMERGENCY ACCESS ONLY" SIGN.

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.

EROSION CONTROL BMP'S SHOWN ON PLANS ARE FOR PHASE 1 OF THE PROJECT. EROSION CONTROL SHALL BE PHASED IN AS CONSTRUCTION PROGRESSES THROUGHOUT THE SITE. CONTRACTOR TO COORDINATE WITH ENGINEER AND CITY OF MOSCOW PRIOR TO CONSTRUCTION TO DEFINE APPROPRIATE EROSION CONTROL INSTALLATION FOR EACH PHASE. IT IS CONTRACTOR'S RESPONSIBILITY TO INSTALL, MAINTAIN, AND UPON ESTABLISHING OF ALL EXPOSED SOILS, REMOVE EROSION CONTROL BMPS.

NORTH GRADING & ACCESS ROAD PLAN
WOODBURY CONSTRUCTION PLANS

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

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REVISIONS

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SHEET NO.
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29 OF 59

JOB NO. WNZ-03

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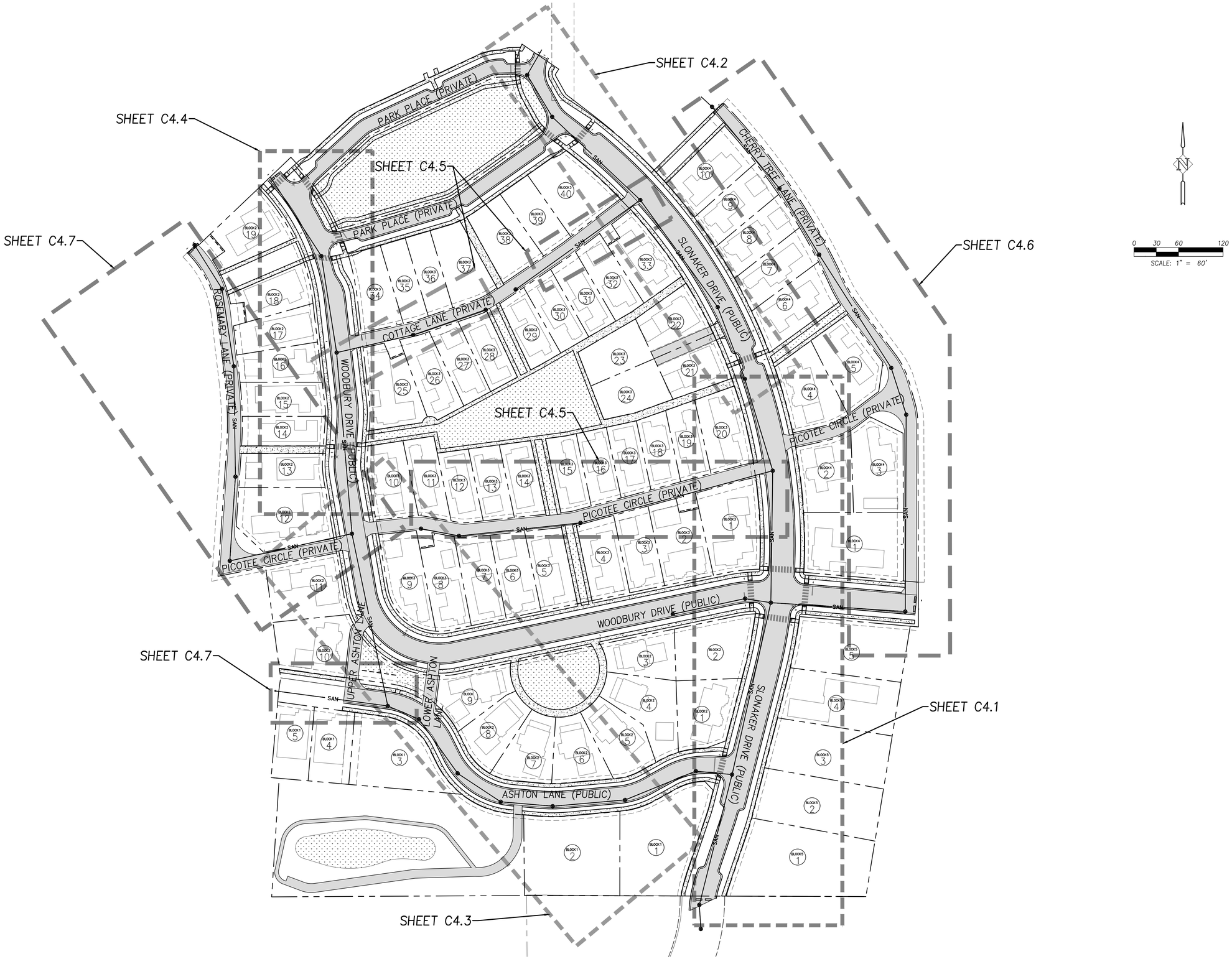

OVERALL SANITARY LAYOUT
WOODBURY CONSTRUCTION PLANS

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

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DATE	NO.	DESCRIPTION
		REVISIONS

SHEET NO.
C4.0
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JOB NO. WNZ-03

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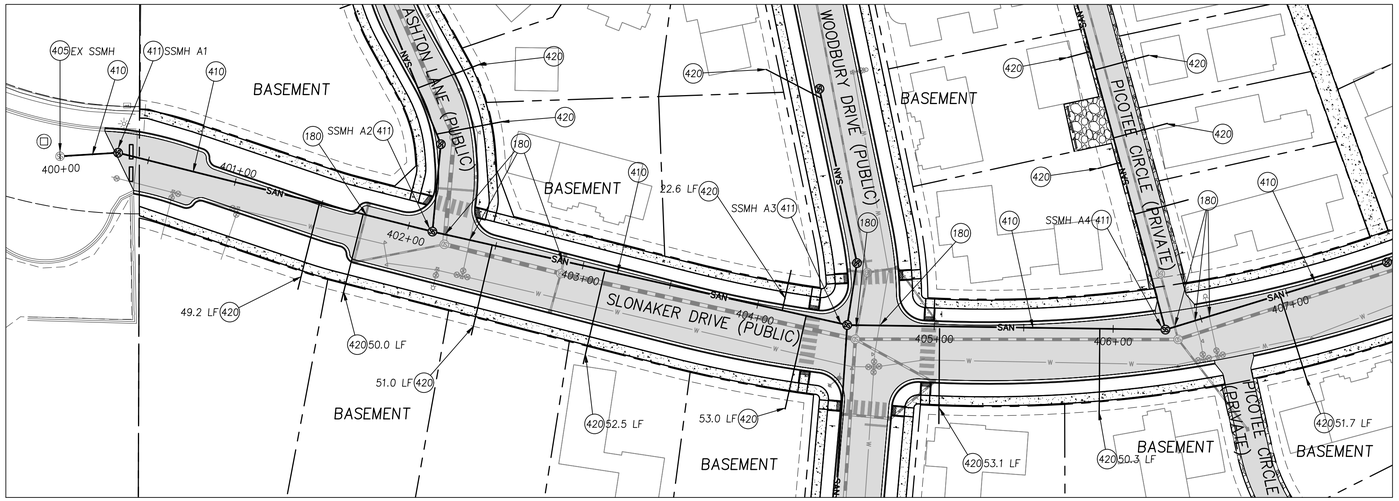
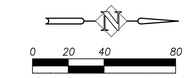
SEE SHEET C4.3 FOR MORE INFORMATION

SEE SHEET C4.5 FOR MORE INFORMATION



SANITARY LINE A PLAN SEE SHEET C4.6 FOR MORE INFORMATION



SCALE: 1" = 40'

CONSTRUCTION NOTES

(180) SEE PROFILE FOR CROSSING INFORMATION

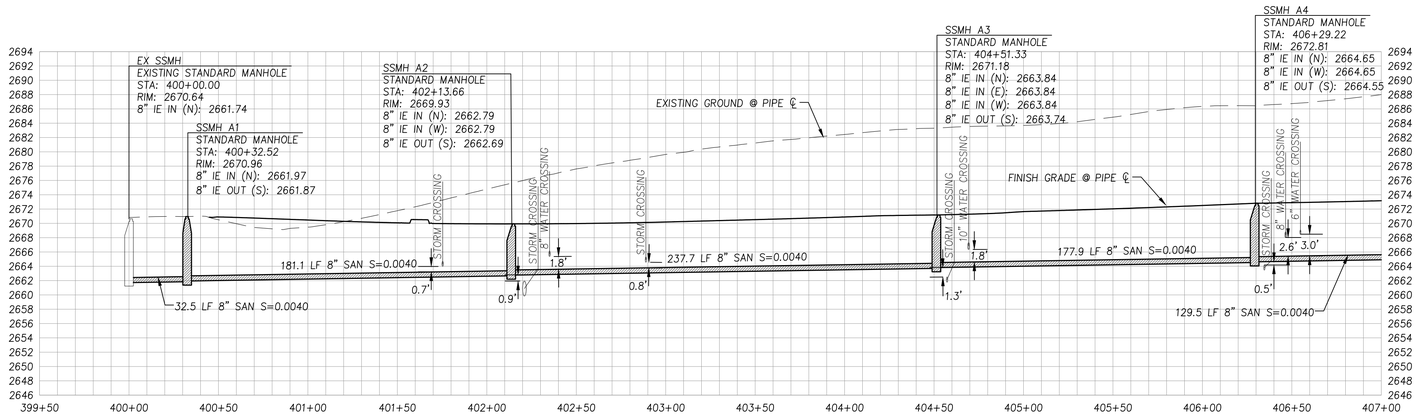
(405) CONNECT TO EXISTING SANITARY PIPE PER CITY OF MOSCOW STANDARDS. CONTRACTOR TO FIELD VERIFY LOCATION.

(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.

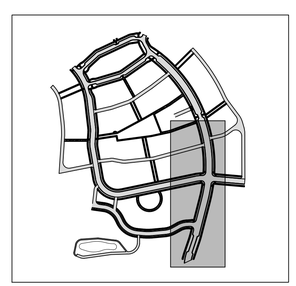
(420) INSTALL SANITARY SEWER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

SEE SHEET C4.2 FOR MORE INFORMATION



SANITARY LINE A PROFILE

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



KEY MAP

SANITARY LINE A PLAN AND PROFILE 400+00 TO 407+00

WOODBURY CONSTRUCTION PLANS

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408 SE Bielsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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SHEET NO.
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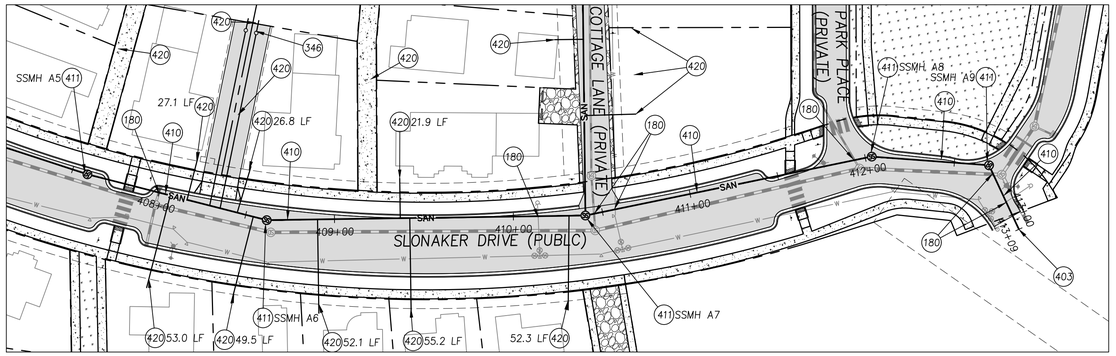
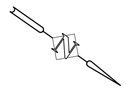
SEE SHEET C4.5 FOR MORE INFORMATION

SEE SHEET C4.1 FOR MORE INFORMATION



SANITARY LINE A PLAN



0 20 40 80

SCALE: 1" = 40'

CONSTRUCTION NOTES

(180) SEE PROFILE FOR CROSSING INFORMATION

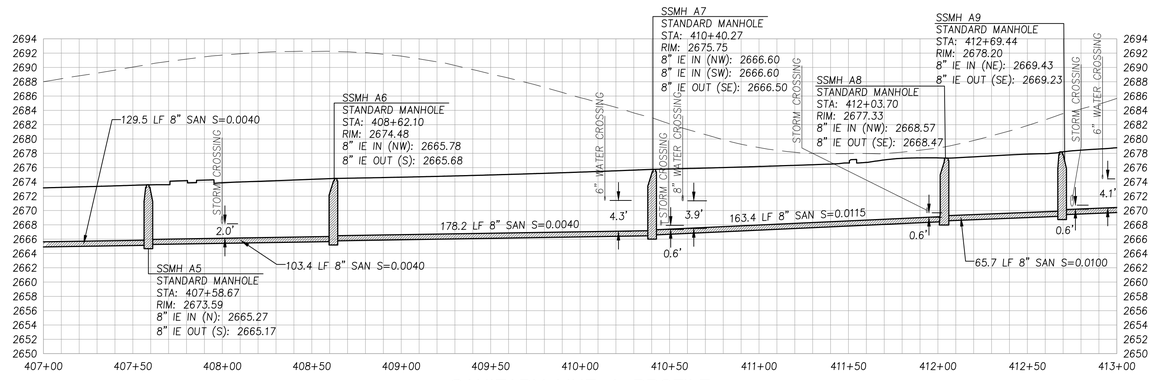
(346) INSTALL SERVICE CLEANOUT PER STANDARD CLEANOUT, SHEET C6.2.

(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.

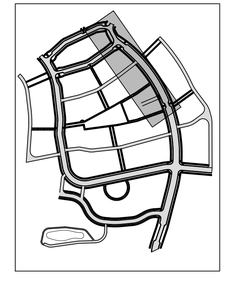
(411) INSTALL STANDARD 48" SANITARY MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 22, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

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



SANITARY LINE A PROFILE

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



KEY MAP

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

WOODBURY CONSTRUCTION PLANS

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SHEET NO.
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WNZ-03

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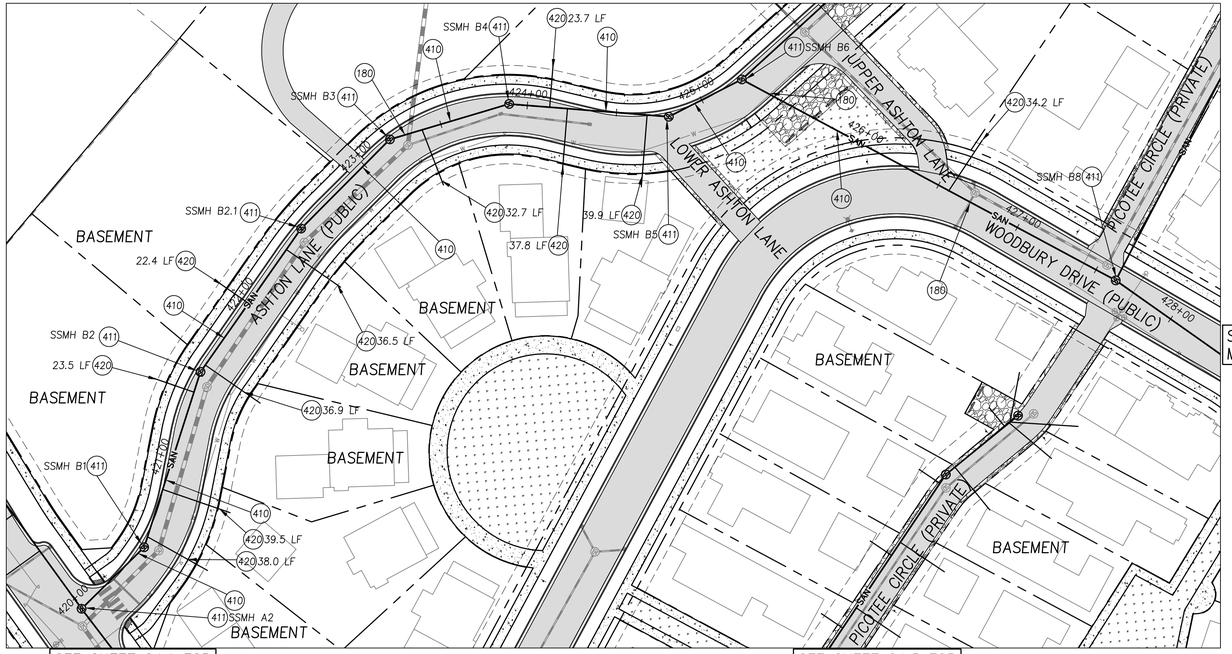
SEE SHEET C4.7 FOR MORE INFORMATION



SEE SHEET C4.1 FOR MORE INFORMATION

SEE SHEET C4.5 FOR MORE INFORMATION

SANITARY LINE B PLAN

SEE SHEET C4.4 FOR MORE INFORMATION

0 20 40 80

SCALE: 1" = 40'

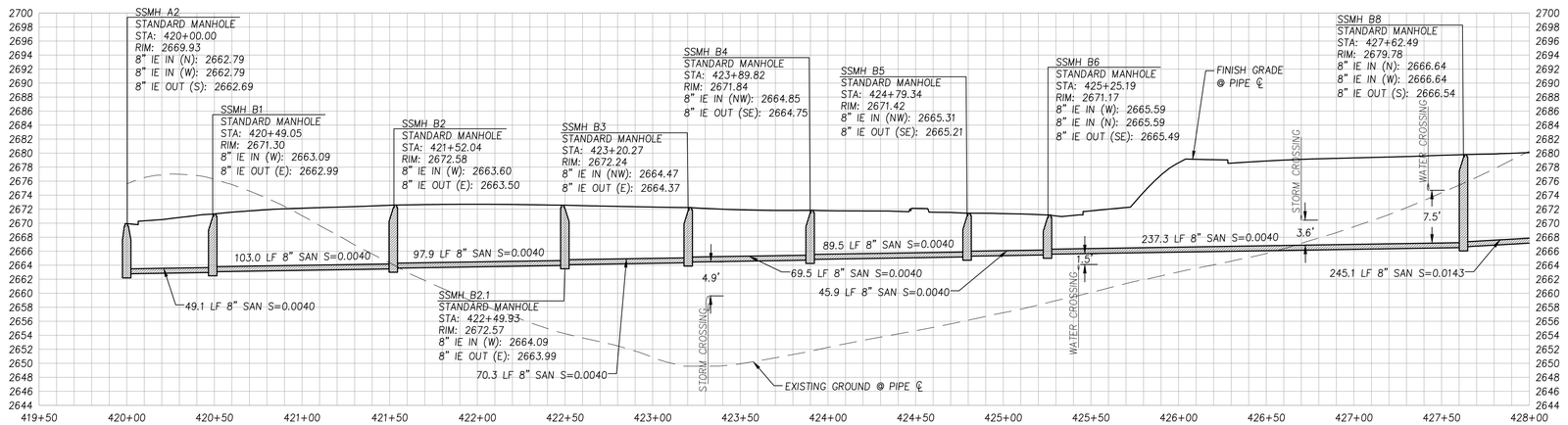
CONSTRUCTION NOTES

(180) SEE PROFILE FOR CROSSING INFORMATION

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

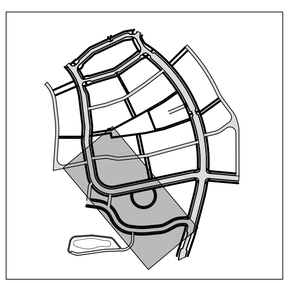
(411) INSTALL STANDARD 48" SANITARY MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 22, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

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



SANITARY LINE B PROFILE

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



KEY MAP

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

WOODBURY CONSTRUCTION PLANS

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

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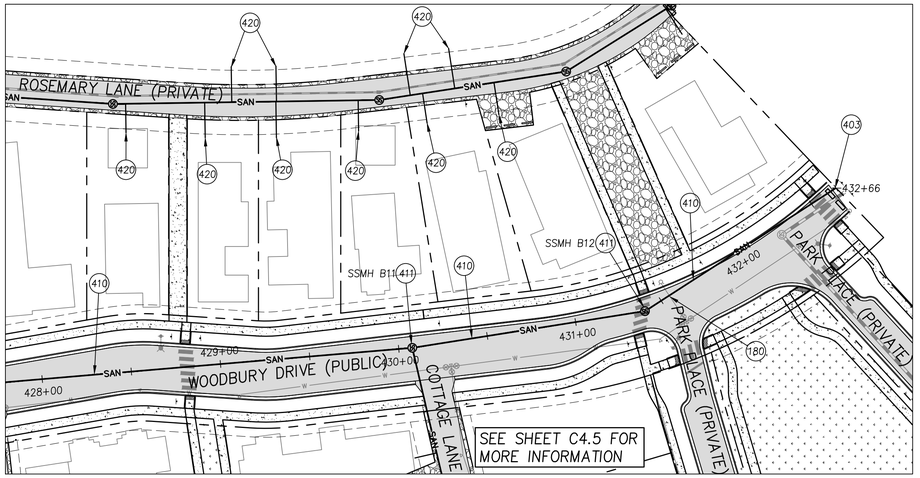
SANITARY LINE B PLAN AND PROFILE 428+00 TO 433+00

WOODBURY CONSTRUCTION PLANS



SEE SHEET C4.3 FOR MORE INFORMATION

SEE SHEET C4.5 FOR MORE INFORMATION

SANITARY LINE B PLAN

0 20 40 80

SCALE: 1" = 40'

CONSTRUCTION NOTES

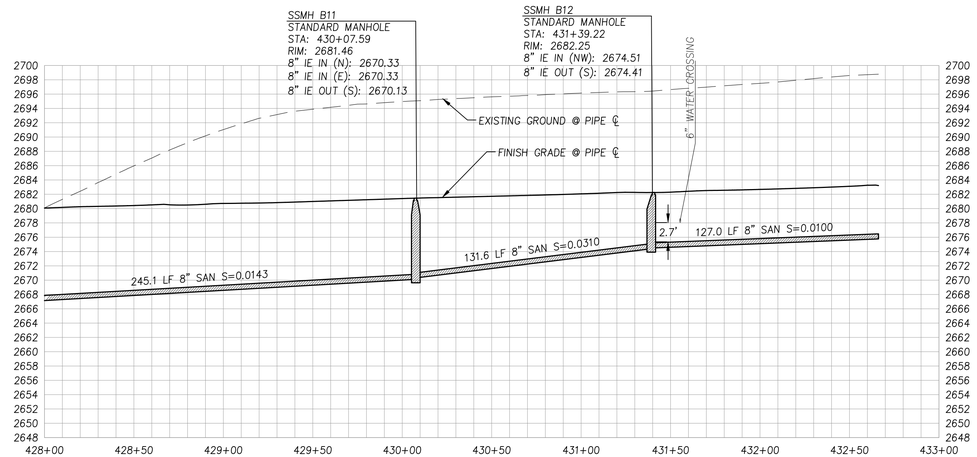
(180) SEE PROFILE FOR CROSSING INFORMATION

(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.

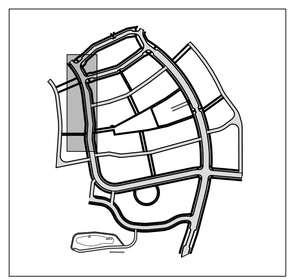
(411) INSTALL STANDARD 48" SANITARY MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 22, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

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



SANITARY LINE B PROFILE

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



KEY MAP

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JOB NO. WNZ-03

P:\WNZ-03 (Sonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C4.4-SAN B 428+00 TO 433+00.dwg

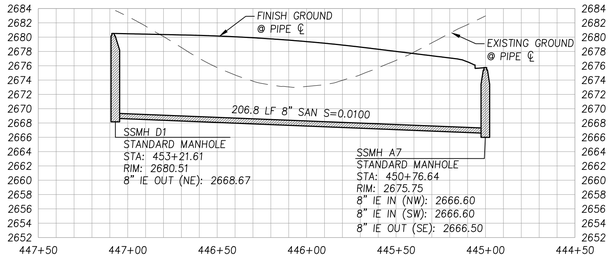
CONSTRUCTION NOTES

(180) SEE PROFILE FOR CROSSING INFORMATION

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

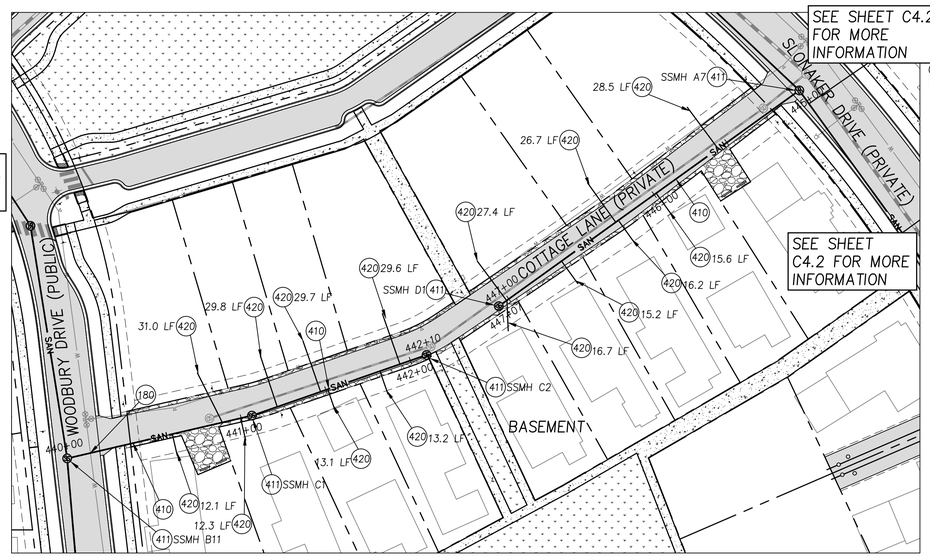
(411) INSTALL STANDARD 48" SANITARY MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 22, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

(420) INSTALL SANITARY SEWER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.1. SEE PLAN FOR LENGTH.



SANITARY LINE D PROFILE

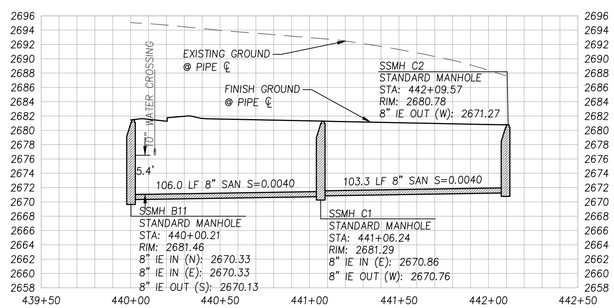
SCALE: 1" = 40' (HORIZ.)
1" = 10' (VERT.)



SEE SHEET C4.4 FOR MORE INFORMATION

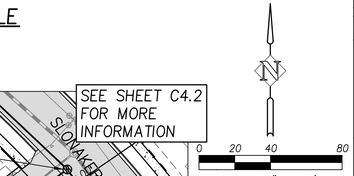
SANITARY LINES C&D PLAN

SCALE 1" = 40'

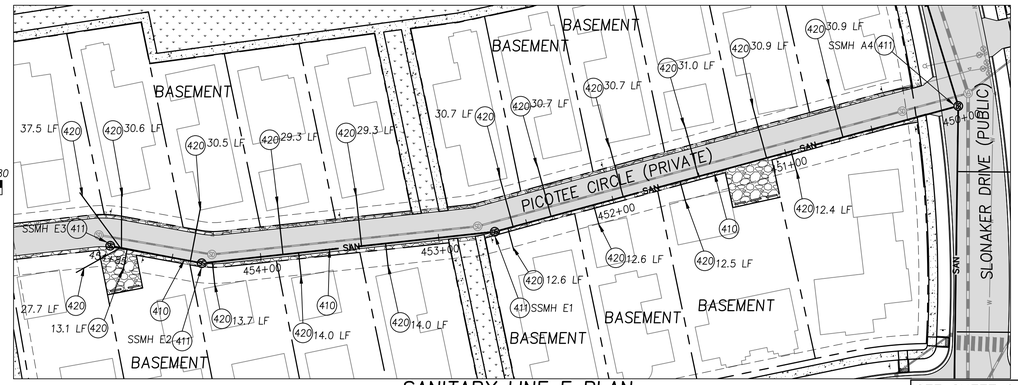


SANITARY LINE C PROFILE

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



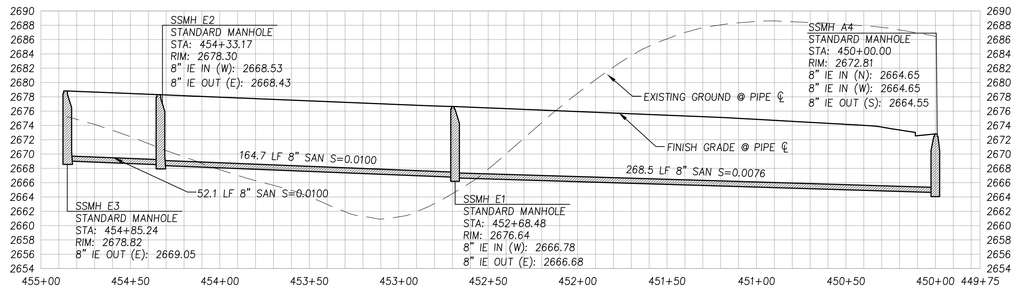
SEE SHEET C4.1 FOR MORE INFORMATION



SANITARY LINE E PLAN

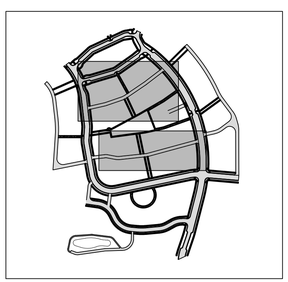
SCALE 1" = 40'

SEE SHEET C4.1 FOR MORE INFORMATION



SANITARY LINE E PROFILE

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



KEY MAP

SANITARY LINES C, D & E PLAN AND PROFILES
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

NO.	DESCRIPTION	DATE
	REVISIONS	

SHEET NO.
C4.5
35 OF 59

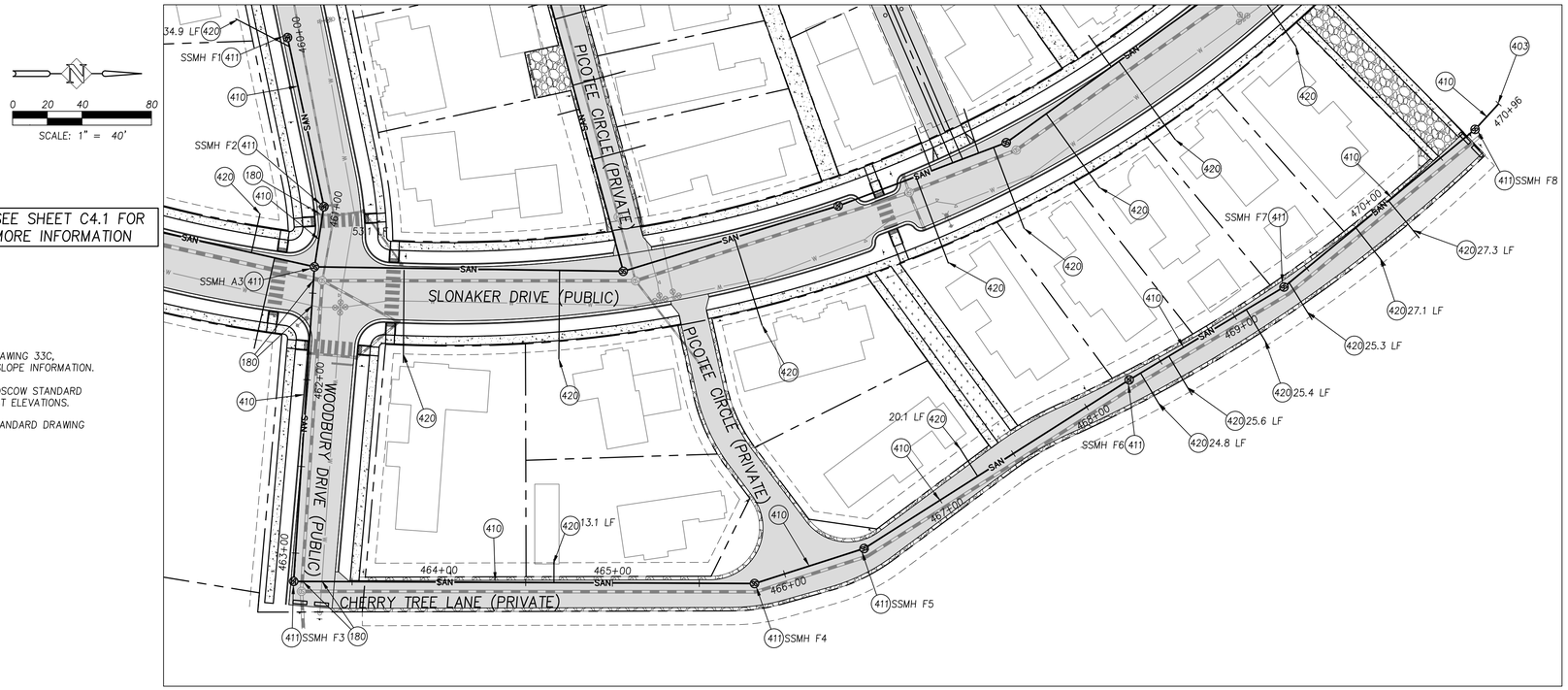
JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C4.5-SAN C & D & E P&P.dwg

SEE SHEET C4.5 FOR MORE INFORMATION

SEE SHEET C4.2 FOR MORE INFORMATION

SEE SHEET C4.1 FOR MORE INFORMATION



CONSTRUCTION NOTES

(180) SEE PROFILE FOR CROSSING INFORMATION

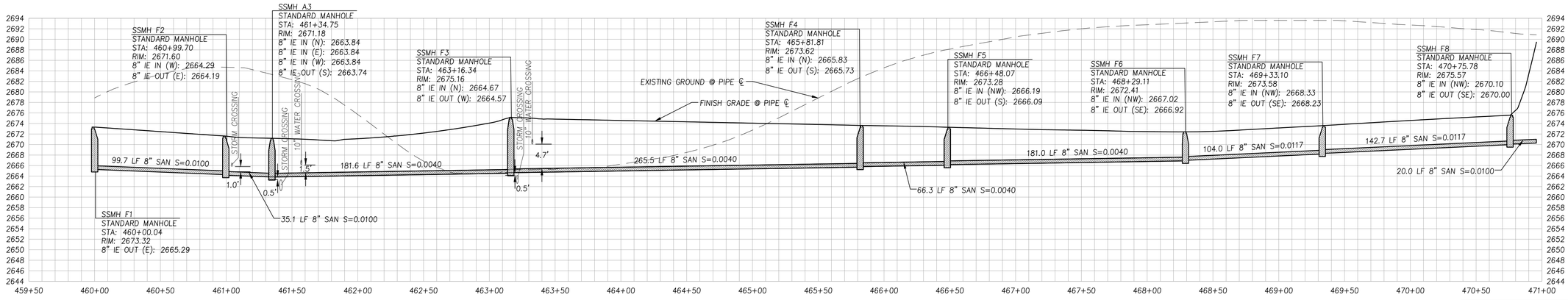
(403) CAP SANITARY PIPE.

(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.

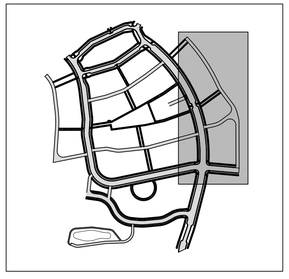
(420) INSTALL SANITARY SEWER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

SANITARY LINE F PLAN



SANITARY LINE F PROFILE

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



KEY MAP

SANITARY LINE F PLAN AND PROFILE

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

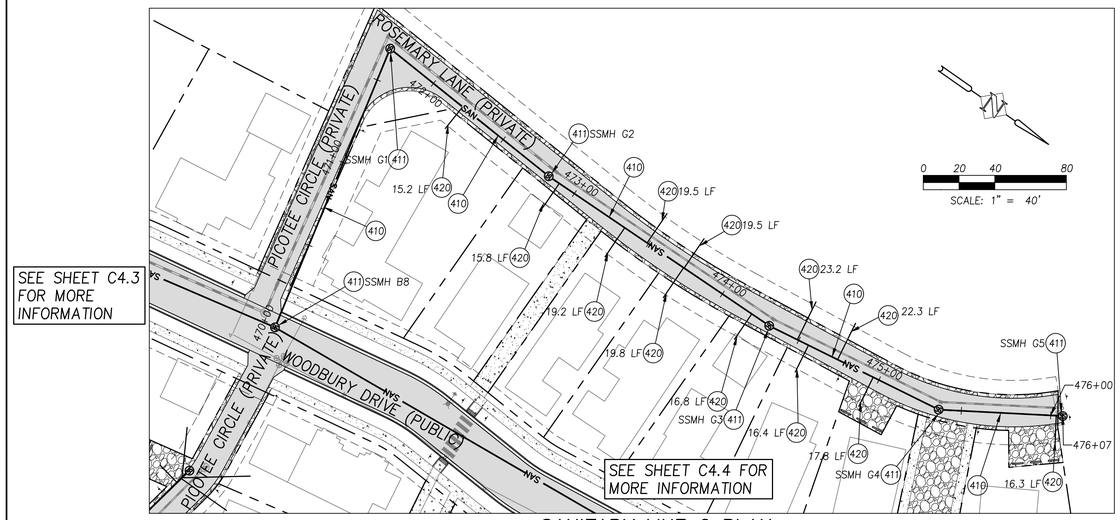
NO.	DESCRIPTION	DATE

REVISIONS

SHEET NO.
C4.6
36 OF 59

JOB NO.
WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C4.6-SAN F P&P.dwg



SANITARY LINE G PLAN

SCALE 1" = 40'

CONSTRUCTION NOTES

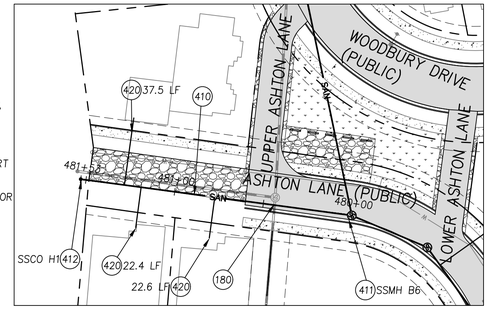
(180) SEE PROFILE FOR CROSSING INFORMATION

(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.

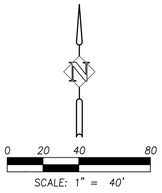
(412) INSTALL SANITARY CLEANOUT PER DETAIL, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

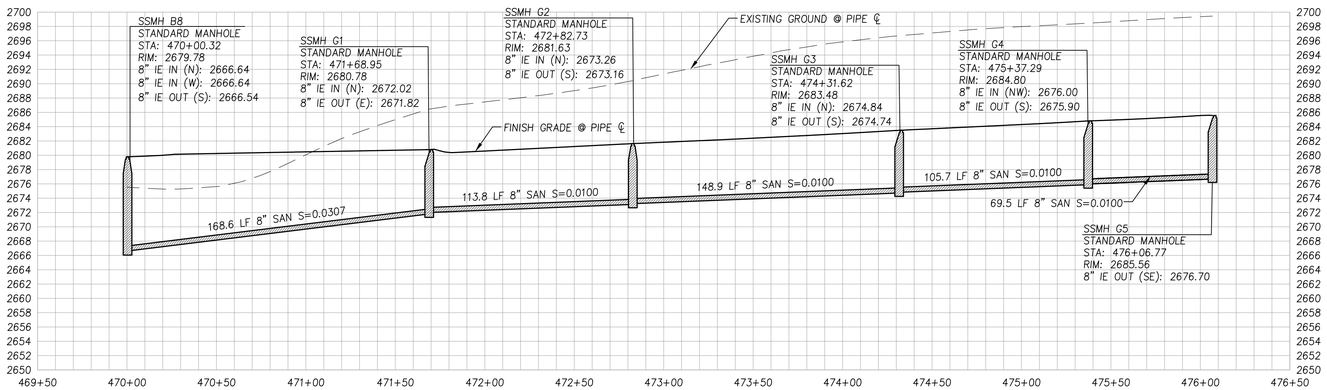
(420) INSTALL SANITARY SEWER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.



SANITARY LINE H PLAN

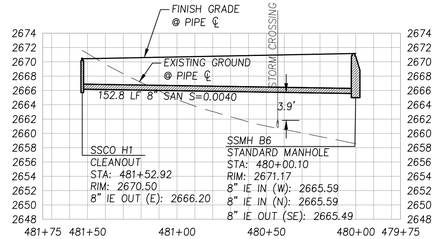
SCALE 1" = 40'





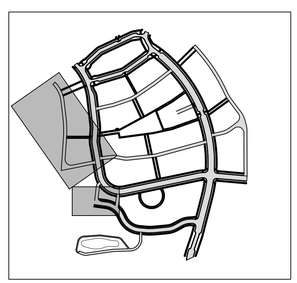
SANITARY LINE G PROFILE

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



SANITARY LINE H PROFILE

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



KEY MAP

SANITARY LINE G & H PLAN AND PROFILES
WOODBURY CONSTRUCTION PLANS

SynTier Engineering, Inc.
408 SE Bielsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

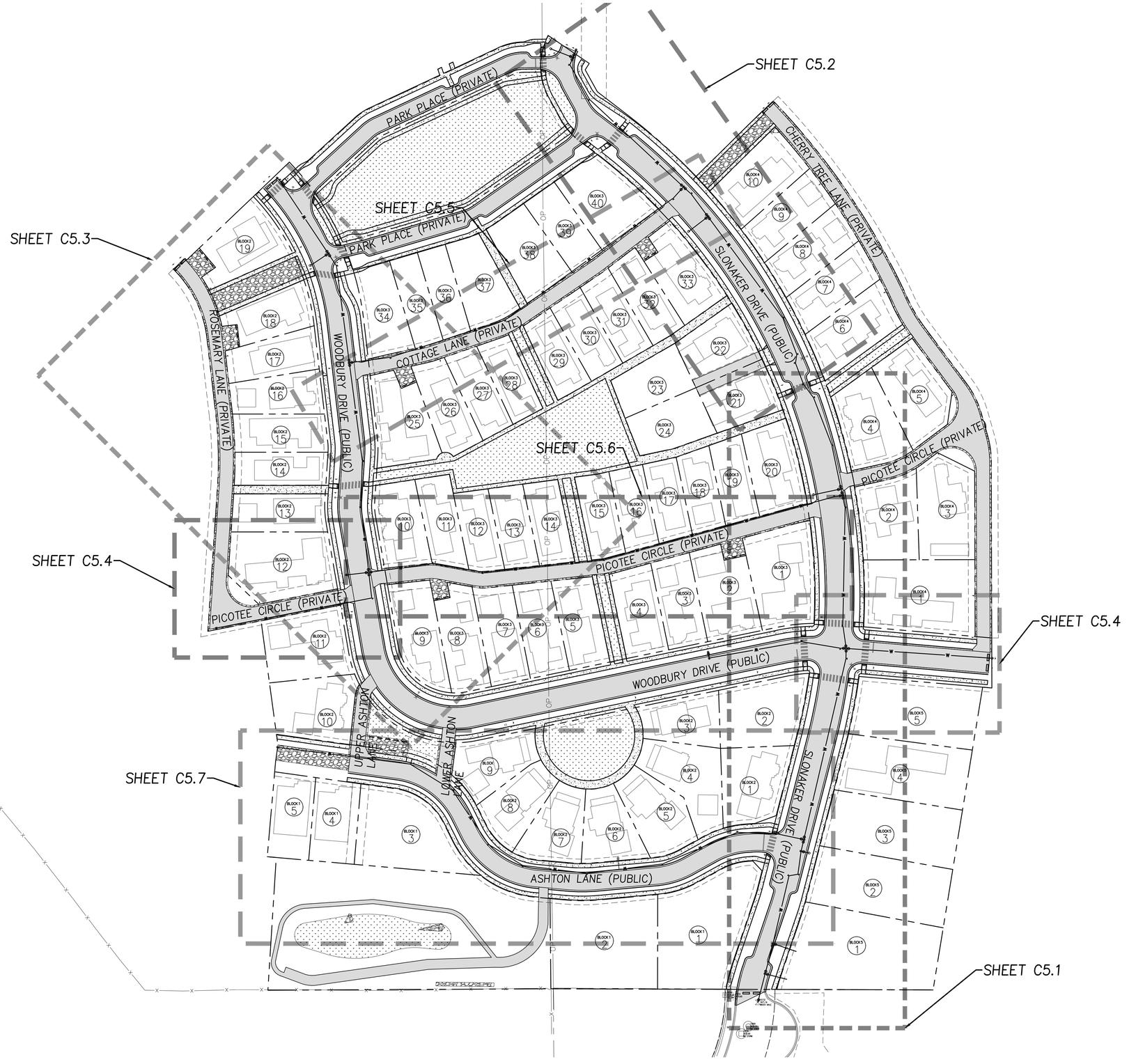
REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C4.7
37 OF 59

JOB NO.
WNZ-03

P:\WNZ-03 (Sonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C4.7-SAN G & H P&P.dwg



N

0 30 60 120

SCALE: 1" = 60'

OVERALL WATER LAYOUT

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

NO.	DATE	DESCRIPTION

REVISIONS

SHEET NO.

C5.0

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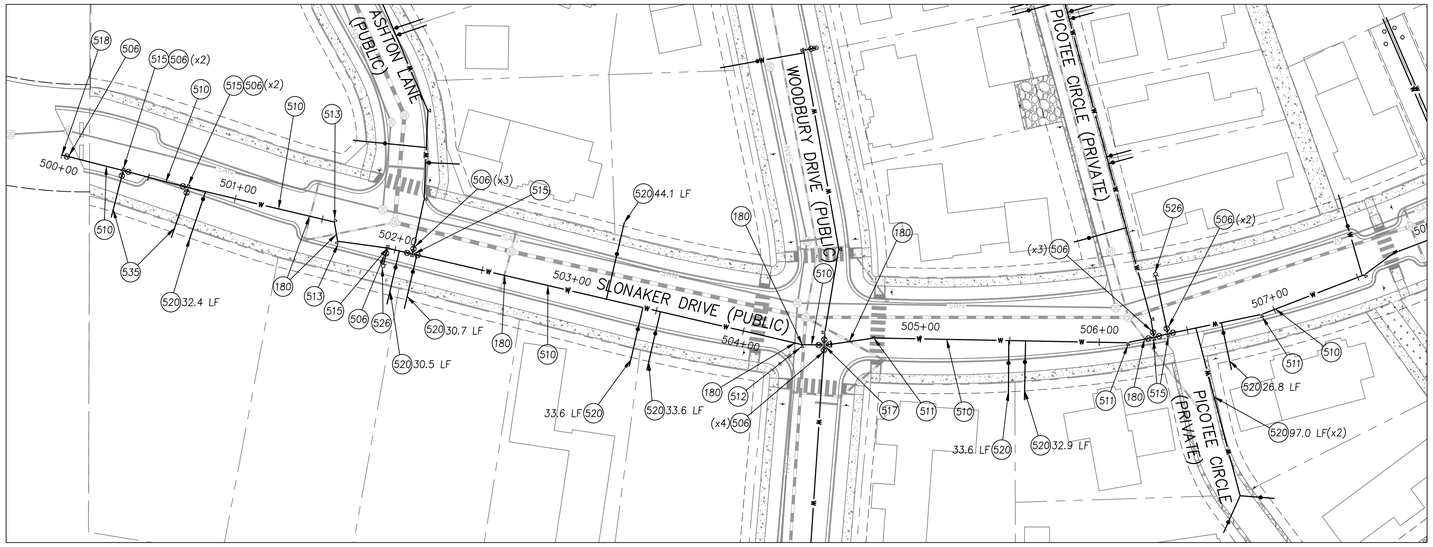
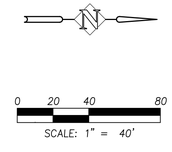
JOB NO. WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C5.0-OVERALL WATER LAYOUT.dwg



WATER LINE A PLAN



SEE SHEET C5.2 FOR MORE INFORMATION

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.

(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 RESTAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.

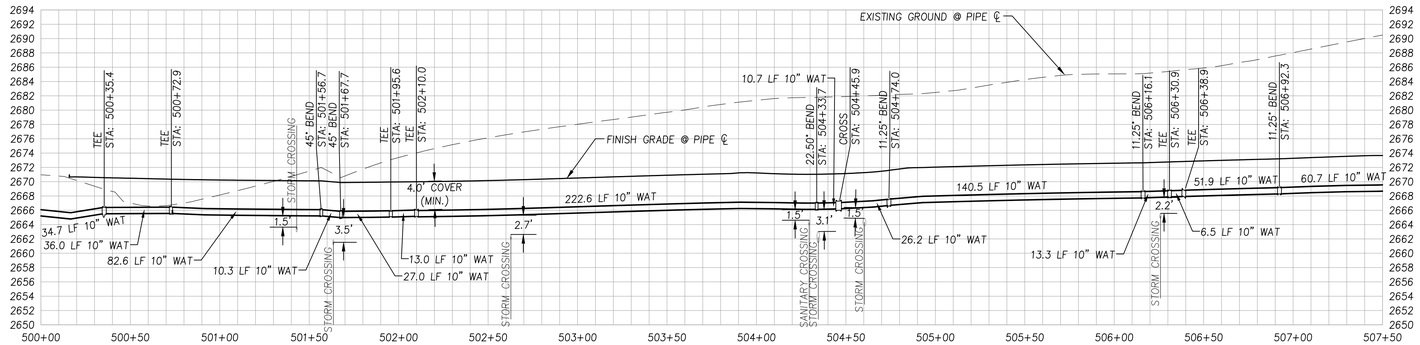
(517) INSTALL 10" CROSS.

(518) CONNECT TO EXISTING WATER LINE PER CITY OF MOSCOW STANDARDS.

(520) INSTALL WATER SERVICE PER CITY OF MOSCOW STANDARD DRAWING 29, SHEET C6.3.

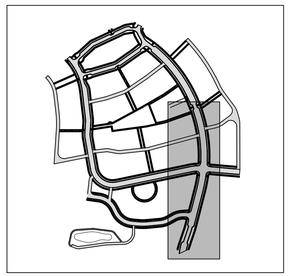
(526) INSTALL FIRE HYDRANT PER CITY OF MOSCOW STANDARD DRAWING 30, SHEET C6.3

(535) INSTALL PIPE WITH CAP AND THRUST BLOCK FOR LOCATION OF FUTURE PRV AND BOOSTER STATION, UNDER SEPARATE PERMIT.



WATER LINE A PROFILE

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



KEY MAP

WATER LINE A PLAN AND PROFILE 500+00 TO 507+50

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

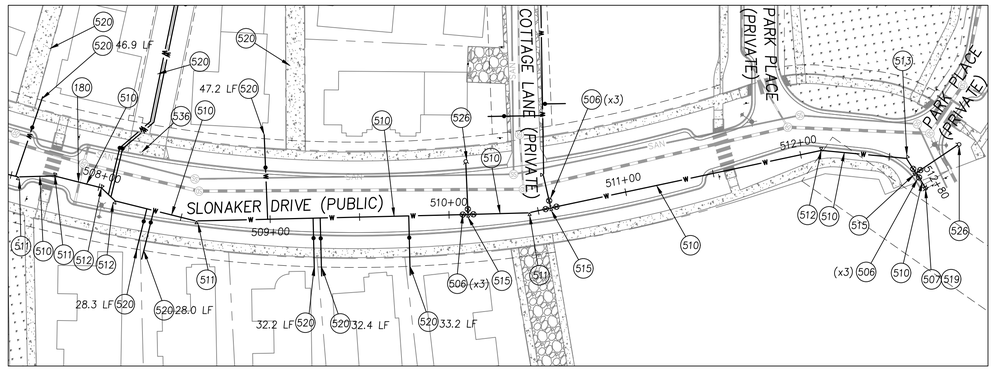
SHEET NO.
C5.1
39 OF 59

JOB NO.
WNZ-03

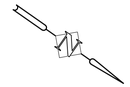
P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C5.1-WATERLINE A 500+00 TO 507+50.dwg

SEE SHEET C5.5 FOR MORE INFORMATION

SEE SHEET C5.1 FOR MORE INFORMATION



WATER LINE A PLAN



0 20 40 80

SCALE: 1" = 40'

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.

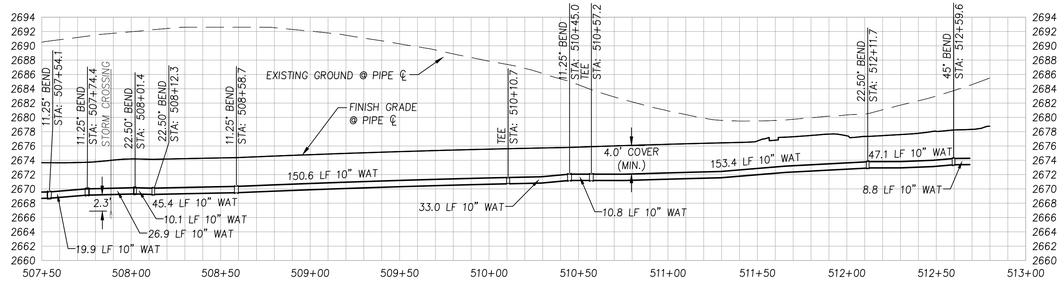
(515) INSTALL TEE WITH THRUST RESTAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.

(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.

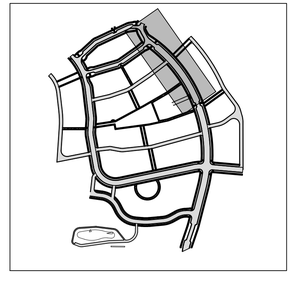
(526) INSTALL FIRE HYDRANT PER CITY OF MOSCOW STANDARD DRAWING 30, SHEET C6.3

(536) INSTALL H20 RATED LID.



WATER LINE A PROFILE

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



KEY MAP

WATER LINE A PLAN AND PROFILE 507+50 TO 513+00

WOODBURY CONSTRUCTION PLANS

SynTierEngineering, Inc.
405 SE Bretsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

NO.	DATE	DESCRIPTION

REVISIONS

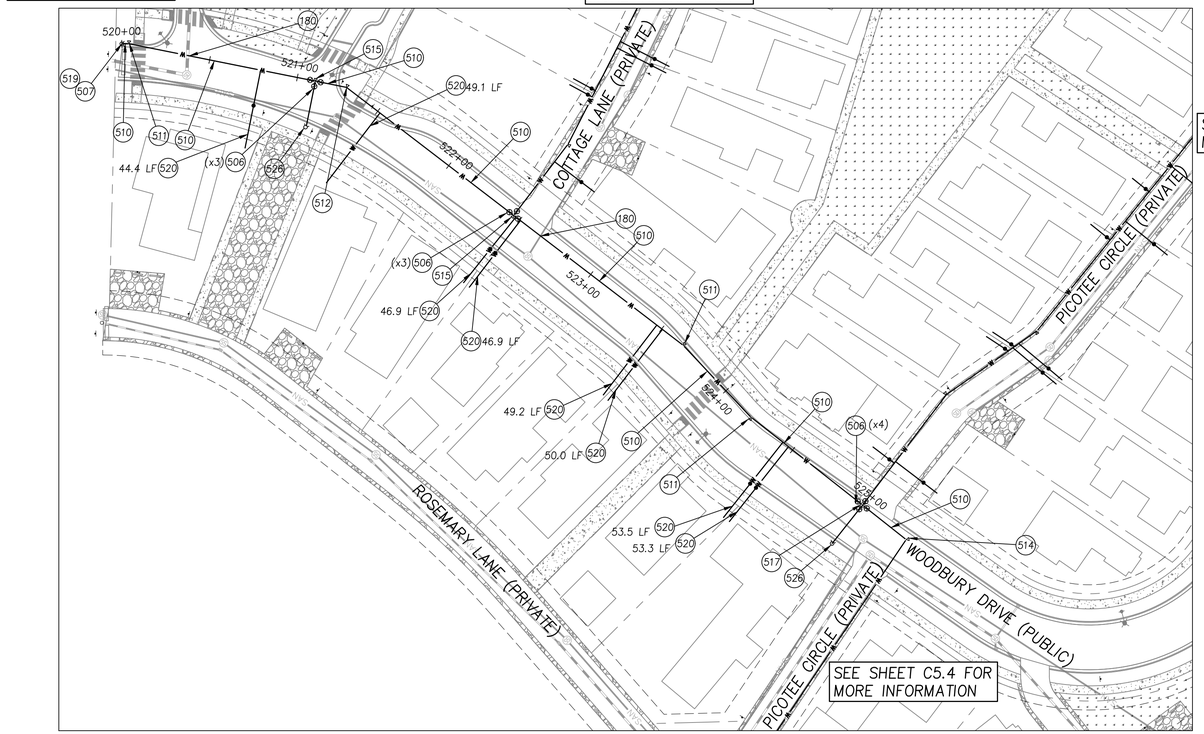
SHEET NO.

C5.2

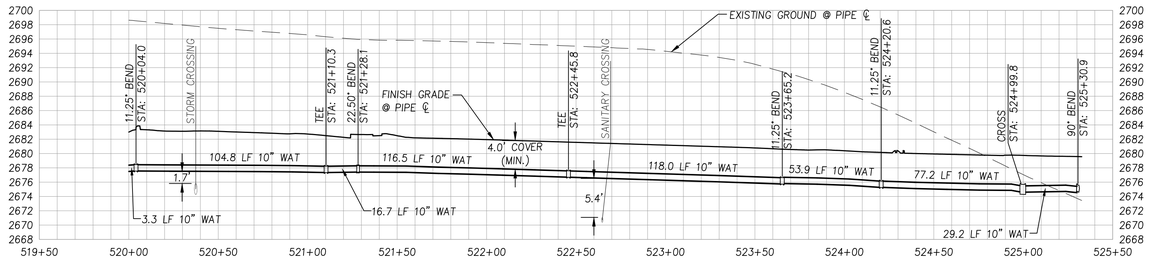
40 OF 59

JOB NO. WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C5.2-WATERLINE A 507+50 TO 513+00.dwg

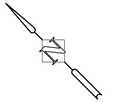


WATER LINE B PLAN



WATER LINE B 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.

(514) INSTALL 90° BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.

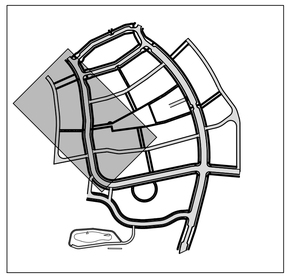
(515) INSTALL TEE WITH THRUST RESTAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.

(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



KEY MAP

WATER LINE B PLAN AND PROFILE

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

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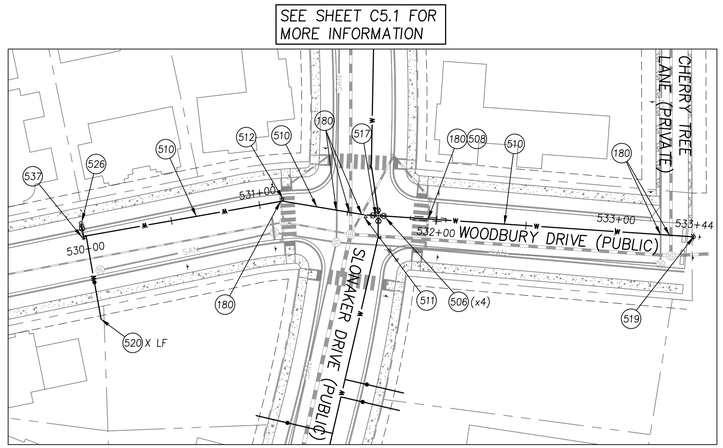
NO.	DESCRIPTION	DATE

SHEET NO.
C5.3
41 OF 59

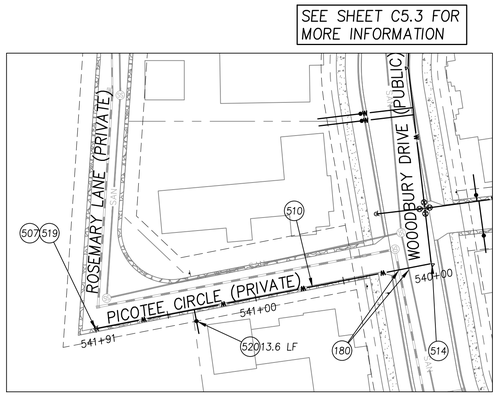
JOB NO.
WNZ-03

P:\WNZ-03 (Sonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C5.3-WATERLINE B.dwg



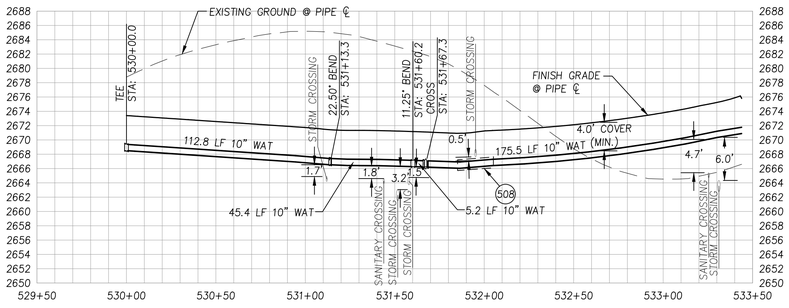
WATER LINE C PLAN

SCALE 1" = 40'



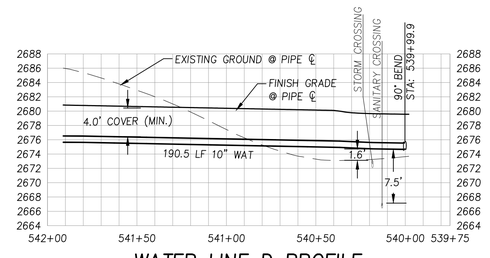
WATER LINE D PLAN

SCALE 1" = 40'



WATER LINE C PROFILE

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



WATER LINE D PROFILE

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

SCALE: 1" = 40'

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.

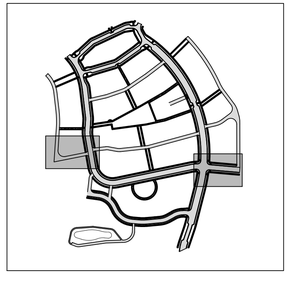
(517) INSTALL 10" CROSS.

(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

WATER LINE C & D PLAN AND PROFILES

WOODBURY CONSTRUCTION PLANS

SynTierEngineering, Inc.
405 SE Bretsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

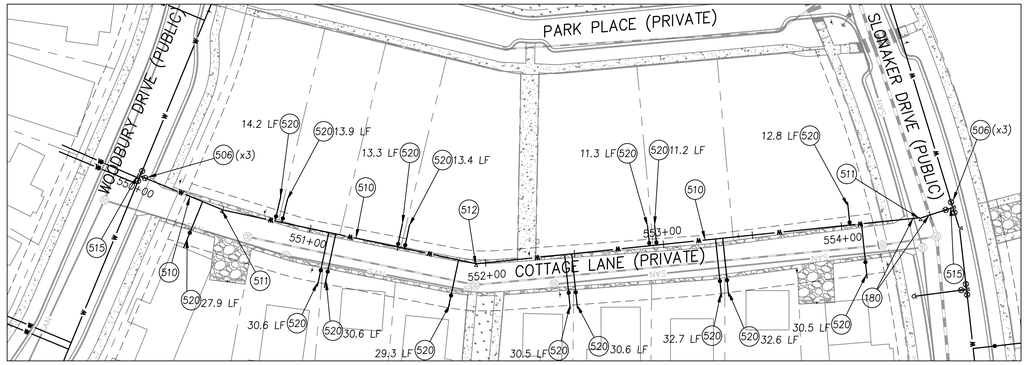
SHEET NO.

C5.4

42 OF 59

JOB NO. WNZ-03

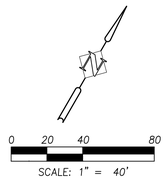
P:\WNZ-03 (Sonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C5.4-WATERLINE C&D.dwg



SEE SHEET C5.3 FOR MORE INFORMATION

WATER LINE E PLAN

SEE SHEET C5.2 FOR MORE INFORMATION



CONSTRUCTION NOTES

(180) SEE PROFILE FOR CROSSING INFORMATION

(506) INSTALL GATE VALVE, SEE PLAN FOR INFORMATION.

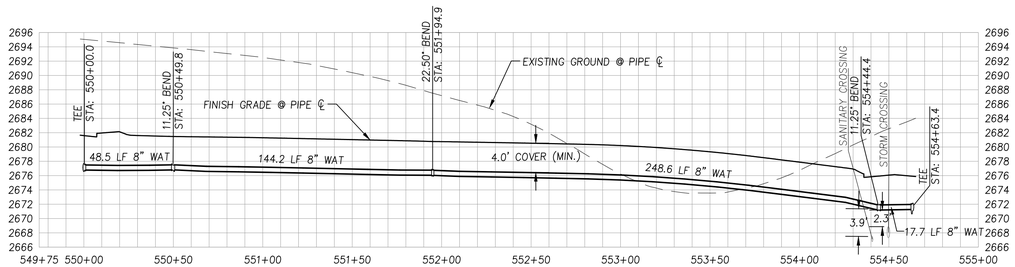
(510) INSTALL WATERMAIN PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.

(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.

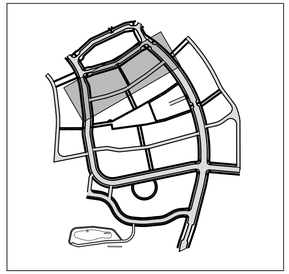
(515) INSTALL TEE WITH THRUST RESTAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.

(520) INSTALL WATER SERVICE PER CITY OF MOSCOW STANDARD DRAWING 29, SHEET C6.3.



WATER LINE E PROFILE

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



KEY MAP

WATER LINE E PLAN AND PROFILE
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C5.5
43 OF 59

JOB NO.
WNZ-03

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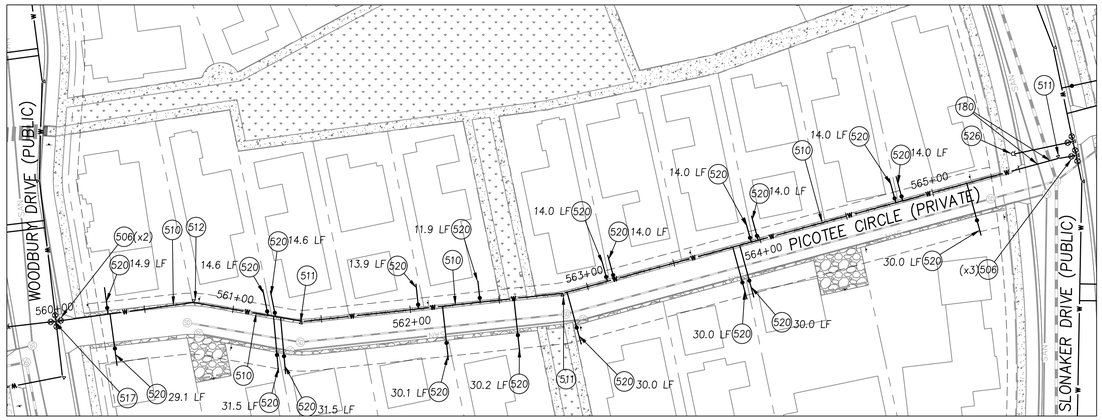
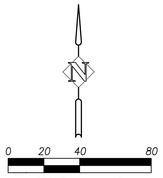
SEE SHEET C5.3 FOR MORE INFORMATION

SEE SHEET C5.2 FOR MORE INFORMATION



WATER LINE F PLAN

SEE SHEET C5.1 FOR MORE INFORMATION



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.

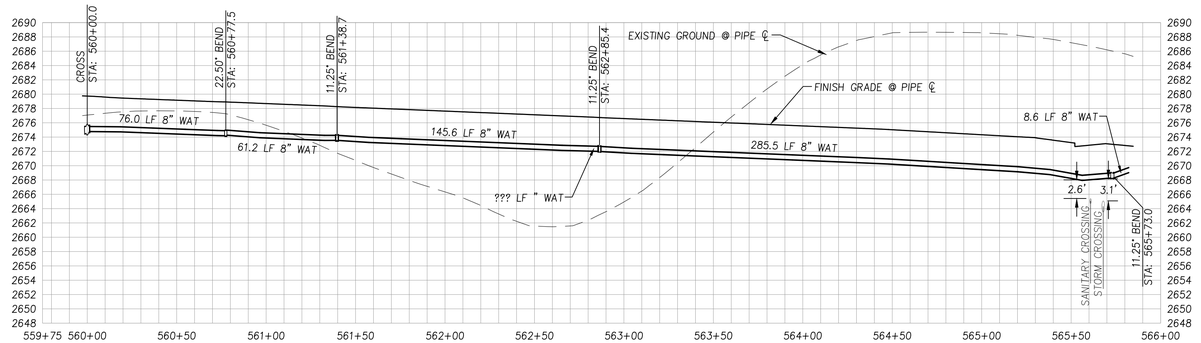
(511) INSTALL 11.25° BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.

(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 RESTAINT 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.

(526) INSTALL FIRE HYDRANT PER CITY OF MOSCOW STANDARD DRAWING 30, SHEET C6.3



WATER LINE F PROFILE

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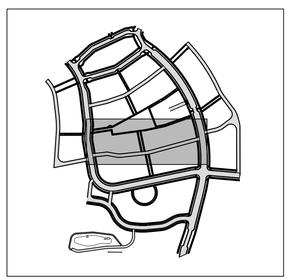
1" = 10' (VERT.)



KEY MAP

WATER LINE F PLAN AND PROFILE
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C5.6
44 OF 59

JOB NO.
WNZ-03

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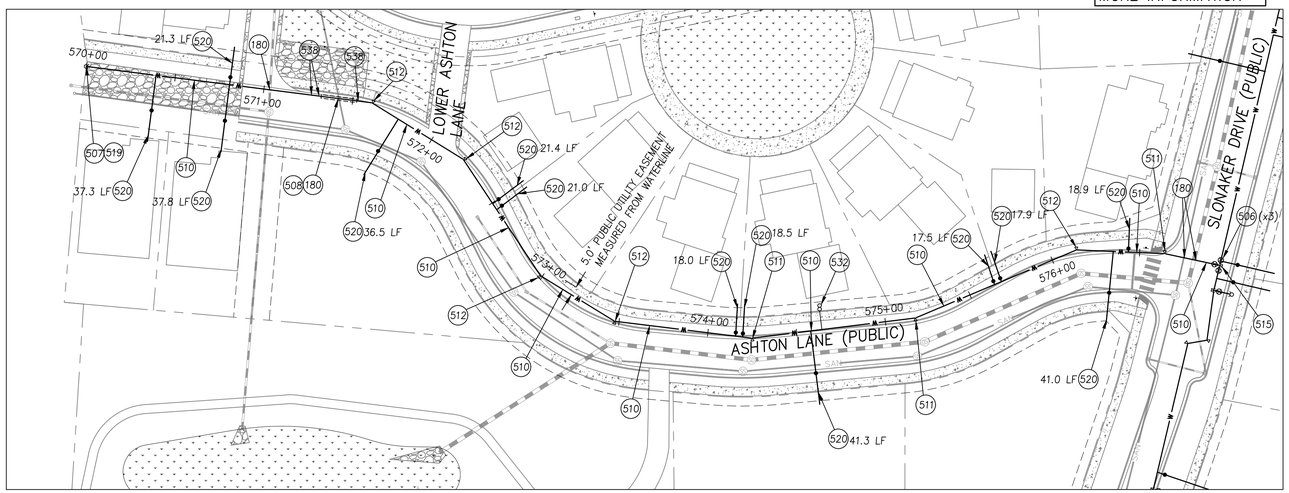
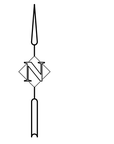


WATER LINE G PLAN



0 20 40 80

SCALE: 1" = 40'

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.

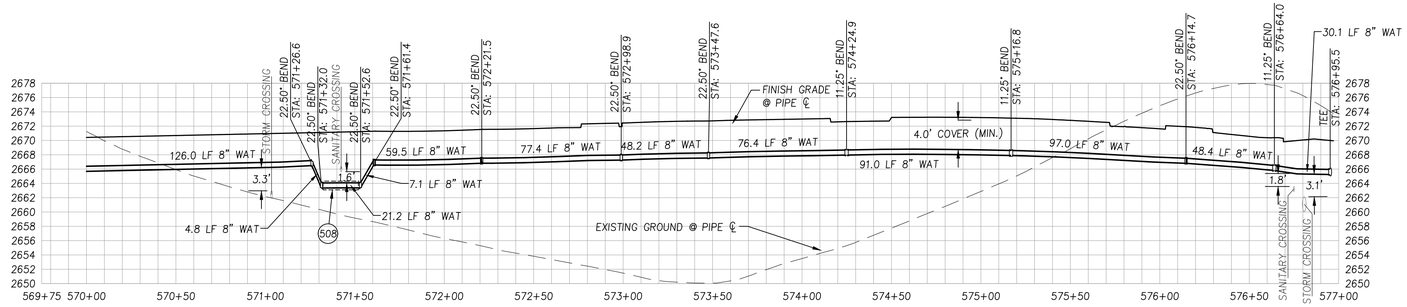
(515) INSTALL TEE WITH THRUST RESTAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.

(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.

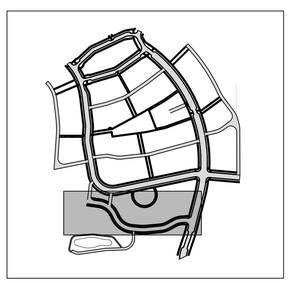
(532) INSTALL AIR-RELEASE VALVE AT HIGHPOINT OF WATER LINE, PER CITY OF MOSCOW STANDARD DRAWING MSD-400.5, SHEET C6.3.

(538) INSTALL VERTICAL 22.5° VERTICAL BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.



WATER LINE G PROFILE

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



KEY MAP

WATER LINE G PLAN AND PROFILE
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C5.7
45 OF 59

JOB NO.
WNZ-03

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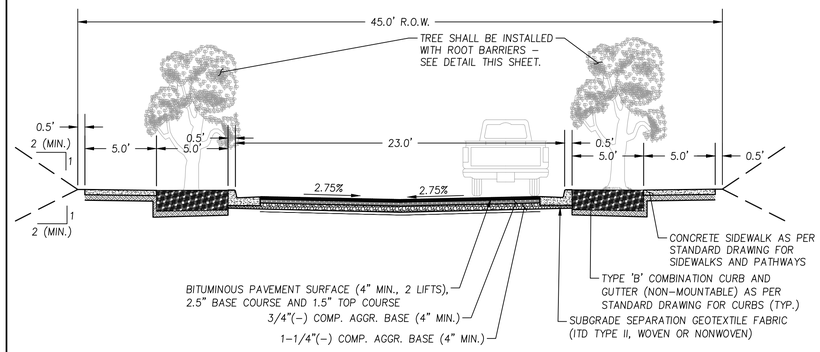
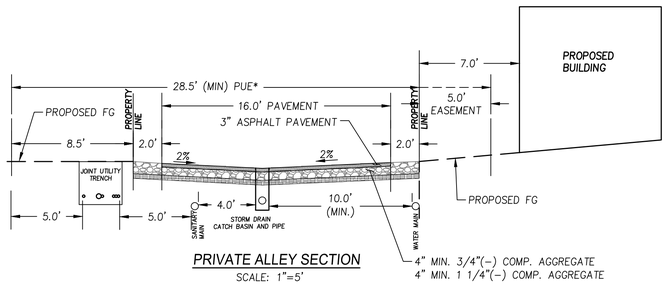


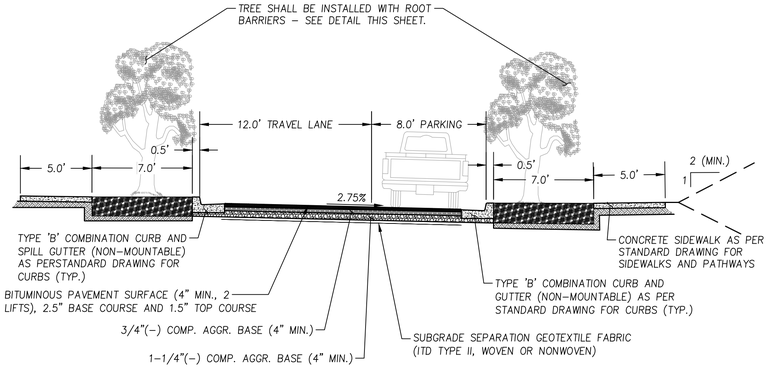
ASHTON LANE ROAD SECTION

SCALE: 1"=5'



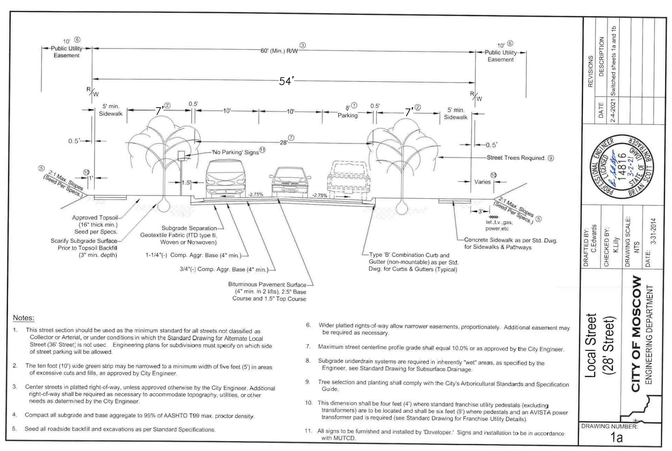
PRIVATE ALLEY SECTION

SCALE: 1"=5'



PARK PLACE ROAD SECTION

SCALE: 1"=5'



Notes:

1. This street section should be used as the minimum standard for all streets not classified as Collector or Arterial, or under conditions in which the Standard Drawing for Alternate Local Street (36' Street) is not used. Engineering plans for subdivisions must specify on which side of street parking will be allowed.
2. The ten foot (10') wide green strip may be narrowed to a minimum width of five feet (5') in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer. Additional right-of-way shall be required as necessary to accommodate topography, utilities, or other needs as determined by the City Engineer.
4. Compact all subgrade and base aggregate to 95% of AASHTO T99 max. proctor density.
5. Seed all roadside backfill and excavations as per Standard Specifications.
6. Wider platted rights-of way allow narrower easements, proportionately. Additional easement may be required as necessary.
7. Maximum street centerline profile grade shall equal 10.0% or as approved by the City Engineer.
8. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the Engineer, see Standard Drawing for Subsurface Drainage.
9. Tree selection and planting shall comply with the City's Arboricultural Standards and Specification Guide.
10. This dimension shall be four feet (4') where standard franchise utility pedestals (excluding transformers) are to be located and shall be six feet (6') where pedestals and an AVISTA power transformer pad is required (see Standard Drawing for Franchise Utility Details).
11. All signs to be furnished and installed by 'Developer'. Signs and installation to be in accordance with MUTCD.

REVISIONS		
DESCRIPTION	DATE	
Sketched sheets 1a and 1b.	2-4-2021	

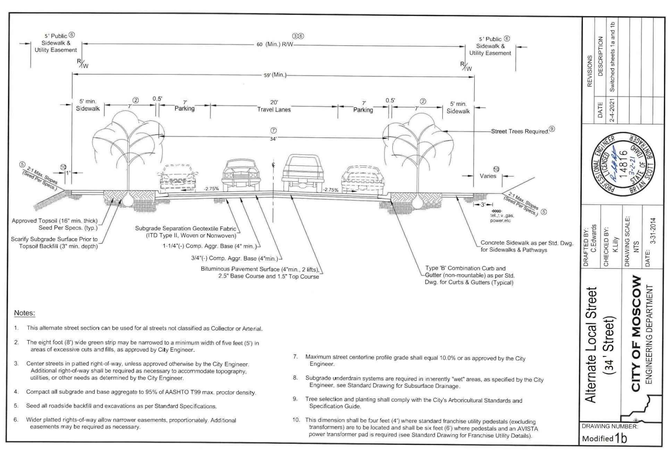
SIGNED AND DATED: 1-31-2014

DRAFTED BY: C.Edwards | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 3-31-2014

Local Street (28' Street)

CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: 1a



Notes:

1. This alternate street section can be used for all streets not classified as Collector or Arterial.
2. The eight foot (8') wide green strip may be narrowed to a minimum width of five feet (5') in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer. Additional right-of-way shall be required as necessary to accommodate topography, utilities, or other needs as determined by the City Engineer.
4. Compact all subgrade and base aggregate to 95% of AASHTO T99 max. proctor density.
5. Seed all roadside backfill and excavations as per Standard Specifications.
6. Wider platted rights-of-way allow narrower easements, proportionately. Additional easements may be required as necessary.
7. Maximum street centerline profile grade shall equal 10.0% or as approved by the City Engineer.
8. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the City Engineer, see Standard Drawing for Subsurface Drainage.
9. Tree selection and planting shall comply with the City's Arboricultural Standards and Specification Guide.
10. This dimension shall be four feet (4') where standard franchise utility pedestals (excluding transformers) are to be located and shall be six feet (6') where pedestals and an AVISTA power transformer pad is required (see Standard Drawing for Franchise Utility Details).

REVISIONS		
DESCRIPTION	DATE	
Sketched sheets 1a and 1b.	2-4-2021	

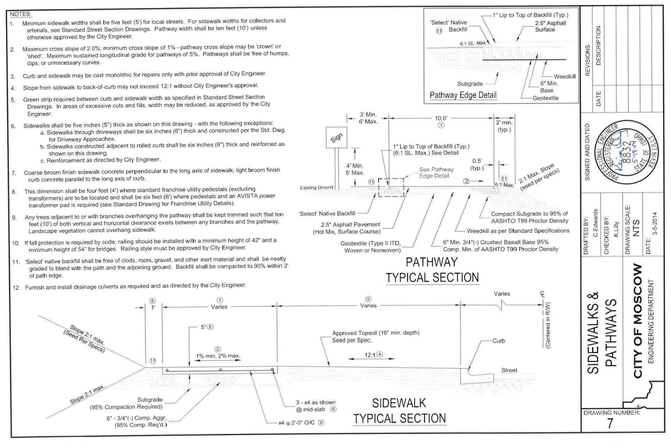
SIGNED AND DATED: 1-31-2014

DRAFTED BY: C.Edwards | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 3-31-2014

Alternate Local Street (34' Street)

CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: Modified 1b



REVISIONS		
DESCRIPTION	DATE	
Sketched sheets 1a and 1b.	2-4-2021	

SIGNED AND DATED: 1-31-2014

DRAFTED BY: C.Edwards | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 3-31-2014

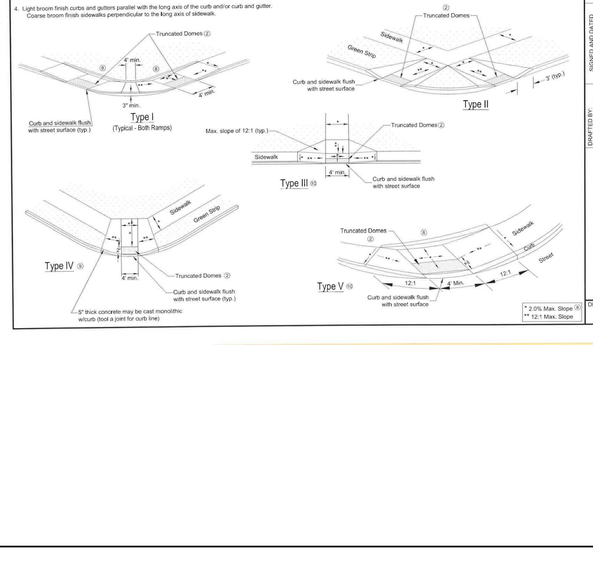
SIDEWALKS & PATHWAYS

CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: 7

NOTES:

1. Moscow Standard Construction Specifications apply. Pedestrian ramps must comply with current Americans with Disability Act (ADA) Accessibility Guidelines.
2. All ramps shall be textured with Detectable Warnings, "Truncated Domes" as required by the current ADA Guidelines and as allowed by the City Engineer. The truncated domes shall extend the the full width of the flush curb ramp and two feet (2') radial to back of curb. Truncated Domes shall be prefabricated plate units cast monolithic with the concrete and set flush and to manufactured specifications. Coarse broom finish the remainder of the ramp.
3. All curb roadway planimetric radii dimensions shall be measured to the 'Radii Dimension Line' shown in the typical curb sections. See Standard Drawing for Curbs & Sidewalks. Curb radii shall conform to "Curb Radii Requirements" table in Standard Drawing for Curbs & Gutters.
4. Light broom finish curbs and gutters parallel with the long axis of the curb and/or curb and gutter. Coarse broom finish sidewalks perpendicular to the long axis of sidewalk.
5. Rolled curb section properties may vary from those shown as specifically allowed by the City Engineer.
6. Sidewalk constructed in driveway locations shall be six inches (6") thick and reinforced, all as per Standard Drawing for Driveway Approaches.
7. Specified 2.0% cross-slopes shall be 1% minimum and 2.0% maximum.
8. Construct curb or sloped (4:1) backfill - as required and/or allowed by the City Engineer.
9. Type I or Type II pedestrian ramp is the required standard; Type III, IV, or V ramps may be allowed in special circumstances as approved by the City Engineer.
10. Curb and sidewalk may be cast monolithic with prior approval of City Engineer.



REVISIONS		
DESCRIPTION	DATE	

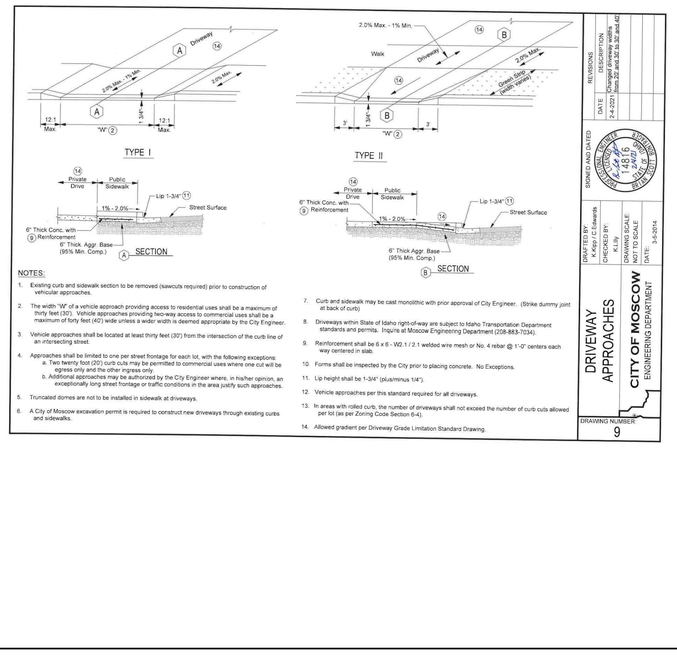
SIGNED AND DATED: 1-31-2014

DRAFTED BY: K.Kopp | ENGINEER: K.Lilly | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 3-3-2014

PEDESTRIAN RAMPS

CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: 8



Notes:

1. Existing curb and sidewalk section to be removed (sawcuts required) prior to construction of vehicular approaches.
2. The width "W" of a vehicle approach providing access to residential uses shall be a maximum of thirty feet (30'). Vehicle approaches providing two-way access to commercial uses shall be a maximum of forty feet (40') wide unless a wider width is deemed appropriate by the City Engineer.
3. Vehicle approaches shall be located at least thirty feet (30') from the intersection of the curb line of an intersecting street.
4. Approaches shall be limited to one per street frontage for each lot, with the following exceptions:
a. Two twenty foot (20') curb cuts may be permitted to commercial uses where one cut will be egress only and the other ingress only.
b. Additional approaches may be authorized by the City Engineer where, in his/her opinion, an exceptionally long street frontage or traffic conditions in the area justify such approaches.
5. Truncated domes are not to be installed in sidewalk at driveways.
6. A City of Moscow excavation permit is required to construct new driveways through existing curbs and sidewalks.
7. Curb and sidewalk may be cast monolithic with prior approval of City Engineer. (Strike dummy joint at back of curb)
8. Driveways within State of Idaho right-of-way are subject to Idaho Transportation Department standards and permits. Inquire at Moscow Engineering Department (208-883-7034).
9. Reinforcement shall be 6 x 6 - W2.1 / 2.1 welded wire mesh or No. 4 rebar @ 1'-0" centers each way centered in slab.
10. Forms shall be inspected by the City prior to placing concrete. No Exceptions.
11. Lip height shall be 1-3/4" (plus/minus 1/4").
12. Vehicle approaches per this standard required for all driveways.
13. In areas with rolled curb, the number of driveways shall not exceed the number of curb cuts allowed per lot (as per Zoning Code Section 6-4).
14. Allowed gradient per Driveway Grade Limitation Standard Drawing.

REVISIONS		
DESCRIPTION	DATE	
Sketched sheets 2a and 2b. See and 3d & 3e and 4d	2-4-2021	

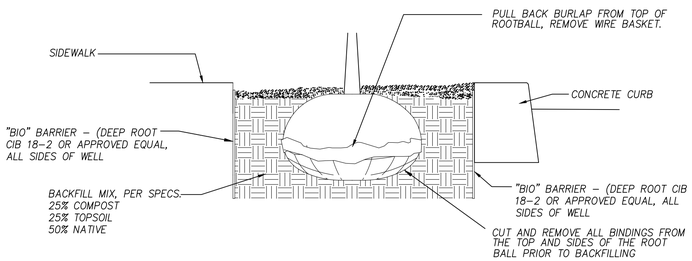
SIGNED AND DATED: 1-31-2014

DRAFTED BY: K.Kopp | ENGINEER: K.Lilly | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 3-3-2014

DRIVEWAY APPROACHES

CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: 9



TYPICAL STREET TREE WELL

N.T.S.

SITE DETAILS

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

NO.	DESCRIPTION	DATE
	REVISIONS	

SHEET NO.

C6.0

46 OF 59

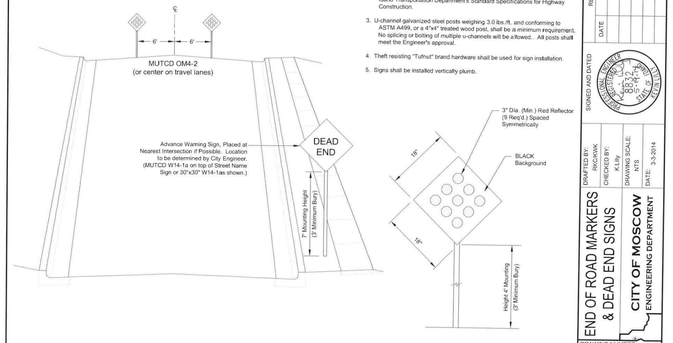
JOB NO.

WNZ-03

P:\WNZ-03 (Sonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C6.0- SITE DETAILS.dwg

NOTES:

1. DEAD END signs shall be placed as near as possible to the beginning of all streets that terminate (either temporary or permanent) in a dead end or cul-de-sac. END OF ROAD MARKERS (two of them) shall be placed at the end of all terminated streets EXCEPT permanent cul-de-sacs.
2. Reflectors and reflective sheeting shall meet the requirements set forth in the most current editions of the Manual for Uniform Traffic Control Devices and Idaho Transportation Department's Standard Specifications for Highway Construction.
3. U-channel galvanized steel posts weighing 3.0 lbs./ft. and conforming to ASTM A499, or a 4"x4" treated wood post, shall be a minimum requirement. No splicing or bolting of multiple u-channels will be allowed. All posts shall meet the Engineer's approval.
4. Theft resisting "Tufnut" brand hardware shall be used for sign installation.
5. Signs shall be installed vertically plumb.



REVISIONS: DESCRIPTION, DATE
SIGNED AND DATED
DRAFTED BY: C.Edwards
CHECKED BY: K.Lilly
DRAWING SCALE: N.T.S.
DATE: 3-5-2014

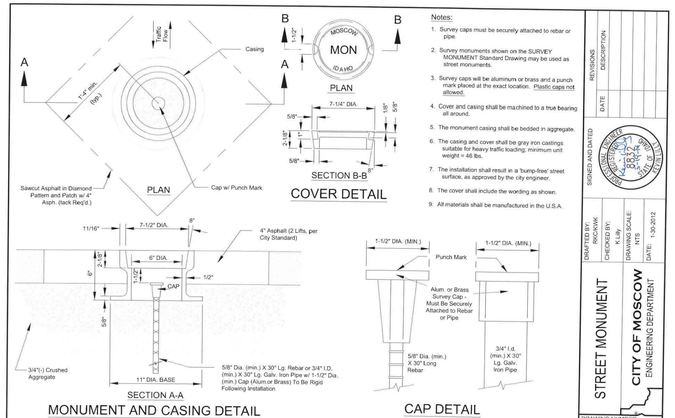
END OF ROAD MARKERS & DEAD END SIGNS

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 16

Notes:

1. Survey caps must be securely attached to rebar or pipe.
2. Survey monuments shown on the SURVEY MONUMENT Standard Drawing may be used as street monuments.
3. Survey caps will be aluminum or brass and a punch mark placed at the exact location. Plastic caps not allowed.
4. Cover and casing shall be machined to a true bearing all around.
5. The monument casing shall be bedded in aggregate.
6. The casing and cover shall be gray iron castings suitable for heavy traffic loading; minimum unit weight = 46 lbs.
7. The installation shall result in a 'bump-free' street surface, as approved by the city engineer.
8. The cover shall include the wording as shown.
9. All materials shall be manufactured in the U.S.A.

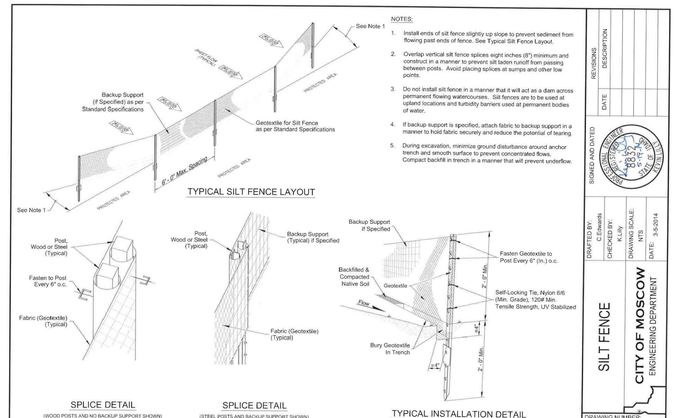


REVISIONS: DESCRIPTION, DATE
SIGNED AND DATED
DRAFTED BY: RSCHOW
CHECKED BY: K.Lilly
DRAWING SCALE: NTS
DATE: 1-30-2012

STREET MONUMENT

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 19



REVISIONS: DESCRIPTION, DATE
SIGNED AND DATED
DRAFTED BY: C.Edwards
CHECKED BY: K.Lilly
DRAWING SCALE: NTS
DATE: 3-5-2014

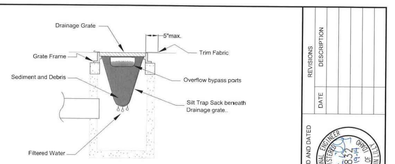
SILT FENCE

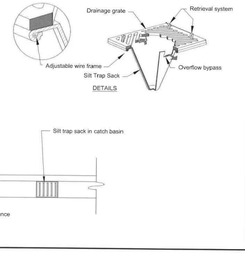
CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 35

NOTES:

1. The size and shape of the silt trap sack to fit the storm structure it will service (rectangular or round).
2. The silt trap sack shall have a built-in high-flow relief system (overflow bypass).
3. The silt trap sack assembly must allow removal without spilling the collected material.
4. Empty silt trap sack and dispose of sediment and debris before the sack is half-full.
5. Ensure the silt trap sack assembly does not spill or fall into the storm structure. If sediment is spilled into the storm structure, remove the spilled material by suction hose or other approved method.
6. Construction entrances should be inspected regularly for signs of thinning areas where mud begins to show through. Add gravel periodically to maintain the integrity of the pad.



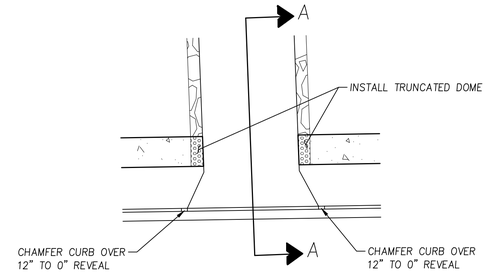


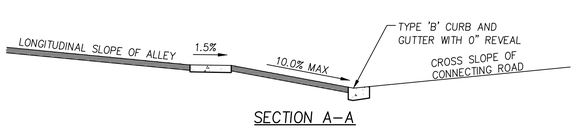
REVISIONS: DESCRIPTION, DATE
SIGNED AND DATED
DRAFTED BY: C.Edwards
CHECKED BY: K.Lilly
DRAWING SCALE: N.T.S.
DATE: 3-5-2014

CONSTRUCTION ENTRANCE & INLET PROTECTION

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 36

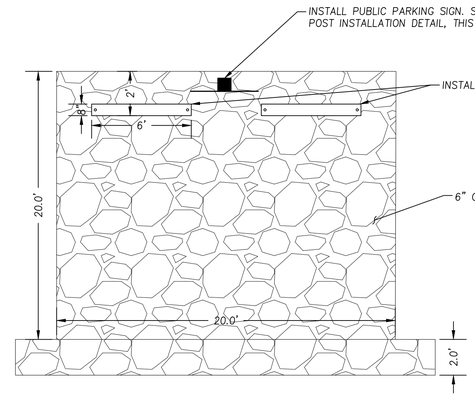




SECTION A–A

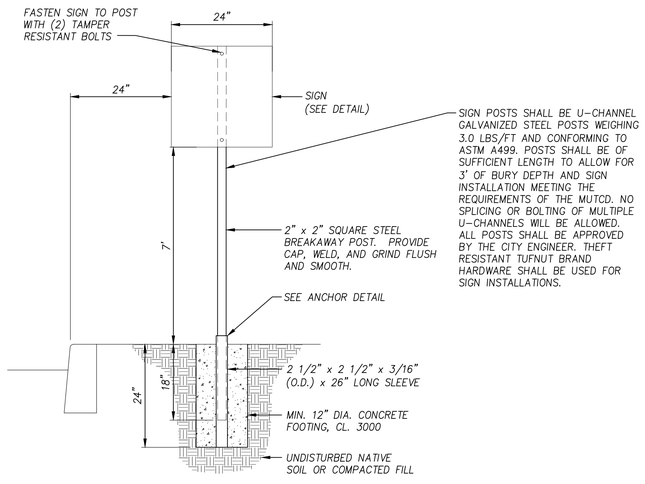
PRIVATE ALLEY DRIVEWAY CONNECTION DETAIL

N.T.S.



PUBLIC PARKING AREA DETAIL

N.T.S.



GROUND MOUNT POST DETAIL

N.T.S.

MUTCD W11–2 CROSSWALK

N.T.S.

SITE AND EROSION CONTROL DETAILS
WOODBURY CONSTRUCTION PLANS

SynTierEngineering, Inc.
405 SE Bielsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DATE	DESCRIPTION

SHEET NO.
C6.1
47 OF 59

JOB NO.
WNZ-03

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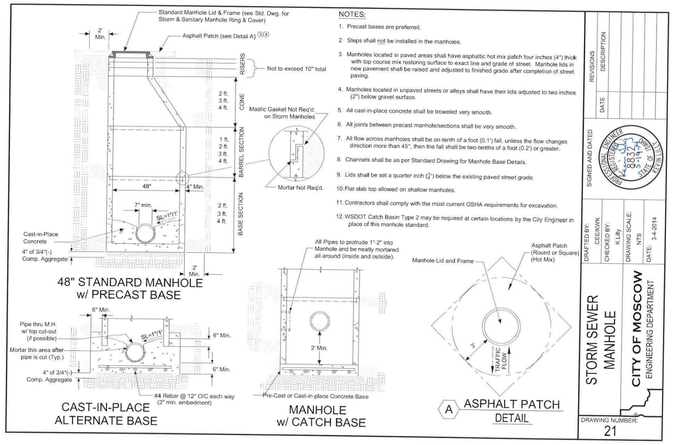


NOTES:

1. Precast bases are preferred.
2. Steps shall not be installed in the manholes.
3. Manholes located in paved areas shall have asphaltic hot mix patch four inches (4") thick with top course mix restoring surface to exact line and grade of street. Manhole lids in new pavement shall be raised and adjusted to finished grade after completion of street paving.
4. Manholes located in unpaved streets or alleys shall have their lids adjusted to two inches (2") below gravel surface.
5. All cast-in-place concrete shall be troweled very smooth.
6. All joints between precast manhole/sections shall be very smooth.
7. All flow across manholes shall be on-tenth of a foot (0.1') fall, unless the flow changes direction more than 45°, then the fall shall be two-tenths of a foot (0.2') or greater.
8. Channels shall be as per Standard Drawing for Manhole Base Details.
9. Lids shall be set a quarter inch ($\frac{1}{4}$") below the existing paved street grade.
10. Flat slab top allowed on shallow manholes.
11. Contractors shall comply with the most current OSHA requirements for excavation.
12. WSDOT Catch Basin Type 2 may be required at certain locations by the City Engineer in place of this manhole standard.

REVISIONS	
DATE	DESCRIPTION

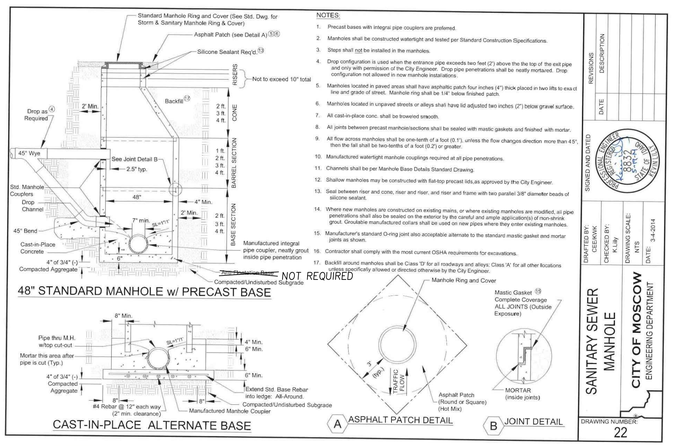
SIGNED AND DATED

DRAFTED BY: CEE/KWK
CHECKED BY: K.Lilly
DRAWING SCALE: NTS
DATE: 3-4-2014

STORM SEWER MANHOLE

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 21



NOTES:

1. Precast bases with integral pipe couplers are preferred.
2. Manholes shall be constructed watertight and tested per Standard Construction Specifications.
3. Steps shall not be installed in the manholes.
4. Drop configuration is used when the entrance pipe exceeds two feet (2') above the the top of the exit pipe and only with permission of the City Engineer. Drop pipe penetrations shall be neatly mortared. Drop configuration not allowed in now manhole installations.
5. Manholes located in paved areas shall have asphaltic patch four inches (4") thick placed in two lifts to exa ct line and grade of street. Manhole ring shall be 1/4" below finished patch.
6. Manholes located in unpaved streets or alleys shall have lid adjusted two inches (2") below gravel surface.
7. All cast-in-place conc. shall be browned smooth.
8. All joints between precast manhole/sections shall be sealed with mastic gaskets and finished with mortar.
9. All flow across manholes shall be one-tenth of a foot (0.1'), unless the flow changes direction more than 45°, then the fall shall be two-tenths of a foot (0.2') or greater.
10. Manufactured watertight manhole couplings required at all pipe penetrations.
11. Channels shall be per Manhole Base Details Standard Drawing.
12. Shallow manholes may be constructed with flat-top precast lids,as approved by the City Engineer.
13. Seal between riser and cone, riser and riser, and riser and frame with two parallel 3/8" diameter beads of silicone sealant.
14. Where new manholes are constructed on existing mains, or where existing manholes are modified, all pipe penetrations shall also be sealed on the exterior by the careful and ample application(s) of non-shrink grout. Groutable manufactured collars shall be used on new pipes where they enter existing manholes.
15. Manufacturer's standard O-ring joint also acceptable alternate to the standard mastic gasket and mortar joints as shown.
16. Contractor shall comply with the most current OSHA requirements for excavations.
17. Backfill around manholes shall be Class 'D' for all roadways and alleys; Class 'A' for all other locations unless specifically allowed or directed otherwise by the City Engineer.

REVISIONS	
DATE	DESCRIPTION

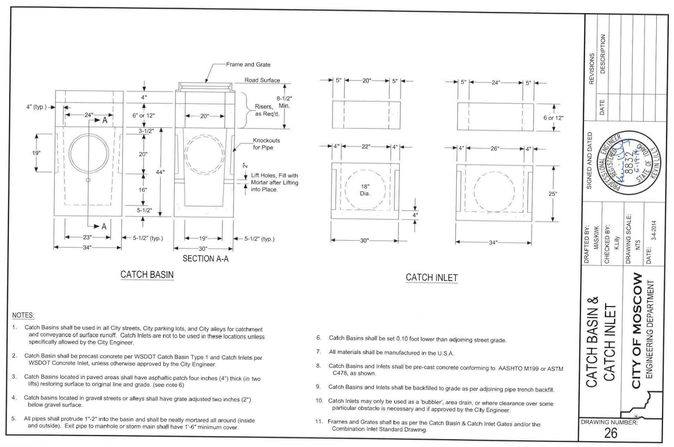
SIGNED AND DATED

DRAFTED BY: CEE/KWK
CHECKED BY: K.Lilly
DRAWING SCALE: NTS
DATE: 3-4-2014

SANITARY SEWER MANHOLE

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 22



NOTES:

1. Catch Basins shall be used in all City streets, City parking lots, and City alleys for catchment and conveyance of surface runoff. Catch Inlets are not to be used in these locations unless specifically allowed by the City Engineer.
2. Catch Basin shall be precast concrete per WSDOT Catch Basin Type 1 and Catch Inlets per WSDOT Concrete Inlet, unless otherwise approved by the City Engineer.
3. Catch Basins located in paved areas shall have asphaltic patch four inches (4") thick (in two lifts) restoring surface to original line and grade. (see note 6)
4. Catch basins located in gravel streets or alleys shall have grate adjusted two inches (2") below gravel surface.
5. All pipes shall protrude 1"-2" into the basin and shall be neatly mortared all around (inside and outside). Exit pipe to manhole or storm main shall have 1'-6" minimum cover.
6. Catch Basins shall be set 0.10 foot lower than adjoining street grade.
7. All materials shall be manufactured in the U.S.A.
8. Catch Basins and Inlets shall be pre-cast concrete conforming to AASHTO M199 or ASTM C478, as shown.
9. Catch Basins and Inlets shall be backfilled to grade as per adjoining pipe trench backfill.
10. Catch Inlets may only be used as a 'bubbler', area drain, or where clearance over some particular obstacle is necessary and if approved by the City Engineer.
11. Frames and Grates shall be as per the Catch Basin & Catch Inlet Gates and/or the Combination Inlet Standard Drawing.

REVISIONS	
DATE	DESCRIPTION

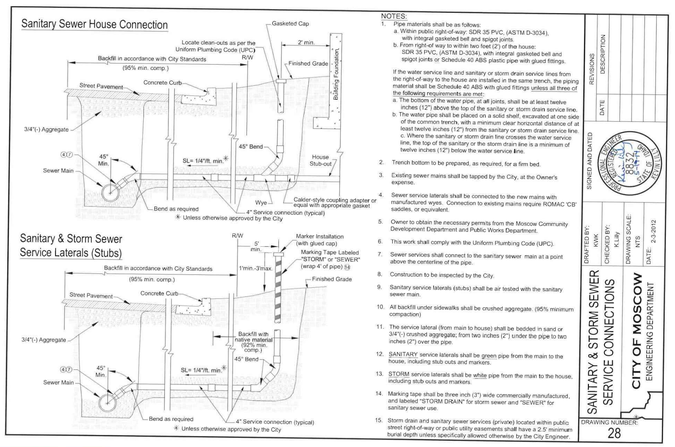
SIGNED AND DATED

DRAFTED BY: MS/KWK
CHECKED BY: K.Lilly
DRAWING SCALE: NTS
DATE: 3-4-2014

CATCH BASIN & CATCH INLET

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 26



NOTES:

1. Pipe materials shall be as follows:
   a. Within public right-of-way: SDR 35 PVC, (ASTM D-3034), with integral gasketed bell and spigot joints.
   b. From right-of-way to within two feet (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.

   If the water service line and sanitary or storm drain service lines from the right-of-way to the house are installed in the same trench, the piping material shall be Schedule 40 ABS with glued fittings unless all three of the following requirements are met:
   a. The bottom of the water pipe, at all joints, shall be at least twelve inches (12") above the top of the sanitary or storm drain service line.
   b. The water pipe shall be placed on a solid shelf, excavated at one side of the common trench, with a minimum clear horizontal distance of at least twelve inches (12") from the sanitary or storm drain service line.
   c. Where the sanitary or storm drain line crosses the water service line, the top of the sanitary or the storm drain line is a minimum of twelve inches (12") below the water service line.
2. Trench bottom to be prepared, as required, for a firm bed.
3. Existing sewer mains shall be tapped by the City, at the Owner's expense.
4. Sewer service laterals shall be connected to the new mains with manufactured wyes. Connection to existing mains require ROMAC 'CB' saddles, or equivalent.
5. Owner to obtain the necessary permits from the Moscow Community Development Department and Public Works Department.
6. This work shall comply with the Uniform Plumbing Code (UPC).
7. Sewer services shall connect to the sanitary sewer main at a point above the centerline of the pipe.
8. Construction to be inspected by the City.
9. Sanitary service laterals (stubs) shall be air tested with the sanitary sewer main.
10. All backfill under sidewalks shall be crushed aggregate. (95% minimum compaction)
11. The service lateral (from main to house) shall be bedded in sand or 3/4"(-) crushed aggregate; from two inches (2") under the pipe to two inches (2") over the pipe.
12. SANITARY service laterals shall be green pipe from the main to the house, including stub outs and markers.
13. STORM service laterals shall be white pipe from the main to the house, including stub outs and markers.
14. Marking tape shall be three inch (3") wide commercially manufactured, and labeled "STORM DRAIN" for storm sewer and "SEWER" for sanitary sewer use.
15. Storm drain and sanitary sewer services (private) located within public street right-of-way or public utility easements shall have a 2.5' minimum burial depth unless specifically allowed otherwise by the City Engineer.

REVISIONS	
DATE	DESCRIPTION

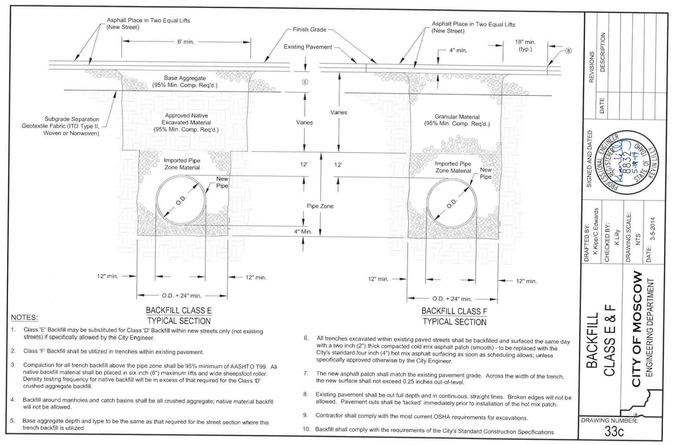
SIGNED AND DATED

DRAFTED BY: CEE/KWK
CHECKED BY: K.Lilly
DRAWING SCALE: NTS
DATE: 2-3-2012

STORM SEWER & SANITARY SEWER CONNECTIONS

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 28



NOTES:

1. Class 'E' Backfill may be substituted for Class 'D' Backfill within new streets only (not existing streets) if specifically allowed by the City Engineer.
2. Class 'F' Backfill shall be utilized in trenches within existing pavement.
3. Compaction for all trench backfill above the pipe zone shall be 95% minimum of AASHTO T99. All native backfill material shall be placed in six inch (6") maximum lifts and wide sheepsfoot roller. Density testing frequency for native backfill will be in excess of that required for the Class 'E' crushed aggregate backfill.
4. Backfill around manholes and catch basins shall be all crushed aggregate; native material backfill will not be allowed.
5. Base aggregate depth and type to be the same as that required for the street section where this trench backfill is utilized.
6. All trenches excavated within existing paved streets shall be backfilled and surfaced the same day with a two inch (2") thick compacted cold mix asphalt patch (smooth) - to be replaced with the City's standard four inch (4") hot mix asphalt surfacing as soon as scheduling allows; unless specifically approved otherwise by the City Engineer.
7. The new asphalt patch shall match the existing pavement grade. Across the width of the trench, the new surface shall not exceed 0.25 inches out-of-level.
8. Existing pavement shall be cut full depth and in continuous, straight lines. Broken edges will not be allowed. Pavement cuts shall be 'tacked' immediately prior to installation of the hot mix patch.
9. Contractor shall comply with the most current OSHA requirements for excavations.
10. Backfill shall comply with the requirements of the City's Standard Construction Specifications.

REVISIONS	
DATE	DESCRIPTION

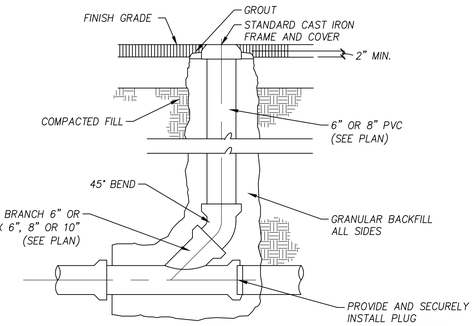
SIGNED AND DATED

DRAFTED BY: K.Lilly
CHECKED BY: K.Lilly/S.Simmons
DRAWING SCALE: NTS
DATE: 3-5-2014

BACKFILL CLASS E & F

CITY OF MOSCOW
ENGINEERING DEPARTMENT

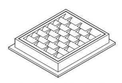
DRAWING NUMBER: 33c



NOTE: CAST IRON FRAME AND COVER SHALL BE VALLEY IRON & STEEL CO. NO.'S 202 (6") OR 203 (8") OR APPROVED EQUAL.

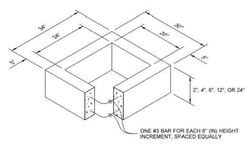
STANDARD CLEANOUT

N.T.S.



FRAME AND VANED GRATE

DRAWN BY: LISA CYR/DRD



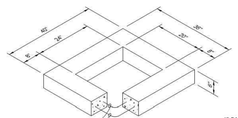
RECTANGULAR ADJUSTMENT SECTION

PIPE ALLOWANCES	
PIPE MATERIAL	MAXIMUM INSIDE DIAMETER (INCHES)
REINFORCED OR PLAIN CONCRETE	18"
ALL METAL PIPE	21"
CPSSP ★ (STD. SPEC. SECT. 9-05.20)	18"
SOLID WALL PVC (STD. SPEC. SECT. 9-05.12(1))	21"
PROFILE WALL PVC (STD. SPEC. SECT. 9-05.12(2))	21"

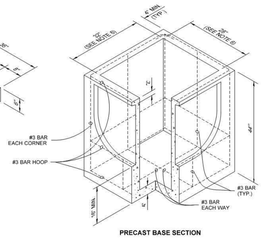
★ CORRUGATED POLYETHYLENE STORM SEWER PIPE

NOTES

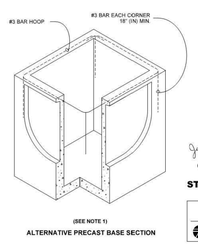
1. As acceptable alternatives to the rebar shown in the **PRECAST BASE SECTION**, fibers (placed according to the Standard Specifications), or wire mesh having a minimum area of 0.12 square inches per foot, shall be used with the minimum required rebar shown in the ALTERNATIVE **PRECAST BASE SECTION**. Wire mesh shall not be placed in the knockouts.
2. The knockout shall not be greater than 26" (in), in any direction. Knockouts shall have a wall thickness of 2" (in) minimum to 2.5" (in) maximum. Provide a 1.5" (in) minimum gap between the knockout wall and the outside of the pipe. After the pipe is installed, fill the gap with joint mortar in accordance with **Standard Specification Section 9-04.3**
3. The maximum depth from the finished grade to the lowest pipe invert shall be 5' (ft).
4. The frame and grate may be installed with the flange down or integrally cast into the adjustment section with flange up.
5. The Precast Base Section may have a rounded floor, and the walls may be sloped at a rate of 1 : 24 or steeper.
6. The opening shall be measured at the top of the Precast Base Section.
7. All pickup holes shall be grouted full after the basin has been placed.



REDUCING SECTION



PRECAST BASE SECTION



(SEE NOTE 1)

ALTERNATIVE PRECAST BASE SECTION

JULIE HEILMAN STATE OF WASHINGTON 21915 REGISTERED PROFESSIONAL ENGINEER

Heilman, Julie
Jan 25 2017 2:56 PM

CATCH BASIN TYPE 1L

STANDARD PLAN B-5.40-02

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION
Last Revision Date: 01/26/17 11:49 AM

STATE DESIGN ENGINEER

Washington State Department of Transportation

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

STORM AND SANITARY DETAILS
WOODBURY CONSTRUCTION PLANS

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

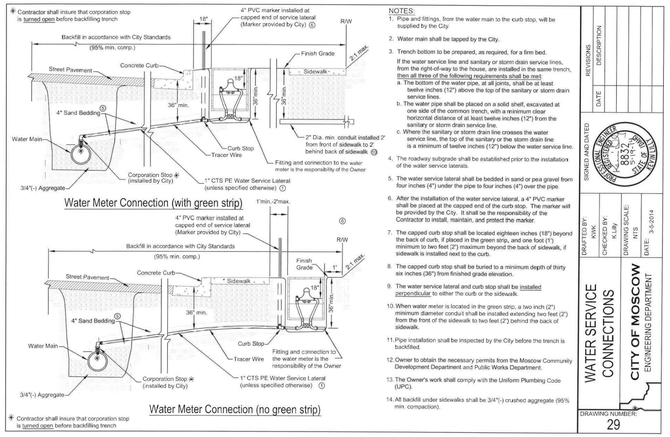
DESIGNED:	SAS	CHECKED:	SAS
DRAWN:	ATS/SAS	DATE:	SEPT 19, 2022

REVISIONS		
NO.	DESCRIPTION	DATE

SHEET NO.
C6.2
48 OF 59

JOB NO.
WNZ-03

P:\WNZ-03 (Sonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C6.2-SAN & STM DETAILS.dwg



NOTES:

1. Pipe and fittings, from the water main to the curb stop, will be supplied by the City.
2. Water main shall be tapped by the City.
3. Trench bottom to be prepared, as required, for a firm bed.
   If the water service line and sanitary or storm drain service lines, from the right-of-way to the house, are installed in the same trench, then all three of the following requirements shall be met:
   a. The bottom of the water pipe, at all joints, shall be at least twelve inches (12") above the top of the sanitary or storm drain service lines.
   b. The water pipe shall be placed on a solid shelf, excavated at one side of the common trench, with a minimum clear horizontal distance of at least twelve inches (12") from the sanitary or storm drain service line.
   c. Where the sanitary or storm drain line crosses the water service line, the top of the sanitary or the storm drain line is a minimum of twelve inches (12") below the water service line.
4. The roadway subgrade shall be established prior to the installation of the water service laterals.
5. The water service lateral shall be bedded in sand or pea gravel from four inches (4") under the pipe to four inches (4") over the pipe.
6. After the installation of the water service lateral, a 4" PVC marker shall be placed at the capped end of the curb stop. The marker will be provided by the City. It shall be the responsibility of the Contractor to install, maintain, and protect the marker.
7. The capped curb stop shall be located eighteen inches (18") beyond the back of curb, if placed in the green strip, and one foot (1') minimum to two feet (2') maximum beyond the back of sidewalk, if sidewalk is installed next to the curb.
8. The capped curb stop shall be buried to a minimum depth of thirty six inches (36") from finished grade elevation.
9. The water service lateral and curb stop shall be installed perpendicular to either the curb or the sidewalk.
10. When water meter is located in the green strip, a two inch (2") minimum diameter conduit shall be installed extending two feet (2') from the front of the sidewalk to two feet (2') behind the back of sidewalk.
11. Pipe installation shall be inspected by the City before the trench is backfilled.
12. Owner to obtain the necessary permits from the Moscow Community Development Department and Public Works Department.
13. The Owner's work shall comply with the Uniform Plumbing Code (UPC).
14. All backfill under sidewalks shall be 3/4"(-) crushed aggregate (95% min. compaction).

REVISIONS: DESCRIPTION | DATE

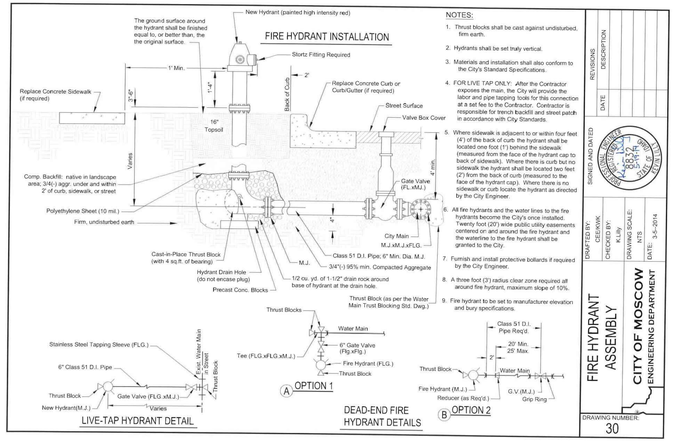
SIGNED AND DATED — PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER 8/31/12

DRAFTED BY: KWK | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 3-5-2014

WATER SERVICE CONNECTIONS

CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: 29



NOTES:

1. Thrust blocks shall be cast against undisturbed, firm earth.
2. Hydrants shall be set truly vertical.
3. Materials and installation shall also conform to the City's Standard Specifications.
4. FOR LIVE TAP ONLY: After the Contractor exposes the main, the City will provide the labor and pipe tapping tools for this connection at a set fee to the Contractor. Contractor is responsible for trench backfill and street patch in accordance with City Standards.
5. Where sidewalk is adjacent to or within four feet (4') of the back of curb the hydrant shall be located one foot (1') behind the sidewalk (measured from the face of the hydrant cap to back of sidewalk). Where there is curb but no sidewalk the hydrant shall be located two feet (2') from the back of curb (measured to the face of the hydrant cap). Where there is no sidewalk or curb locate the hydrant as directed by the City Engineer.
6. All fire hydrants and the water lines to the fire hydrants become the City's once installed. Twenty foot (20') wide public utility easements centered on and around the fire hydrant and the waterline to the fire hydrant shall be granted to the City.
7. Furnish and install protective bollards if required by the City Engineer.
8. A three foot (3') radius clear zone required all around fire hydrant, maximum slope of 10%.
9. Fire hydrant to be set to manufacturer elevation and bury specifications.

REVISIONS: DESCRIPTION | DATE

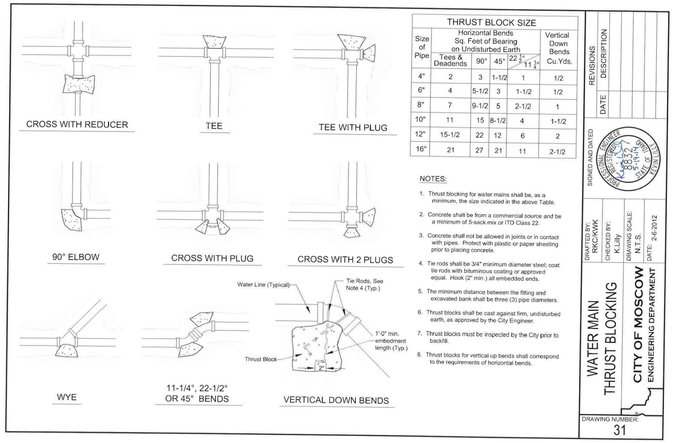
SIGNED AND DATED — PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER 8/31/12

DRAFTED BY: CLERK/WK | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 3-5-2014

FIRE HYDRANT ASSEMBLY

CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: 30



THRUST BLOCK SIZE

Size of Pipe	Horizontal Bends Sq. Feet of Bearing on Undisturbed Earth: Tees & Deadends	90°	45°	22 1/2°	11 1/4°	Vertical Down Bends Cu.Yds.
4"	2	3	1-1/2	1	1/2	
6"	4	5-1/2	3	1-1/2	1/2	
8"	7	9-1/2	5	2-1/2	1	
10"	11	15	8-1/2	4	1-1/2	
12"	15-1/2	22	12	6	2	
16"	21	27	21	11	2-1/2	

NOTES:

1. Thrust blocking for water mains shall be, as a minimum, the size indicated in the above Table.
2. Concrete shall be from a commercial source and be a minimum of 5-sack mix or ITD Class 22.
3. Concrete shall not be allowed in joints or in contact with pipes. Protect with plastic or paper sheeting prior to placing concrete.
4. Tie rods shall be 3/4" minimum diameter steel; coat tie rods with bituminous coating or approved equal. Hook (2" min.) all embedded ends.
5. The minimum distance between the fitting and excavated bank shall be three (3) pipe diameters.
6. Thrust blocks shall be cast against firm, undisturbed earth, as approved by the City Engineer.
7. Thrust blocks must be inspected by the City prior to backfill.
8. Thrust blocks for vertical up bends shall correspond to the requirements of horizontal bends.

REVISIONS: DESCRIPTION | DATE

SIGNED AND DATED — PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER 8/31/12

DRAFTED BY: MARK PARK | CHECKED BY: K.Lilly | DRAWING SCALE: NTS | DATE: 2-6-2012

WATER MAIN THRUST BLOCKING

CITY OF MOSCOW ENGINEERING DEPARTMENT

DRAWING NUMBER: 31

NOTE:

1. ALL TAPS MUST BE AT TOP OF PIPE FOR AIR RELIEF ASSEMBLY.

APPROVED TAPPING METHOD:

1. DOUBLE STAINLESS STEEL STRAP SADDLE TAP ONLY

ITEM NO.	NO. REQ.	DESCRIPTION
1	1	ROMAC DOUBLE STRAP TAPPING SADDLE
2	1	1" BRONZE CORPORATION STOP
3	2	1" PACK JOINT AS REQUIRED
4	1	1" IPS POLYETHELENE OR BRASS PIPE
5	4	1" x 2" BRASS NIPPLES
6	1	1" APPROVED BALL VALVE
7	4	ARMORCAST 12X20 RPM – MIN 3 REQ. PLUS 1 WITH LID
8	1	1" 316 SS FEMALE NPT TO FEMALE CAMLOCK FITTING (250 PSI)
9	2	1" 316 SS CAMLOCK PLUG (250 PSI)

UNLESS OTHERWISE SPECIFIED, THESE APPURTENANCES SHALL BE OF THE MATERIAL SPECIFIED OR SHOWN ON THE PLANS AND SHALL MEET PRESSURE REQUIREMENTS EQUAL TO OR EXCEEDING THE MAIN INSTALLATION AND SHALL BE NSF-61 CERTIFIED.

REVISION	APPROVED	DATE

CITY OF MOSCOW STANDARD DRAWING

5/8" OR 1" AIR RELIEF ASSEMBLY

APPROVED BY:

CITY ENGINEER, PE 10804 — DATE:

DWG NO. MSD-400.5

NOTES:

1. *CASING SHALL BE A 20' LENGTH OF DUCTILE IRON WITH BOTH ENDS PLUGGED, OR 6" CLASS 3000 CEMENT CONCRETE AS SHOWN.*
2. *SPACERS FOR DUCTILE IRON PIPE ENCASEMENT SHALL BE PSI RANGER II, OR EQUIVALENT, NON–METALLIC CASING ISOLATORS AS SHOWN IN SECTION B–B.*
3. *PIPE JOINTS WITHIN ENCASEMENT SHALL BE RESTRAINED JOINTS*
4. *THE PIPE SIZE, MATERIAL USED, AND EXTENTS OF ALL ENCASEMENTS ARE REQUIRED TO BE SURVEYED AND ADDED TO THE AS–BUILT DRAWINGS BY CONTRACTOR.*

SECTION B–B

PVC PIPE ENCASEMENT PROFILE

N. T. S.

IDAPA 58.01.08

7. *SEPARATION OF POTABLE AND NON–POTABLE PIPELINES. THE RELATION BETWEEN POTABLE AND NON–POTABLE PIPELINES SHALL BE AS DESCRIBED IN SUBSECTIONS 542.07.A THROUGH 542.07.C. THE DEPARTMENT WILL USE THE MEMORANDUM OF UNDERSTANDING WITH THE PLUMBING BUREAU AS GUIDANCE IN DETERMINING THE RELATIVE RESPONSIBILITIES FOR REVIEWING SERVICE LINES. THE CONDITIONS OF SUBSECTIONS 542.07.A AND 542.07.B SHALL APPLY TO ALL POTABLE SERVICED CONSTRUCTED OR RECONSTRUCTED AFTER APRIL 15, 2007 AND WHERE THE DEPARTMENT OR THE QLPE IS THE REVIEWING AUTHORITY.*
   a. *PARALLEL INSTALLATION REQUIREMENTS.*
   i. *POTABLE MAINS IN RELATION TO NON–POTABLE MAINS.*
      (1) *GREATER THAN TEN (10) FEET SEPARATION: NO ADDITIONAL REQUIREMENTS BASED ON SEPARATION DISTANCE.*
      (2) *TEN (10) FEET TO (6) FEET SEPARATION: SEPARATE TRENCHES, WITH POTABLE MAIN ABOVE NON–POTABLE MAIN, AND NON–POTABLE MAIN CONSTRUCTED WITH POTABLE WATER CLASS PIPE.*
      (3) *LESS THAN (6) FEET SEPARATION: DESIGN ENGINEER TO SUBMIT DATA TO THE DEPARTMENT FOR REVIEW AND APPROVAL SHOWING THAT THIS INSTALLATION WILL PROTECT PUBLIC HEALTH AND THE ENVIRONMENT AND NON–POTABLE TO BE CONSTRUCTED OF POTABLE WATER CLASS PIPE.*
      (4) *NON–POTABLE MAINS ARE PROHIBITED FROM BEING LOCATED IN THE SAME TRENCH AS POTABLE MAINS.*
      (5) *PRESSURE WASTEWATER MAINS OR OTHER PRESSURIZED MAINS OR LINES CONTAINING NON–POTABLE FLUIDS SHALL BE NO CLOSER HORIZONTALLY THAN TEN (10) FEET FROM POTABLE MAINS.*
   ii. *NEW POTABLE SERVICES IN RELATION TO NON–POTABLE SERVICES, NEW POTABLE SERVICES IN RELATION TO NON–POTABLE MAINS, AND NEW NON–POTABLE SERVICES IN RELATION TO POTABLE MAINS.*
      (1) *GREATER THAN SIX (6) FEET SEPARATION: NO ADDITIONAL REQUIREMENTS BASED ON SEPARATION DISTANCE.*
      (2) *LESS THAN SIX (6) FEET SEPARATION: DESIGN ENGINEER TO SUBMIT DATA THAT THIS INSTALLATION WILL PROTECT PUBLIC HEALTH AND THE ENVIRONMENT AND NON–POTABLE SERVICE CONSTRUCTED WITH POTABLE WATER CLASS PIPE.*
      (3) *NEW POTABLE SERVICES ARE PROHIBITED FROM BEING LOCATED IN THE SAME TRENCH AS NON–POTABLE MAINS OR NON–POTABLE SERVICES.*
   b. *REQUIREMENTS FOR POTABLE WATER MAINS OR SERVICES CROSSING NON–POTABLE WATER MAINS OR SERVICES. FOR PURPOSES OF THIS SECTION, THE TERM "PIPELINES" APPLIES TO BOTH MAINS AND SERVICES.*
   i. *IF THERE IS EIGHTEEN (18) INCHES OR MORE VERTICAL SEPARATION WITH THE POTABLE WATER PIPELINE ABOVE THE NON–POTABLE PIPELINE, THEN THE POTABLE PIPELINE JOINTS MUST BE AS FAR AS POSSIBLE FROM THE NON–POTABLE PIPELINE.*
   ii. *IF THERE IS EIGHTEEN (18) INCHES OR MORE VERTICAL SEPARATION WITH THE POTABLE WATER PIPELINE BELOW THE NON–POTABLE PIPELINE, THEN THE POTABLE PIPELINE JOINTS MUST BE AS FAR AS POSSIBLE FROM THE NON–POTABLE PIPELINE, AND THE NON–POTABLE PIPELINE MUST BE SUPPORTED THROUGH THE CROSSING TO PREVENT SETTLING.*
   iii. *LESS THAN EIGHTEEN (18) INCHES VERTICAL SEPARATION:*
      (1) *POTABLE PIPELINE JOINT TO BE AS FAR AS POSSIBLE FROM THE NON–POTABLE PIPELINE, EITHER:*
         (a) *NON–POTABLE PIPELINE CONSTRUCTED WITH POTABLE WATER CLASS PIPE FOR A MINIMUM OF TEN (10) FEET EITHER SIDE OF POTABLE PIPELINE WITH A SINGLE TWENTY (20) FOOT SECTION OF POTABLE WATER CLASS PIPE CENTERED ON THE CROSSING; OR*
         (b) *SLEEVE NON–POTABLE OR POTABLE PIPELINE WITH POTABLE WATER CLASS PIPE FOR TEN (10) FEET EITHER SIDE OF CROSSING. USE OF HYDRAULIC CEMENTITIOUS MATERIALS SUCH AS CONCRETE, CONTROLLED DENSITY FIL, AND CONCRETE SLURRY ENCASEMENT IS NOT ALLOWED AS A SUBSTITUTE FOR SLEEVING.*
      (2) *IF POTABLE PIPELINE IS BELOW NON–POTABLE PIPELINE, THE NON–POTABLE PIPELINE MUST ALSO BE SUPPORTED THROUGH THE CROSSING TO PREVENT SETTLING.*
   iv. *PRESSURE WASTEWATER MAINS OR OTHER PRESSURIZED MIANS OR LINES CONTAINING NON–POTABLE FLUIDS SHALL BE NO CLOSER VERTICALLY THAN EIGHTEEN (18) INCHES FROM POTABLE MAINS.*
   c. *EXISTING POTABLE SERVICES IN RELATION TO NEW NON–POTABLE MAINS, EXISTING NON–POTABLE SERVICES IN RELATION TO NEW POTABLE MAINS, AND EXISTING POTABLE SERVICES IN RELATION TO NEW NON–POTABLE SERVICES SHALL MEET THE REQUIREMENTS OF SUBSECTION 542.07.B, WHERE PRACTICAL, BASED ON COST, CONSTRUCTION FACTORS, AND PUBLIC HEALTH SIGNIFICANCE. IF THE DEPARTMENT DETERMINES THAT THERE ARE SIGNIFICANT HEALTH CONCERNS WITH THESE SERVICES, SUCH AS WHERE A LARGE EXISTING SERVICES SERVES AN APARTMENT BUILDING OR A SHOPPING CENTER, THEN THE DESIGN SHALL CONFORM WITH SUBSECTION 542.07.B.*

WATER DETAILS

WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.

C6.3

49 OF 59

JOB NO. WNZ-03

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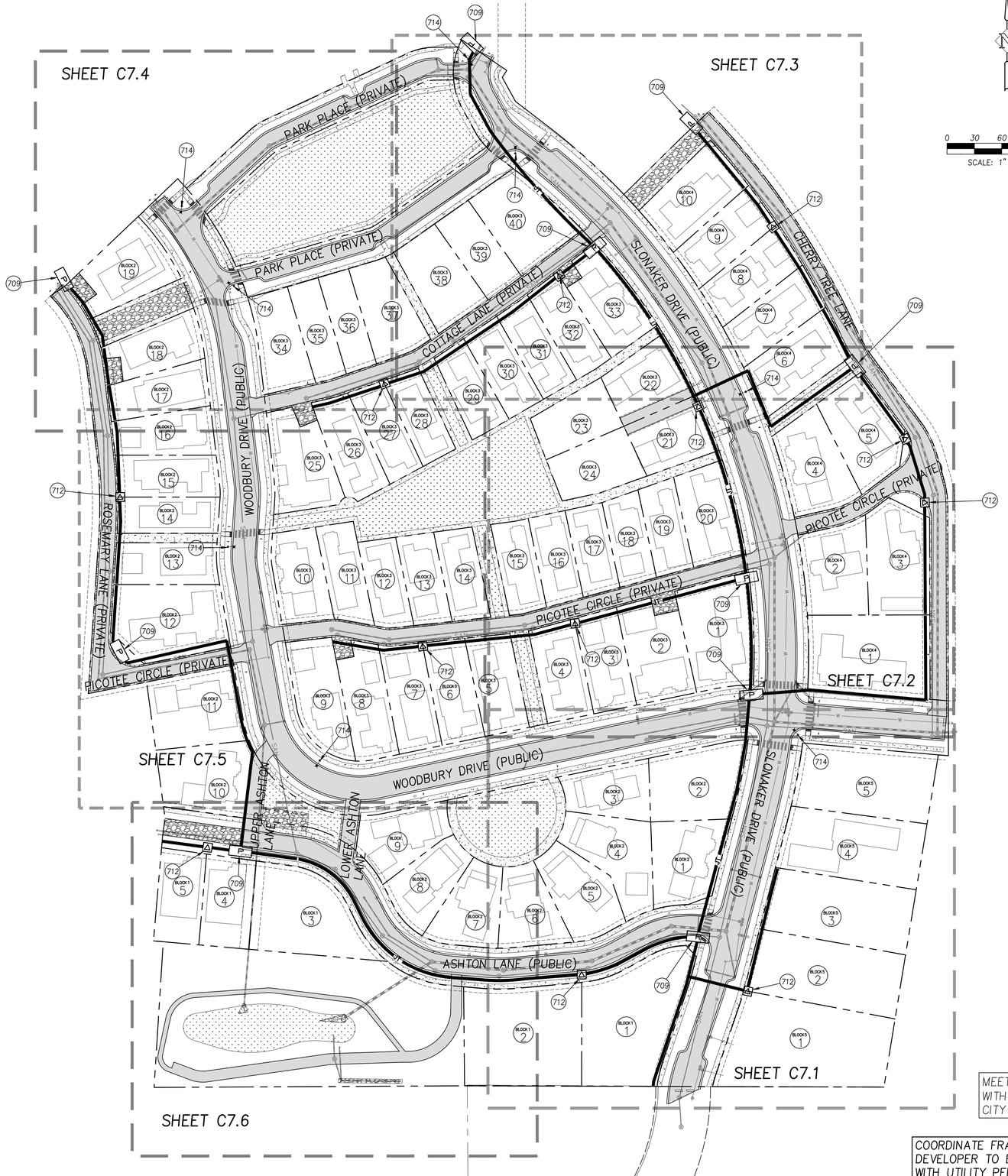
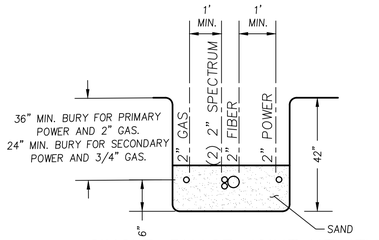


0 30 60 120

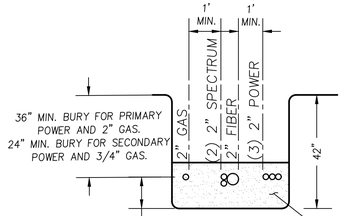
SCALE: 1" = 60'

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



SINGLE-PHASE JOINT UTILITY TRENCH

N.T.S.



3-PHASE JOINT UTILITY TRENCH

N.T.S.

LEGEND

- STORM MAIN
- SAN — SANITARY MAIN
- W — W — WATER MAIN
- JT — 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

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

DESIGNED:	SAS
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DATE:	SEPT 19, 2022

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.

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JOB NO. WNZ-03

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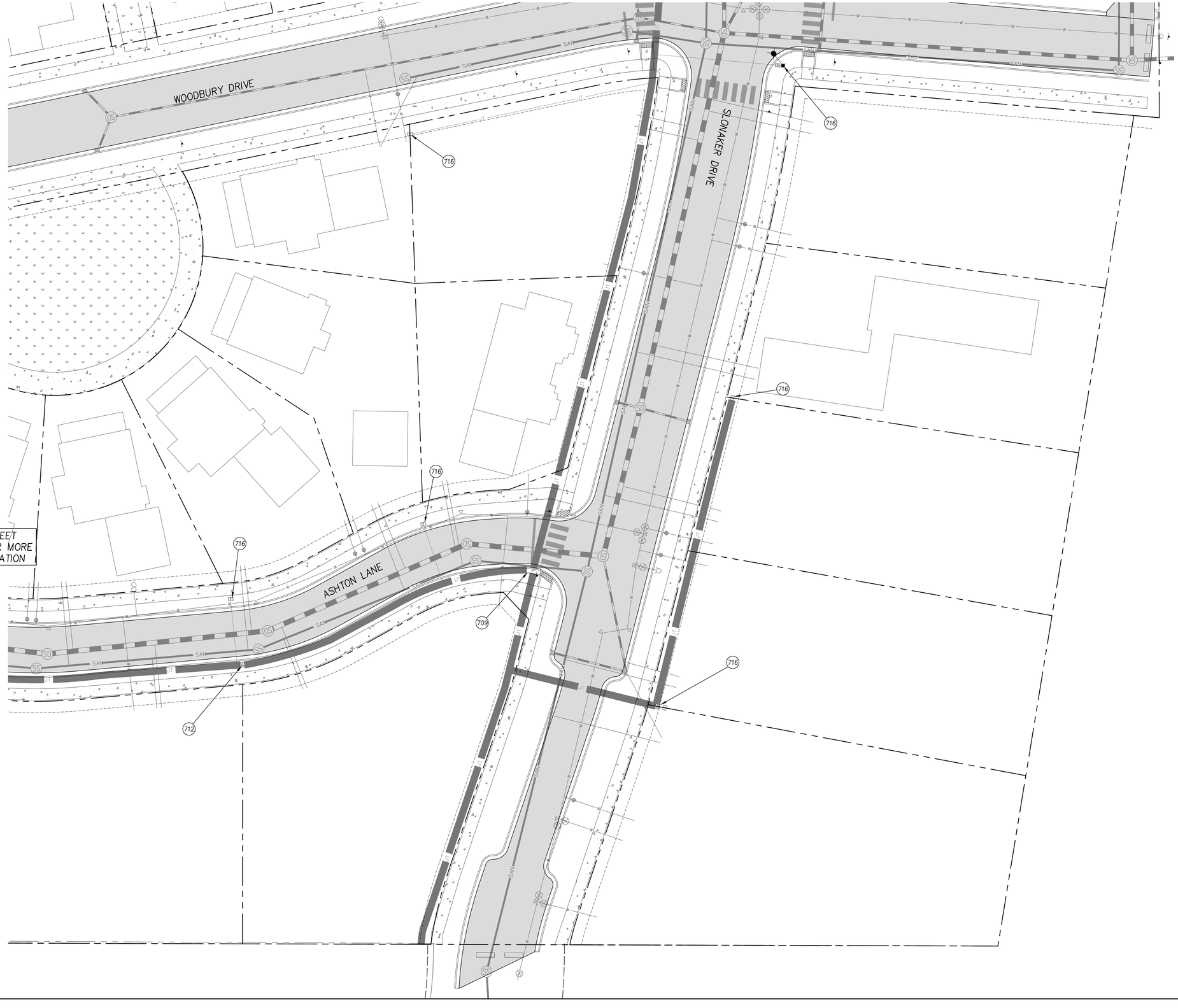
SEE SHEET 7.2 FOR MORE INFORMATION



SEE SHEET 7.6 FOR MORE INFORMATION

0 10 20 40

SCALE: 1" = 20'

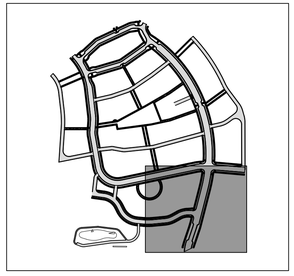
CONSTRUCTION NOTES

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

SOUTHEAST FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS

SynTierEngineering, Inc.
405 SE Bretsford Drive, Suite C Pullman, WA 99163
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DATE:	SEPT 19, 2022

REVISIONS

NO.	DATE	DESCRIPTION

SHEET NO.

C7.1

51 OF 59

JOB NO. WNZ-03

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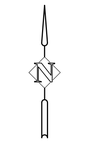
SEE SHEET 7.3 FOR MORE INFORMATION

SEE SHEET 7.5 FOR MORE INFORMATION

SEE SHEET 7.1 FOR MORE INFORMATION



0 10 20 40

SCALE: 1" = 20'

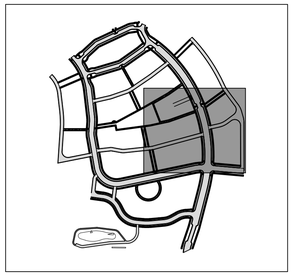
CONSTRUCTION NOTES

(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

EAST FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS

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

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.

C7.2

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JOB NO. WNZ-03

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NORTHEAST FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS

0 10 20 40

SCALE: 1" = 20'

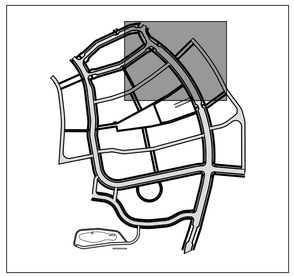
CONSTRUCTION NOTES

(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

SYNTIER Engineering, Inc.
405 SE Bretsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

DESIGNED:	SAS	CHECKED:	SAS
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NO.	DATE	DESCRIPTION

REVISIONS

SHEET NO.

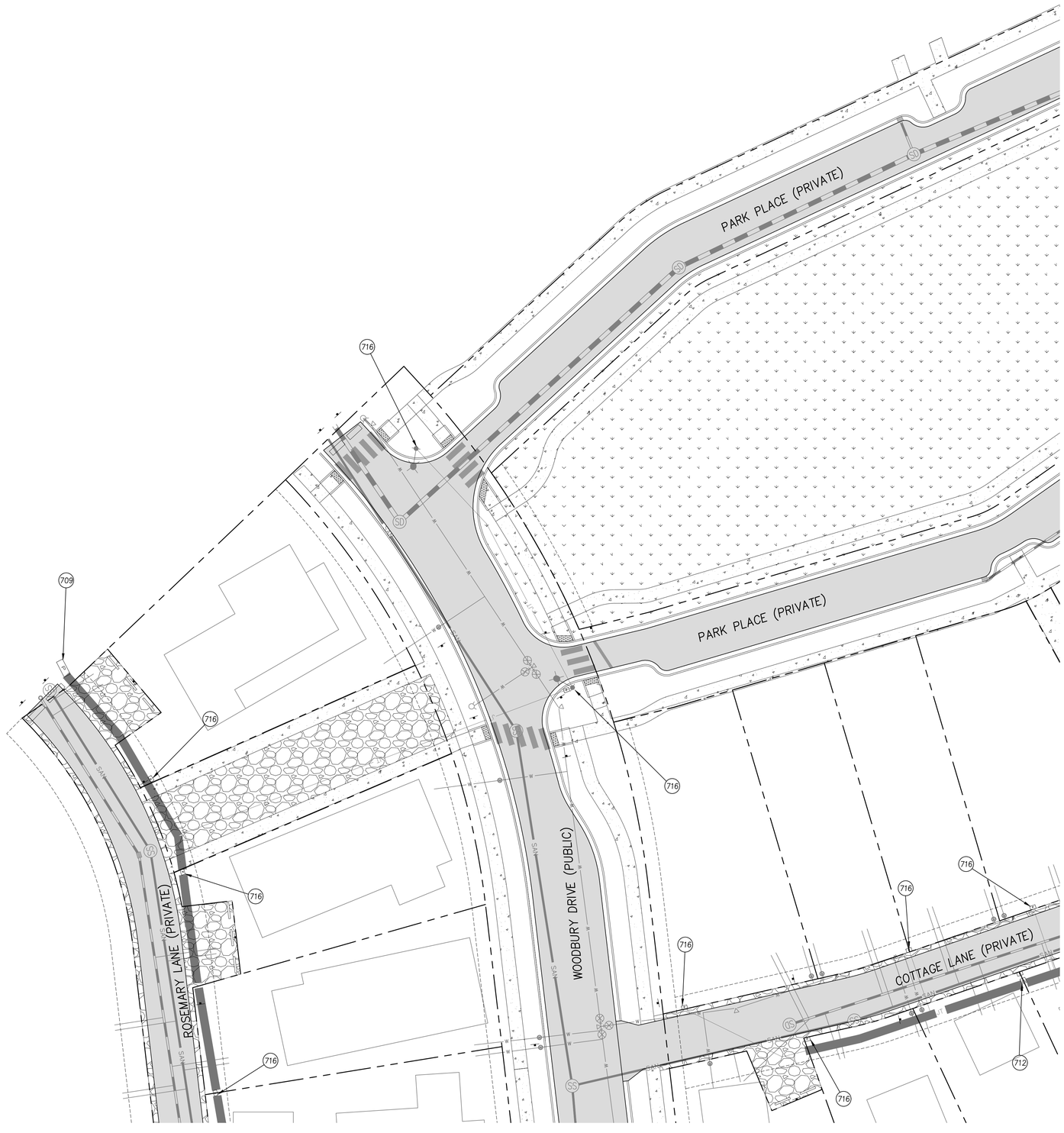
C7.3

53 OF 59

JOB NO. WNZ-03

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C7.3-NE FRANCHISE PLAN.dwg

NORTHWEST FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS



SEE SHEET 7.3 FOR MORE INFORMATION

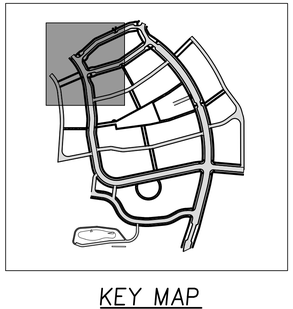
CONSTRUCTION NOTES

(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

SEE SHEET 7.5 FOR MORE INFORMATION

SynTerEngineering, Inc.
405 SE Bretsford Drive, Suite C Pullman, WA 99163
www.SynTerEngr.com 509.339.6187

PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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

REVISIONS

NO.	DESCRIPTION	DATE

SHEET NO.
C7.4
54 OF 59

JOB NO.
WNZ-03

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0 10 20 40

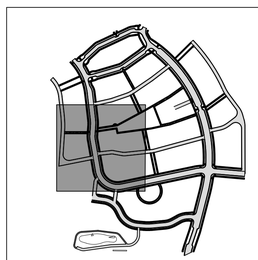
SCALE: 1" = 20'

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.



KEY MAP

WEST FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS

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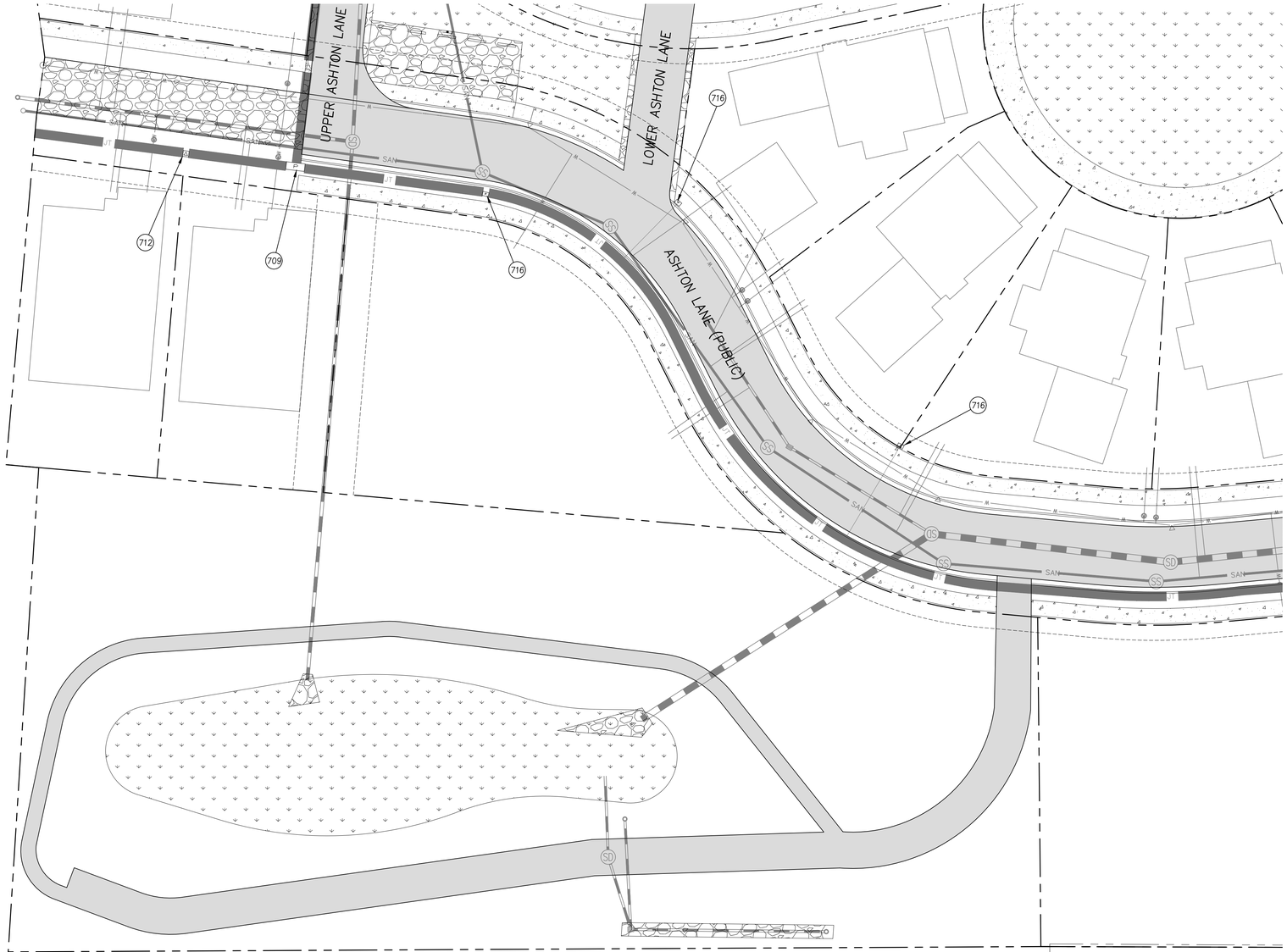
SEE SHEET 7.5 FOR MORE INFORMATION



0 10 20 40

SCALE: 1" = 20'

CONSTRUCTION NOTES

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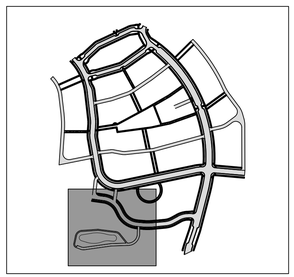
716 INSTALL HAND HOLE PER AVISTA STANDARDS.

SEE SHEET 7.1 FOR MORE INFORMATION



KEY MAP

SOUTHWEST FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS

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SHEET NO.
C7.6
56 OF 59

JOB NO. WNZ-03

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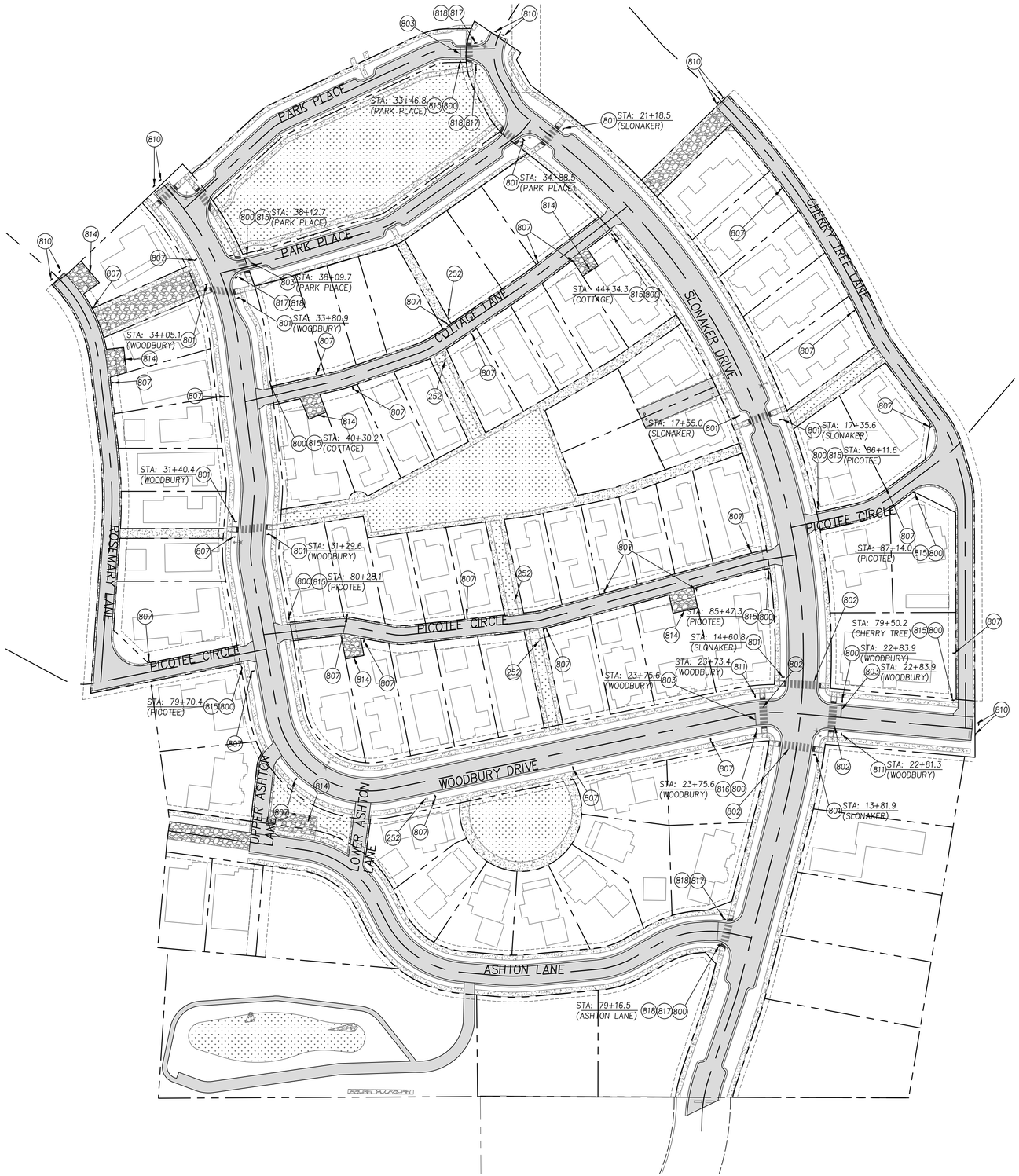

0 30 60 120

SCALE: 1" = 60'

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

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408 SE Bishford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED 16186 STATE OF IDAHO SCOTT A SUMNER

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REVISIONS

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JOB NO. WNZ-03

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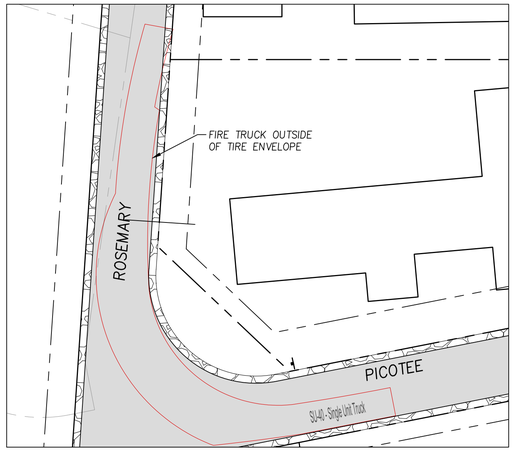
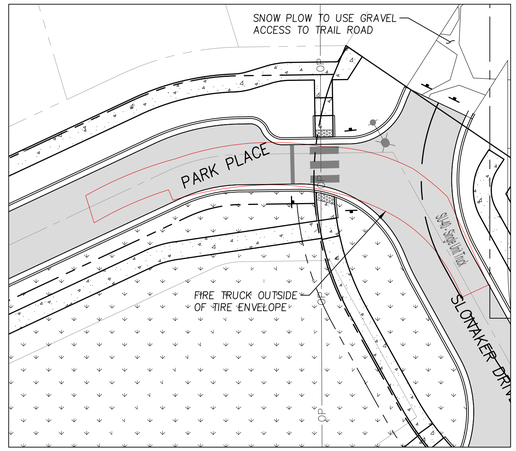


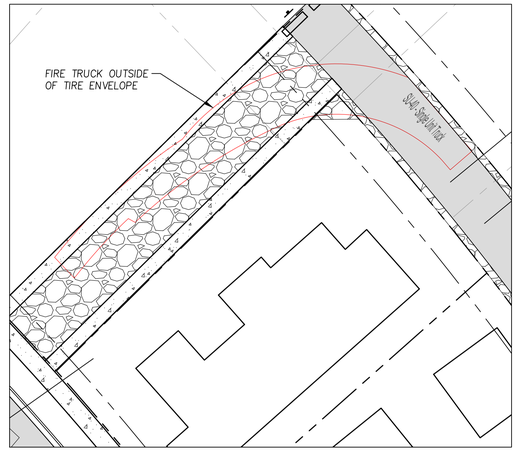
1– PICOTEE CIRCLE RT ROSEMARY LANE

SCALE: 1" =20'



2 –SLONAKER LT NORTH PARK LANE

SCALE: 1" =20'

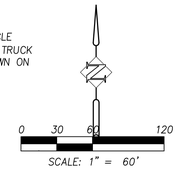


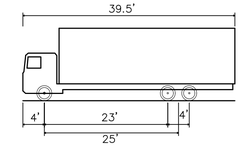
3 – CHERRY TREE LANE LT TO TEMP FIRE ACCESS

SCALE: 1" =20'

FIRE TRUCK NOTES:

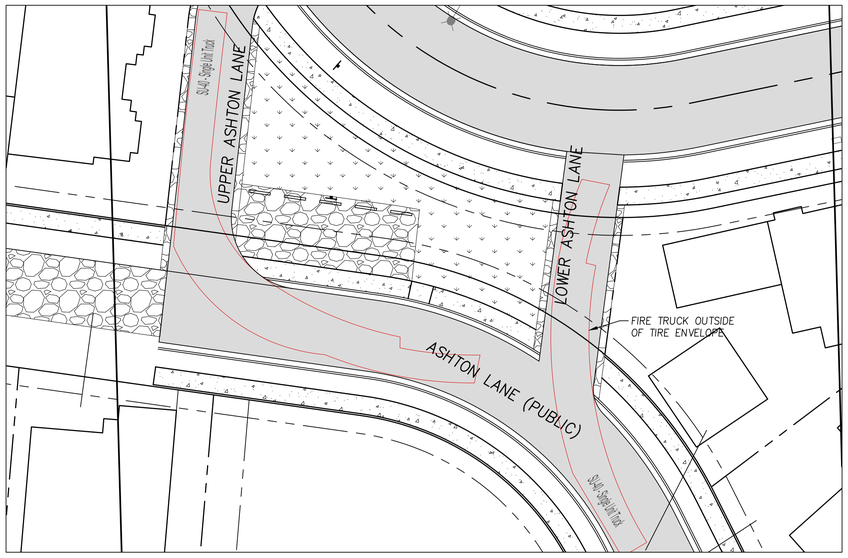
FIRE TRUCK MOVEMENTS ANALYZED WITH AUTODESK VEHICLE TRACKING 2022. VEHICLE USED WAS A 40' SINGLE-UNIT TRUCK PER THE REQUEST OF THE FIRE MARSHALL. OUTLINE SHOWN ON PLANS IS THE WHEEL PATH OF THE VEHICLE.





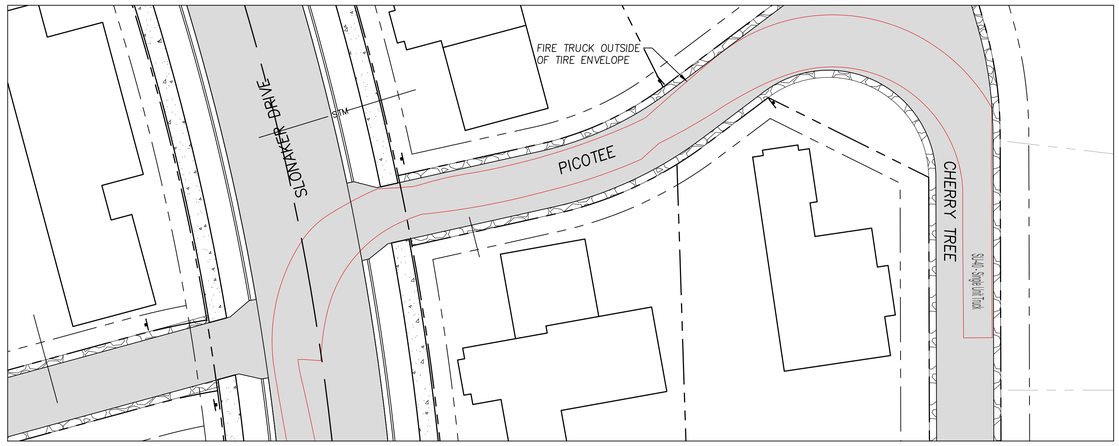
OVERALL LENGTH	40.000 FT
OVERALL WIDTH	8.000 FT
OVERALL BODY HEIGHT	13.500 FT
MIN BODY GROUND CLEARANCE	1.367 FT
TRACK WIDTH	8.000 FT
MAX STEERING ANGLE (VIRTUAL)	31.80°

SU-40 – SINGLE UNIT TRUCK



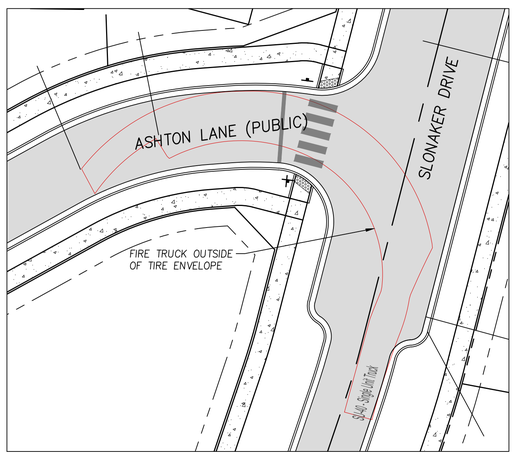
4 – ASHTON LANE RT UNNAMED ACCESS

SCALE: 1" =20'



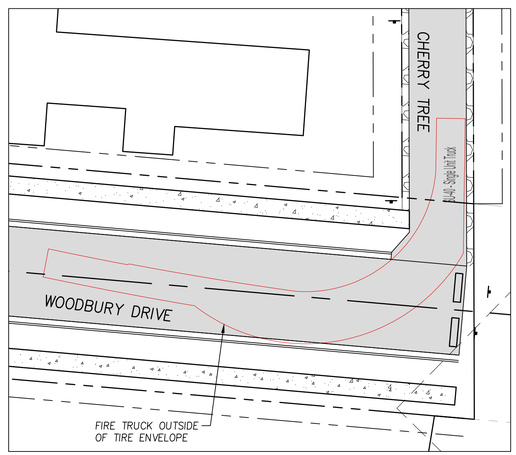
5 – CHERRY TREE LANE LT PICOTEE CIRCLE LT SLONAKER DRIVE

SCALE: 1" =20'



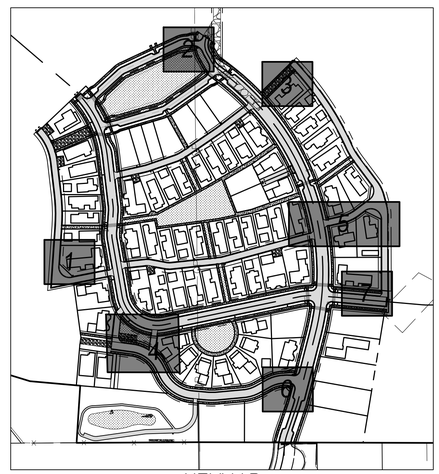
6 – SLONAKER DRIVE LT ASHTON LANE

SCALE: 1" =20'



7 – CHERRY TREE LANE RT WOODBURY DRIVE

SCALE: 1" =20'



KEYMAP

FIRE TRUCK ACCESS PLAN

WOODBURY CONSTRUCTION PLANS

SYNTIER Engineering, Inc.
408 SE Bretsford Drive, Suite C Pullman, WA 99163
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SHEET NO.

C9.0

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JOB NO. WNZ-03

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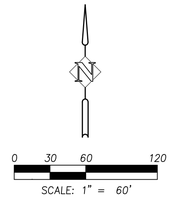
OVERALL IMPROVEMENTS PLAN

SCALE: 1" = 60'



SCALE: 1" = 60'

CONSTRUCTION NOTES

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 MOSCOE STANDARD DRAWING 8.

259 INSTALL LEFT TURN SIGN PER MUTCD STANDARDS.

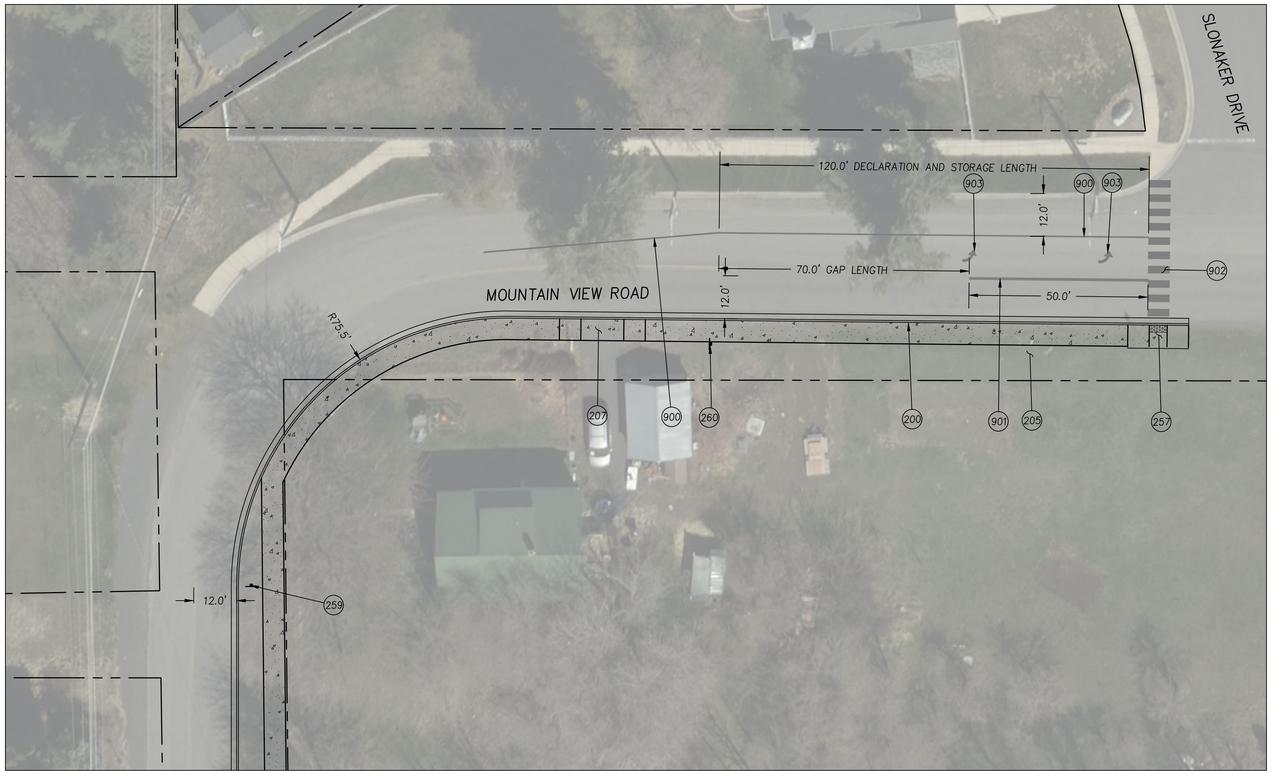
260 INSTALL CROSSWALK SIGN.

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.



CORNER SITE PLAN

SCALE: 1" = 20'

MOUNTAIN VIEW FRONTAGE IMPROVEMENTS
WOODBURY CONSTRUCTION PLANS

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

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59 OF 59

JOB NO. WNZ-03

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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

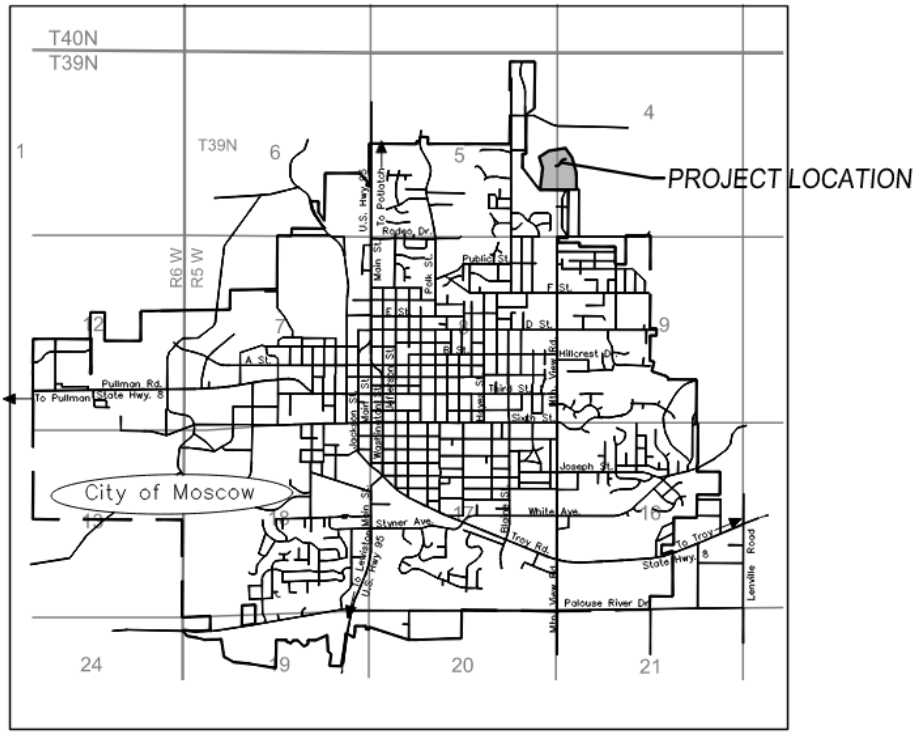
Mark Wintz
Woodbury Land LLC
1004 Dairy Lane
Moscow, ID 83843

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 Additions 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

30% post consumer content

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

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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

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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

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

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Figure 2: Woodbury 1st Addition General Layout

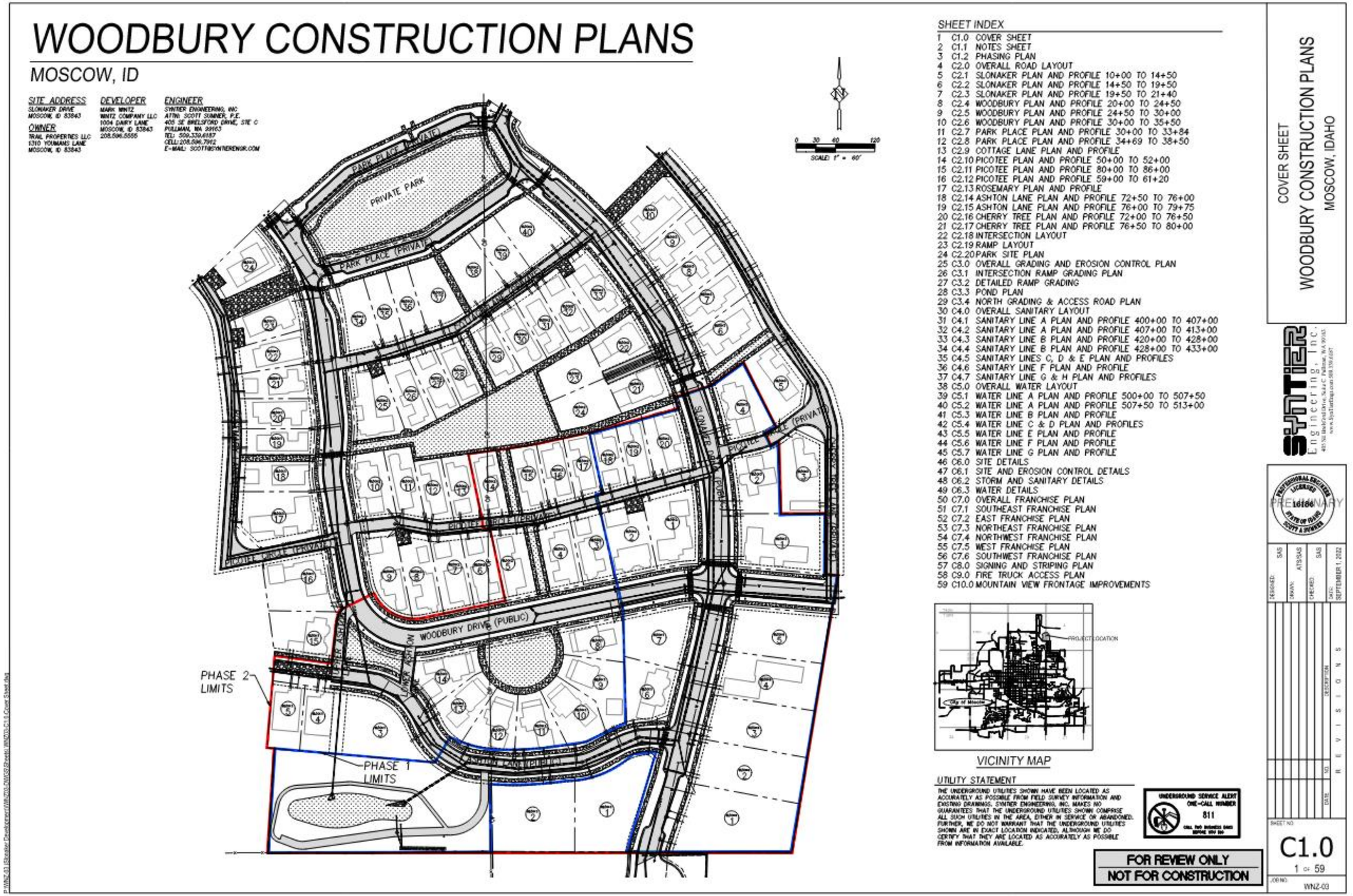
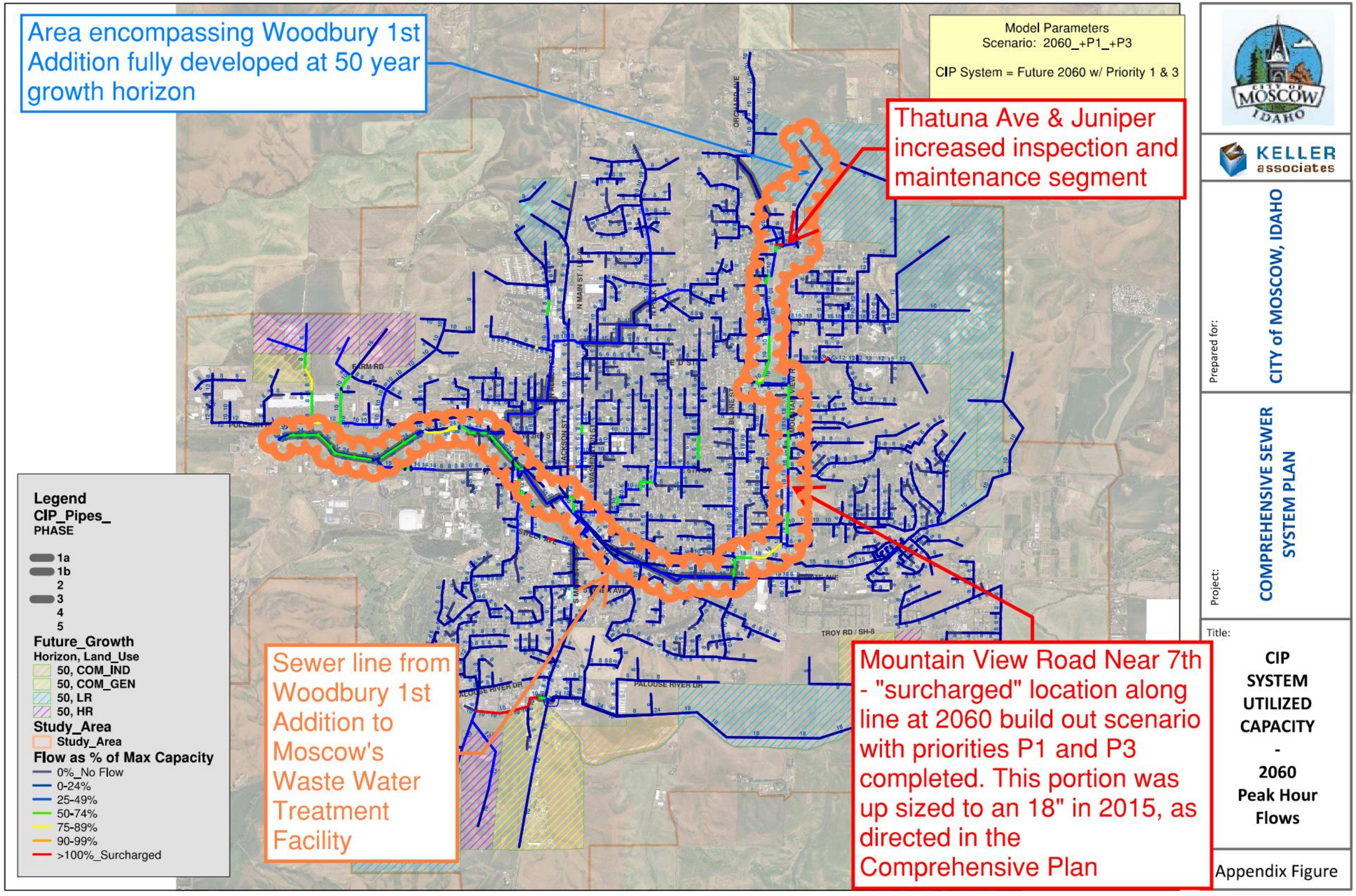


Figure 3: CSSP 50 Year Growth Horizon with Priorities Impacting the Logos Property Identified



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.

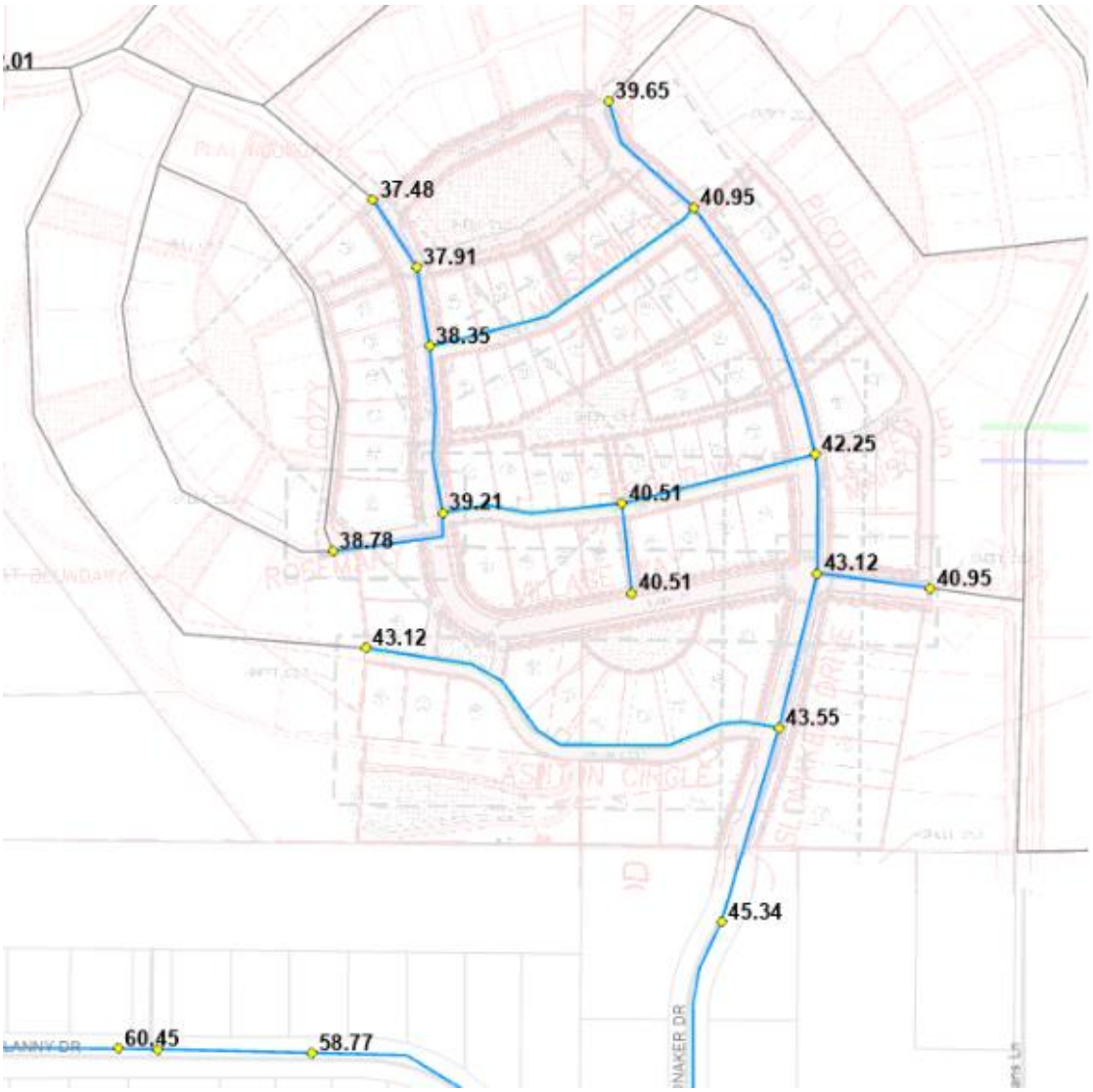
To obtain adequate pressures throughout the 1st Addition of the Woodbury Development, a small BPS could be placed on the 10-inch pipe feeding the development on Slonaker Drive. As fire flows can be met without pumping, the pump station would be sized to only meet domestic (non-fire flow) demands for 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.

Attachment A

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.

Attachment B

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)

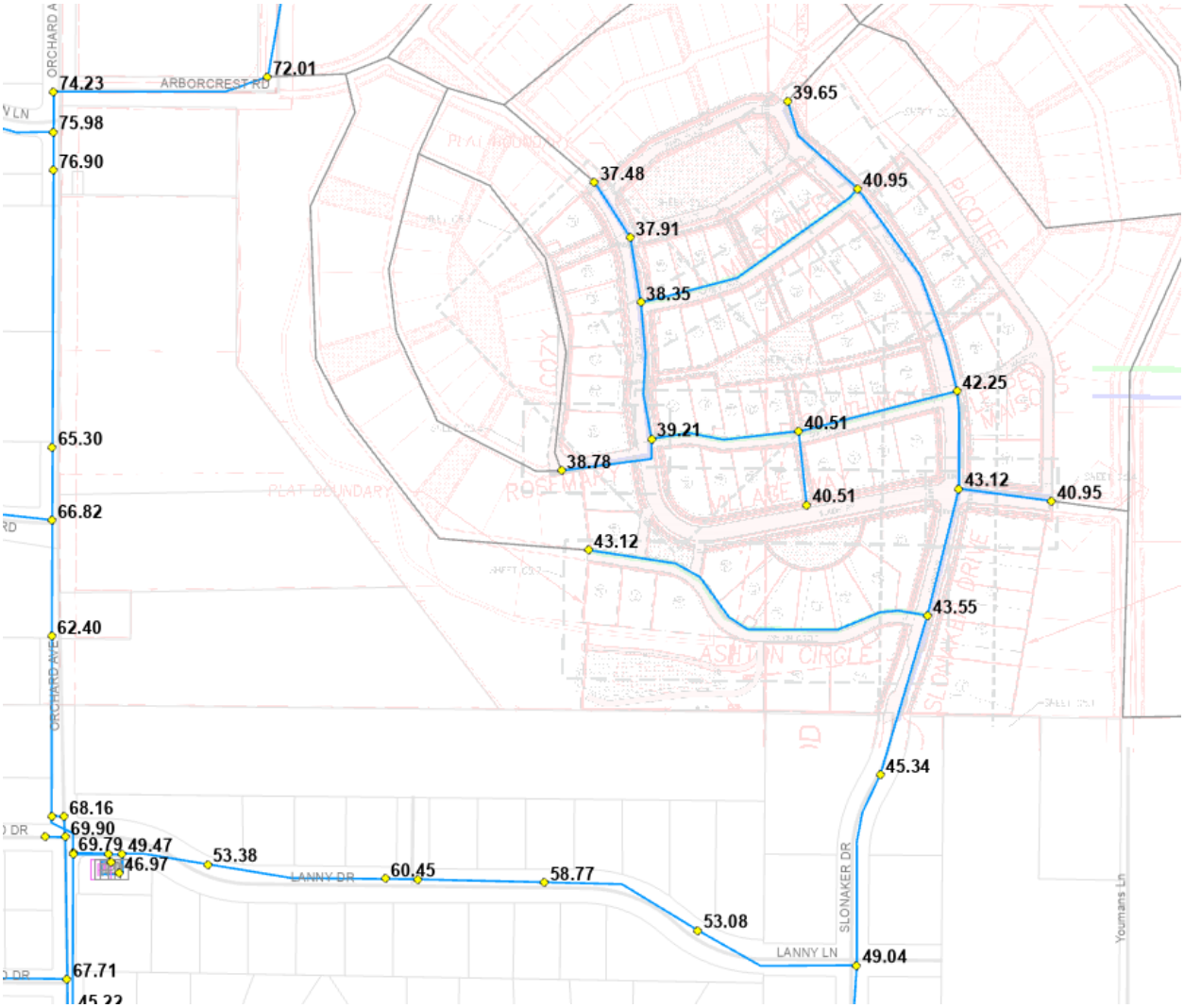


Figure 2. EPS winter low pressures without fire, part of Main Pressure Zone (psi)

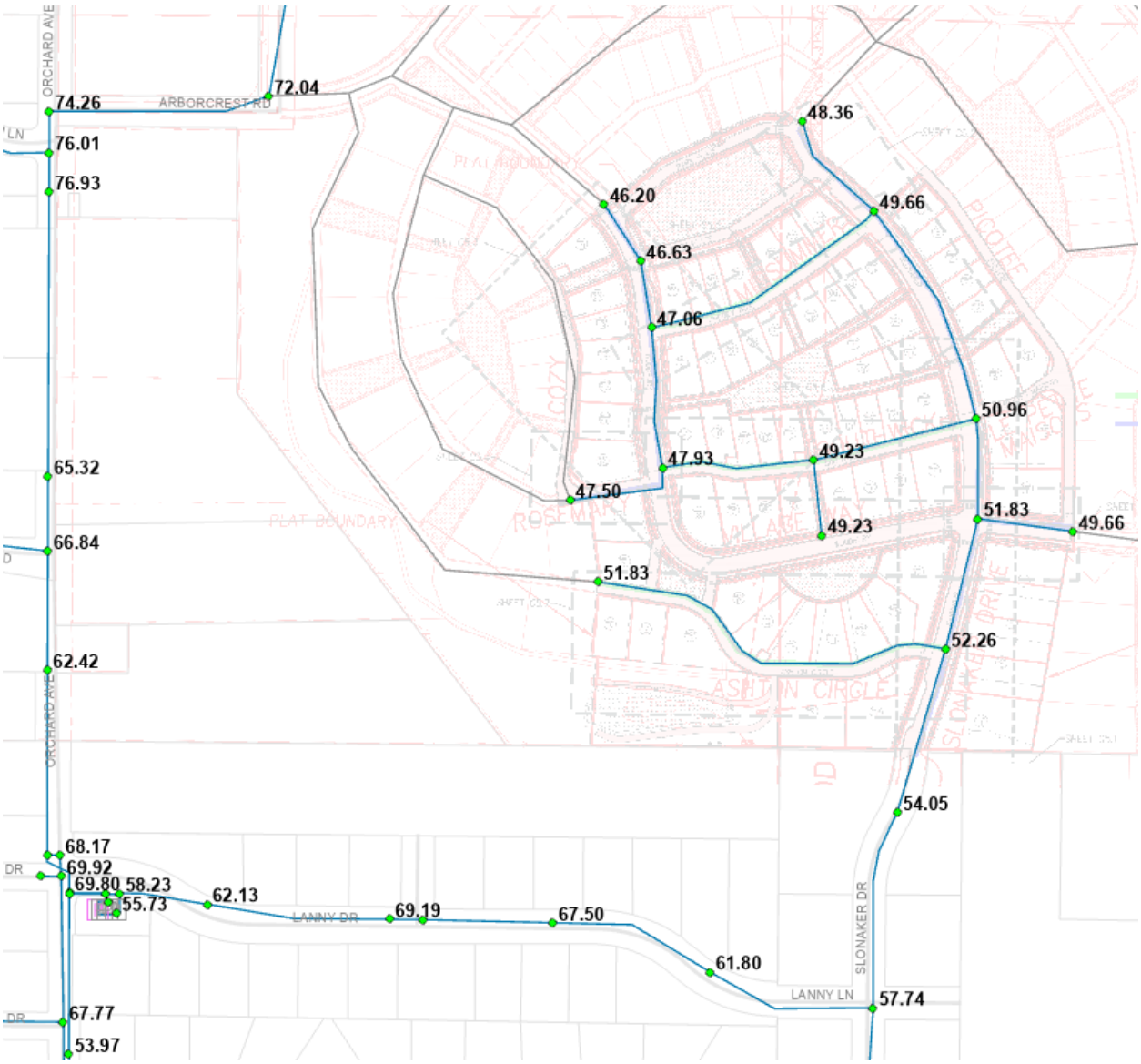


Figure 3. Steady-state pressure during MDD with fire suppression storage depleted, part of Main Pressure Zone (psi)

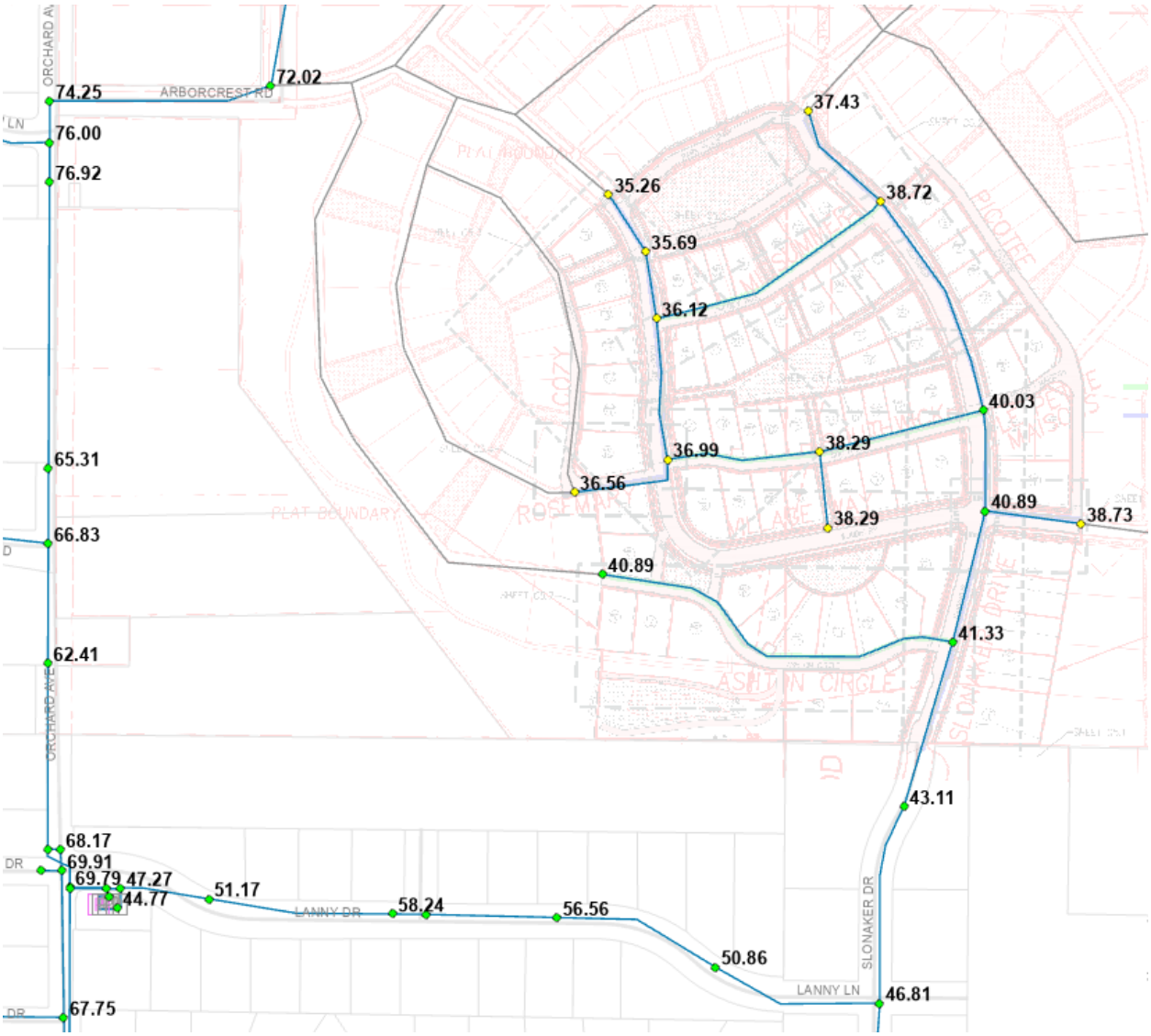


Figure 4. Steady-state available fire flow, part of Main Pressure Zone (gpm)

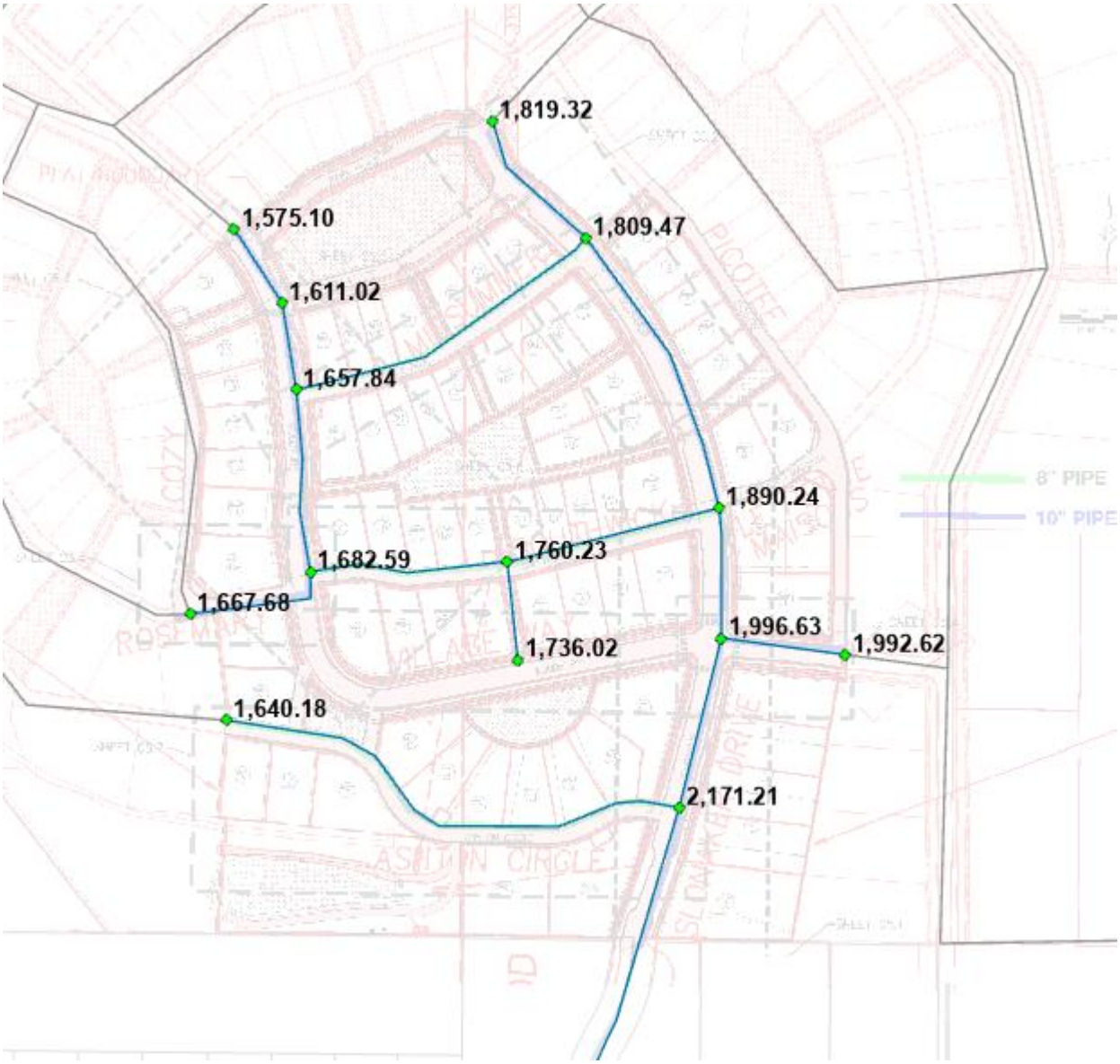


Figure 5. EPS summer low pressures without fire, part of Ponderosa Pressure Zone (psi)

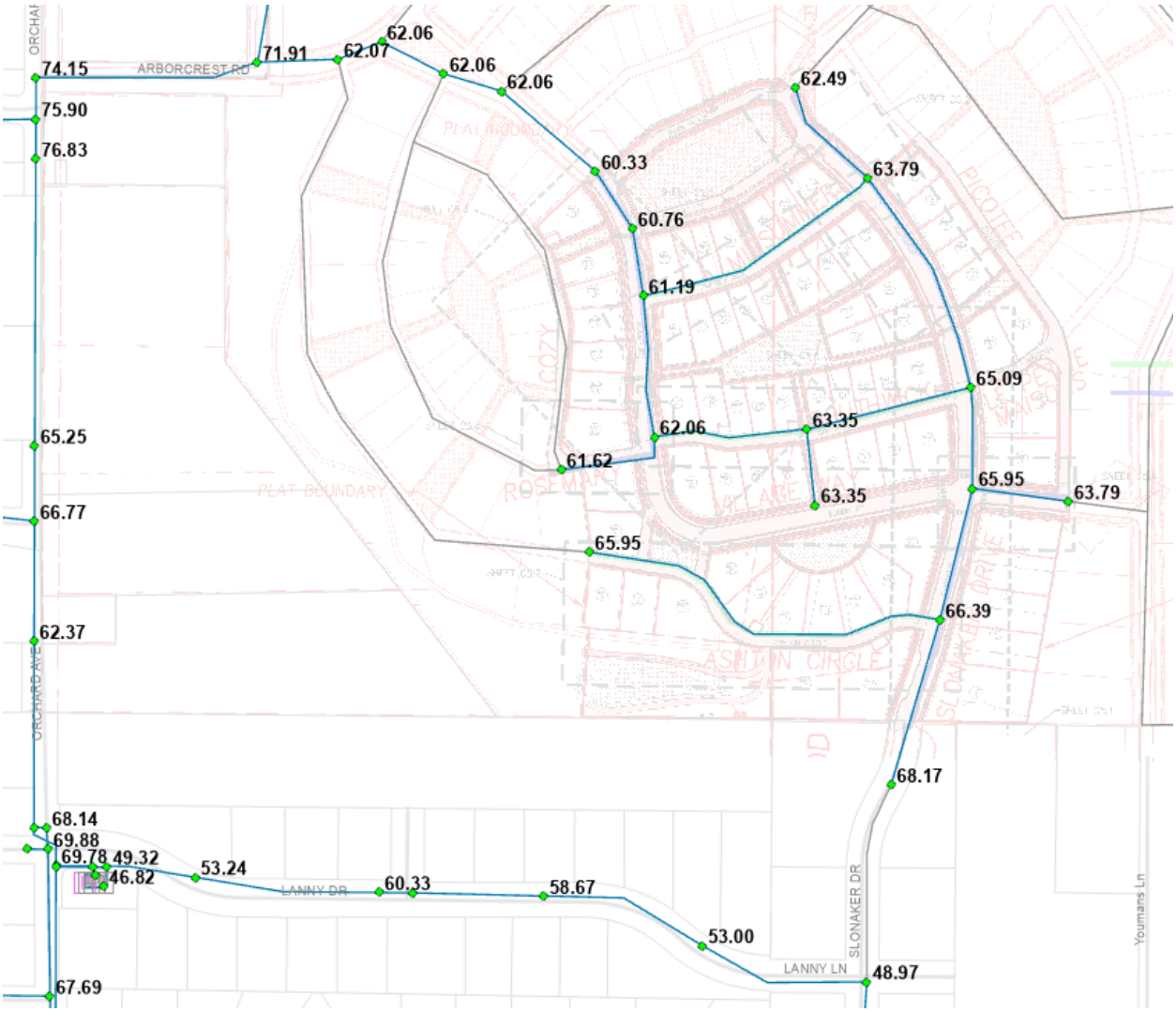


Figure 6. EPS winter low pressures without fire, part of Ponderosa Pressure Zone (psi)

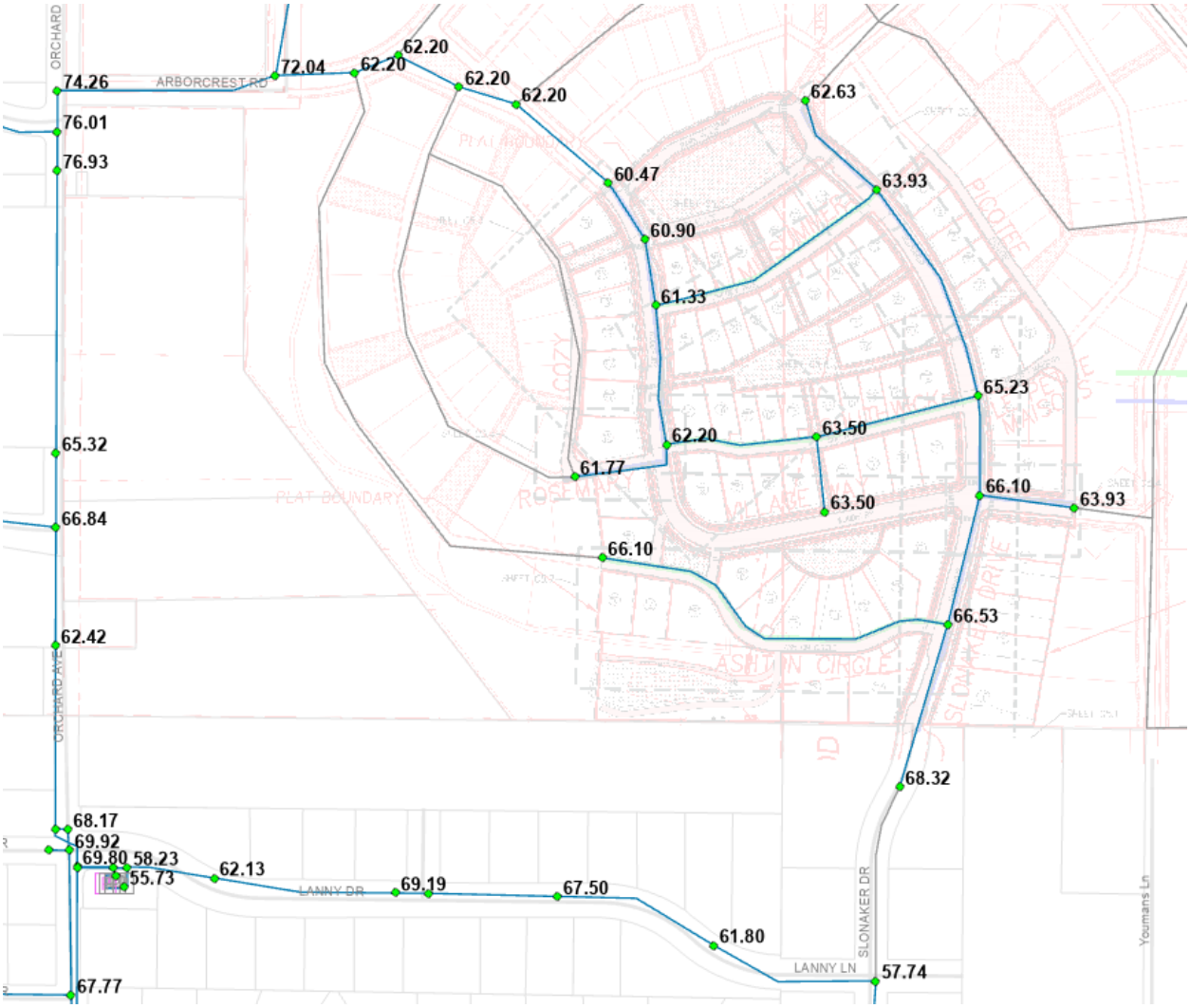
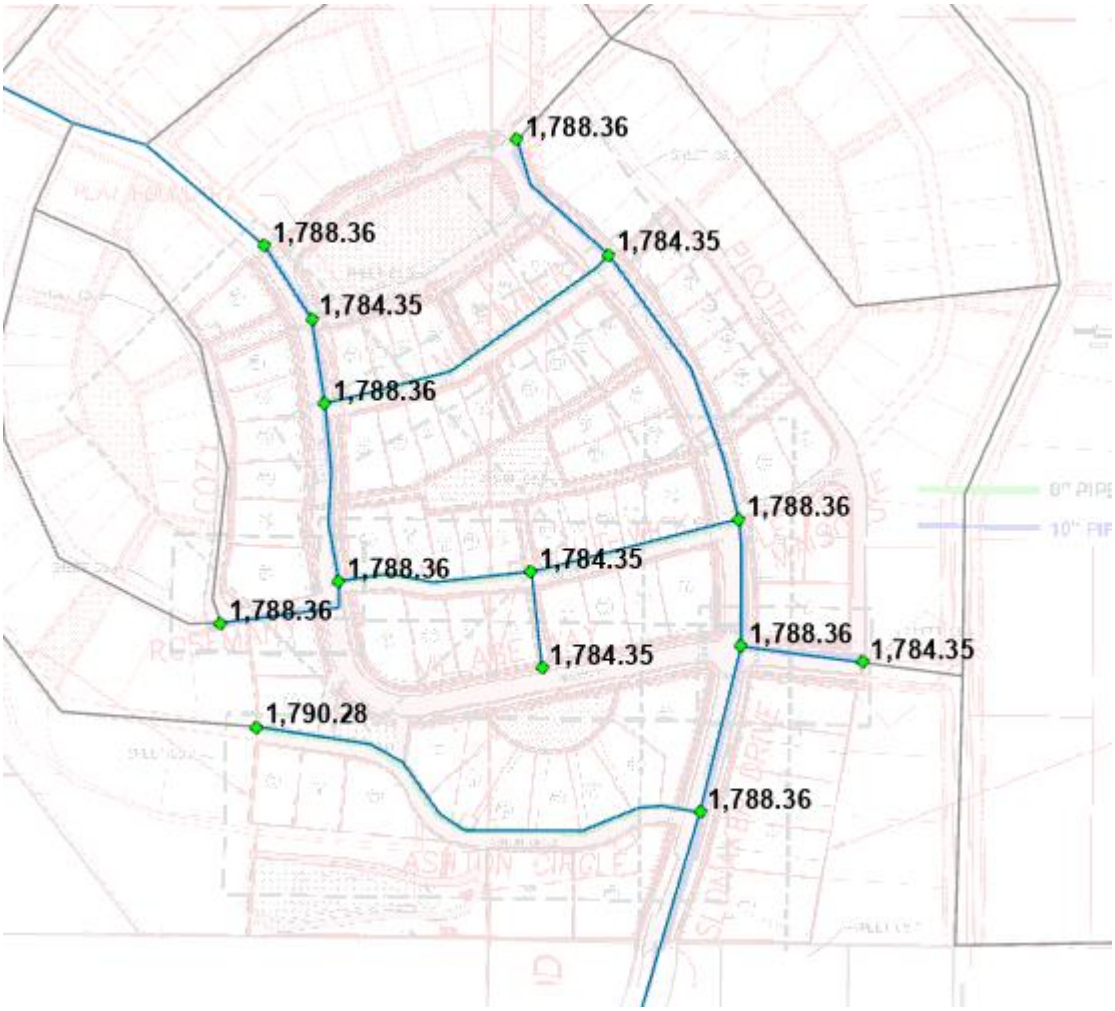


Figure 7. Steady-state available fire flow, part of Ponderosa Pressure Zone (gpm)



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.

Attachment C

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 Aborcrest 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:
1. Proposed Subdivision Name: Woodbury
2. Address(as) or Parcel Number(s): RP39N05W050015 & RP39N05W045553
3. Legal Description: *Please attach copy of full description.*
4. Gross area of all land involved: 17.12 acres, and/or _____ sq. ft.
5. Total Net Area of land area exclusive of proposed or existing public street and other public lands: 2.90 acres, and/or _____ square feet.
6. Total number of lots: 71 Average lot size: 7,978 sq. ft
7. 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 ≥ 20% shall be shaded or clearly indicated on the plans.

SUBMITTAL:

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

- Completed application.
- Copy of neighborhood meeting invitation, mailing list, attendance list and minutes.
- Payment of application fees.
- One full-sized Preliminary Plat Map and one electronic copy.

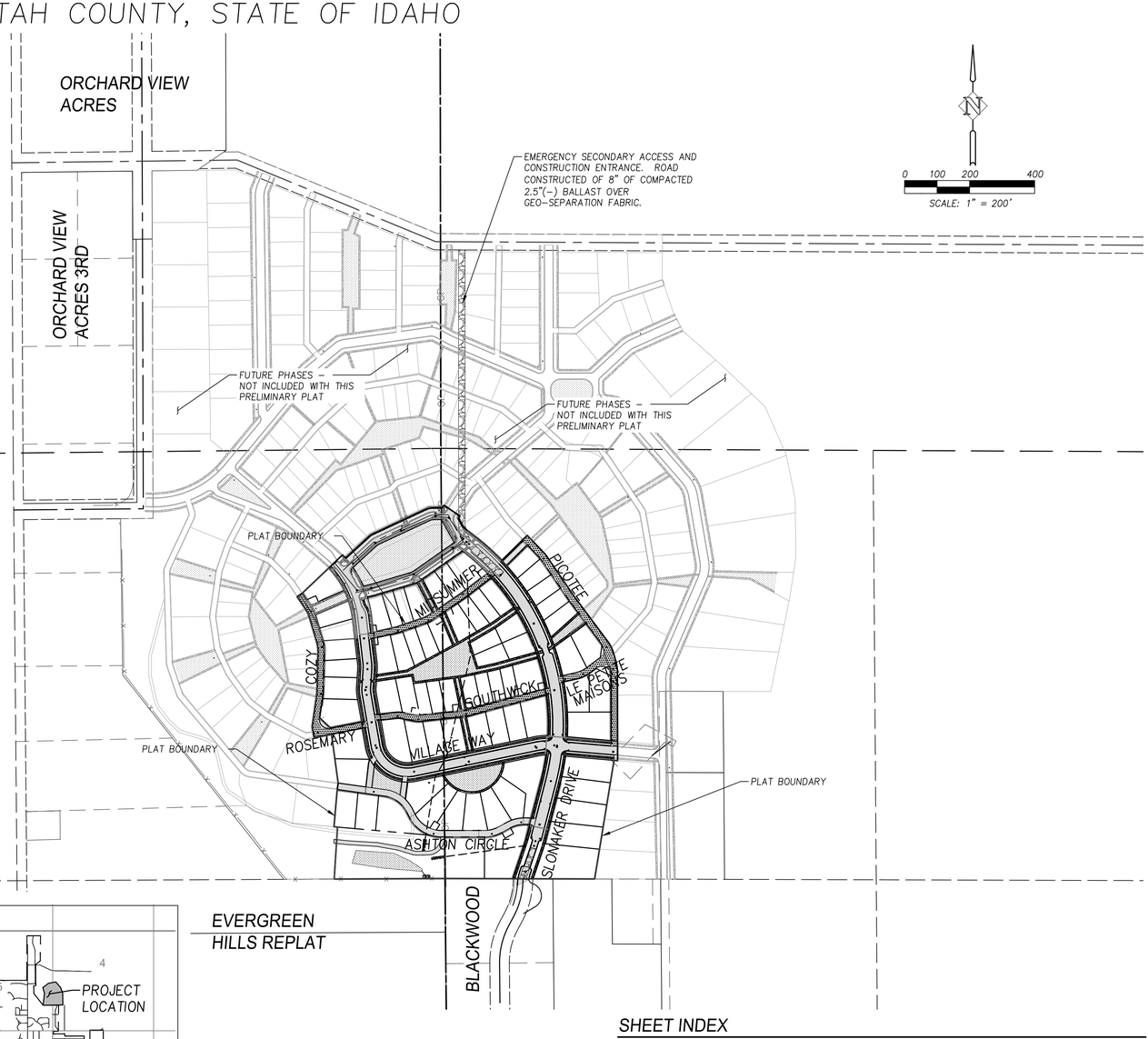
I understand this information is a public record and may be posted to a public website.

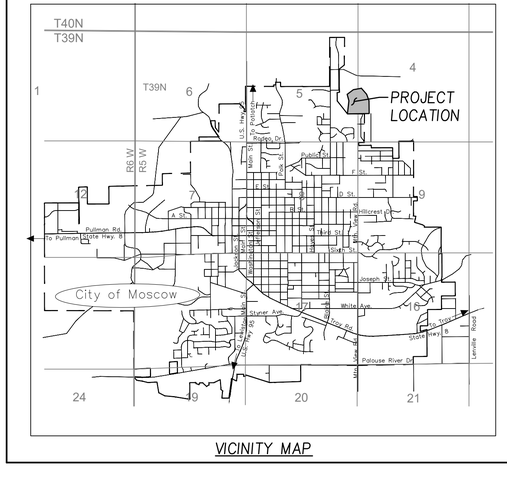
Applicant's Signature _____ Date 6/17/21

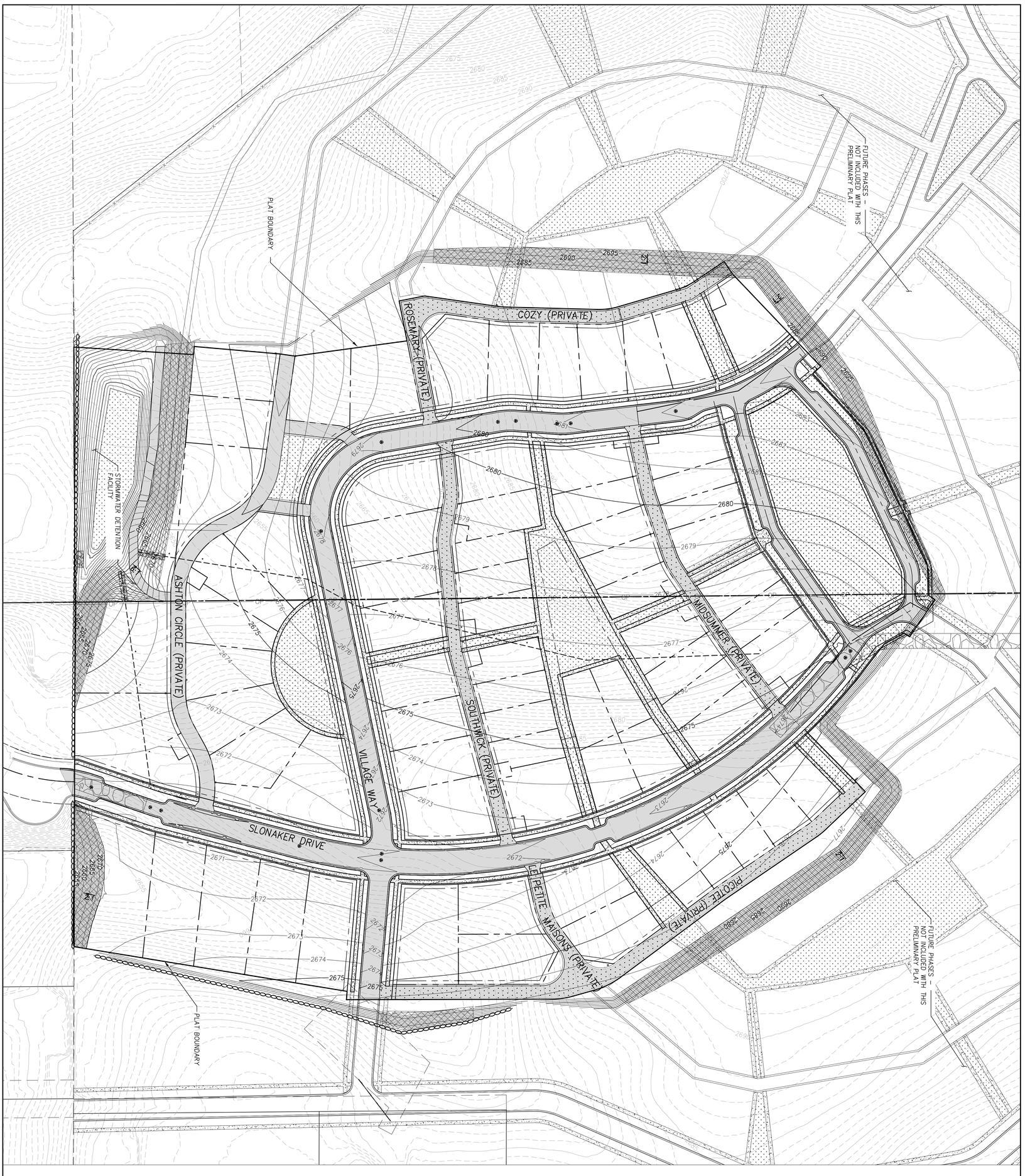
Property Owner's Signature (if different) _____ Date _____

WOODBURY PRELIMINARY PLAT

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




T40N
T39N
T39N
PROJECT LOCATION
City of Moscow
R6 W
R5 W
Pullman, Rd
To Pullman
Troy Rd.
Palouse River Dr.
Lewiston Road
White Ave.
Stuart Ave.
Joseph
Deakin
Nez Perce Dr.
Rodeo Dr.
Perimeter Dr.
Blaine St.
Elm St.
D St.
A St.
Woodcrest Dr.
Main St.
Sweet Ave.
Styner Ave.
Hwy 8
Hwy 95
Hwy 95
Hwy 95



SCALE: 1" = 60'

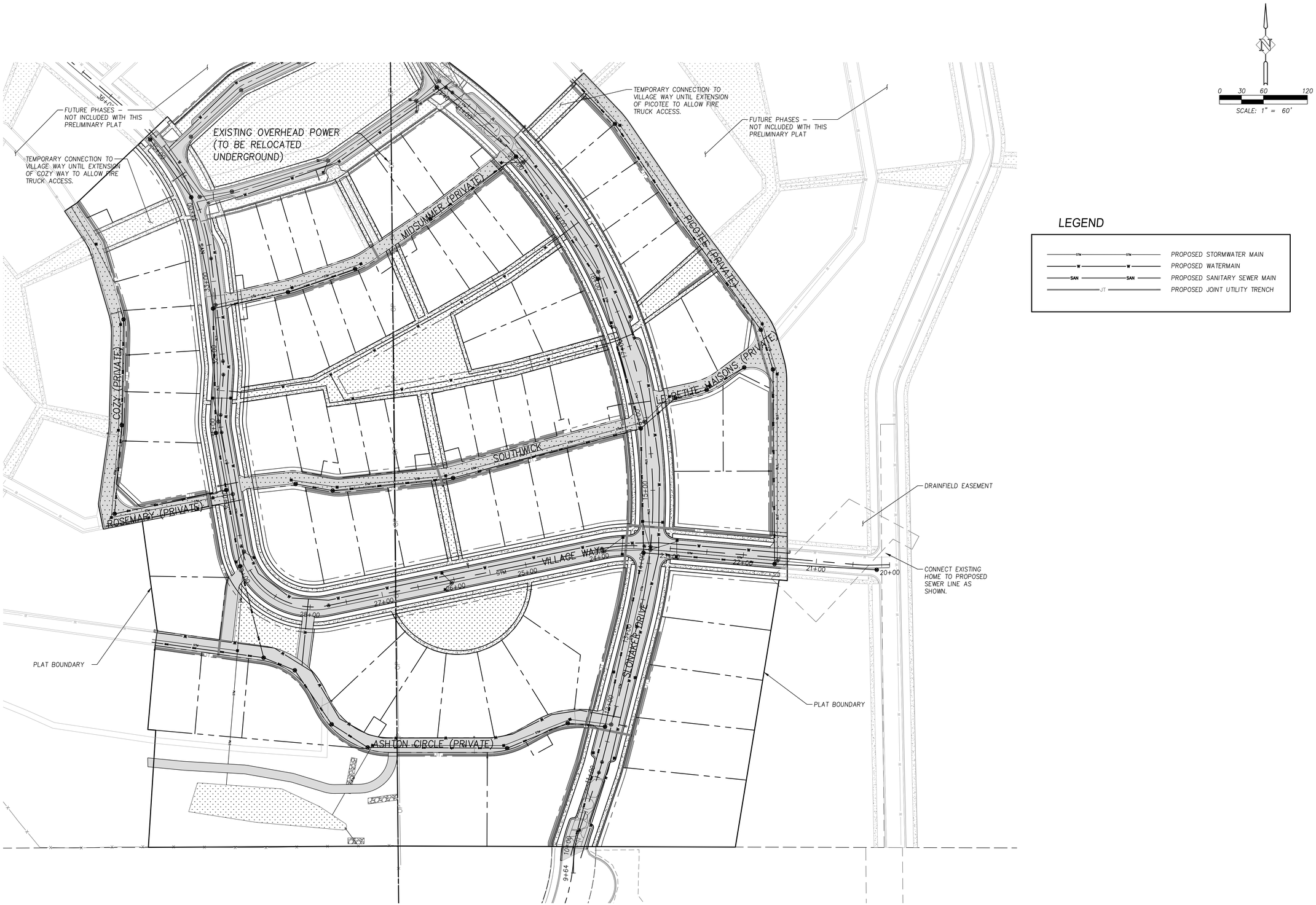
SHEET NO. C2.0 2 OF 9	DATE / NO. / DESCRIPTION	DESIGNED: SAS	PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A. SUMMER PRELIMINARY
JOB NO. WNZ-03	REVISIONS	DRAWN: ATS/SAS	
		CHECKED: SAS	
		DATE: AUGUST 5, 2021	

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

PRELIMINARY GRADING PLAN
WOODBURY PRELIIMINARY PLAT

MOSCOW, IDAHO

WN 03 Shrinker Development WN 03-DWGS Sheet Preliminary Plat Page 1 WN 03-C2.0-OVERALL GRADING.dwg



PRELIMINARY UTILITY PLAN
WOODBURY PRELIIMINARY PLAT

SYNTIER Engineering, Inc.
405 SE Brelsford Drive, Suite C Pullman, WA 99163
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PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

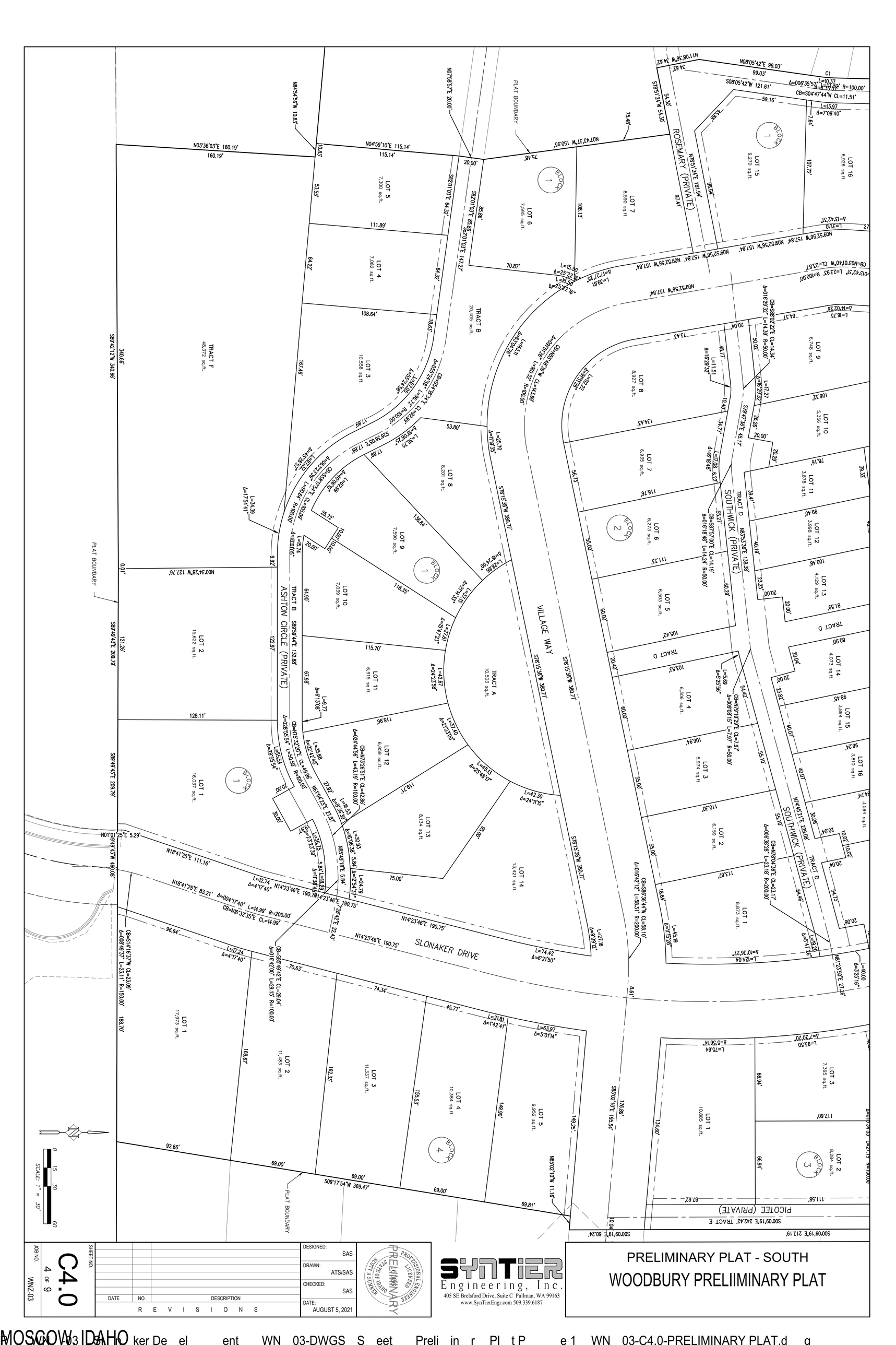
DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5, 2021

DATE	NO.	DESCRIPTION

REVISIONS

SHEET NO.
C3.0
3 OF 9
JOB NO.
WNZ-03

MOSCOW, IDAHO
WN 03-DWGS Sheet Preliminary Plat Page 1 WN 03-C3.0-PRELIMINARY UTILITY.dwg


PRELIMINARY PLAT - SOUTH
WOODBURY PRELIIMINARY PLAT
SYNTIER Engineering, Inc.
405 SE Brelsford Drive, Suite C Pullman, WA 99163
www.SynTierEngr.com 509.339.6187
PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A. SUMNER PRELIMINARY
JOB NO. WNZ-03
SHEET NO. C4.0 4 OF 9
DESIGNED: SAS
DRAWN: ATS/SAS
CHECKED: SAS
DATE: AUGUST 5, 2021
DATE NO. DESCRIPTION
R E V I S I O N S
SCALE: 1" = 30'
ROSEMARY (PRIVATE)
SOUTHWICK (PRIVATE)
ASHTON CIRCLE (PRIVATE)
VILLAGE WAY
SLONAKER DRIVE
PICOTEE (PRIVATE)
PLAT BOUNDARY
TRACT A
TRACT B
TRACT D
TRACT F
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
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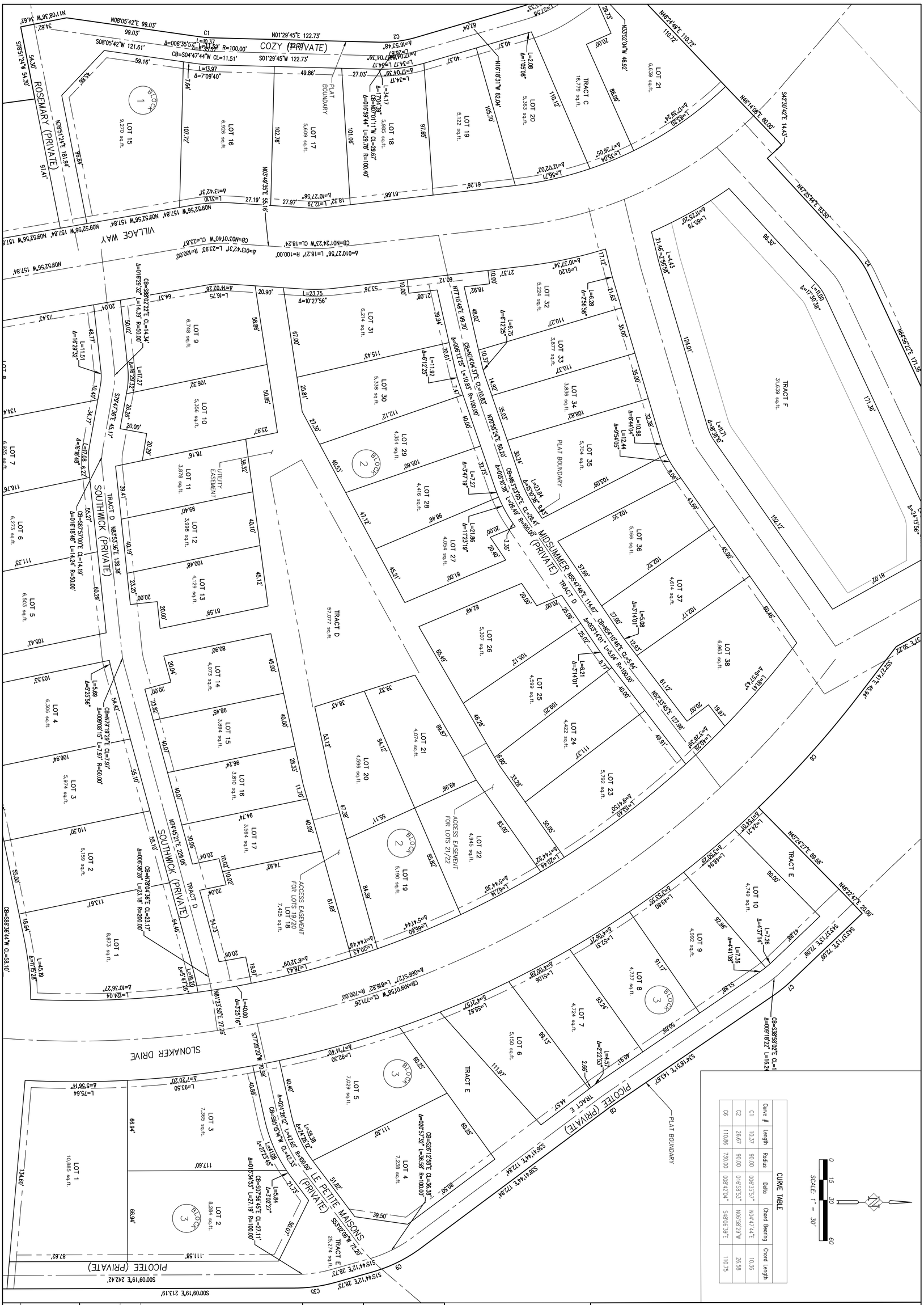
LOT 12
LOT 13
LOT 14
LOT 15
LOT 16
MOSCOW, IDAHO



CURVE TABLE

Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C1	10.37	90.00	006°35'57"	N04°47'44"E	10.36
C2	26.67	90.00	016°58'53"	N06°58'29"W	26.58
C6	110.86	730.00	008°42'04"	S48°06'39"E	110.75

SHEET NO. C4.1 5 OF 9

JOB NO. WNZ-03

DATE	NO.	DESCRIPTION

REVISIONS

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

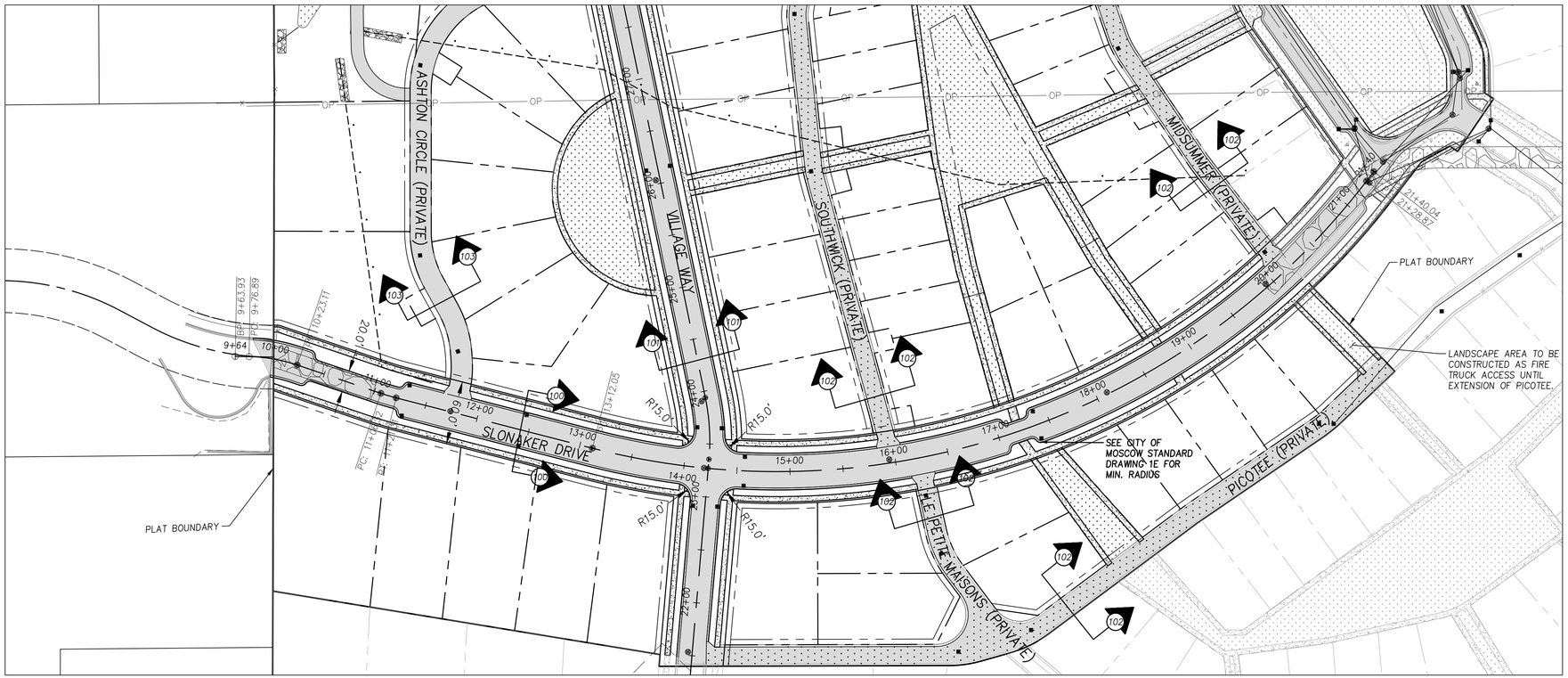
PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A. SUMNER PRELIMINARY

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

PRELIMINARY PLAT - NORTH
WOODBURY PRELIIMINARY PLAT

MOSCOW, IDAHO

WN 03 Sh ker De el ent WN 03-DWGS S eet Preli in r Pl t P e 1 WN 03-C4.1-PRELIMINARY PLAT.d g



PLAT NOTES

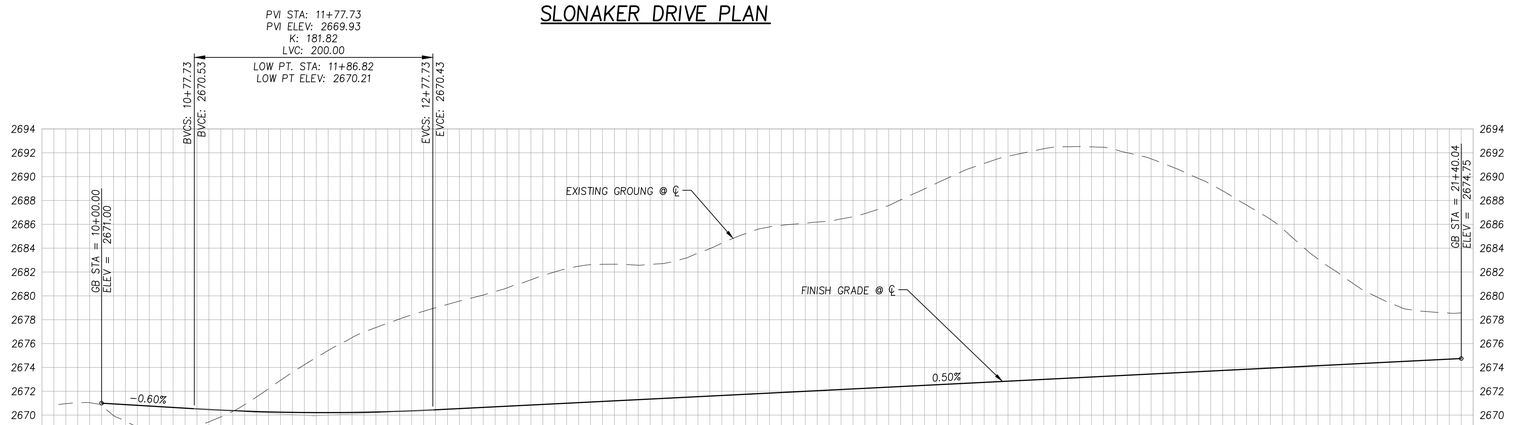
(100) SEE CITY OF MOSCOW STANDARD DRAWING 5B FOR SLONAKER DRIVE STREET SECTION, SHEET C5.2.

(101) SEE CITY OF MOSCOW STANDARD DRAWING 1B FOR VILLAGE WAY STREET SECTION, SHEET C5.2.

(102) SEE TYPICAL ALLEY SECTION DETAIL, SHEET C5.2.

(103) SEE ONE WAY STREET SECTION, SHEET C5.2.

SLONAKER DRIVE PLAN



SLONAKER DRIVE PROFILE

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

SLONAKER PLAN AND PROFILE 9+64 TO 21+40
WOODBURY PRELIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

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

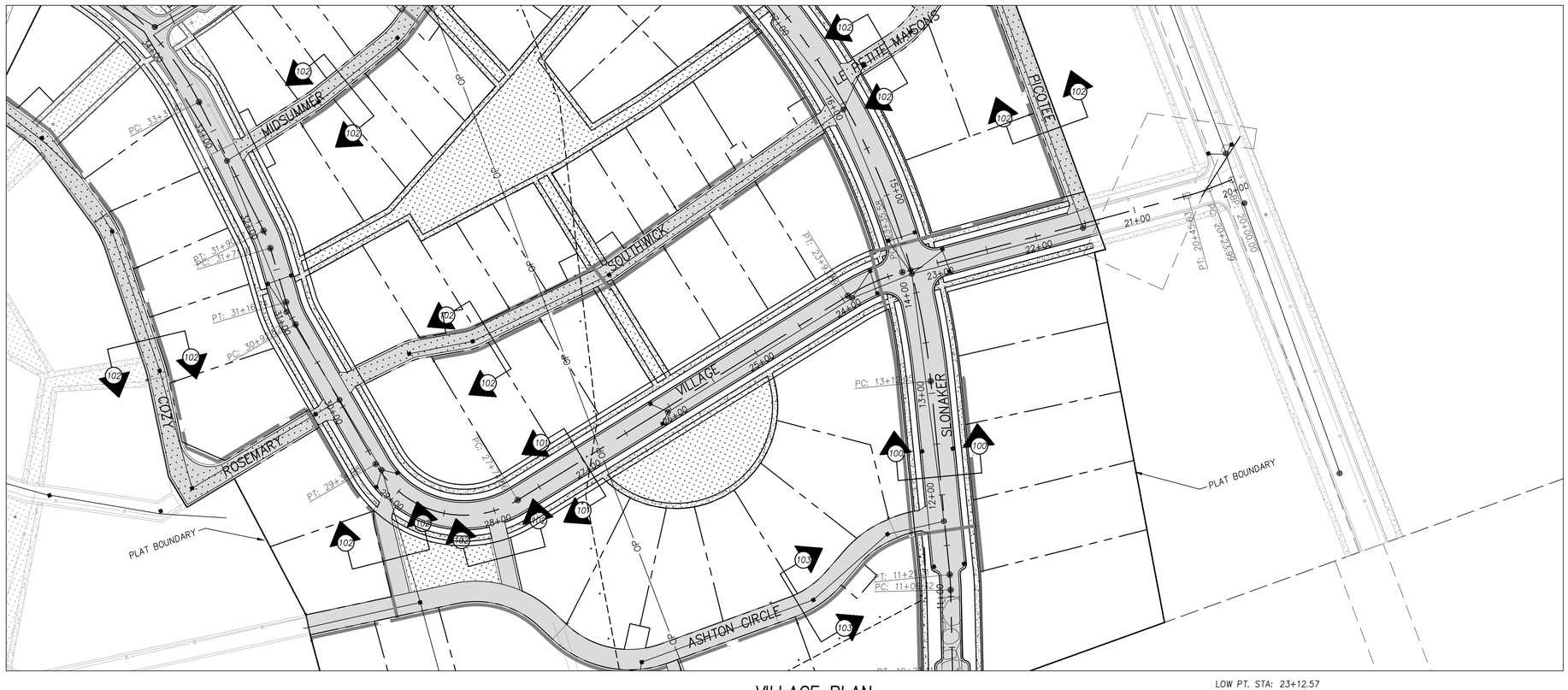
NO.	DESCRIPTION	DATE

REVISIONS

SHEET NO.
C5.0
6 OF 9

JOB NO.
WNZ-03

Preliminary Plat
WN 03-C5.2-SLONAKER STA 10+00 TO STA 24+00.dwg
Sheet
WN 03-DWGS
MOSCOW IDAHO
Slonaker Development



VILLAGE PLAN

VILLAGE PROFILE VIEW

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

0 30 60 120
SCALE: 1" = 60'

PLAT NOTES

(100) SEE CITY OF MOSCOW STANDARD DRAWING 5B FOR SLONAKER DRIVE STREET SECTION, SHEET C5.2.

(101) SEE CITY OF MOSCOW STANDARD DRAWING 1B FOR VILLAGE WAY STREET SECTION, SHEET C5.2.

(102) SEE TYPICAL ALLEY SECTION DETAIL, SHEET C5.2.

(103) SEE ONE WAY STREET SECTION, SHEET C5.2.

VILLAGE PLAN AND PROFILE 20+00 TO 33+00
WOODBURY PRELIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

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

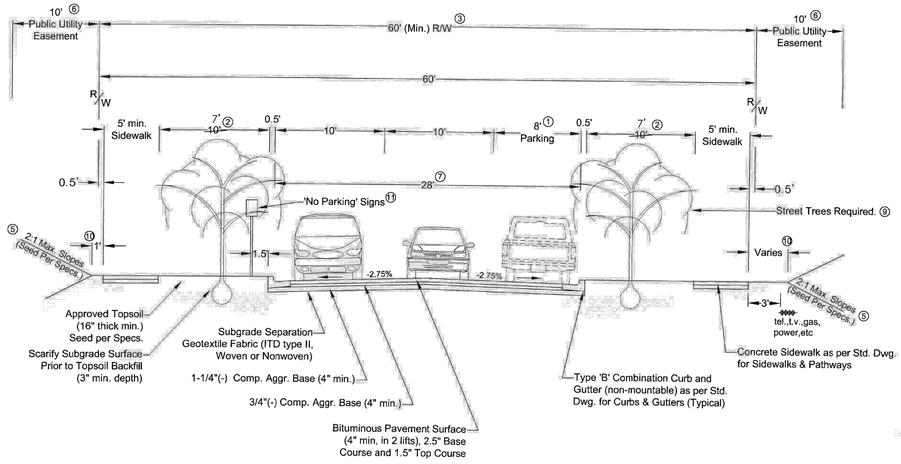
DATE	NO.	DESCRIPTION

REVISIONS

SHEET NO.
C5.1
7 OF 9

JOB NO.
WNZ-03

MOSCOW, IDAHO
WN 03-DWGS Sheet Preliminary Plat Page 1 WN 03-C5.1-VILLAGE STA 25+00 TO STA 32+00.dwg



Notes:

1. This street section should be used as the minimum standard for all streets not classified as Collector or Arterial, or under conditions in which the Standard Drawing for Alternate Local Street (36' Street) is not used. Engineering plans for subdivisions must specify on which side of street parking will be allowed.
2. The ten foot (10') wide green strip may be narrowed to a minimum width of five feet (5') in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer. Additional right-of-way shall be required as necessary to accommodate topography, utilities, or other needs as determined by the City Engineer.
4. Compact all subgrade and base aggregate to 95% of AASHTO T99 max. proctor density.
5. Seed all roadside backfill and excavations as per Standard Specifications.
6. Wider platted rights-of-way allow narrower easements, proportionately. Additional easement may be required as necessary.
7. Maximum street centerline profile grade shall equal 10.0% or as approved by the City Engineer.
8. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the Engineer, see Standard Drawing for Subsurface Drainage.
9. Tree selection and planting shall comply with the City's Arboricultural Standards and Specification Guide.
10. This dimension shall be four feet (4') where standard franchise utility pedestals (excluding transformers) are to be located and shall be six feet (6') where pedestals and an AVISTA power transformer pad is required (see Standard Drawing for Franchise Utility Details).
11. All signs to be furnished and installed by 'Developer.' Signs and installation to be in accordance with MUTCD.

REVISIONS

DESCRIPTION	DATE
Switched sheets 1a and 1b	2-4-2021

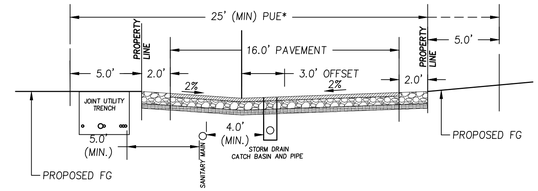
PROFESSIONAL ENGINEER LICENSED 14816 STATE OF IDAHO BRIAN SCOTT DUNLAVEY 3-2-21

DRAFTED BY: C.Edwards
CHECKED BY: K.Lilly
DRAWING SCALE: NTS
DATE: 3-31-2014

Local Street (28' Street)

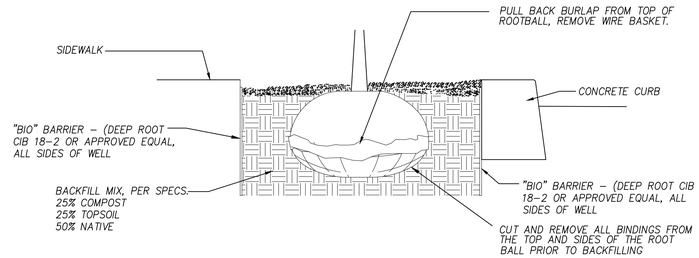
CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 1a



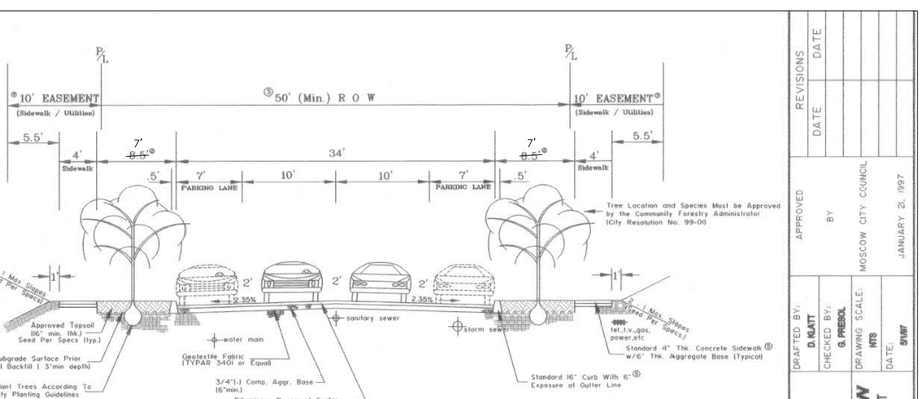
PRIVATE ALLEY SECTION

N.T.S.



TYPICAL STREET TREE WELL

N.T.S.



NOTES:

1. This street section may be used in R-1, R-2, R-3 and R-4 zones where parking on two sides is desired.
2. The 8 foot wide greenbelt may be narrowed in areas of excessive cuts and fills, as approved by City Engineer.
3. Center streets in platted right-of-way, unless approved otherwise by the City Engineer.
4. Compact all subgrade to 95% of AASHTO T99 max. proctor density.
5. Rolled curb is an acceptable alternative in residential areas. Sidewalk thickness remains the same (see Std. Dwgs. 1 and 2). Broken sidewalks will be replaced by the responsible party.
6. Seed all roadway backfill and excavations as per specifications.
7. Wider platted r-o-w's allow narrower easements, proportionately.
8. Maximum centerline profile grade equals 10.0%.
9. Subgrade underdrain systems are required in inherently "wet" areas, as specified by the Engineer.
10. Developers are not responsible for planting trees, however must deposit cost of trees with City. (City Resolution No. 99-01)

REVISIONS

DESCRIPTION	DATE

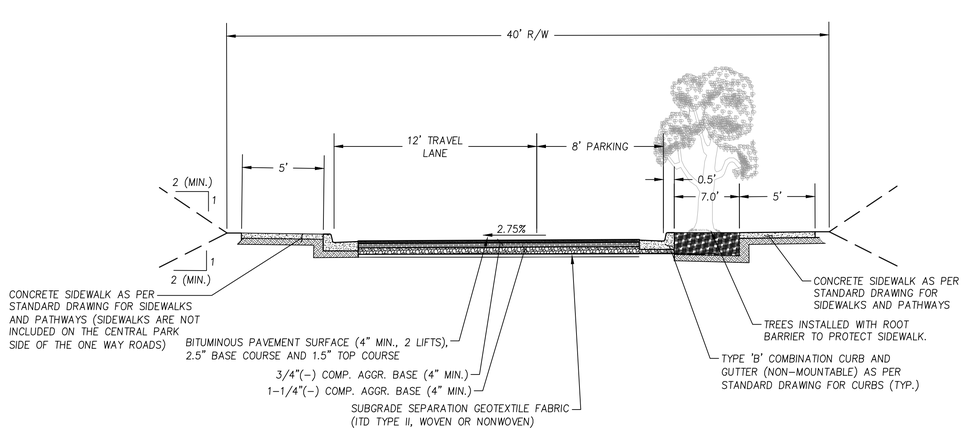
APPROVED BY: MOSCOW CITY COUNCIL JANUARY 21, 1997

DRAFTED BY: D. KLATT
CHECKED BY: G. PRESCL
DRAWING SCALE: NTS
DATE: 5/1/97

34' WIDE RESIDENTIAL STREET SECTION PARKING TWO SIDES

CITY OF MOSCOW
ENGINEERING DEPARTMENT

DRAWING NUMBER: 5b



ONE WAY ROAD SECTION

N.T.S.

ROAD SECTIONS
WOODBURY PRELIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSED 14816 STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

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

REVISIONS

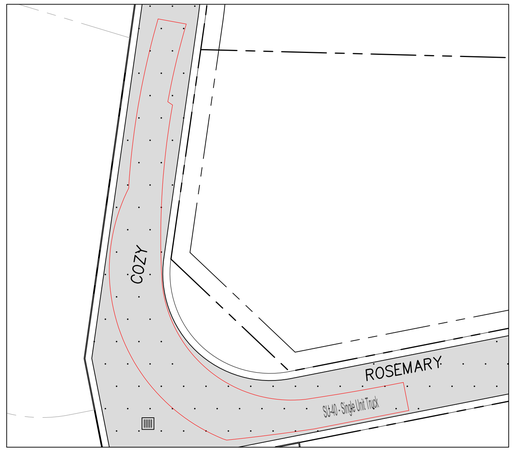
NO.	DESCRIPTION	DATE

SHEET NO.
C5.2
OF 9

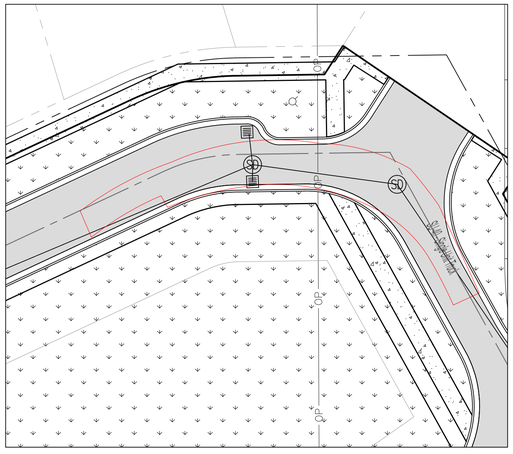
JOB NO.
WNZ-03

P:\WNZ-03 (Sonaker Development\WNZ03-DWGS\Sheets\Preliminary Plat Phase 1\ WNZ03-C5.3-ROAD SECTIONS.dwg

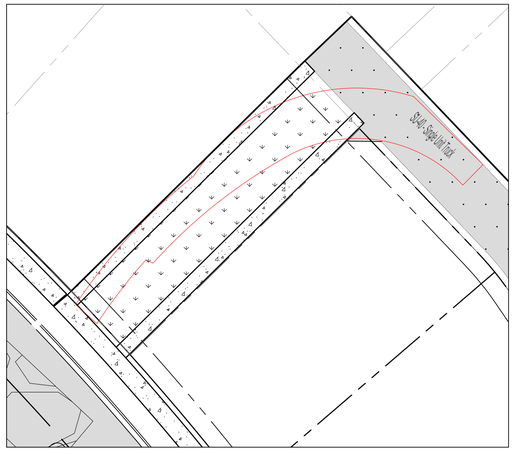
MOSCOW, IDAHO



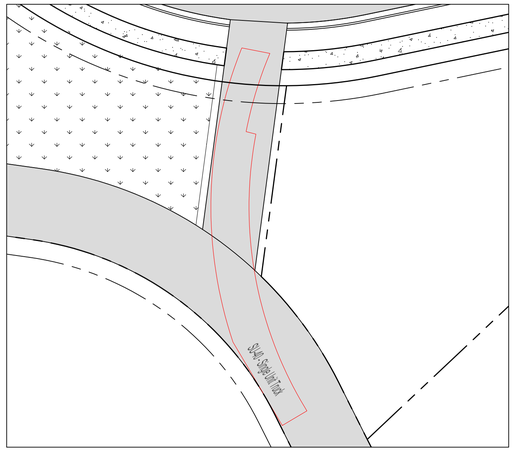
1– ROSEMARY RT COZY
SCALE: 1" =20'



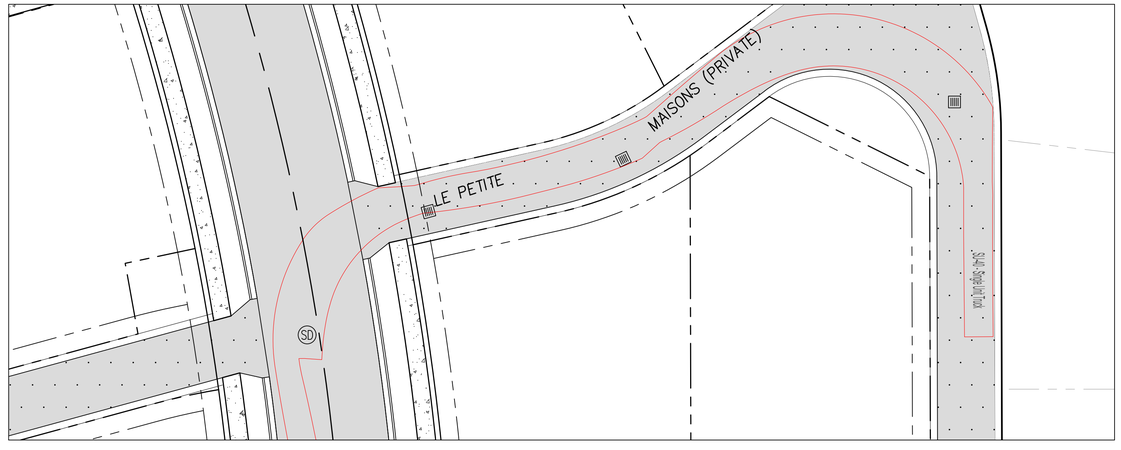
2 –SLONAKER LT NORTH PARK LANE
SCALE: 1" =20'



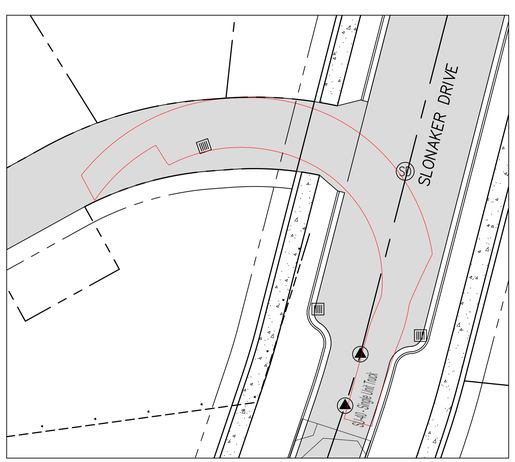
3 – PICOTEE LT TO TEMP FIRE ACCESS
SCALE: 1" =20'



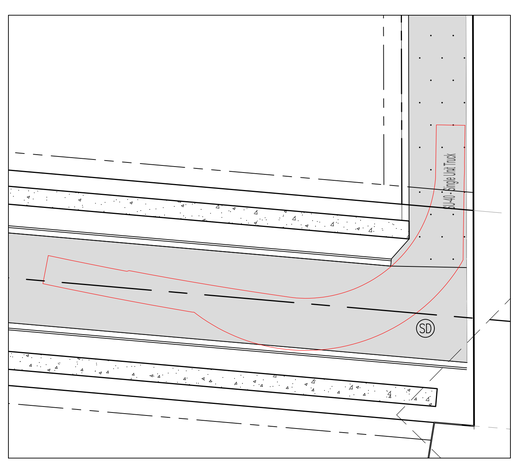
4 – ASHTON CIRCLE RT UNNAMED ACCESS
SCALE: 1" =20'



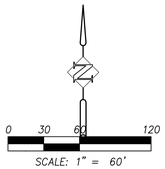
5 – PICOTEE LT LE PETITE MAISONS LT SLONAKER
SCALE: 1" =20'



6 – SLONAKER LT ASHTON CIRCLE
SCALE: 1" =20'

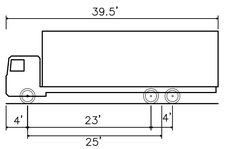


7 – PICOTEE RT VILLAGE
SCALE: 1" =20'



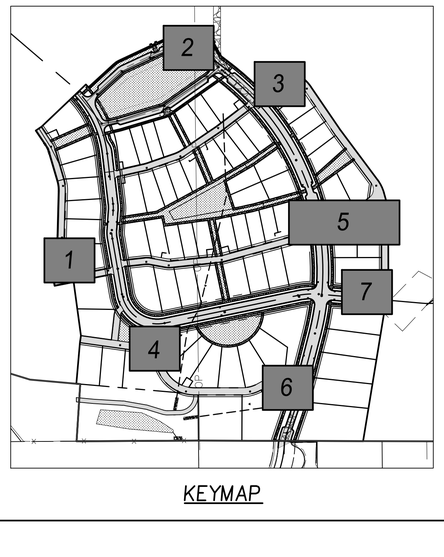
FIRE TRUCK NOTES:

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



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

SU-40 – SINGLE UNIT TRUCK



KEYMAP

FIRE TRUCK ACCESS
WOODBURY PRELIIMINARY PLAT

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

PROFESSIONAL ENGINEER LICENSED STATE OF IDAHO SCOTT A SUMNER
PRELIMINARY

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

DATE	NO.	DESCRIPTION
		REVISIONS

SHEET NO.
C6.0
9 OF 9
JOB NO. WNZ-03

MOSCOW, IDAHO
WN 03-DWGS Sheet Preliminary Plat Page 1 WN 03-C6.0-Fire Truck Access.dwg

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:
1. Proposed PUD Name: Woodbury
2. Address or Parcel Number: _____
3. 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 homes (from 1150 s.f.) designed for mature singles and couples. Section 2.5 Project recognizes and improvements 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 accesible.

   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: 6/17/21

MARSHALL TRAIL, MANAGER — Property Owner's Signature — Date: 6/17/2021

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-urbanisim 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

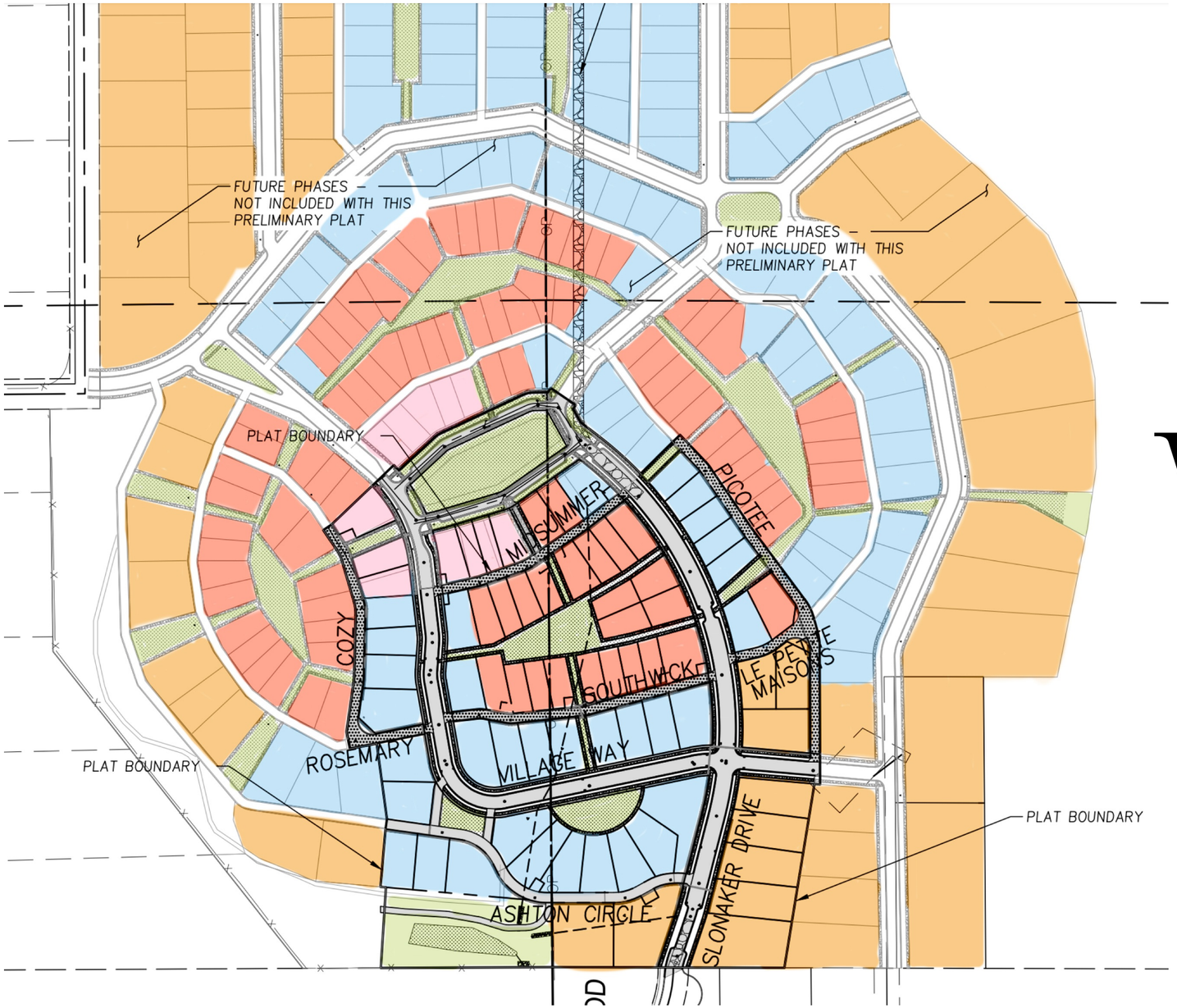
The Subdivision design was worked out in cooperation with Laurence Qamar of Laurence Qamar and Associates. Laurence received his MA degree from the university of Miami and then worked several years at DPZ, recognized as the industry leader in artful subdivision design. As Laurence Qamar and Associates,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

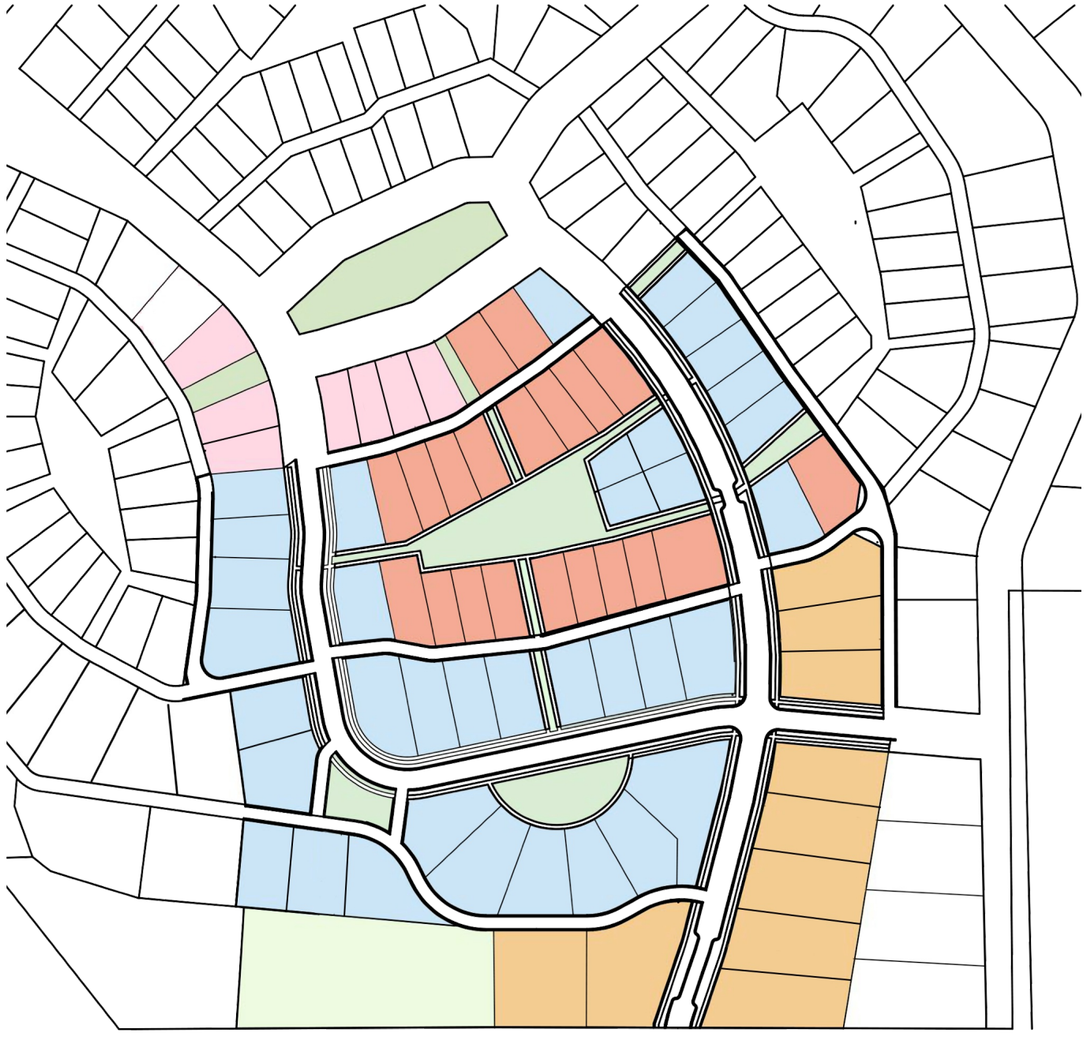
www.qamararchitecture.com – Laurence Qamar

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.


FUTURE PHASES - NOT INCLUDED WITH THIS PRELIMINARY PLAT
FUTURE PHASES - NOT INCLUDED WITH THIS PRELIMINARY PLAT
PLAT BOUNDARY
PICOTEE
SUMMER
COZY
SOUTHWICK
LE PEYRE MAISONS
ROSEMARY
VILLAGE WAY
PLAT BOUNDARY
ASHTON CIRCLE
SLONAKER DRIVE
PLAT BOUNDARY

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

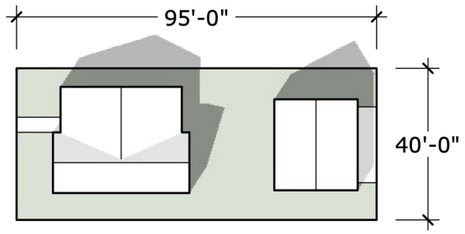
Cottage

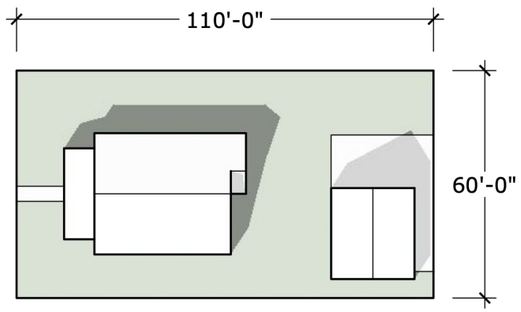
Fort Russell

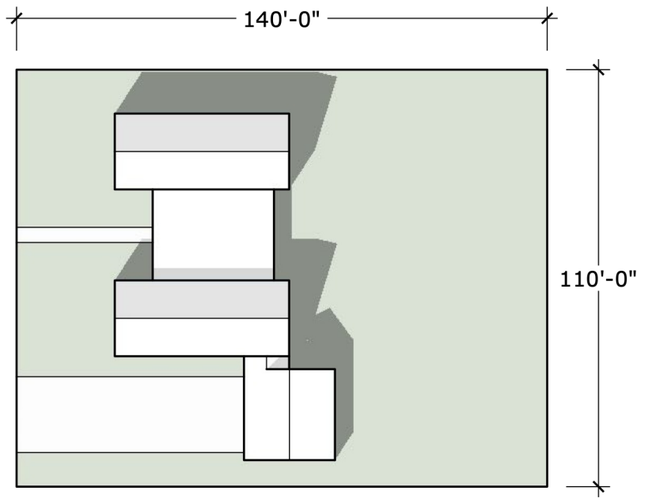
Garden Lots

Lot Types

WOODBURY DEVELOPMENT





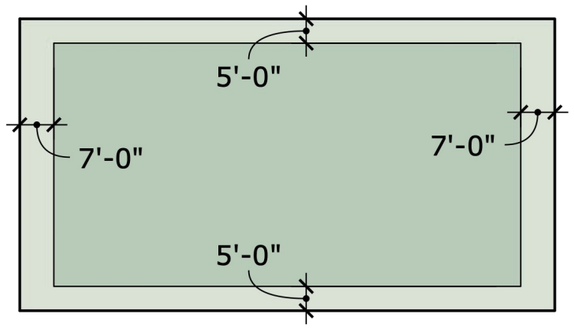


Lot Sizes

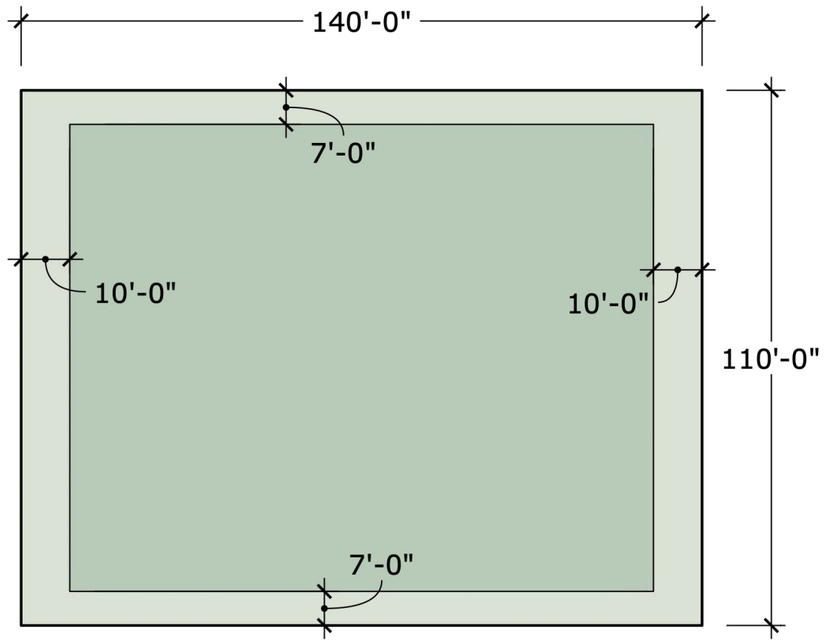
Lot widths, depths, and average size range as follows:

- 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



Center, Cottage and Fort Russell lots



Garden Lots

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

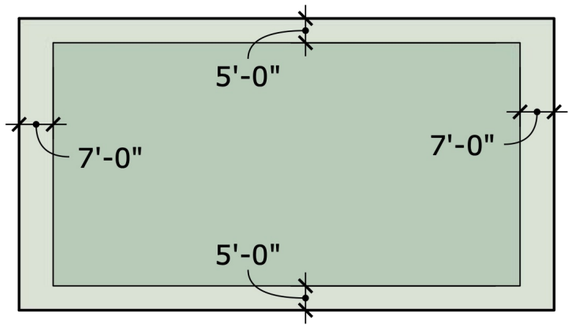
Neighborhood business, Cottage and Fort Russell Lots

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.

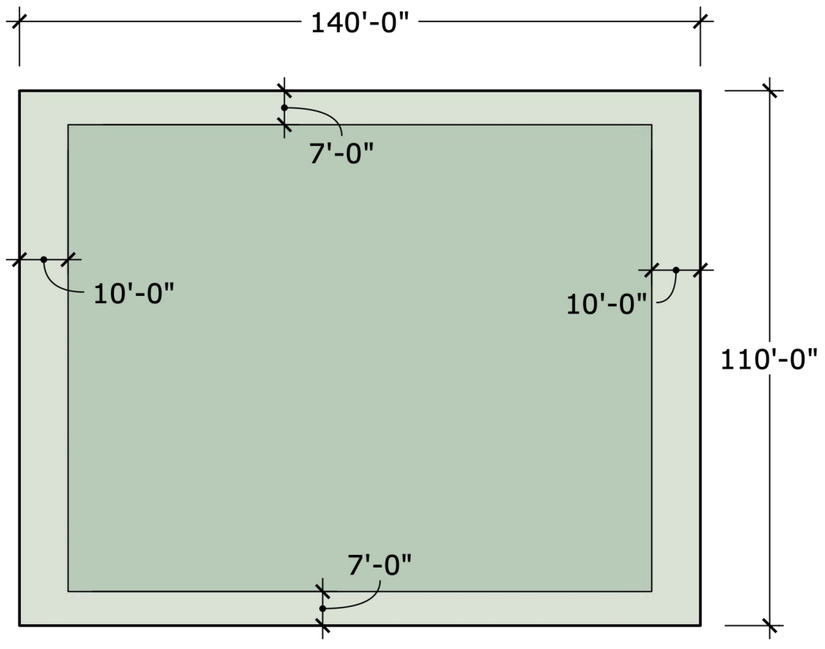
Garden Lots

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

Setbacks



Neighborhood Business, Cottage and Fort Russell lots



Garden Lots

Setbacks

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.

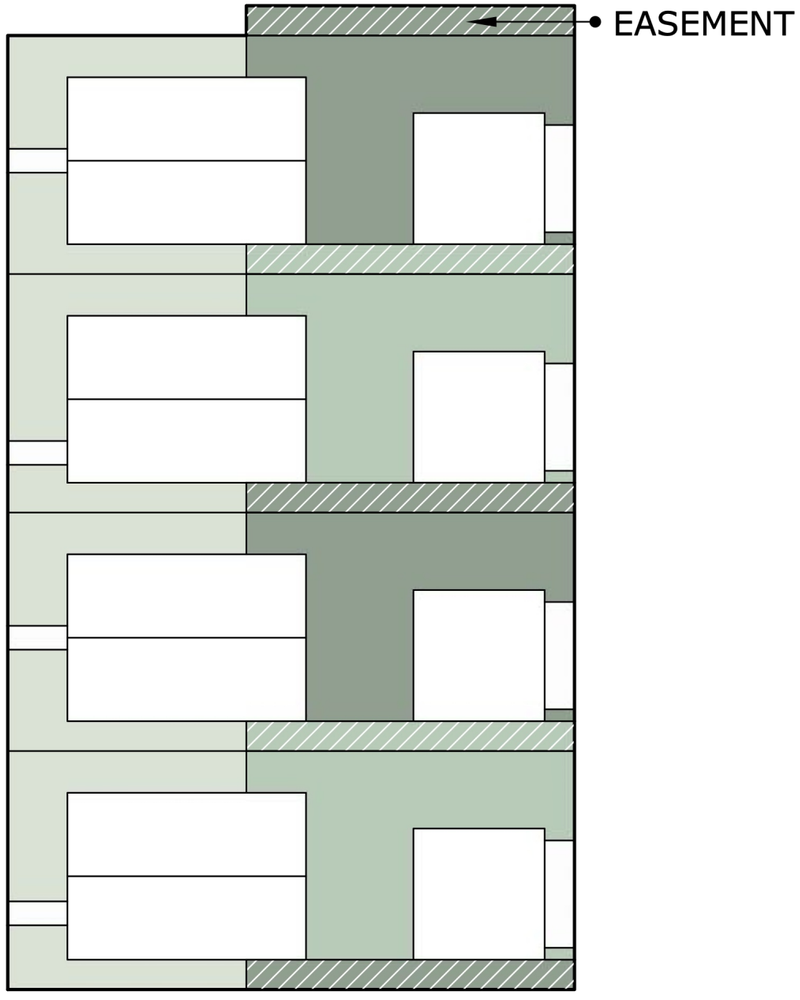
Lot Type	Uses	Average Lot Size	Minimum Setbacks			Off Street Parking	Encroachments or Exceptions
			Front	Sides	Rear		
Village Center - Neighborhood Business	SF Detached, Neighborhood Business, three lots or less attached	4,800 +	7'	0'	7'	Minimum 1 enclosed and 1 additional off-street space provided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

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

Summary of Lot Specifications

Woodbury Neighborhood

Setbacks



Encroachments

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

Fencing Recommendations

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

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

Carriage Houses, Accessory Dwelling Units

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

Various

Chanticleer Pear at end of walkways.

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

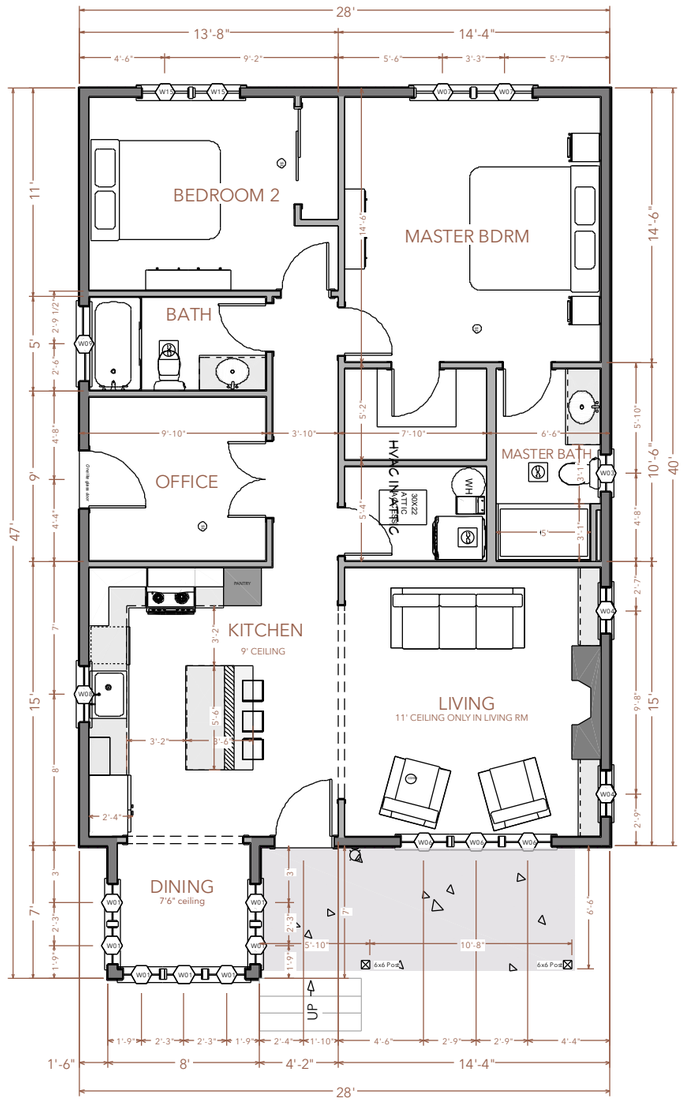
Primary Street Tree : 45’ high by 40’ wide. Species to be determined.

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

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

Landscape Plan

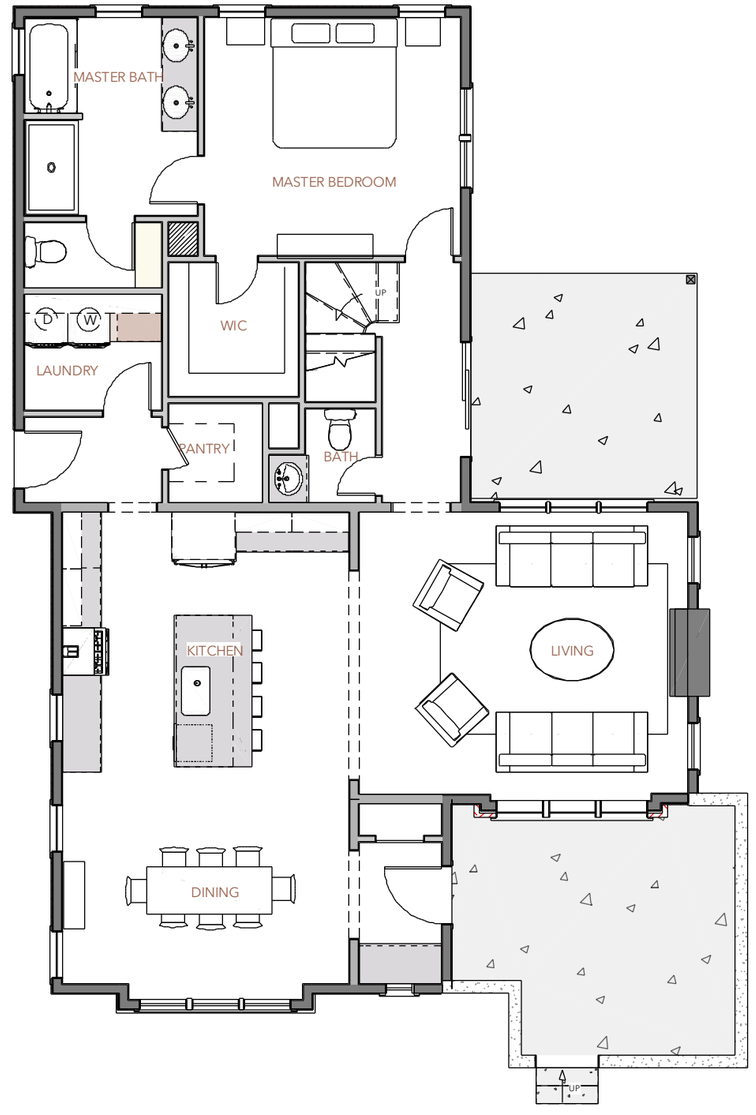
WOODBURY DEVELOPMENT



Example Plans - Cottage

1176 SQFT

WOODBURY DEVELOPMENT



Example Plans - Fort Russell

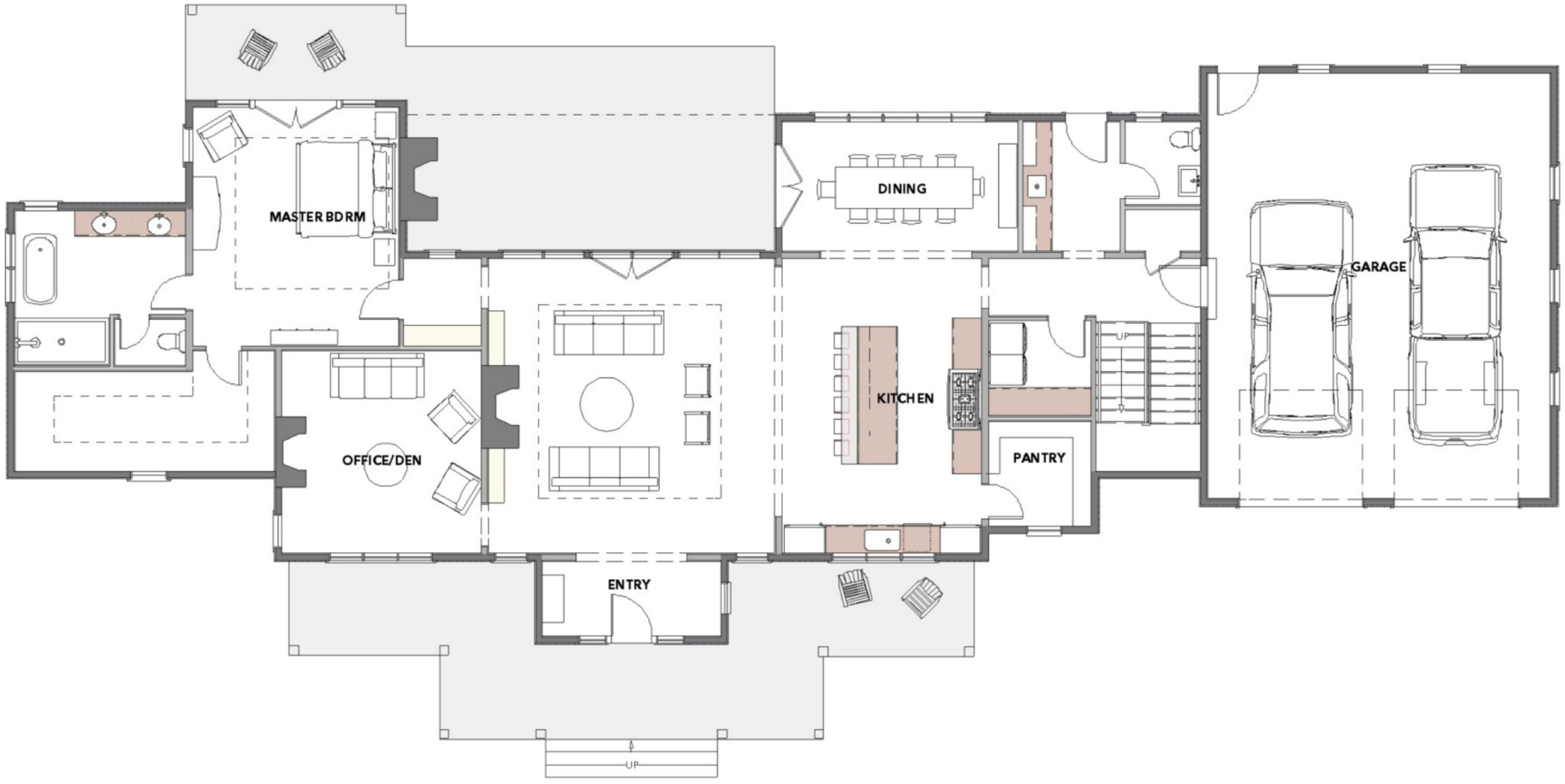
2250 SQFT

WOODBURY DEVELOPMENT

Example Plans - GARDEN LOTS

3400 SQFT

WOODBURY DEVELOPMENT



Example Plans - GARDEN LOTS

WOODBURY DEVELOPMENT

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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 Plan[1] were used to estimate volume data to reflect year 2021 existing conditions.

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

MOUNTAIN VIEW ROAD/D STREET INTERSECTION VOLUMES

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

MOUNTAIN VIEW ROAD/F STREET INTERSECTION VOLUMES

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

EXISTING YEAR (2021) OPERATIONS ANALYSIS

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

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

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

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

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

PROJECT IMPACT ANALYSIS (2022)

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

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

Trip generation estimates for the AM and PM peak hours, shown in Table 2, were prepared for each development scenario provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual[2]. 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		
		Delay	*LOS*	*V/C*	*Delay*	*LOS*	*V/C*
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		
		Delay	*LOS*	*V/C*	*Delay*	*LOS*	*V/C*
2022 BASELINE	LOS D	8.8	A	0.25	9.1	A	0.25
2022 BASELINE + PHASE 1	LOS D	9.0	A	0.28	9.4	A	0.30
2022 BASELINE + PHASES 1-2	LOS D	9.3	A	0.31	9.9	A	0.36
2022 BASELINE + PHASES 1-3	LOS D	9.5	A	0.35	10.3	B	0.41
2022 BASELINE + PHASES 1-4	LOS D	9.8	A	0.38	10.9	B	0.46

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

APPENDIX

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MEMORANDUM

DATE: May 12, 2021

TO: Scott Sumner, PE | SynTier Engineering

FROM: Reah Flisakowski and Kayla Fleskes | DKS Associates

SUBJECT: Moscow Subdivision Trip Generation Letter Project #21075-000

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

PROJECT TRIP GENERATION

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

TABLE 1. VEHICLE TRIP GENERATION ESTIMATE

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

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

DAILY TRAFFIC DISTRIBUTION

To provide an estimate of existing year 2021 traffic conditions, available 2016 daily traffic volumes collected by the City of Moscow[2] 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 Moscow[3]), 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.

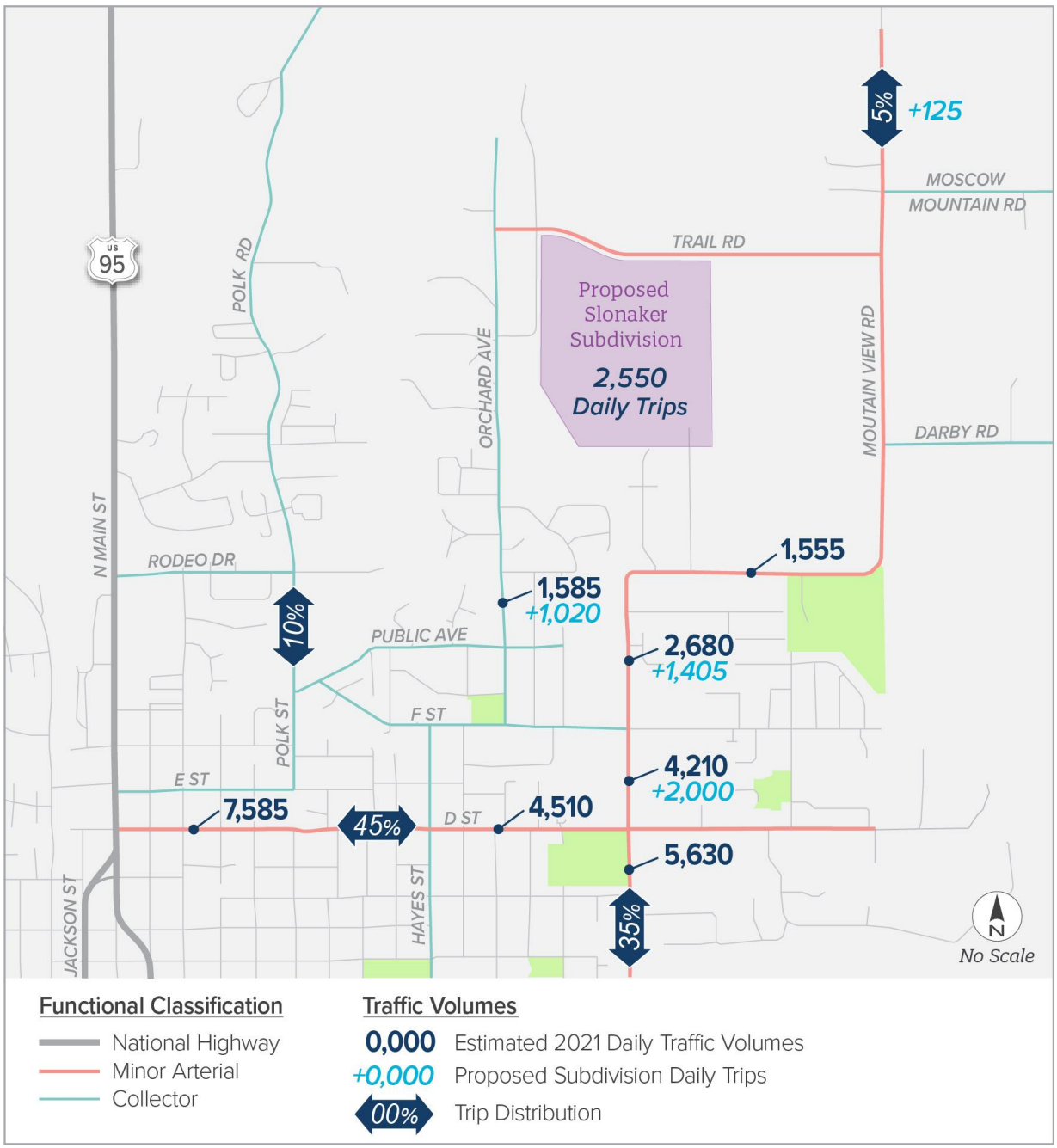


FIGURE 1. PROPOSED SUBDIVISION DAILY TRIP DISTRIBUTION

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

Control Type:	All-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	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 St

Control Type:	All-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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

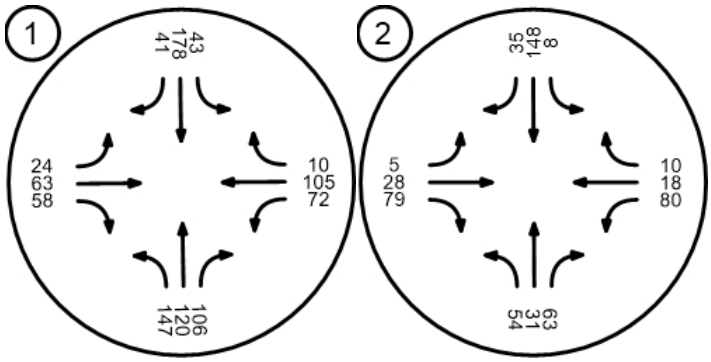
Lanes

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:	All-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

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	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 St

Control Type:	All-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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

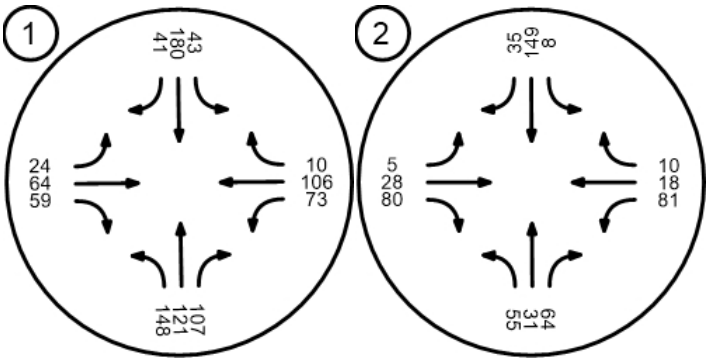
Lanes

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 St

Control Type:	All-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

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	5	0	0	14	19	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	19	60	30	63	58	72	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	31	27	11	48	15	8	16	15	18	26	3
Total Analysis Volume [veh/h]	14	12	10	43	19	60	30	63	58	72	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

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

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.283

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

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

Intersection Settings

Lanes

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

Movement, Approach, & Intersection Results

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

Moscow Slokaner Subdivision TIA

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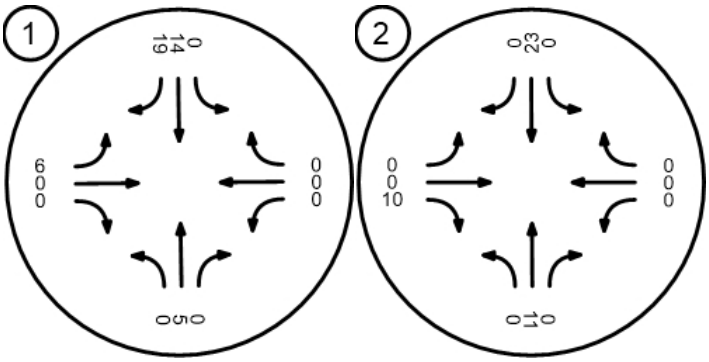
Scenario 2 2022 Project - Phase 1
7/29/2021

Trip Generation summary

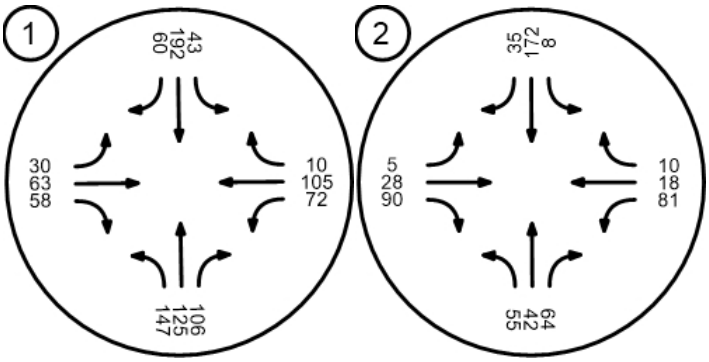
Added Trips

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		0.740	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 St

Control Type:	All-way stop	Delay (sec / veh):	11.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

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	9	0	0	27	35	12	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	20	76	36	63	58	72	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	32	27	11	51	19	9	16	15	18	26	3
Total Analysis Volume [veh/h]	14	12	10	43	20	76	36	63	58	72	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

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

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 2: Mountain View / F St

Control Type:	All-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.313

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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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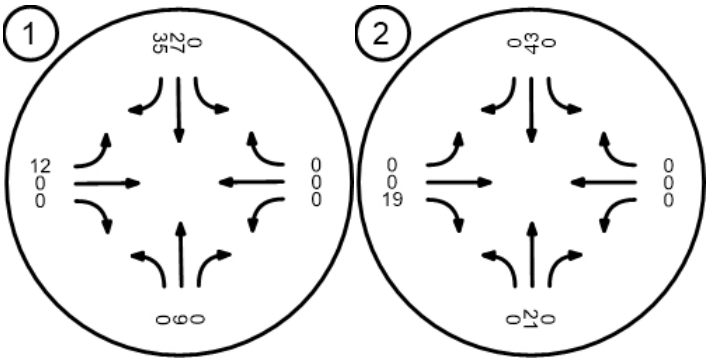
Scenario 3 2022 Project - Phase 1 + 2
7/29/2021

Trip Generation summary

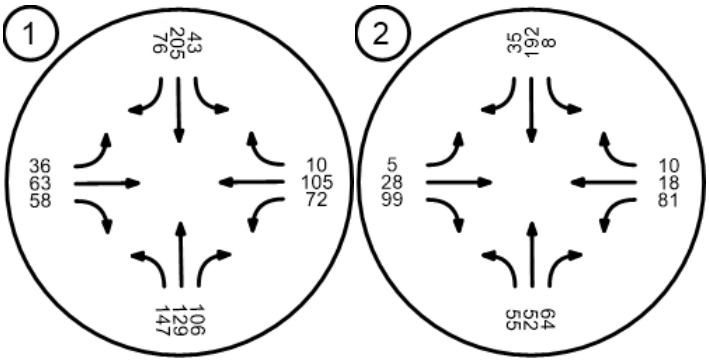
Added Trips

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		0.740	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 St

Control Type:	All-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

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	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 St

Control Type:	All-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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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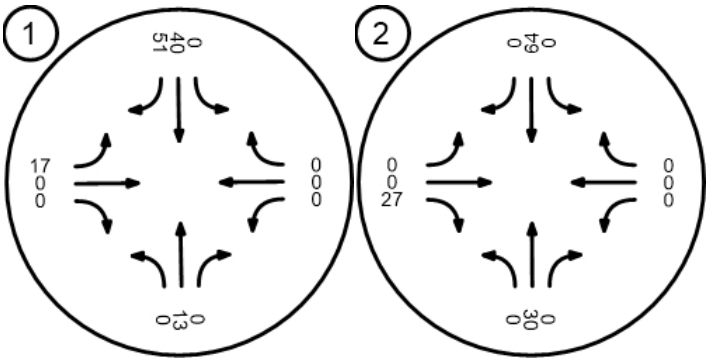
Scenario 4 2022 Project - Phase 1 + 2 + 3
7/29/2021

Trip Generation summary

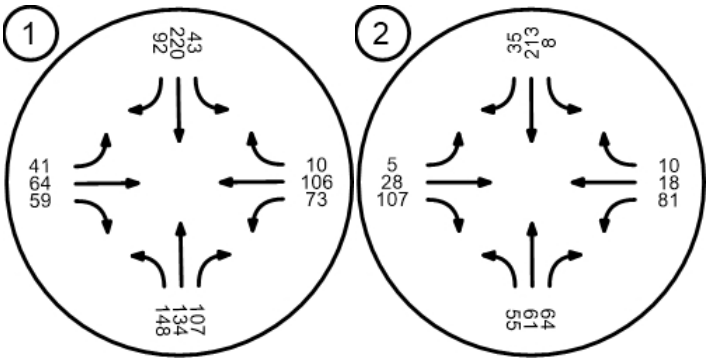
Added Trips

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		0.740	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 St

Control Type:	All-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.567

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	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 St

Control Type:	All-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.375

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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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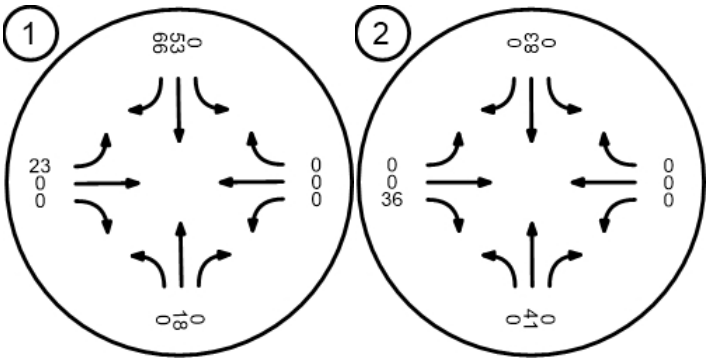
Scenario 5 2022 Project - Phase 1 + 2 + 3 + 4
7/28/2021

Trip Generation summary

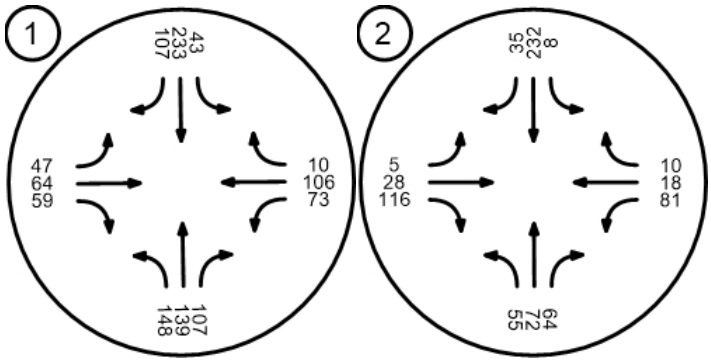
Added Trips

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		0.740	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 St

Control Type:	All-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

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]	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 St

Control Type:	All-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.244

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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

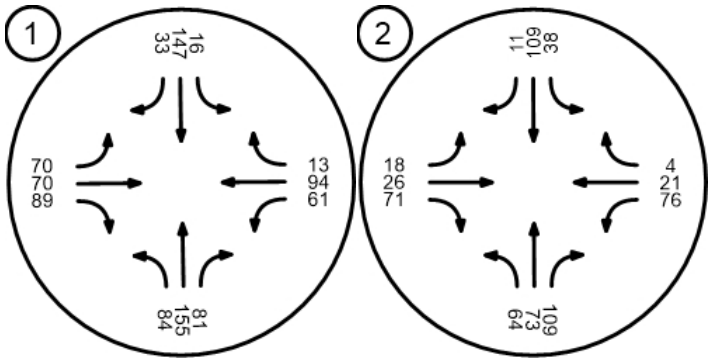
Lanes

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:	All-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

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]	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 St

Control Type:	All-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.247

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

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

Intersection Settings

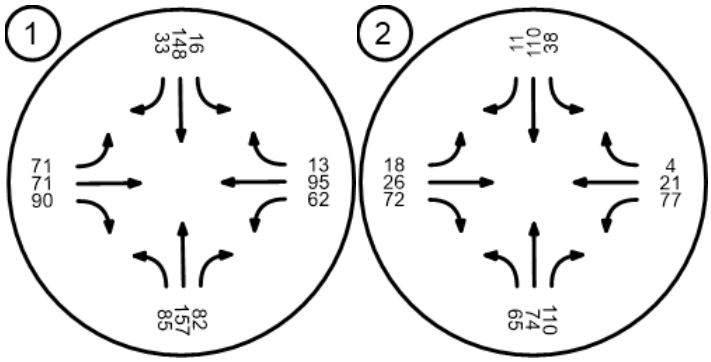
Lanes

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

Movement, Approach, & Intersection Results

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

Traffic Volume - Future Total Volume



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

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

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]	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 St

Control Type:	All-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.301

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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

Report File: X:\...\PM Peak Hour Operations - Moscow Slonaker Subdivision - 2022 Phase 1_v3.pdf

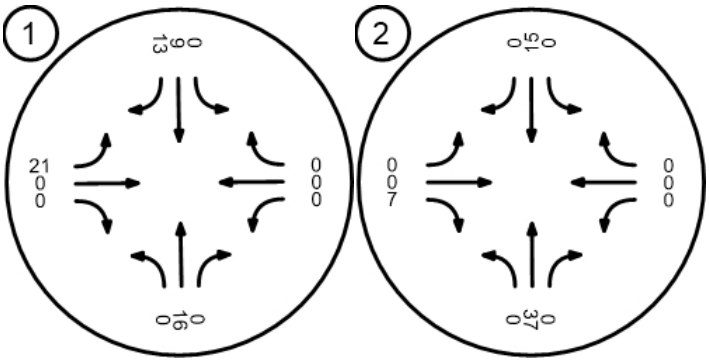
7/29/2021

Trip Generation summary

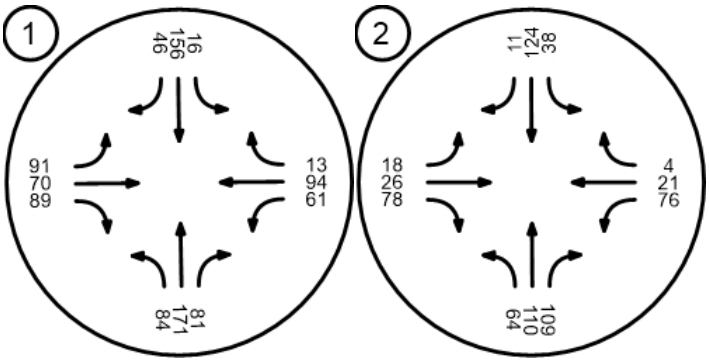
Added Trips

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	74.000	63.00	37.00	46	27	73	100.00
					Added Trips Total			**46**	**27**	**73**	**100.00**

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



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

Control Type:	All-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.449

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]	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 St

Control Type:	All-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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

Report File: X:\...\PM Peak Hour Operations - Moscow Slonaker Subdivision - 2022 Phase 1 + 2_v3.pdf

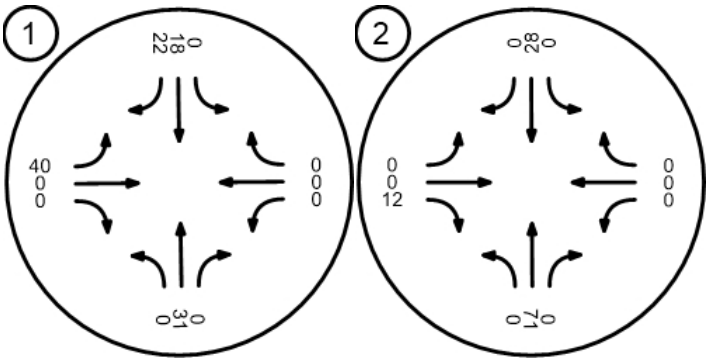
7/29/2021

Trip Generation summary

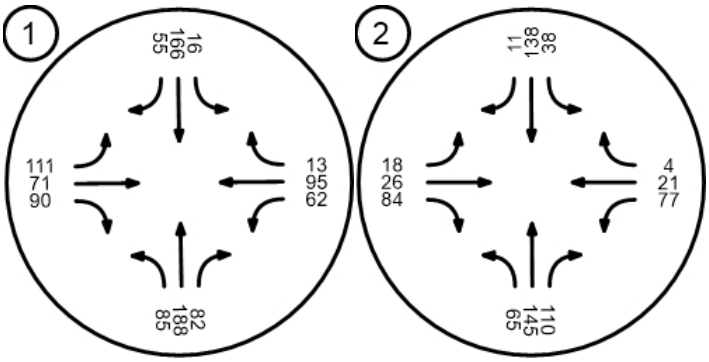
Added Trips

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	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 St

Control Type:	All-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

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]	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 St

Control Type:	All-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.409

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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

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

Scenario 4 2022 Project - Phase 1 + 2 + 3

Report File: X:\...\PM Peak Hour Operations - Moscow Slonaker Subdivision - 2022 Phase 1 + 2 + 3_v3.pdf

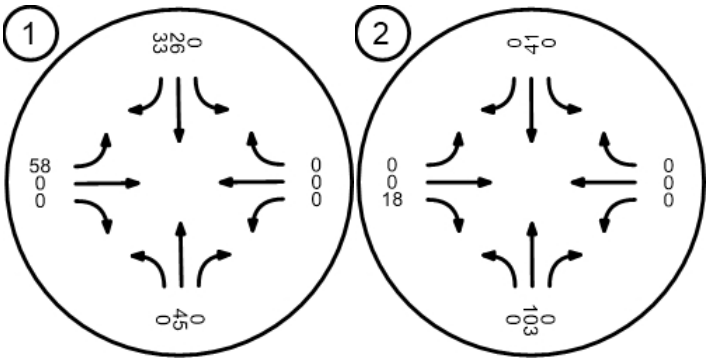
7/29/2021

Trip Generation summary

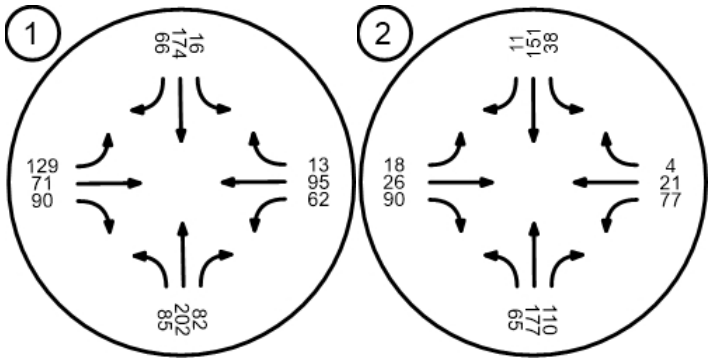
Added Trips

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	205.000	63.00	37.00	128	75	203	100.00
					Added Trips Total			**128**	**75**	**203**	**100.00**

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



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

Control Type:	All-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.516

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]	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 St

Control Type:	All-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.464

Intersection Setup

Name	Mo Vi			Mo Vi			F St			F 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	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

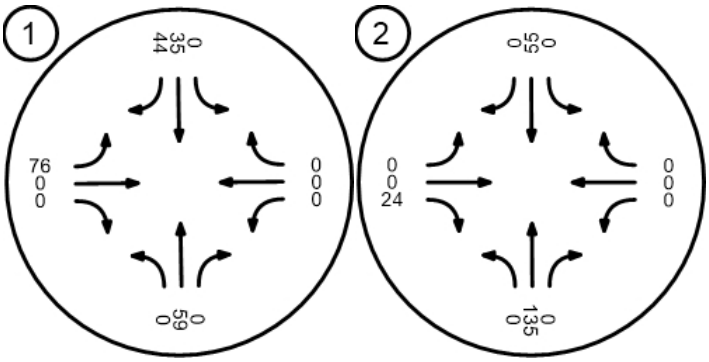
7/28/2021

Trip Generation summary

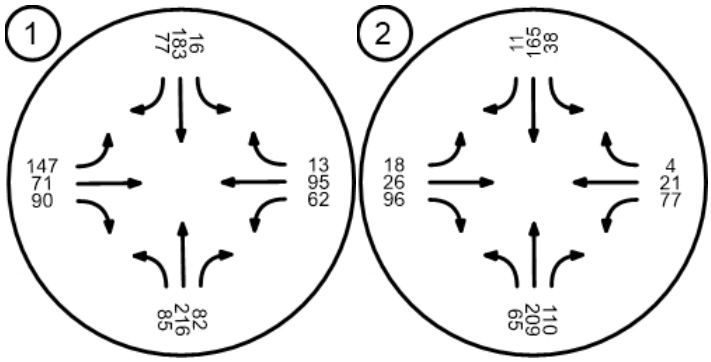
Added Trips

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



Import Counts | Export | imports new ATD format

			Total Vehicle Volumes											
			Northbound			Southbound			Eastbound			Westbound		
Intersection	Count Date	ak Hr St	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
PM Count														
Existing AM Peak														
Mountain View Road/D Street	9/7/2006	7:30 AM	128	104	92	37	155	36	21	55	50	63	91	9
Growth of 1% per year	2021		147	120	106	43	178	41	24	63	58	72	105	10
Mountain View Road/F Street	2021	d from PM	69	40	81	4	75	18	4	23	65	111	25	14
			36%	21%	43%	4%	77%	19%	4%	25%	71%	74%	17%	9%
	2015	approach	139			180			105			102		
			50	29	59	7	139	33	5	26	74	75	17	10
Growth of 1% per year	2021		54	31	63	8	148	35	5	28	79	80	18	10
2022 Baseline Conditions	2022	1.01												
Mountain View Road/D Street			149	121	107	43	180	42	24	64	58	73	106	10
Mountain View Road/F Street			54	31	63	8	149	36	5	28	79	81	18	10
2022 Project Conditions - Phase 1	84 DU													
Mt View/D St - Phase 1 Project Volumes				*5*			*14*	*19*	*6*					
Mt View/F St - Phase 1 Project Volumes				*11*			*23*				*10*			
Mountain View Road/D Street			149	126	107	43	194	61	30	64	58	73	106	10
Mountain View Road/F Street			54	42	63	8	172	36	5	28	89	81	18	10
2022 Project Conditions - Phases 1 + 2	146 DU													
Mt View/D St - Phases 1 + 2 Project Volumes				*9*			*27*	*35*	*12*					
Mt View/F St - Phases 1 + 2 Project Volumes				*21*			*43*				*19*			
Mountain View Road/D Street			149	130	107	43	207	77	36	64	58	73	106	10
Mountain View Road/F Street			54	52	63	8	192	36	5	28	98	81	18	10
2022 Project Conditions - Phases 1 + 2 + 3	208 DU													
Mt View/D St - Phases 1 + 2 + 3 Project Volumes				*13*			*40*	*51*	*17*					
Mt View/F St - Phases 1 + 2 + 3 Project Volumes				*30*			*64*				*27*			
Mountain View Road/D Street			149	134	107	43	220	93	41	64	58	73	106	10
Mountain View Road/F Street			54	61	63	8	213	36	5	28	106	81	18	10
2022 Project Conditions - Phases 1 + 2 + 3 + 4	270 DU													
Mt View/D St - Phases 1 + 2 + 3 + 4 Project Volumes				*18*			*53*	*66*	*23*					
Mt View/F St - Phases 1 + 2 + 3 + 4 Project Volumes				*41*			*83*			*36*				
Mountain View Road/D Street			149	139	107	43	233	108	47	64	58	73	106	10
Mountain View Road/F Street			54	72	63	8	232	36	5	64	79	81	18	10

Import Counts | Export | imports new ATD format

Intersection	Count Date	Peak Hr Sta	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR
PM Count														
2021 Existing PM Peak														
Mountain View Road/D Street	9/7/2006	2:45 PM	73	135	70	14	128	29	61	61	77	53	82	11
Growth of 1% per year	2021		84	155	81	16	147	33	70	70	89	61	94	13
Mountain View Road/F Street	2013	model	65	75	111	14	40	4	18	25	69	81	23	4
			26%	30%	44%	24%	69%	7%	16%	22%	62%	75%	21%	4%
	2015	approach	232			149			108			95		
			60	69	103	36	103	10	17	24	67	71	20	4
Growth of 1% per year	2021		64	73	109	38	109	11	18	26	71	76	21	4
2022 Baseline Conditions	2022	1.01												
Mountain View Road/D Street			85	157	81	16	149	34	71	71	89	62	95	13
Mountain View Road/F Street			64	74	110	39	110	11	19	26	71	76	22	4
2022 Project Conditions - Phase 1	84 DU													
Mt View/D St - Phase 1 Project Volumes				*16*			*9*	*13*	*21*					
Mt View/F St - Phase 1 Project Volumes				*37*			*15*				*7*			
Mountain View Road/D Street			85	173	81	16	158	47	92	71	89	62	95	13
Mountain View Road/F Street			64	111	110	39	125	11	19	26	78	76	22	4
2022 Project Conditions - Phases 1 + 2	146 DU													
Mt View/D St - Phases 1 + 2 Project Volumes				*31*			*18*	*22*	*40*					
Mt View/F St - Phases 1 + 2 Project Volumes				*71*			*28*				*12*			
Mountain View Road/D Street			85	188	81	16	167	56	111	71	89	62	95	13
Mountain View Road/F Street			64	145	110	39	138	11	19	26	83	76	22	4
2022 Project Conditions - Phases 1 + 2 + 3	208 DU													
Mt View/D St - Phases 1 + 2 + 3 Project Volumes				*45*			*26*	*33*	*58*					
Mt View/F St - Phases 1 + 2 + 3 Project Volumes				*103*			*41*				*18*			
Mountain View Road/D Street			85	202	81	16	175	67	129	71	89	62	95	13
Mountain View Road/F Street			64	177	110	39	151	11	19	26	89	76	22	4
2022 Project Conditions - Phases 1 + 2 + 3 + 4	270 DU													
Mt View/D St - Phases 1 + 2 + 3 + 4 Project Volumes				*59*			*35*	*44*	*76*					
Mt View/F St - Phases 1 + 2 + 3 + 4 Project Volumes				*135*			*55*				*24*			
Mountain View Road/D Street			85	216	81	16	184	78	147	71	89	62	95	13
Mountain View Road/F Street			64	209	110	39	165	11	19	26	95	76	22	4

F Street "F Street Combined Counts.xls"

15-Jun-15	Tue		Wed		Thu			
	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	5	3	6	4	6	4	6	4
01:00	2	1	1	0	2	3	2	1
02:00	0	0	1	0	4	2	2	1
03:00	2	1	1	4	1	0	1	2
04:00	0	2	1	3	2	4	1	3
05:00	3	11	2	13	5	12	3	12
06:00	12	30	11	30	19	32	14	31
07:00	39	73	33	60	53	76	42	70
08:00	119	117	104	106	93	82	105	102
09:00	16	32	20	31	55	54	30	39
10:00	22	26	51	48	49	60	41	45
11:00	55	37	65	61	73	64	64	54
12:00 PM	47	40	73	73	63	62	61	58
01:00	35	32	73	71	61	61	56	55
02:00	53	32	79	61	75	88	69	60
03:00	95	82	87	89	95	62	92	78
04:00	60	38	99	87	121	121	93	82
05:00	83	54	104	90	136	141	108	95
06:00	61	48	79	84	95	85	78	72
07:00	38	30	70	72	80	99	63	67
08:00	28	25	52	56	63	61	48	47
09:00	21	17	36	36	41	61	33	38
10:00	16	5	17	16	29	24	21	15
11:00	11	5	11	9	14	12	12	9

Mt View "MTView Combined Counts.xls"

	1-Jun-15		Tue		Wed		Thu		Average		
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
12:00 AM			4	5	8	5	4	4	5	5	10
01:00			3	1	4	4	0	2	2	2	5
02:00			0	0	1	2	3	3	1	2	3
03:00			3	1	3	2	2	1	3	1	4
04:00			9	1	6	0	6	3	7	1	8
05:00			12	1	10	3	16	2	13	2	15
06:00			35	8	45	17	39	14	40	13	53
07:00			127	29	131	37	122	41	127	36	162
08:00			121	55	111	52	125	55	119	54	173
09:00			63	51	85	37	83	40	77	43	120
10:00			84	77	66	67	63	74	71	73	144
11:00			67	65	64	80	73	56	68	67	135
12:00 PM			95	79	79	82	80	84	85	82	166
01:00			66	85	79	84	87	92	77	87	164
02:00			91	74	64	77	14	13	56	55	111
03:00	99	109	87	117	95	119			94	115	209
04:00	84	139	79	111	79	132			81	127	208
05:00	84	156	89	154	123	161			99	157	256
06:00	136	123	76	129	110	124			107	125	233
07:00	54	77	63	75	76	77			64	76	141
08:00	26	46	88	59	65	80			60	62	121
09:00	22	32	26	42	34	42			27	39	66

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

	01-Jun-15		Tue		Wed		Thu		Average		
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	
			6	8	11	12	5	3	7	8	15
			2	4	3	4	2	3	2	4	6
			1	0	1	2	2	4	1	2	3
			4	3	7	3	3	4	5	3	8
			12	1	8	1	6	2	9	1	10
			20	2	18	5	17	4	18	4	22
			62	20	70	29	66	26	66	25	91
			162	55	167	62	156	71	162	63	224
			184	134	172	144	184	139	180	139	319
			99	80	104	77	108	78	104	78	182
			95	93	110	94	109	104	105	97	202
			116	114	114	120	117	124	116	119	235
			143	133	124	128	146	127	138	129	267
			94	113	123	131	103	115	107	120	226
			120	122	117	130			119	126	245
	173	184	158	208	179	200			170	197	367
	137	197	156	179	133	211			142	196	338
	130	228	144	223	174	245			149	232	381
	156	170	131	195	160	169			149	178	327
	86	133	88	132	118	163			97	143	240
	43	66	105	90	102	136			83	97	181
	42	47	61	62	61	78			55	62	117
	16	21	15	30	24	41			18	31	49
	12	14	14	22	21	21			16	19	35

You are invited to attend a Neighborhood meeting

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

Donuts and coffee will be served!

Hope to see you there.

Mark Wintz

BEEBE, RICHARD
2103 ORCHARD AVE
MOSCOW, ID 83843

BENDER, DONALD
2236 ARBORCREST RD
MOSCOW, ID 83843

BODE, THOMAS
2106 ORCHARD AVE
MOSCOW, ID 83843

BOLDEN, BRUCE
2210 TRAIL RD
MOSCOW, ID 83843

CHRISTOPHERSEN, JON
1512 LANNY DR
MOSCOW, ID 83843

COLBERT, JIMMY
2111 ORCHARD AVE
MOSCOW, ID 83843

COLE, THOMAS
934 PHEASANT RUN RD
MOSCOW, ID 83843

CRAPUCHETTES, JAMES
2238 TRAIL RD
MOSCOW, ID 83843

DAVIS, JAMES
1228 TAMARACK DR
MOSCOW, ID 83843

ERICKSON, JAIMIE
2045 ARBORCREST RD
MOSCOW, ID 83843

EVANS, BRUCE
1609 LANNY LN
MOSCOW, ID 83843

EVERSON, SHARON
1705 LANNY AVE
MOSCOW, ID 83843

EWERS, JENNIFER
980 HIRSCHI RD
MOSCOW, ID 83843

FULLERTON, DENNIS
1510 ORCHARD AVE
MOSCOW, ID 83843

FURNISS, MALCOLM
1825 ORCHARD AVE
MOSCOW, ID 83843

FURTADO, SHEREE
1524 LANNY DR
MOSCOW, ID 83843

GARRETT, KATIE
1506 LANNY DR
MOSCOW, ID 83843

GOODWIN, JUSTIN
1542 LANNY LN
MOSCOW, ID 83843

HANEY, STEPHAN
1405 ORCHARD AVE
MOSCOW, ID 83843

HARRIS, CYNTHIA ANN
1212 TAMARACK DR
MOSCOW, ID 83843

HENDRIX, PAUL
1306 SLONAKER DR
MOSCOW, ID 83843

HOLZMAN, KEITH
1953 ARBORCREST RD
MOSCOW, ID 83843

HORTON, JEFF
1204 TAMARACK DR
MOSCOW, ID 83843

HUGHES, CLINTON
2005 ORCHARD AVE
MOSCOW, ID 83843

IRVING, JOY
1931 ORCHARD AVE
MOSCOW, ID 83843

ISAKSON, PETER
2157 ARBORCREST RD
MOSCOW, ID 83843

JACOBSON LIVING TRUST
2048 ARBORCREST RD
MOSCOW, ID 83843

JAGEMAN, HARRY
1228 PONDEROSA DR
MOSCOW, ID 83843

JETT, MARY
1418 LANNY DR
MOSCOW, ID 83843

JOHANSEN, WILLIAM
1212 SLONAKER DR
MOSCOW, ID 83843

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

JUNG, SEUNGJAE
1075 TRAIL RD
MOSCOW, ID 83843

KURTZ, SUZANNE
966 PHEASANT RUN RD
MOSCOW, ID 83843

LAUGHY, JAMES
1820 ORCHARD AVE
MOSCOW, ID 83843

LEHMITZ, DAVID
1515 LANNY DR
MOSCOW, ID 83843

MAKAMSON, RYAN
2241 ARBORCREST RD
MOSCOW, ID 83843

MANSON, SCOTT
1580 CHRISTOPHER LN
MOSCOW, ID 83843

MATTOON, MARY ELIZABETH
1601 ORCHARD AVE
MOSCOW, ID 83843

MAURIN, JOHN
1326 ORCHARD AVE
MOSCOW, ID 83843

MAY, JOE
1309 SLONAKER DR
MOSCOW, ID 83843

MIZE, COLE
1224 TAMARACK DR
MOSCOW, ID 83843

MORIN, TERRENCE
1232 TAMARACK DR
MOSCOW, ID 83843

MORTIMER, MICHAEL
1507 ORCHARD AVE
MOSCOW, ID 83843

MOSCOW RENTALS LLC
PO BOX 9780
MOSCOW, ID 83843

NEELON, MICHAEL
1215 SLONAKER DR
MOSCOW, ID 83843

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

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

OWINGS, CAROL
1406 ORCHARD AVE
MOSCOW, ID 83843

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

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

PRALL, JIM
1091 YOUMANS LN
MOSCOW, ID 83843

REECE, JOANNE
1400 ORCHARD AVE
MOSCOW, ID 83843

RISTINE, THOMAS
1216 TAMARACK DR
MOSCOW, ID 83843

RITTENHOUSE, RICHARD
1509 LANNY LN
MOSCOW, ID 83843

SMISEK, STACY
PO BOX 10001
MOSCOW, ID 83843

SMITH, CHERYL
1220 TAMARACK DR
MOSCOW, ID 83843

SPELLMAN, ANGELA
1750 ARBORCREST RD
MOSCOW, ID 83843

STANLEY, FORREST
958 HIRSCHI RD
MOSCOW, ID 83843

STEFANI, CHARLES
1208 TAMARACK DR
MOSCOW, ID 83843

STRONGONI, RICHARD
2214 ORCHARD AVE
MOSCOW, ID 83843

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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

Pat: avery.com/patents

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NAME	ADDRESS
Joy Irving	1931 Orchard Ave.
Sean Wilson	2780 N. Mountainview
MIKE MATTOON	1601 ORCHARD AVE
Lisa & Don Bender	2236 Arborcrest Rd
Suzanne Planck	2442 Arborcrest Rd
Andy & ELLEN Johansen	1212 SLONAKER DR
MIKE NEELON	1215 SLONAKER DR
Joanne Reece/ Bill Voxman	1400 Orchard Ave
Dennis (Butch) Fullerton	1510 Orchard Ave.
Jay & Jennifer O'Laughlin	1870 Orchard Ave.
Deanne & Tom Cole	934 Pheasant Run
Borg Hendrickson & Kinwood Laughy	1820 Orchard
Chris Carpenter	811 Sherwood St.
Jackie Bolden	2210 Trail Rd.
Vern Crapuchettes	2238 Trail
Jessica Dahlinger	1106 Slonaker Dr.
Debbie Kadlec	1109 Slonaker Dr.
Steve Kadlec	" "
Chris & Heather Walker	1115 Slonaker Dr.
Kay Maurin	1326 Orchard
Suzanne Kurtz	966 Pheasant Run

Cathy Willmes
2152 Arborcrest 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

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.

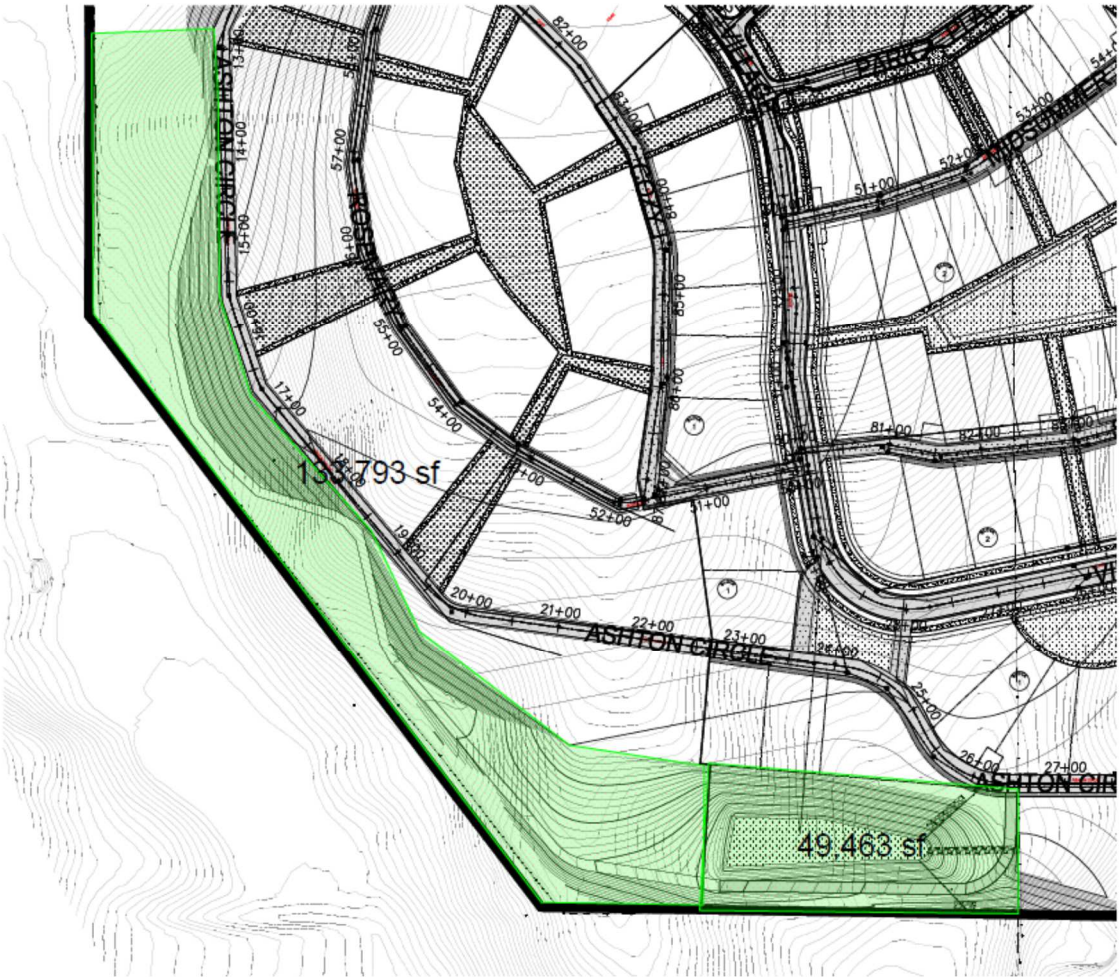
Wintz Company has an agreement with the present land owners to purchase successive phases as we build out the larger project. This proposed area will be part of Phase 2 and will be purchased after Phase 1 is complete. After the purchase of the Phase Two area, Wintz Company would be able to make the dedication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

Wintz Company, LLC – 1004 Dairy Lane, Moscow, ID 83843 – mark@wintzcompany.com (208) 586 - 5555


133,793 sf
49,463 sf
ASHTON CIRCLE
ASHTON CIRCLE
ASHTON CIR
PARK
MUSUMMER
ROSEMARY
POZY
14+00
15+00
17+00
19+00
20+00
21+00
22+00
23+00
24+00
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85+00
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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

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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 ll 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

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

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

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

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

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

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

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

Heather Walker
1115 Slonaker Dr.

From: Davis, Suzie <suziedavis@turbonet.com>
Sent: Wednesday, April 28, 2021 9:11 AM
To: Planning & Zoning Commission
Subject: Harvest Hills

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

To members of the Planning and Zoning Commission,

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

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

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

Sincerely,

Suzie Davis

1228 Tamarack Drive, Moscow

Moscow resident since 1968

RECEIVED
AUG 19 2021
City of Moscow

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 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 Useage-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 dosen'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 to 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
City of Moscow

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

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

RECEIVED
AUG 24 2021
BY:

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

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 7ths ,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

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 cany case, businesses use water too.

Recieved 09-15-2021

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 Woodburry? 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_W5y9luI.

Recieved 09-15-2021

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 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 Useage-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

Ellen M. Johansen

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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Recieved 09-14-2021

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.

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[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.

Recieved 09-14-2021

Looking South on Mt View Rd June 2021

Looking East of Orchard Aug 2020

Recieved 09-14-2021

Moscow City Council

Regular Meeting
~Minutes~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

Monday **September 20, 2021**	**7:00 PM**	**Council Chambers** **206 E. Third St.**

The 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 Rod 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.

Belknap 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 Belknap 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
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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.

Bill Lambert, Mayor

ATTEST:

Laurie M. Hopkins, City Clerk

CITY OF MOSCOW INCORPORATED JULY 12 1887 STATE OF IDAHO

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

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 an 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 an 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.

2. The subject property is a twenty-one point seven three (21.73) acre property proposed to be annexed into the City of Moscow and generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road.

3. The subject property is currently being used for agricultural production. The subject property is surrounded by primarily agricultural land to the west, north, and east. Single family subdivisions within Moscow City Limits are located to the south and include Picabu Estates, Blackwood 1st Addition, and Evergreen Hills Subdivision.

4. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential and the proposal is a combination of the Auto-Urban Residential and Suburban Commercial designations.

5. Auto-Urban Residential (AU-R) designated areas,

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

6. Suburban Commercial designated areas are intended to,

> *"provide local and neighborhood commercial services in a manner that is compatible within a residential neighborhood environment. Lands appropriate for this designation include areas in close proximity to higher-density residential development and intersections of designated collector or arterial streets near residential development. Developments within these designated areas should include additional building scale and design standards (e.g., roof shape and materials, building height, setbacks, lighting, signage, etc., coupled with increased buffer yard requirements would better ensure compatibility). Developments within Suburban Commercial designated areas should limit the floor area ratios and require greater landscaping. Suburban Commercial designated areas are most appropriately zoned Neighborhood Business (NB)."*

7. The subject property and adjacent properties immediately to the west, north, and east are within Latah County and are currently designated as Agriculture/Forestry (AF).

8. Properties to the west adjacent to Orchard Ave within the City Limits are a combination of the Suburban Residential (SR), Farm Ranch (FR), and Moderate Density, Single Family Residential (R-2) Zoning Districts. The Picabu Estates, Blackwood 1st Addition, and Evergreen Hills Subdivisions to the south and southwest are currently designated as Low Density, Single Family Residential (R-1).

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

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

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

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

12. The minimum lot size for lots within the R-2 Zone is 7,000 sf and the minimum lot width is 60 feet (50 feet for lots with alley access). Front yard setbacks are a minimum of 20 feet, side

setbacks are a minimum of 5 feet but both sides must equal 15 feet, street side setbacks are 15 feet, and rear setbacks are 20 feet.

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

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

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

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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 tis 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

AMENDED

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 CONDITIONAL USE PERMIT APPLICATION TO ALLOW RECREATIONAL VEHICLE SPACES WITHIN AN EXISTING MANUFACTURED HOME PARK LOCATED AT 1751 NORTH POLK EXTENSION WITHIN THE CITY OF MOSCOW, IDAHO WITHIN THE MULTIPLE FAMILY RESIDENTIAL (R-4) ZONING DISTRICT PER MOSCOW CITY CODE 4-3-4.

WHEREAS, the applicant filed an application for a Conditional Use Permit on February 11, 2025; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on April 9, 2025; and

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

THE MOSCOW 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 Zoning Code, Comprehensive Plan, and Moscow City Code.
2. The subject property was first established as a mobile home park around the late 1970s and is currently referred to as the Bel-Air Mobile Home Park. Mobile home parks are a permitted use in the R-4 zone.
3. The subject property is currently 9.34 acres and contains two looped access drives which are accessed from Polk Street.
4. There are currently approximately 59 spaces within the park and the average sized space is 35 feet in width by 100 feet in depth, which exceeds the minimum required.
5. Access to the subject property is provided via two access drives which extend to Polk Street to the east. To the east of the subject property is another manufactured home park, a single-family dwelling, and Moscow Hide and Fur. To the north are rural residential properties located within Latah County, to the west is vacant land, and to the south is a residential subdivision containing single-family dwellings.

DRAFT

AMENDED

6. The subject property and adjacent properties to the east and southeast are currently zoned Multiple Family Residential (R-4). Properties to the south are zoned Moderate Density Residential (R-2), properties to the west are zoned Farm Ranch (FR), and properties to the north are zoned Agriculture Forestry (AF).

7. The R-4 Zone provides for the most intense residential land uses permitted in the community. It is to be applied where activity levels are high and adequate public facilities are available.

8. Uses permitted within the R-4 Zone include single family dwellings, two family dwellings, twinhomes, townhouses, and multi-family dwellings. Also permitted are professional offices, bed and breakfasts, daycare facilities, and parking lots.

9. Recreational Vehicle (RV) Parks are a conditional use within the R-4 Zoning District and require review and approval by the Planning and Zoning Commission, per the RV Park Ordinance.

10. The entirety of the subject property is currently designated as Auto-Urban Residential (AU-R). According to the Comprehensive Plan, 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."

11. All surrounding properties to the west, south, and east are also designated as Auto-Urban Residential (AU-R). Properties within Latah County to the north are designated as Suburban Residential (SR).

12. The subject property has property frontage on Polk Street which is designated as a collector in the 2019 Comprehensive Plan.

13. The proposed spaces will have at least 10' of clearance between adjacent RVs or manufactured homes.

14. There is currently a large open space in the southeast portion of the property.

15. Each RV space and mobile home space has a designated roll cart which is collected weekly to satisfy the refuse requirement.

16. The subject property has existing access via Polk Street via existing internal streets with a 20-foot gravel surface and 4-foot shoulders on either side, which meets the minimum requirement for two-way traffic. All corners in the park meet the 40 foot outside radius requirement.

17. The existing mobile home park is currently serviced off existing water and sewer mains that are connected to the City's mains. Each individual manufactured home and/or recreational vehicle space will have connections to water and sewer.

DRAFT

AMENDED

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 use is a conditionally permitted use within the Zoning District:** The use of a recreational vehicle (RV) park is a conditionally permitted use within the Multiple Family Residential (R-4) Zoning District.

2. **The character of the proposed use will be in harmony with the neighborhood and surrounding land uses:** The proposed use is in harmony with the neighborhood and surrounding land uses. The applicant's stated intent to only allow long-term tiny house residences is similar to the existing use of a manufactured home park.

3. **The proposed use as approved, or as approved with conditions, will not generate nuisances that would be injurious or detrimental to the adjoining properties or the neighborhood (including, but not limited to, noise, dust, glare, vibrations, odors, and the like):** The proposed use, as approved, will not generate nuisances that would be injurious or detrimental to the adjoining properties or the neighborhood.

4. **The location, design, and size of the proposed use will be adequately served by existing streets, public facilities and services:** The proposed use is adequately designed to comply and be serviced by existing streets, public facilities and services.

5. **The proposed use will not endanger the public health or safety if located where proposed:** The use of RV spaces for tiny homes within the existing mobile home park framework will not endanger the public health or safety.

6. **Proposed use meets all applicable development standards of the Zoning Code:** The site plan provided complies with all Zoning Code requirements as well as the Recreational Vehicle Park Standards.

7. **The proposed use will not be in conflict with the Comprehensive Plan:** The proposed use is not in conflict with the Comprehensive Plan.

DRAFT

AMENDED

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City of Moscow Planning and Zoning Commission approves the Conditional Use Permit proposal to allow recreational vehicle (RV) spaces within an existing manufactured home park located at 1751 North Polk Extension.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW THE _____ DAY OF _____, 2025.

_____

Dennis Wilson, Chair
Planning and Zoning Commission

DRAFT

* In accordance with Moscow City Code Section 4-6-5, any applicant, City representative or affected person, may appeal a final decision of the Board of Adjustment or of the Planning and Zoning Commission to the Council within ten (10) calendar days following a final decision of such Board or Commission regarding an interpretation of or administration of the Zoning Code by the Zoning Administrator, which includes: a variance application, conditional use permit, or PUD, by filing written notice of appeal specifying the grounds therefor with the City Clerk , or their designee. Grounds upon which an appeal to the City Council may be made following a final decision of the Board of Adjustment or of the Planning and Zoning Commission includes the following:

1. Decision violates statutory or constitutional provisions;
2. Decision exceeds statutory authority;
3. Decision was made upon unlawful procedure;
4. Decision was unsupported by substantial evidence in the records or as a whole; or
5. Decision was arbitrary, capricious, or an abuse of discretion.