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Community Impact Technical Reports

Draft Environmental Impact Statement

US-95 Thorncreek Road to Moscow

Project No. DHP-NH-4110(156);Key No 09294



Idaho Transportation Department
District 2



**U.S. 95 THORNCREEK ROAD
TO MOSCOW**

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

COMMUNITY PROFILE UPDATE

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EXECUTIVE SUMMARY

The community profile analyzes and discusses the demographic characteristics of Latah County as a whole, as well as the corridor study area. The original community profile gathered and evaluated demographic information including population, age, race and Hispanic origin, households, housing units, employment, and detailed income variables in Latah County and the corridor study area between the years 2000 and 2004. The findings from the community profile were incorporated into the preliminary Draft Environmental Assessment (DEIS) for the project.

Since the original analysis was conducted in 2004 for the community profile, the area has undergone changes. As a result, an update to the community profile is being conducted to re-evaluate the demographic conditions that changed since the original analysis in 2004.

The following are the main findings of the study update:

Demographic Changes

- In Latah County, the population grew at a higher rate between 2004 and 2010 (4.6 percent) than what it did during the 2000 to 2004 study period (2 percent). The number of households in the County also grew at a higher rate between 2004 and 2010 (10.6 percent) than what it did during the 2000 to 2004 study period (2 percent).
- Latah County's population is forecast to continue increasing moderately through 2021, reaching 38,797 people and increasing by 4 percent.
- Along the corridor, the number of households grew by 3 percent and population grew by 1 percent, compared to negative growth during the 2000 to 2004 study period.
- From 2004 to 2010, a decrease of 37 percent of the American Indian population occurred in the County and a 130 percent increase occurred along the corridor.
- From 2004 to 2010, persons of Hispanic origin increased by 61 percent in the County and by 150 percent along the corridor. In 2010, Hispanics comprised about 4 percent of the County population and about 2 percent of the corridor study area population.
- In 2010, the racial minority and Hispanic origin of the County, at nearly 11 percent of the county's total population, was greater than the minority and Hispanic population concentration of five percent in the corridor study area.
- In Latah County, a 15 percent increase in housing occurred since 2000.
- From 2005 to 2011, nearly 213 residential building permits were issued by the City of Moscow and 28 building permits were issued by Latah County.
- From 2004 to 2010, the number of occupied housing units decreased and vacancy increased along the corridor.
- Latah County's full- and part-time employment was 21,431 in 2009; a 1 percent increase from 2003 employment numbers.
- Gritman Medical and the University of Idaho remain the largest employers in the County. The loss of Walmart from the City of Moscow has removed a significant number of jobs in that area.
- Income distribution in the County continues to be consistent with areas with a large concentration of university students, with most households with incomes below \$15,000.
- Per capita income in the corridor remained higher (\$24,370) than for Latah County (\$19,921).
- Latah County's full and part-time employment is forecast to increase from 21,012 in 2010 to 23,215 by 2021, an increase of nearly 10 percent. Updated projections anticipate less

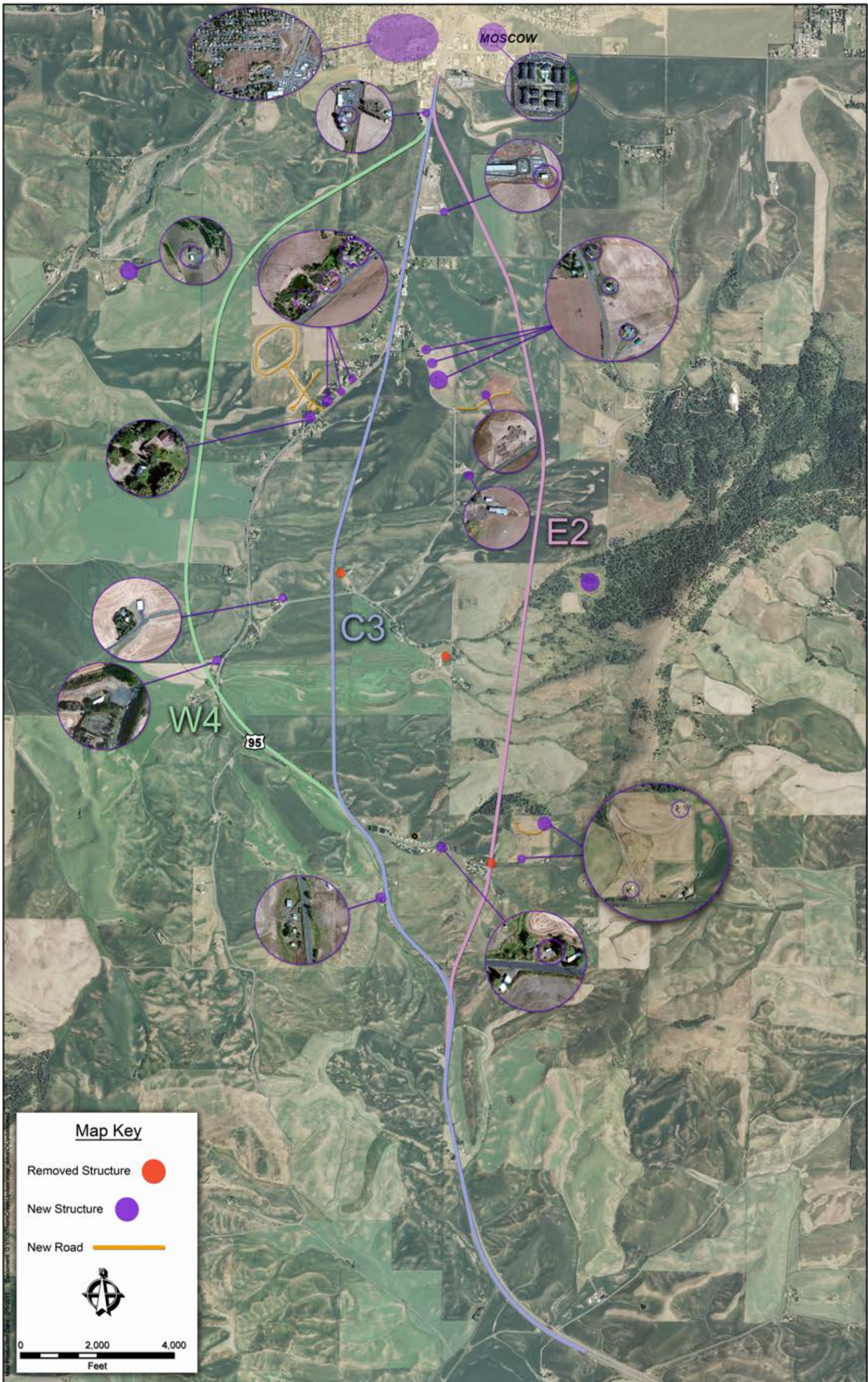
new employment in the County than the estimates for the original analysis. The change in these projections is reflective to changes in national economic conditions.

Land Use Changes

- Based on conversations with local land use administrators in the County and the City of Moscow, land use changes along the corridor since 2005 are not anticipated to have an effect on any of the proposed alignments for the US-95 project.
- A relatively low amount of development has occurred in the corridor study area since 2005.
- No new commercial buildings exist in the corridor study area, and demand for commercial activity remains low.
- There is a new residential subdivision proposed that includes approximately 20 to 24 lots. This general area, along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, has experienced the largest intensity of development in the corridor study area since 2005, and has potential for continued growth.
- The City of Moscow conducted a Master Plan for an Industrial Park located north of the South Fork of the Palouse River.
- The City of Moscow issued building permits for 21 single family homes and 192 multi-family units in the corridor study area since 2005.
- Latah County issued approximately 28 relevant building permits between 2005 to September 2011.
- Latah County has abandoned their individual land use codes and they now have a single combined code called that Latah County Land Use Ordinance. Latah County also updated their Comprehensive Plan in 2010.
- Moscow updated their Comprehensive Plan in 2009, which includes future land use changes for the corridor study area, and a new ring road alignment concept.
- The North Latah Highway District Transportation Plan was completed in November 2006.

The key changes that have occurred along the corridor study area between 2005 and 2011 are shown in **Figure 1**. These changes were verified through discussions and information obtained from various stakeholders as part of the Community Profile update.

Figure 1: Identified Changes in the Corridor Study Area Since 2005



Purpose and Overview

As part of the US-95 Thorncreek to Moscow project, a community profile was conducted in 2005 to 2006 that evaluated demographic information including population, including age, race and Hispanic origin, households, housing units, employment, and income variables in Latah County (County) and the corridor study area (**Figure 1**). The original analysis evaluated and compared this demographic information between the years 2000 and 2004. The findings from the community profile were incorporated into the preliminary Draft Environmental Assessment (DEIS) for the project.

Since the original analysis was conducted for the community profile, the corridor study area has undergone changes that should be incorporated into the DEIS. These changes would help to identify any important shifts in the demographic characteristics of Latah County and the corridor study area.

The community profile update follows the outline of the original community profile. It begins with changes occurring in Latah County and along the corridor study area. Demographics, including population, age, race and Hispanic origin, households, housing units, employment, and detailed income variables are analyzed and compared in the evaluation. For the update, the original analysis and data from the years 2000 and 2004 are retained, and new available information through 2010 are also shown. This approach provides a detailed look into the demographic changes that have occurred in the corridor study area.

Additional information shown in the community profile update includes:

- A list of major findings and conclusions.
- Long-range population, household, and employment forecasts for Latah County.
- Short-term income forecasts for Latah County.

The updated analysis followed the same pattern of information as the original analysis with data from the U. S. Department of Commerce, and the U.S. Census Bureau. The most recent census data was released in 2010, and this data is presented in the analysis. It should be noted that the original analysis covered a four year period (2000 to 2004), and the updated analysis covers a six year period (2004 to 2010). The longer period of analysis will show different comparable values, but will provide a comprehensive look at current conditions.

For the original analysis, the corridor consisted of two areas called census block groups: census tract 54, block group 6, and census tract 57, block group 3. Those block groups were larger than the actual corridor boundaries, so the data presented in the profile is more inclusive than the actual demographics found in the corridor. In rural areas, census reporting areas tend to cover large areas. Most of the census data for the larger area can not be disaggregated to smaller areas of geography. The City of Genesee is located in census tract 57, block group 3. Data for the City of Genesee (while within these census block groups) were able to be excluded from this analysis because the city is classified by the Census as its own unit of geography. By excluding this population center, the analysis area is more representative of the corridor study area as a whole.

The designation of one of the census block groups for the update in 2010 analysis changed. The original census tract 54, block group 6 changed to census tract 54, block group 2. The boundaries of this block group did not change.

Analysis of Demographic Conditions

Population and Households

Latah County 2004 to 2010 Update

For the updated data from 2004 to 2010, Latah County's population gain increased by about 4.5 percent. Its population reached 37,244 by 2010, gaining nearly 1,625 persons from 2004. The number of occupied housing units in Latah County increased by 10.6 percent between 2004 and 2010. Total households increased to 14,708 houses in 2010, an increase of 1,410 in the time period since the last census information was available (**Table 1**).

Overall, the change in data between the original analysis and the updated analysis shows that increased growth in population and households occurred in the most recent time period up to 2010.

Table 1: 2004 and 2010 Latah County Population and Households

Variable	2004	2010	# Change	% Change
Population	35,619	37,244	1,625	4.6
Households	13,298	14,708	1,410	10.6

Sources: U.S. Census Bureau, 2010

Corridor Study Area 2004 to 2010 Update

In 2010 the Thorncreek corridor contained approximately 1,231 persons, which is still equal to about 3 percent of Latah County's total population. Population in the corridor increased by 14 people from 2004 to 2010; a 1 percent increase (**Table 2**). During this time, population growth in the corridor study area resulted in an increase of 15 households, a 3 percent increase during the same six-year period. There were about 538 households in the corridor study area in 2010, which represents 4 percent of the County's total households.

Overall, the new data shows that while negative growth in both population and the number of housing units occurred during the original analysis period, positive growth has occurred recently in both population and the number of households in the corridor study area.

Table 2: 2004 and 2010 Corridor Study Area Population and Households - Update

Variable	2004	2010	# Change	% Change
Population	1,217	1,231	14	1
Households	523	538	15	3

Sources: U.S. Census Bureau, 2010

Population by Age

Latah County 2004 to 2010 Update

In 2010, the largest concentration of Latah County's population was also in the 15 to 24 and 25 to 44 year old age groups. These two age groups continue to comprise over 50 percent of the County's population in 2010. The 15 to 24 age group is the largest group with approximately 10,500 members and continues to grow at the largest pace (**Table 3**). The 25 to 44 age group decreased the most, while the 60 to 74 year old age population increased the most during this period. The under-15 and 45 to 59 year old age groups were the next largest, with each containing about 17 percent of the county's population.

Table 3: 2004 and 2010 Latah County Population by Age - Update

Age Group	2004	2010	# Change	% Change
Under 15	5,671	5,811	140	2
15 to 24	9,318	10,609	1,291	14
25 to 44	9,854	8,848	-1,006	-10
45 to 59	6,144	6,374	230	4
60 to 74	2,807	3,892	1,085	39
75 and Older	1,825	1,710	-115	-6
Total	35,619	37,244	1,625	4.6

Sources: U.S. Census Bureau, 2010

Corridor Study Area 2004 to 2010 Update

For the update, it is still apparent that the corridor study area's population is characteristic of family-oriented households, while the county's total population is characteristic of a university-based population. In 2010, a slight shift occurred with the 45 to 59 year old age group now representing the largest portion of the population in the corridor study area, with about 26 percent of the total (**Table 4**). The 25 to 44 age group is still close behind at 23 percent of the total population. Population in the corridor study area increased by 1 percent (14 residents) and the under-15 age group experienced the largest decline in population, dropping to about 17 percent of the total population. The 75 and older population, while still the lowest percentage, experienced the greatest population increase. In 2010, median age in the corridor study area was 40.4, while the median age for the County as a whole was 28.3.

Table 4: 2004 and 2010 Corridor Study Area Population by Age - Update

Age Group	2004	%Total	2010	%Total	# Change	% Change
Under 15	283	23.2	204	16.6	-79	-28
15 to 24	155	12.7	189	15.3	34	22
25 to 44	364	29.9	283	23.0	-81	-22
45 to 59	242	19.9	319	25.9	77	32
60 to 74	135	11.1	173	14.1	38	28
75 and Older	38	3.1	63	5.1	25	66
Total	0.999		1,231		14	1

Sources: U.S. Census Bureau, 2010

Race and Hispanic Origin

Latah County 2004 to 2010 Update

In 2010, persons of the White race represented approximately 93 percent of Latah County's total population (**Table 5**). Asians again had the next highest single-race concentration of residents and were about 2 percent of the County total. Persons of other races comprised about 4 percent of the population. Hispanics comprised about 4 percent of all Latah County residents.

Table 5: 2004 to 2010 Latah County Race and Hispanic Origin - Update

Race or Origin	2004	2010	# Change	% Change
White	33,075	34,557	1,482	4
Black	255	293	38	15
American Indian	374	237	-137	-37
Asian	894	781	-113	-13
Other Races	1,021	1,376	355	35
Total	35,619	37,244	1,625	5
Hispanic	824	1,326	502	61

Sources: U.S. Census Bureau, 2010

For the County as a whole, the greatest single-race population gain occurred in the Black race, which increased by 38 persons from 2004 to 2010. Significant decreases in Native-American Indian populations and Asian populations also occurred. Members of other races had the largest overall population gain in the county, with an increase of 355 persons. Persons of Hispanic origin also increased significantly, with a 61 percent increase from 2004 to 2010. In 2010, racial minorities and persons of Hispanic origin comprised 11 percent of the total population in the County.

Corridor Study Area 2004 to 2010 Update

For the corridor, whites accounted for the largest percent of the corridor study area's total population at nearly 97 percent (**Table 6**). American Indians and Asians each still accounted for about 1 percent of the corridor's 2004 population despite large comparable increases in the populations. Hispanics represented about 2 percent of the corridor's population and experienced the largest increase in population. Other races experienced the largest decrease in population with a decline of 65 percent of the population. Racial minorities and persons of Hispanic origin represented 5 percent of the total population of the corridor study area.

Table 6: 2004 to 2010 Corridor Study Area Race and Hispanic Origin

Race or Origin	2004	2010	# Change	% Change
White	1,173	1,188	15	1
Black	4	5	1	25
American Indian	7	16	9	129
Asian	10	14	4	40
Other	23	8	-15	-65
Total	1,217	1,231	14	1.2
Hispanic	8	20	12	150

Sources: U.S. Census Bureau, 2010

Housing Units

Latah County 2000 to 2010 Update

In 2010, Latah County had 15,988 housing units (**Table 7**), which is a 15 percent increase in housing since 2000. Idaho statewide housing increased by about 38 percent during the same period from 2000 to 2010.

Of the total units in 2010, about 92 percent, or 14,700 of those units were occupied. The remaining 8 percent were considered vacant. Of the occupied units, about 56 percent of them were owner-occupied units. The remaining rental units accounted for about 44 percent of all occupied housing. Overall, a slight decrease in occupied units and a slight increase in vacant units occurred since 2000.

Table 7: 2000 to 2010 Latah County Housing Characteristics

Variable	2000	% Total	2010	% Total	# Change	% Change
Total Housing Units	13,838	100	15,988	100	2,150	15
Occupied Units	13,059	94	14,708	92	1,649	13
Owner-Occupied	7,760	-	8,265	-	505	7
Renter Occupied	5,389	-	6,443	-	1,054	20
Vacant Units	779	6	1,280	8	501	64

Sources: U.S. Census Bureau, 2010

Corridor Study Area 2000 to 2010 Update

According to census estimates, the corridor study area contained the same amount of housing units in 2010 as in 2000 at 604 total units. It is important to note that housing units refers to the structures in which people live, while a household refers to the people living in it. A household includes all the people who occupy a housing unit as their usual place of residence. This helps to explain the difference in housing units compared to households.

Eighty-nine percent of the units in the corridor study area were occupied at the time of the 2010 census (**Table 8**), compared to 93 percent in 2000. The vacancy rate in the corridor was 11 percent in 2010, which is slightly higher than the vacancy rate for Latah County. Nearly 75 percent (407 housing units) of the occupied units were owner-occupied, with the balance being occupied by renters. The 24 percent renter occupancy rate in the corridor was lower than the 43 percent renter occupancy rate for the entire County. Renter occupied units experienced the largest decrease in the corridor study area since 2000.

Table 8: 2000 to 2010 Corridor Study Area Housing Characteristics

Variable	2000	% Total	2010	% Total	# Change	% Change
Total Housing Units	604	100	604	100	0	0
Occupied Units	562	93	538	89	-24	-4.2
Owner-Occupied	389	-	407	-	18	4.6
Renter Occupied	173	-	131	-	-42	-24
Vacant Units	42	7	66	11	24	57

Sources: U.S. Census Bureau, 2010

From 2005 through 2010, nearly 213 residential building permits were issued by the City of Moscow (City) and 28 building permits were issued by Latah County in the corridor study area. More than 90 percent of the permits in the City (about 192) were for multi-family or apartment buildings. In the County, the majority of the building permits (12) were for out-buildings (garages, shops, etc.), 9 permits were for new houses and new manufactured homes, 2 permits were for wind towers, and there were 5 other miscellaneous permits.

Employment

Latah County 2004 to 2010 Update

Latah County's full- and part-time employment was 21,431 in 2009 (**Table 9**). This is a 1 percent increase from 2003 employment numbers. The services and government sectors contained the largest number of employees, with each accounting for about one-third of the County's total employment. Retail trade employment, with almost 2,700 employees, was the third largest employment sector in the County. Employment data were not available for the forestry, fishing, mining, utilities, and transportation employment sectors because of disclosure of confidentiality restrictions.

Table 9: 2009 Latah County Employment

Sector	# Employees	% Total	Difference 2004 to 2009
Farming	1,077	5	190
Forestry, Fishing	C	-	-
Mining	C	-	-
Utilities	20	.1	-
Construction	845	4	50
Manufacturing	437	2	2
Wholesale Trade	245	1	7
Retail Trade	2,457	11	-237
Transportation	184	.01	-
Information	350	2	75
Finance & Insurance	460	2	-14
Real Estate	649	3	200
Services	7,074	33	174
Government	7,090	33	-80
Total	21,431	-	-461

Sources: U.S. Bureau of Economic Analysis, 2009

C: Confidential information, although values are given for these sectors.

Since 2004, an overall decline in employment has occurred in Latah County. The largest employment gain occurred in the farming sector, increasing by almost 200 employees. Minor employment increases were noted in the information, construction, real estate, and service segments of the local economy. Employment in the retail trade, finance and insurance, and government sectors declined, with the largest decline in retail trades.

The Idaho Department of Commerce and Labor (IDC&L) reported that Latah County's civilian labor force was 17,756 in 2009 (total employment was 16,695). Latah County's unemployment rate was 6 percent, compared to 8 percent for the State of Idaho.

Based on discussion with Idaho Department of Labor, the University of Idaho is still a large employer in Latah County. The university's student enrollment decreased from 12,824 in 2004 to 12,312 in early fall 2011, a nearly 4 percent loss. University employment has also been decreasing over time due to budgetary constraints. Other major government employers include Latah County, the City of Moscow, and School District #281. Major employers in the service sector are Gritman Medical Center and the Good Samaritan Nursing Home.

Table 10. Major Employers in Latah County

Employer	Average # of Employees
University of Idaho	4,000-5,000
Gritman Medical	4,000-5,000
Moscow School District	400-500
City Moscow	200-300
University Inn	100-200
Latah County	100-200
Bennett Lumber Products	100-200
Good Samaritan Nursing Home	100-200
Disability Action Center NW	100-200

Tacke, Kathryn. Idaho Department of Labor, 2011

Income

Latah County 2004 to Current Update

Income data for the corridor study area was available for the year 2010. During this time, the largest concentration of households in the county, 3,092 households, had incomes below \$15,000 in 2010 (**Table 11**). This income range experienced a slight increase since 2004. This income distribution continues to be consistent with an area with a large concentration of university students. The next largest concentration of households was in the \$50,000 to \$75,000 range, which contained approximately 17 percent of all County households. The \$15,000 to \$25,000 income range experienced the largest growth during the study period, and the \$100,000 and the \$150,000 or more income ranges experienced the greatest overall percent change. Households with the \$25,000 to \$35,000 income range experienced the smallest change. Latah County's per capita income grew from \$18,535 in 2004 to \$20,317 in 2010, an increase of \$1,782.

Table 11: 2004 to 2010 Latah County Households by Income Range

Income Range	2004	2010	# Change	% Change
Under \$15,000	2,838	3,092	254	9
\$15,000 to \$25,000	1,901	2,441	540	28
\$25,000 to \$35,000	1,843	1,890	47	3
\$35,000 to \$50,000	1,881	1,972	91	5
\$50,000 to \$75,000	2,468	2,603	135	5
\$75,000 to \$100,000	1,249	1,439	190	15
\$100,000 to \$150,000	817	1,193	376	46
\$150,000 and More	301	439	138	46
Total	13,298	15,069	902	13

Sources: U.S. Census Bureau, 2005 to 2009 American Survey five year estimates

Corridor Study Area 2004 to Current Update

2005-2009 is the most recent data available for income along the corridor. As a result, data provided represents projections for 2005 to 2009 and may not reflect the number of households shown in the 2010 data for the County above. The City of Genesee cannot be extracted from the 2005-2009 data, and as a result, may represent higher numbers than were experienced in 2004. From the data shown, the \$50,000 to \$75,000 income range continued to contain the largest concentration of households in the corridor, with 132 households (**Table 12**). The second largest household concentration was in the under \$15,000 income range, which may be due to growth in south Moscow, and an increase in university students. Approximately one-third of all households in the corridor had incomes below or equal to \$25,000. Yet, about half of the households in the corridor in 2010, had incomes between \$35,000 and \$100,000. About 10 percent of all households had incomes of more than \$100,000.

Table 12: 2004 to 2005-2009 Corridor Study Area Households by Income Range

Income Range	2004	2005-2009	# Change	% Change
Under \$15,000	78	147	69	88.5
\$15,000 to \$25,000	85	137	52	61.2
\$25,000 to \$35,000	57	57	0	0.0
\$35,000 to \$50,000	90	118	28	31.1
\$50,000 to \$75,000	92	186	94	102.2
\$75,000 to \$100,000	36	132	96	266.7
\$100,000 to \$150,00	31	63	32	103.2
\$150,000 and More	54	35	-19	-35.2
Total	523	875	352	67.3

Sources: U.S. Census Bureau, 2005-2009 American Survey 5 year estimates

The largest growth in household incomes was experienced in the \$75,000 to \$100,000 income ranges. The \$50,000 to \$75,000 and the \$100,000 to \$150,000 income ranges experienced the next highest growth. Incomes more than \$150,000 declined between 2004 and 2010.

Average per capita income in the corridor study area was \$24,370 in 2010, a decrease of \$3,582 dollars since 2004. Despite this decrease, per capita income in the corridor remained higher than for Latah County.

Forecasts and Future Trends

Population and Households

Latah County

Latah County's population is forecast to continue increasing moderately through 2021 (**Table 13**). Its population was 37,244 in 2010 and is forecast to reach 38,797 by 2021, gaining nearly 1,553 persons (about a 4 percent increase). Based on historic trends for housing, the number of households in the County is forecast to increase slightly, with 15,349 households in 2021, an increase of 641 houses or about 4 percent. This estimate follows population forecast trends and would be considered conservative.

Table 13: 2000, 2016, 2021 Latah County Population Forecast Update

Year	Population	Estimated Households
2010	37,244	14,708
2016	38,162	15,025
2021	38,797	15,349

Source: Idaho Department of Labor.

NOTE: 2010 Population estimates provided by IDL showed a variance of 0.001% from U.S. Census Bureau numbers shown for 2010.

Population forecasts for the County were available from the Idaho Department of Labor for the period to 2021. Household forecasts were not published during this period, but can be estimated based on average household sizes from historic trends in the County from 2004 to 2010.

Household forecasts for 2016 and 2021 were estimated using the household growth rate from 2004 to 2010 and projected for the years 2016 and 2021.

Population or household forecasts were not available at the corridor level. Yet, based on historic trends from 2004 to 2010, low to moderate increases can be anticipated.

Employment

Latah County

Latah County's full and part-time employment is forecast to increase from 21,012 in 2010, to 22,582 by 2016 and then 23,215 by 2021. These projections anticipate a gain of more than 2,300 employees in the forecast period (**Table 14**), a 10 percent increase. Detailed predictions showed the strongest employment gains in the retail trade, government, and health care trade sectors. Updated projections for the year 2021 anticipate significantly less employment in the County than the estimates for the original analysis. The change in these projections is likely due to changes in national economic conditions.

Table 14: 2010, 2016, 2021 Latah County Employment Forecast Update

Year	Employment
2010	21,012
2016	22,582
2021	23,215

Source: Idaho Department of Labor, 2010.

Latah County's employment projections are based on forecasts prepared for each sector of the county's economy. Historical data are available for many of the same employment categories shown in **Table 9**.

Employment forecasts were not available at the corridor level.

Income

Latah County and the Corridor Study Area

Income forecasts were not available for Latah County or the corridor study area. Nevertheless, very similar trends were witnessed for the years 2004 and 2010. At the County level, the lowest income range households (\$15,000 and below) will likely continue to remain high due to the prevalence of the University. Middle income households \$35,000 to \$50,000 and the \$50,000 to \$75,000 ranges remained high historically and may continue to do so. Also, the \$100,000 and above households will likely continue to experience growth. For the corridor, it can be anticipated that there will be a net reduction in the number of households with lower incomes and an increase in the number of households with higher incomes.

Purpose and Overview

The purpose of the land use section is to provide background information on changes to land uses and land use regulations for the corridor study area. This section begins with an overview of general land use changes in Latah County and also covers changes in the City of Moscow.

In order to identify changes to land use plans and ordinances since 2005, local plans and ordinances were obtained and key changes were highlighted. In addition, city and County administrators were interviewed to verify these changes. Interview summary notes are provided in **Appendix A** of this report.

General Land Use

The majority of Latah County is sparsely developed, rural land. More than one-half (about 58 percent) of Latah County is privately-owned land (**Table 15**). A large portion of this land is agricultural land. The forest industry holds the next largest percentage of land in the County (at nearly 20 percent) and forestland is one of the largest land usages. The federal government owns about 16 percent of the land, and the state government owns about 5 percent of the land. Most of the state property is endowment land for education. Due to the relatively low amount of development that has occurred in recent years, it is anticipated that a low percentage of urban land (below 1 percent) remains in the County.

Table 15: Latah County General Land Ownership

Land Usage	Total Acreage	% Total
Private	404,682	58.7
Forest Industry	126,701	18.4
US Government	108,285	15.7
State	35,577	5.2
University	9,856	1.4
Highway	2,100	0.3
City	1,990	0.3
Railroad	665	0.1
Latah County	493	0.1
School District	296	0.0

Sources: Latah County Wildfire Protection Plan, 2011

Regulation

No significant legislative actions have occurred that would impact land use or transportation planning since 2005.

The majority of the corridor study area is located in Latah County, and will largely be influenced by their jurisdictional governance. The City of Moscow modified their area of city impact in 2003 to decrease their influence into the northern portion of the corridor, south of the city (**Figure 1**). This would change how Latah County makes land use decisions near Moscow along the corridor alignments. These areas that were previously in the city area of impact do not require Latah County to follow the City of Moscow’s zoning ordinance and zoning classifications. But, the County will continue being responsible for issuing building permits in the Area of City Impact (Fuson, July, 2005).

General Development Trends 2005 to 2010

Latah County

Figure 2 shows a map of the building permit locations in Latah County since 2005. The relevant building permits are highlighted with blue dots. A list of the building permit descriptions is located in **Appendix B**. There were approximately 28 relevant building permits between 2005 to September 2011. Most of the building permits (12) are for out-buildings (garages, shops, etc.). There were also nine permits for new houses and new manufactured homes, as well as two wind towers. There were five other miscellaneous permits. Permits like siding, roofing, gas piping and wood stove installations were excluded from the query (Fuson, 2011).

No new commercial activity was identified in the corridor study area, and demand for commercial activity remains low. There is a new subdivision proposed that includes approximately 20 to 24 new lots along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments. The internal roads and some infrastructure are built for this subdivision, as identified on **Figure 1** above. There has been three single family residence permits on Cameron Road. This general area has experienced the largest intensity of development in the County study area since 2005, and has potential for continued growth (Fuson, 2011).

City of Moscow

The City of Moscow issued building permits for 21 single family homes and 192 multi-family units in the corridor study area since 2005 (Belknap, 2011). All of the 192 multi-family units were part of the Grove residential development located north of Palouse River Drive and east of US-95. Continued residential infill development has occurred in the subdivision west of US-95 and north of Palouse River Drive, which comprises the single family home permits. All the streets in this subdivision have been built out since 2005. The City of Moscow provided a map that highlights these changes (**Figure 3**).

The City of Moscow also recently worked on a new Master Plan for an Industrial Park that is located north of the South Fork of the Palouse River. The site plan for this industrial area is shown in **Appendix B**. The site is not adjacent to US-95 and is not expected to have an impact on any of the proposed alignments.

Figure 2: Building Permit Locations in the Latah County Corridor Study Area since 2005

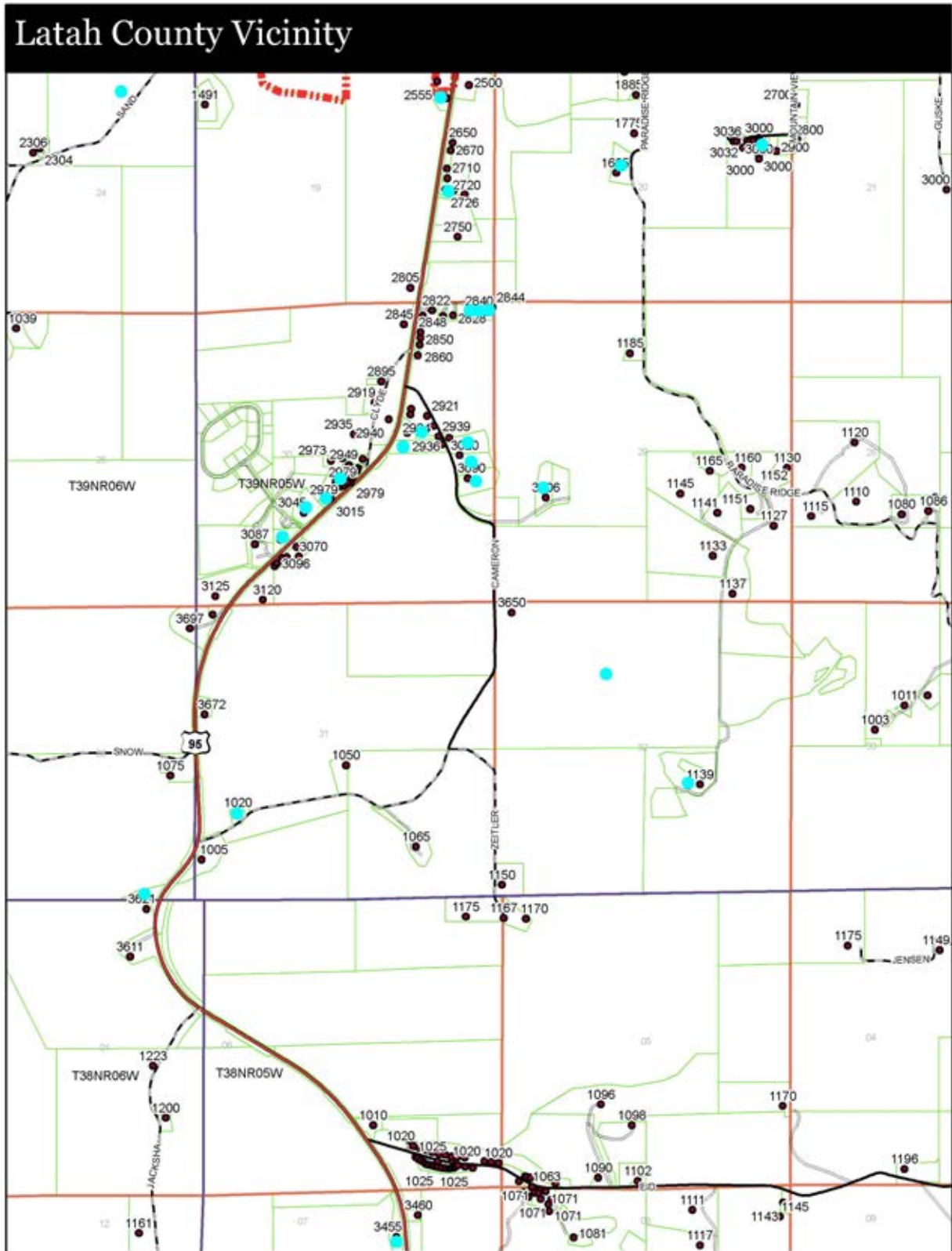


Figure 3: Development Changes in Moscow Area of Influence Since 2005



Changes to Land Use Ordinances

Latah County Zoning

Latah County has abandoned their individual land use codes for manufactured homes, subdivisions, and zoning. They now have a single combined code called that Latah County Land Use Ordinance. A map that shows the land use changes that have occurred in Latah County is shown in **Figure 4** below. The largest changes include a new large area zoned for residential development along the existing US-95 alignment, just southwest of Clyde Road. A detailed summary of the changes that occurred between the old and new land use ordinances is provided in **Appendix B**. The key changes that relate to the project include:

Land Use Ordinance Changes Relevant to Roads

- Section 801.01 of the new ordinance, states that highways and freeways owned by the State of Idaho or the United States that were developed or rerouted after January 1, 1997, do not divide a parcel and in no case create separately eligible building sites or eligible parcels. This ordinance is provided in **Appendix B**.
- Adds an alternate measure for setback distance to public road, allows department to require a surveyor if needed.

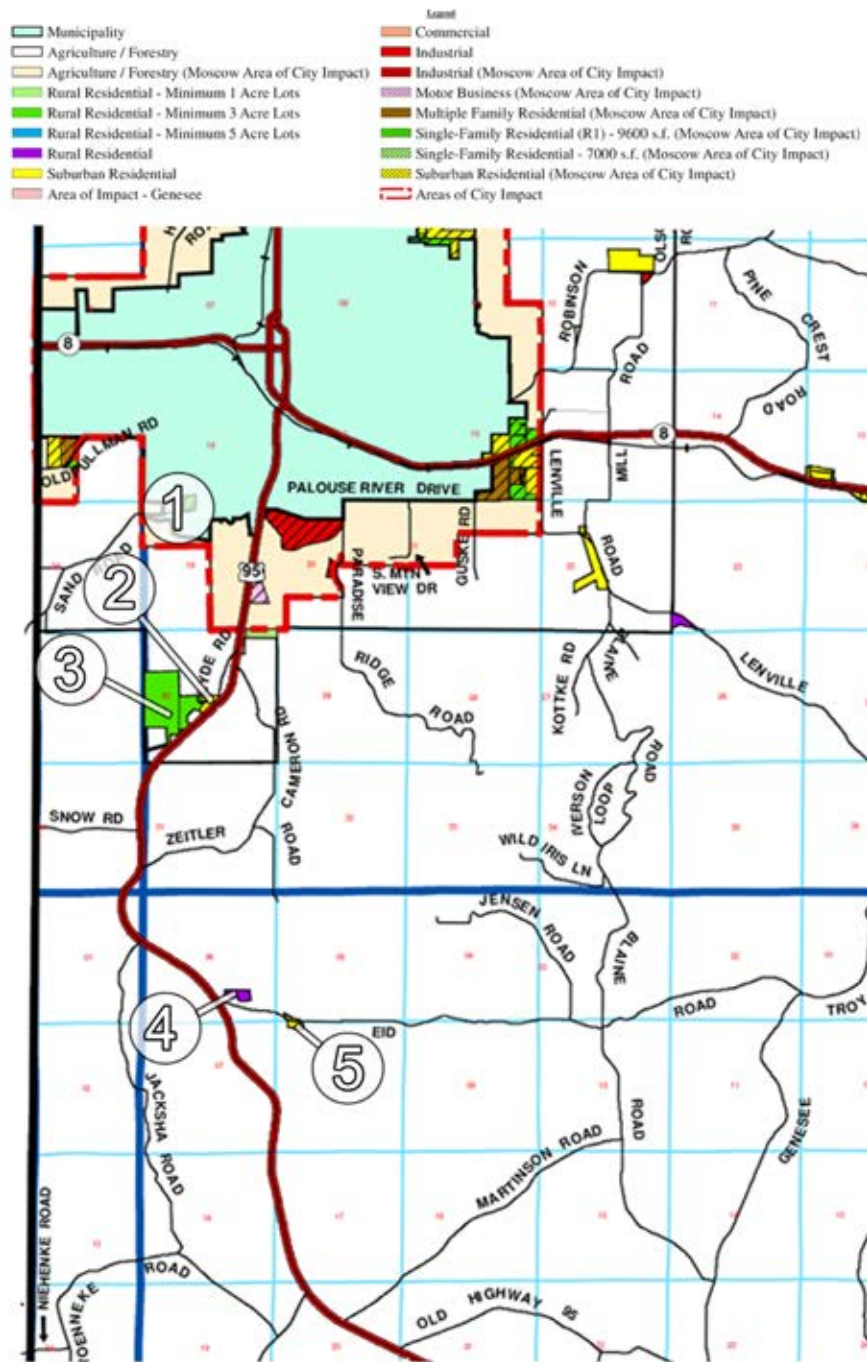
Other Land Use Ordinance Changes

- All of the residential (r1,3,5) are combined to be rural residential and reduces the minimum parcel size from 5 or 3 (under current ordinance) to a 1 acre minimum, and puts in an alternate measure for setback distance from a public road.
- Single family and multi-family zones are combined to become a new "Suburban Residential" zone and has a new minimum lot size of (12,000 square feet) unless the lots have public water and sewer; then, the minimum lot size may be 9,600 square feet, setbacks, dimensions, etc.
- Highway business and neighborhood business zones are combined to become a new "Commercial" zone.
- Changes setbacks and minimum parcel size for industrial uses

As is seen from the land use changes outlined above, high density residential development is not encouraged in the unincorporated portion of Latah County, even with the reduction of minimum residential lot sizes (1 acre minimum).

Based on conversations with the Latah County planning administrator, the changes that have occurred to Latah County land use should not have an effect on any of the proposed alignments for the US-95 project (Fuson, 2011).

Figure 4: Land Use Changes in Latah County



Zoning Change Descriptions

- 1 - Municipal boundary change
- 2 - Highway business zoning changed to suburban residential zoning
- 3 - New area zoned for rural residential
- 4 - Rural residential 5 acre minimum zoning changed to rural residential zoning
- 5 - Single family residential minimum 12,00 square foot lot zoning changed to suburban residential zoning

Latah County Comprehensive Plan - 2010

Latah County updated their Comprehensive Plan in 2010. The Comprehensive Plan update did not identify any changes to land uses in the corridor study area. None of the changes to the Latah County Comprehensive Plan were anticipated to be impacted by any of the proposed alignments (Fuson, 2011). The key policies related to transportation and the project in the new Comprehensive Plan, include:

- Limit the number of access points to state and federal highways.
- Ensure that buildings are set back a safe distance from public roads.

The Latah County Comprehensive Plan update did not address any of the proposed US-95 alignments.

City of Moscow Comprehensive Plan - 2009

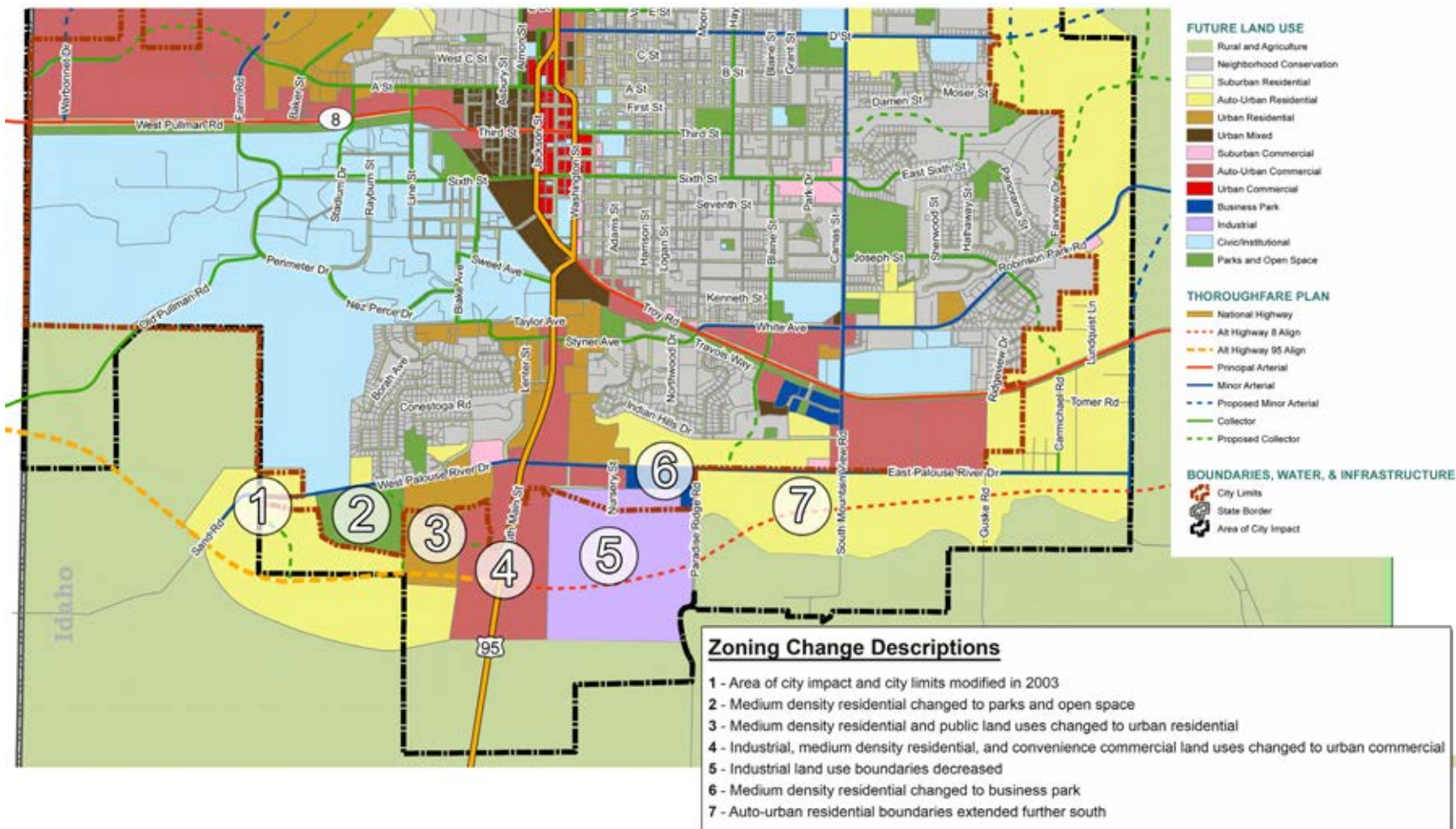
Moscow updated their comprehensive plan in 2009, which includes future land use changes for the corridor study area. The land use changes identified in the updated comprehensive plan are shown in **Figure 5** below. The highlighted changes include:

- The ring road alignment concept has been changed as part of the comprehensive plan update. It was verified that the Ring Road concept is a long-range improvement and no funding is currently identified.
- A proposed ball park (parks and open space) was rezoned and annexed into the City. Build out of the park isn't anticipated for another 7 to 10 years.
- Future auto-urban commercial land uses are now planned along the US-95 corridor entering Moscow. The auto urban commercial land use designation supports commercial services and developments that are motor vehicle oriented or those which require large amounts of land. These areas should be located adjacent to existing commercial developments and along major arterials where the vehicle traffic can be accommodated (City of Moscow, 2009).
- Auto-urban residential growth areas have been extended further south of the City.

The City of Moscow Comprehensive Plan update did not address any of the proposed US-95 alignments.

Based on conversations with the City of Moscow planning administrator, the changes that have occurred to land use in the City should not have an effect on any of the proposed alignments for the US-95 project, although some of the alignments are more compatible with the City's planning efforts (Belknap, 2011). Additional details on the specific alignments identified by the City are provided in the Community Impact Assessment update.

Figure 5: Future Land Use Changes in Moscow



Other Relevant Studies

The following section outlines only new plans since 2005 that were identified that could have implications for the US-95 Thorncreek to Moscow project.

North Latah County Highway District Transportation Plan

The North Latah County Highway District (NLCHD) Transportation Plan was completed in November 2006. This was an update to a previous transportation plan. The plan discusses the potential re-alignment of US-95. It verifies that three alignments are being considered and that once a final alignment is selected, approved, and constructed, the current US-95 roadway will be placed under the jurisdiction of the NLCHD. No significant changes were made to the Transportation Plan that could be impacted by any of the proposed alignments (Carscallen, 2011).

Other Plans

During discussions with the City of Moscow planning administrator, the future Moscow School District Long-Range Facilities Plan was mentioned. This plan is not currently underway, but is anticipated to kick-off sometime in the future. Moreover, the City of Moscow will be conducting a Transportation Plan that will commence in about 2012 and could be done in approximately 2014.

No other plans were noted that could be impacted by the project.

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Appendix A

<i>Project:</i> U.S. 95 Thorncreek Road to Moscow	<i>Project No:</i> 169542
<i>Date:</i> 09/15/2011	<i>Subject:</i> Update Questions
<i>Call to:</i> Bill Belknap, Moscow Community Development	<i>Phone No:</i> 1-208-883-7022
<i>Call from:</i> Jed Glavin, HDR Engineering, Inc.	<i>Phone No:</i> 1-208-387-7037

The purpose of the interview was to identify and catalogue changes to land use and planning conditions in south Moscow since 2005 by contacting Bill Belknap, the Moscow community development director via telephone. Before the interview was conducted, a series of questions and maps were provided to Bill. The questions that were asked are highlighted below. The interview was recorded to ensure that all information was gathered and documented correctly.

The maps that were provided, documented visible changes to land use mapping and aerial photography. These maps were used as a tool to identify key changes in the project area along the specific alignments. The maps included:

- A Points of Interest Map
- Moscow land use changes map
- A regional change detection map with visible changes highlighted on aerial imagery.

1. Have any changes occurred in local land use plans or zoning regulations since 2005? If so, what are they? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with your current plans or regulations?

- *Yes. Moscow adopted a new Comprehensive Plan in 2009. Some land use designations in south Moscow have changed. The Comprehensive Plan did not address any of the proposed US 95 alignments.*
- *Moscow will be conducting a Transportation Plan that will commence in about 2012 and could be done in approximately 2014.*
- *All alignments are generally consistent with the Moscow Comprehensive Plan. Alignments E2 and W4 may have more challenges associated with the proposed ring road alignments.*

2. Are there other federal, state or local plans that you know of (land use or not) that have been created since 2005 that would be impacted by the project? If so, what are they? Do you feel that any of the alignments will have more or less of an impact on these plans?

- *The North Latah County Highway District Transportation Plan*
- *Moscow School District is kicking off their Long-Range facilities Plan. It is not expected to be completed any time in the near future.*

3. Are there any new or planned public services in the project area (schools, fire, libraries, churches, etc)? If so, where are they? Do you think that any of the alignments will have more or less of an impact on these services?

- *No new public services are planned.*
- *There have been changes to existing businesses that are documented by the Chamber of Commerce.*

- *There is general discussion about a new school near point #40 on the POI Map, although plans are conceptual at this point.*
- 4. Are there any new or proposed projects in south Moscow? Would any of the alignments impact these new developments?**
- *In general, there hasn't been a ton of actual development activity in south Moscow.*
 - *Master Plan for Industrial Park on Fountain Property. This area is north of the South Fork of the Palouse River and is generally outside the alignments and shouldn't have an impact on the project.*
 - *New residential development (the Grove) was built in 2006-2007 that has 192 units. It is located north of Palouse River Drive and east of US 95.*
 - *The proposed ball park (parks and open space) was rezoned and annexed into the City. Build out of the park isn't anticipated for another 7-10 years.*
 - *Continued residential infill development has occurred (approximately 20-30 new homes since 2005) in the subdivision west of US 95 and north of Palouse River Drive. All the streets in the subdivision have been built out.*
 - *The Ring Road alignment concept has been changed. The new ring road alignments are shown in the updated Comprehensive Plan. This is a long-range improvement and no funding is currently identified.*
 - *Indian Hills 6 subdivision has been platted and approximately a dozen homes have been built. The subdivision extends Indian Hills Drive to Mountain View Road just south of the Alturas Technology Park.*
- 5. Are there any new growth patterns that any of the alignments would have an impact on? If so, where are they and what stimulated them?**
- *The planned community and potential school near point #40 on the POI Map have potential for developing, which would include 260 acres of development area. There are development impediments to successfully accessing the property. Plans or funding are not solidified. Alignment W4 would impact the development plans for this future development.*
- 6. Do you know approximately how many building permits have been issued since 2005 near or along each of the proposed alignments? Has there been a concentration of building activity near any of the specific alignments?**
- *See response to question # 4.*
- 7. Are there any new buildings along any of the alignments that could be affected by the project? If so, where are they?**
- *See response to question # 4.*
- 8. In light of any changes that have occurred, are any of the alignments more or less consistent with the City/County vision or planning goals for the area? Why?**
- *Alignment C3 or E2 are more compatible with the City's planning efforts. Alignment W4 would provide more challenges for the city as a whole.*

9. Comments on maps

- *Area impact boundary was changed in 2003.*
- *City boundaries in south Moscow have changed a little, especially with regards to the proposed ball park annexation.*
- *#7 on the land use map is not suburban residential, it is auto-urban residential. This is higher density development.*

10. Other

- *There is no known new affordable housing in the City since 2005.*

<i>Project:</i> U.S. 95 Thorncreek Road to Moscow	<i>Project No:</i> 169542
<i>Date:</i> 09/09/2011	<i>Subject:</i> Update Questions
<i>Call to:</i> Michelle Fuson, Latah County Planning & Building	<i>Phone No:</i> 1-208-883-7220
<i>Call from:</i> Jed Glavin, HDR Engineering, Inc.	<i>Phone No:</i> 1-208-387-7037

The purpose of the interview was to identify and catalogue changes to land use and planning conditions in the area since 2005 by contacting Michelle Fuson, the Latah County planning and building director via telephone. Before the interview was conducted, a series of questions and maps were provided to Latah County. The questions that were asked are highlighted below. The interview was recorded to ensure that all information was gathered and documented correctly.

The maps that were provided documented visible changes to land use mapping and aerial photography. These maps were used as a tool to identify key changes in the project area along the specific alignments. The maps included:

- A Points of Interest Map
- Latah County zoning changes map
- A regional change detection map with visible changes highlighted on aerial imagery.

1. Have any changes occurred in local land use plans or zoning regulations since 2005? If so, what are they? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with your current plans or regulations?

- *Yes. Latah County abandoned individual codes for manufactured homes, subdivisions, and zoning. They now have a single combined code called the Latah County Land Use Ordinance. It has many of the same qualities of the previous code, but there are also changes. Latah County emailed a summary of changes between the old and new land use ordinances.*
- *A relevant section of the ordinance for transportation projects is the 8.01.01 definition of existing and new parcels. It covers specifics on bi-ways, freeways and divisions of property.*
- *Some zoning descriptions were changed, but no significant changes in land use applications in zoning occurred. The zoning map on the Latah County website shows the most current zoning designations available.*
- *The land division code that would modify the density of divided properties did not change.*
- *None of the changes that occurred should have an effect on the proposed alignments.*

2. Are there other federal, state or local plans that you know of (land use or not) that have been created since 2005 that would be impacted by the project? If so, what are they? Do you feel that any of the alignments will have more or less of an impact on these plans?

- *Latah County modified their Comprehensive Plan in 2010.*
- *North Latah Highway District adopted a Transportation Plan in 2006.*

3. Are there any new or planned public services in the project area (schools, fire, libraries, churches, etc)? If so, where are they? Do you think that any of the alignments will have more or less of an impact on these services?

- *There are no major projects that Latah County has received applications for.*
- 4. Are there any other proposed projects that would impact any of the alignments? If so, where are they?**
- *Latah County did a query of building permit applications and a preliminary search shows that there were approximately 28 relevant building permits between 2005 to current.*
 - *Most of the building permits (12) are for out-buildings (garages, shops, etc). There were also 9 permits for new houses and new manufactured homes, as well as 2 wind towers. There were 5 other potentially relevant permits. Permits like siding, roofing, gas piping and wood stove installations were excluded from the query.*
- 5. Are there any new growth patterns that any of the alignments would have an impact on? If so, where are they and what stimulated them?**
- *The area along the existing US 95 corridor south of Moscow, along the northern portion of the C3 alignment to where the existing US 95 corridor splits between the C3 and W4 alignments has experienced the largest intensity of development. There is visible development in this area from aerial mapping.*
 - *There have been 3 single family residence permits on Cameron Road. There is a new subdivision proposed (identified on the change detection map) that includes approximately 20 new lots. There is also a 3-4 lot subdivision along the same road as this new larger subdivision, west of the existing US 95 alignment. Few of these lots have been purchased, but there is potential for growth.*
- 6. Do you know approximately how many building permits have been issued since 2005 near or along each of the proposed alignments? Has there been a concentration of building activity near any of the specific alignments?**
- *See response to question # 4.*
- 7. Are there any new buildings along any of the alignments that could be affected by the project? If so, where are they?**
- *See response to question # 4.*
- 8. In light of any changes that have occurred, are any of the alignments more or less consistent with the City/County vision or planning goals for the area? Why?**
- *Latah County doesn't foresee a potential conflict with any of the proposed alignments.*
 - *Make sure that access management is appropriate along any of the alignments to ensure less conflict with traffic entering the highway. Alignments W4 and E2 provide better opportunities for controlled access management because of the lack of development along these alignments. C3 has existing development along the northern portion of the alignment (where it merges with the existing alignment), so ITD should ensure an appropriate level of access management in this area.*
 - *They feel that the requirements for the DEIS will mitigate any impacts with floodplains, habitat, etc. If construction of the road follows local, state and federal regulations, it should meet Latah County plans.*
 - *E2 appears to avoid the largest extent of floodplain compared to the other routes.*
- 9. Comments on maps**
- *Generally, the changes identified on the land use change maps appear adequate.*

- *It appears that the change detection map is missing some of the building permits that were identified.*
- *The County doesn't have any way to indicate what structures have been removed, because they don't have a demolition permit. Aerial mapping is the only way to identify removal of structures.*
- *Add new subdivisions to the Points of Interest map. Also add the cell phone tower on Eid Road.*

10. Other

- *There is no known new affordable housing in the County.*

<i>Project:</i> U.S. 95 Thorncreek Road to Moscow	<i>Project No:</i> 169542
<i>Date:</i> 09/20/2011	<i>Subject:</i> Update Questions
<i>Call to:</i> Dan Carscallen, North Latah Highway District	<i>Phone No:</i> 1-208-882-7490
<i>Call from:</i> Jed Glavin, HDR Engineering, Inc.	<i>Phone No:</i> 1-208-387-7037

- 1. Would any of the alignments have an effect on any of the changes to the Highway District Master Transportation Plan from 2006? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with your current plans or regulations?**
 - No significant changes were made to the Transportation Plan that could be impacted by any of the proposed alignments. They re-adopted the old plan.*
 - No changes have occurred to the highway district system that would be impacted by the proposed alignments.*

Appendix B

Permit#	Parcel #	Type	Occupancy	Site address	City	Description
2008-202	39N05W204940	V-B	F-2	1605 Paradise Ridge Road	Moscow	sandblasting structure
2011-024	RP38N05W070736	V-B	U	3455 Highway 95 S	Moscow	24' x 30' pole structure
2006-167	RP39N05W191960	V-B	B	2555 South Highway 95	Lewiston	seed bins, scale cover, leg
2010-083	RP39N05W197430	V-B	B	2728 Highway 95 S	Moscow	porch & ramp, remodel, window
2009-205	RP39N05W202276	V-B	R-3	3000 S Mountain View Ext. #3	Moscow	10' x 20' deck
2008-072	RP39N05W204940	V-B	F-2	1605 Paradise Ridge Road	Moscow	bathroom remodel
2006-205	RP39N05W204940	V-B	U	1605 Paradise Ridge Road	Moscow	pole picnic area cover
2010-220	RP39N05W295505	V-B	U	3306 Cameron Road	Moscow	shop with carport
2010-214	RP39N05W295505	V-B	R-3/U	3306 Cameron Road	Moscow	SFR w/ garage & decks
2005-168	RP39N05W300006	V-B	R-3	2844 Highway 95 S	Moscow	residential remodel
2005-226	RP39N05W300006	V-B	U	2844 Highway 95 S	Moscow	complete garage
2009-070	RP39N05W300016	V-B	U	2840 Highway 95 S	Moscow	36' x 36' pole building
2009-068	RP39N05W300026	V-B	U	2836 Highway 95 S	Moscow	16' x 24' pole building
2005-104	RP39N05W301637	V-B	U	3045 Highway 95 S	Moscow	Ag building 42' x 24'
2005-236	RP39N05W301676	V-B	U	2939 Cameron RD	Moscow	garage
2005-073	RP39N05W301676	V-B	R-3	2939 Cameron RD	Moscow	SF Residence
2007-178	RP39N05W305260	V-B	B	3045 Highway 95 S	Moscow	10' x 94'4" pole building
2005-248	RP39N05W306766	V-B	U	3055 Highway 95 S	Moscow	30' x 40' pole building/barn
2007-166	RP39N05W307406	V-B	R-3	2979 Highway 95S, #22	Moscow	MH installation inspection
2008-055	RP39N05W307636	V-B	R-3/U	2950 Cameron Road	Moscow	SFR w/ attached garage & deck
2008-207	RP39N05W307646	V-B	R-3/U	3020 Cameron Road	Moscow	SFR w/ garage & deck
2010-144	RP39N05W307646	V-B	U	3020 Cameron Road	Moscow	45' wind tower
2007-144	RP39N05W307656	V-B	U	3090 Cameron Road	Moscow	34' x 60' pole building
2007-193	RP39N05W307656	V-B	R-3/U	3090 Cameron Road	Moscow	SFR w/ garage & decks
2005-088	RP39N05W315887	V-B	R-3	1020 Zeitler RD	Moscow	60' x 100' pole building
2010-165	RP39N05W320748	V-B	U	3650 Cameron Road	Moscow	50' windtower
2010-204	RP39N05W327308	V-B	R-3/U	1139 Paradise Ridge Road	Moscow	SFR w/ garage & decks
2006-161	RP39N06W240016	V-B	R-3	1670 Sand Road	Moscow	Install MH as personal property
2011-123	RP39N06W369648	V-B	R-3	3625 Highway 95 S	Moscow	MH as real property

SUMMARY OF CHANGES FOR THE LAND USE ORDINANCE

GENERAL

The zoning, subdivision, and manufactured home ordinances are all combined into a single document, with all but 2 paragraphs of the manufactured home ordinance moved to the Building Code Ordinance in October 2004. The general ordinance has been reformatted for better user friendliness.

ARTICLE 1 ADMINISTRATION

Penalties are updated to \$1000 dollars, etc. as per Idaho Code

Zoning Commission serving as the land use board of appeals, with appeal of their decision to the BOCC

Reduces time period to file an appeal to 15 days for land use decisions and quasi judicial decisions

Change in time frame for the Land Use Board of Appeals from 20 days to the more standard 60 days. Changes the ZBA to the LUBA and changes it to be the Zoning Commission (as opposed to the BOCC) with an appeal of their decision to the Board.

Adds clarification for the mediation process

ARTICLE 2 DEFINITIONS

Changes definitions to match items found in new ordinance.

Whole new definitions sections; note: bed and breakfast, campground, day care facility, eligible parcel, enclosed entertainment facilities, parcel, spot zone, substantially improved structure, utility structure

ARTICLE 3 LAND USE ZONES

All of the Residential (r1,3,5) are combined to be rural residential, Single Family and Multi Family zones are combined to become a new "Suburban Residential" zone, and the Highway Business and Neighborhood Business zones are combined to become a new "Commercial" zone.

Height restrictions are removed for all zones, except for parking garages and apartment buildings.

Sign sizes are larger for all zones in the new ordinance, except in the Industrial zone where it is the same.

Agriculture/Forest

- Allows persons to rent up to two rooms in their home with a maximum of 2 people per room (the current ordinance does not allow rooms for rent in the Agriculture/Forestry Zone).
- Sets requirements for windmills used for personal use so they more closely reflect the regulations on other towers in the county. Windmills that exceed this use would be permitted conditionally.
- Moved recreational resorts with for more than 4 rooms or more than 8 people occupancy to the Commercial Zone.
- Changes Ag/Forest Commercial/Industrial related Conditional Use Permits (CUPs) to Ag/ Forest related CUPs with more than 5 feet. This allows more limited commercial and industrial with no permitting, but requires permitting (as in the current ordinance) or rezoning beyond certain thresholds.
- Requires CUPs for dairies, feedlots, or other confined animal management operations with more than 250 animal units and sets out limits for such activities (as required by state code, but more restrictive than state code).
- Eliminates requirements for commercial stables.
- Allows, with a CUP, activities that are not allowed (as an allowed or a conditionally allowed use in this zone) in the current ordinance, including crematoriums, mortuaries
- Requires cup for bed and breakfast operations beyond the scope of home occupation, outside of the primary residence or with more than 2 rooms for rent.
- Changes schools, churches, and meeting halls from allowed uses to CUP due to impacts from lighting, parking, hours of operation, etc...
- Adds section on commercial windmills. The current ordinance requires CUPs for windmills as a public utility and this version does the same, but sets out some additional guidelines for setbacks, guy wires, lighting, and IDFG approval, mostly mimicking the current tower ordinance.
- Allows, with a conditional use permit, one accessory housing unit. The housing unit would forevermore be tied to the parent home, would be limited on size, roof pitch, etc. The accessory housing could not be used as a rental, but could be used for a guest house, a farm worker house, or a caretaker residence.
- Adds an alternate measure for setback distance to public road, allows department to require a surveyor if needed.

Rural Residential

- Changes schools, churches, meeting halls, parks, golf, and public buildings from allowed uses to CUP due to impacts from lighting, parking, hours of operation, etc.
- Reduces rooms to rent from 4 to 2 with a maximum of 2 persons per room.
- Loosens requirements for commercial stables, including increasing the number of animals from 1 to 10. Requires containment be 35 feet away from streams on a USGS 7.5 minute map.
- Allows animal husbandry with up to 10 animal units as an allowed use. The current ordinance does not allow any commercial animal husbandry activities in this zone.
- Allows, with CUP, activities that are not allowed (as an allowed or a conditionally allowed use in this zone) in the current ordinance, including dog activities, animal husbandry with more than 10 animal units with a limit of 1 animal unit per acre, solid

waste facilities, water and sewer facilities, mortuaries, crematoriums, duplexes, offices and bed and breakfasts (beyond the scope of a home occupation)

- Expands fruit/vegetable stand to year round sales and processing (with a size limit). The current ordinance allows, with a conditional use permit, only a stand for the display and sale of agricultural products.
- Does not allow radio towers. Radio towers and transmitters are conditionally permitted uses in this zone under the current ordinance.
- Parcel size is reduced from 5 or 3 (under current ordinance) to a 1 acre minimum, removes minimum lot width and number of buildings per lot, puts in an alternate measure for setback distance from a public road, & allows department to require a surveyor if needed.
- B&B's

Suburban Residential

- Changes manufactured home parks to an allowed use in this zone, subject to Section 8.02 or 8.03. The current ordinance requires a conditional use permit for such developments. Also allows a smaller lot size when affordable housing (1600 sq. feet or less) is provided
- Has a new minimum lot size of (12,000 sq. ft.) unless the lots have public water and sewer then the minimum lot size may be 9,600 sq. ft., setbacks, dimensions, etc.
- Changes rooms for rent from 4 (under current ordinance) to two, but allows more rooms for rent with a CUP.
- Changes churches, parks, golf courses, community centers, public buildings, schools, and apartments from allowed uses to CUP.
- Allows, with a CUP, activities that are not allowed (as an allowed or a conditionally allowed use in this zone) in the current ordinance, including veterinary clinics, waste water treatment facilities, retail stores.
- Removes agriculture uses of berry crops, orchards, flower and truck gardening (they would be allowed as a residential accessory use or a home occupation), livestock, campus living organization (would be allowed under rooms for rent with a CUP), laundry mats (would be allowed under retail with a CUP), parking garages, commercial nurseries (would be allowed under retail with a CUP).

Commercial

- Many of the uses were condensed, for example, instead of listing out every use, listing a more general term that would include previous uses.
- Adds as allowed uses home occupations, crematoriums, day care centers.
- Changes churches, schools, automobile (etc.) sales with outside storage, and warehouses from allowed to CUP.
- Mortuaries, animal clinics, taverns (and the like), drive-ins (not listed specifically), & dry cleaners (not listed specifically) moved to allowed uses, while they currently require a CUP.
- Deleted carnivals, car washes (could be done as retail or as service use).
- Enclosed entertainment facilities

Industrial

- Has fewer uses listed, but all of the listed uses cover all of the previously listed uses (condensed).
- Allows with a CUP activities that are not allowed (as an allowed or a conditionally allowed use in this zone) in the current ordinance, including feedlots and the like, & retail uses
- Changes to allow certain production activities to have up to 25 employees without the need for a CUP
- Changes setbacks
- The current section on design standards is changed completely and moved to the design standards section of the proposed ordinance.
- Allows forestry
- Moved to CUP limited retail, service uses, service yards.
- Parcel size min is 2 acres, new setback, etc.

ARTICLE 4 GENERAL LAND USE REGULATIONS

Moved the sign regulations to be included in each of the zones instead of having a separate section.

Eliminated from the current ordinance the entire section on performance standards, including noise, explosives, shielding, odors, smoke and particulates, open storage. Changed lighting to simplify & moved to design standards.

Deleted temporary uses – no need for it, covered in building code

Deleted attached housing – no need for it, covered in building code

Nonconforming uses

- The same as in the current ordinance except for reference to the designed use section of state code and required compliance with floodplain standards when replacing a nonconforming dwelling.
- Makes reference to Idaho Code 67-6538

Home occupations

- Allows up to 6 employees that do not live in the structure to be employed at the home occupation. The current ordinance requires/allows only persons in the home to operate a home occupation.
- Allows a small sign only 2 square feet, unlit.
- Includes a requirement for maximum floor space (50% of the residence or if in an outbuilding, 100% of the residence).

Mineral resource development

- Changed to require registration for all existing (non-conforming) sites.
- The current ordinance requires that if a non-conforming site doubles in size since 1980 that it be required to get a conditional use permit but that changes to straight non-conforming as per section 4.03.
- Requires existing registered ones go by new rules in this section.

- Unlike current ordinance, requires for new sites, has a 1000 foot setback to residences (unless the residence consents), has a buffer requirement, and they must be set back 100 feet from streams on a USGS 7.5 minute map.
- Exempts three types

Temporary Dwelling for Dependency

- The language is same as in the current ordinance except for a new requirement that the temporary dwelling to be within 100 feet of the new residence unless physically impractical, then it must be as close as possible.

Towers

- Virtually no changes from the current ordinance.

Manufactured Home Parks

- Moved the two remaining sections (from what hadn't already been moved to the building code ordinance) from the manufactured home ordinance to this section.
- Manufactured home parks would be allowed to have a smaller lot size than required in their zone if they agreed to have limited sizes on housing to allow for lower income housing (when doing a short or full plat, lot size could be as low as 7260 if the manufactured building are smaller than 1600 sq. feet). Manufactured home parks, instead of having their own section of regulations to meet, must meet the requirements for a short or a long plat, depending on the number of lots (with the exception of producing and recording a plat).
- Any manufactured home parks have to be brought into compliance if they expand or alter the park, including moving spaces or adding new spaces.

ARTICLE 5 OVERLAY ZONES

The airport overlay zone has been deleted.

The PUD overlay zone has been deleted.

Floodplain

- The floodplain ordinance has been brought into compliance with Federal and State regulations.
- The floodplain section (compared to the current ordinance on floodplain overlay) has changed to require:
 - No residential or accessory buildings in the floodplain or floodway unless there is no other part of your property to build.
 - All divisions of property with floodplain/floodway in them must have area in the new lot to build upon, place a septic system, have a well, have outbuildings, etc... that is outside of the floodplain/floodway area.
- Allows wet and dry floodproofing for non-residential structures.
- Streamlined this section of ordinance.
- Three feet above highest adjacent grade
- Spaces in manufactured home parks must comply
- Subdivision proposals must meet certain criteria
- Critical facilities must be located outside the floodplain

ARTICLE 6 ZONING MAP AMENDMENTS

Is the same as the current ordinance, however, included as criteria is that the rezone shall not be a spot zone. Even though not specifically listed under the current ordinance, this is currently required as part of the review process and is not a substantive change to the review process.

Hearing for complete application must be held within 6 months of getting application.

40 days to sign findings

ARTICLE 7 CONDITIONAL USE PERMITS AND VARIANCES

Conditional Use Permits

- Allows the zoning commission or the planning department to extend the date of initiation/expiration if the use is not initiated/discontinued for good cause.
- All hearings are finalized before the Zoning Commission
- Only has three criteria, but are the same as the current ordinance. Health and safety and adverse effect are combined into one
- Hearing for complete application must be held within 6 months of getting application
- Failure to comply allows Director to revoke permit

VariANCES

- Are now heard only by the Zoning Commission, not the BOCC
- Hearing for complete application must be held w/I 6 months of application
- Can only be gained to modify setbacks, building height, yard or frontage requirements, and parking requirements.
- Must meet two criteria:
 - Variance will not be detrimental to the public interest or other property in the vicinity of the proposed variance
 - Compliance with setbacks, building height, yard or frontage requirements, and parking requirements prescribed would deny the property owner an otherwise permitted use on the property due to the parcel's peculiar physical characteristics.

ARTICLE 8 DIVISIONS OF PROPERTY

Land divisions

- Is the same as the current ordinance except the 75% soils requirement has been removed for new parcels and added a requirement that more easily allows parcels to be sited. New requirement states that a new parcel shall have no more than 5 acres of productive soil types.
- Lists out that Highway district roads do not split parcels and that highways may or may not.
- States that to divide interest in undivided parcels, the divisions must be in compliance with 1d ordinance to be eligible for bps

- New parcels must have areas outside of floodplain for building, outbuilding sites, well and septic
- Applicant must show that easement can comply with section 9.01 of this ordinance
- Changes to parcels require new legal descriptions, and may require access and had new forms
- Requires non-conforming homes to come into conformance, unless a second dwelling is allowed under 1/40 or ach
- Allows for retroactive land divisions
- Must comply with 9.01

Short Plats

- Makes short plats administrative instead of requiring a public hearing.
- Requires lots with areas outside fp
- Must have approvals for each lot for sewer
- Has new access and frontage requirements
- Must comply with Section 9.01.

Full Plats

Whole section is new

Other divisions of property

Requires other divisions of property (ie divorces, estate distributions, court distributions) to be in compliance with this ordinance to be eligible for building permits.

Boundary line adjustments

Any transfer of property between adjacent properties is now considered to be a bla unless approved via ld or sd. Required blas to not violate any section of this ordinance. States that for land divisions, eligibility will not be increased but may be decreased.

ARTICLE 9 DESIGN STANDARDS

Design standards for all construction

- Requires design standards apply to all construction
- About ½ of design standards are new
- Removes the 500 foot setback restriction to historic sites

Parking

Requires that off – road parking be provided in an amount to satisfy the needs of any use

ARTICLE 8

DIVISIONS OF PROPERTY

SECTION 8.01 LAND DIVISIONS

Land divisions are only allowed in the Agriculture/Forest Zone. Land divisions are allowed only if the requirements as listed in this Section of the ordinance are met.

8.01.01 DEFINITION OF EXISTING AND NEW PARCELS

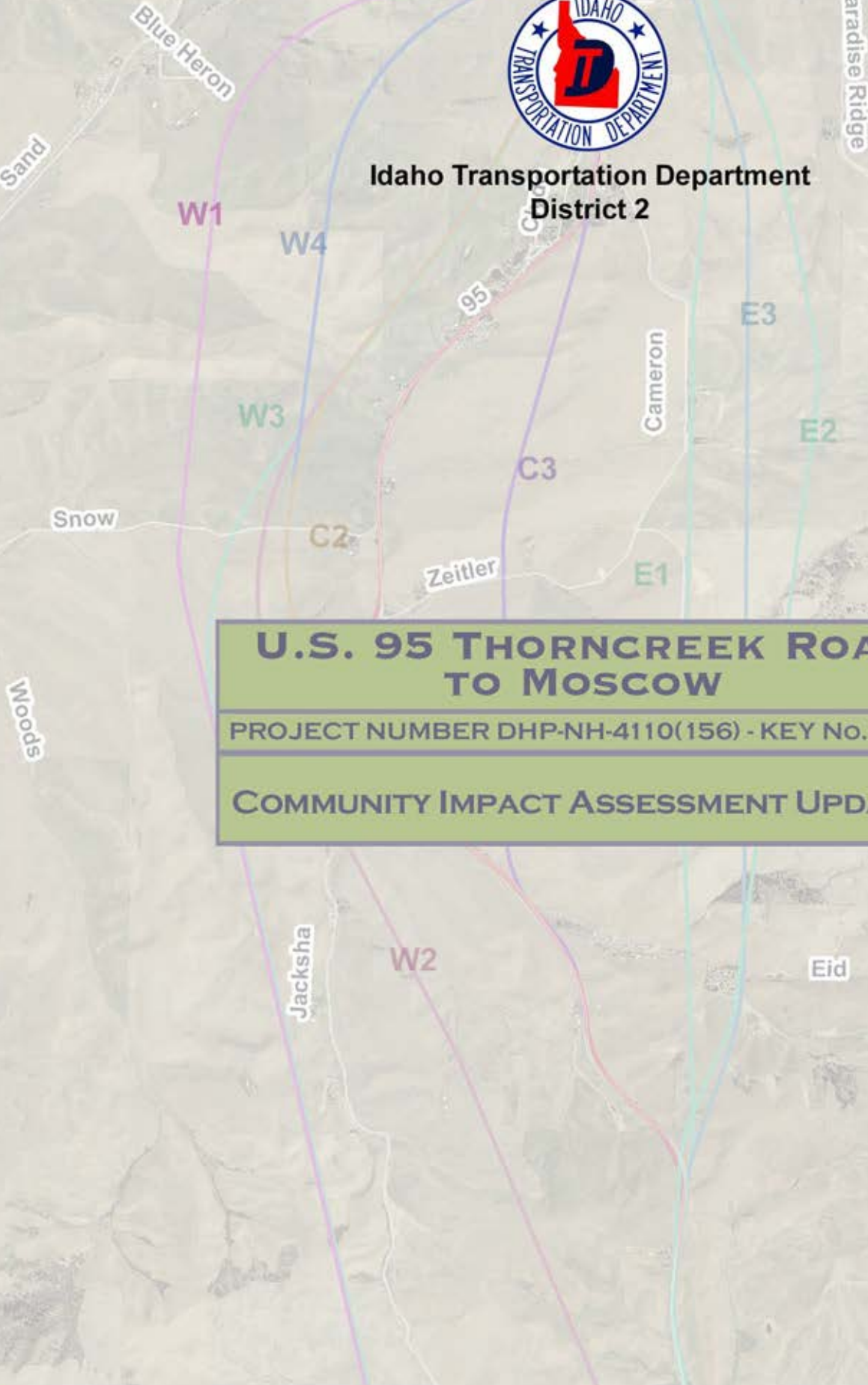
All parcels of land recorded or approved by the Planning Department on or before January 1, 1997 shall be considered existing parcels. "Parcels of land recorded" is defined as a contiguous quantity of land recorded as the property of persons or entities, each of which is named in a single instrument conveying ownership thereof, and which has been separately conveyed from any adjoining quantity of land, whose boundaries are defined in the last recorded instrument of conveyance of such parcel which was recorded prior to January 1, 1997. Conveyance of title, or contracts which provide for conveyance of title, to portions of existing parcels which are executed after January 1, 1997, shall be deemed to create new parcels, except when transferred as a boundary line adjustment in accordance with Section 8.05 of this ordinance. To be eligible for one residential building permit or commercial building permits under Sections 3.01.01 and 3.01.02 of this ordinance, these new parcels shall be created in compliance with the provisions of this ordinance. Roads that cross parcels that are listed in the Assessor's database as a category 19 or that are owned or maintained by the North Latah County Highway District or South Latah Highway District do not divide a parcel into separately eligible building sites and are themselves not parcels. Highways and freeways owned by the State of Idaho or the United States that existed prior to January 1, 1997 divide eligible parcels, creating two eligible parcels, if the highway or freeway deeds show a "fee simple" ownership by the State or Federal Government or if parcels on either side were transferred prior to January 1, 1997 and defined the property boundary as the highway or freeway. Highways and freeways owned by the State of Idaho or the United States that were developed or rerouted after January 1, 1997 do not divide a parcel and in no case create separately eligible building sites or eligible parcels. To be eligible for building permits, existing parcels that are listed as having undivided interest or percentages of interest between parties must be divided in accordance with Section 8.01 of this ordinance, including by the owners that have interest in the parcel.

8.01.02 DEFINITION OF PRODUCTIVE SOIL TYPES

For purposes of this Article, productive soil types are defined as those mapped soils from the 1981 "Soil Survey of Latah County Area, Idaho", U.S. Department of Agriculture, and any subsequent amendments or updates of this survey as published by the U.S. Department of Agriculture, including soil type # 3, 4, 8, 12, 13, 14, 15, 16, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 44, 45, 50, 51, 52, 53, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65 and soils on all lands not included in that soil survey. All maps are located in the Latah County GIS system. Less productive soil types are defined as all remaining soil types.



**Idaho Transportation Department
District 2**



**U.S. 95 THORNCREEK ROAD
TO MOSCOW**

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

COMMUNITY IMPACT ASSESSMENT UPDATE

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- APPENDIX C Area Real Estate Information

Community Impact Assessment Update

The purpose of a community impact assessment (CIA) is to evaluate the impacts of the proposed transportation project on communities and their quality of life and help to inform affected communities and transportation decision-makers of the likely consequences of the project. It ensures that human values and concerns receive proper attention during project development. This update to the original CIA identifies changes that have occurred in the corridor study area since 2005 and evaluates how these changes would be impacted by the proposed alignments (**Figure 1**). This CIA update identifies only the changes to the original CIA findings. The proposed alignments of US-95 have not changed since the original analysis and three proposed alignments (W4, C3, and E2) are evaluated.

This update identifies and evaluates potential impacts of the US-95 Thorncreek Road to Moscow proposed alignments on the City of Moscow (City) and Latah County (County) in the following categories:

Land Use Plans and Policies	Mobility and Access
Recreation	Community Cohesion
Safety	Displacements
Economics	

Interviews

In order to update the CIA, the project team conducted interviews with key stakeholders identified in the original evaluation to gather new or changed information since 2005. This process involved re-defining questions and supplementing appropriate information to reflect changes since the original analysis. The information in this report reflects the views and input provided by stakeholders in the project area.

The new interviews were conducted between September 13 and September 23, 2011, with representatives from City and County governments, businesses, and residences. In some cases, the original representatives or stakeholders no longer worked with the agency or group contacted in the original evaluation. In these cases, the project team interviewed the new representative in the appropriate position. Details about the re-evaluation process are outlined below. The results of these interviews were used to assess any changes to the impacts of the three proposed alignments (W4, C3, and E2) on the community. **Appendix A** contains a copy of the questions, which were used as a guideline to ask community representatives about changes to their community since 2005. All interviews were recorded.

The project team successfully conducted interviews with representatives of the following agencies, businesses, or residences:

City of Moscow Parks and Recreation Department	Moscow City Council
City of Moscow Planning Department	Moscow School District
City of Moscow Police Department	North Latah County Highway District
Fair and Affordable Housing Commission	Palouse Land Trust
Latah County Planning Department	Paradise Ridge Coalition
Moscow Area Mountain Bike Association	University of Idaho, Architecture and Engineering
Moscow Chamber of Commerce	Displacements
Citizens for a Safe Highway 95	Palouse Clearwater Environmental Institute (PCEI)*

Community Impact Assessment Summary of Key Findings:

The following is a summary of the main findings of the study update. For additional details on these findings see the individual sections of the report:

Land Use

- Land use changes have occurred in both the City of Moscow and Latah County. Yet, based on interviews with local land use administrators, land use changes in the corridor study area since 2005 are not anticipated to have an effect on any of the proposed alignments for the US 95 project.
- A relatively low amount of development has occurred in the corridor study area since 2005.
- It was noted that the selection of any of the proposed alignments would have a positive impact on both the proposed new industrial corridor and the urban renewal district in the City of Moscow.
- The ring road alignment concept (**Appendix B**) has changed as part of the City of Moscow Comprehensive Plan update. The potential for challenges were noted regarding connectivity of the east (E2) and west (W4) alignments with the proposed ring road alignments.
- W4 would present more planning challenges for the City as a whole, considering the potential for bisecting the conceptual planned community identified on point #40 of **Figure 2**.
- City representatives indicated that proposed alignments C3 and E2 are more compatible with the City's planning efforts.
- A conservation easement is now located east of the proposed E2 alignment (point #53 on **Figure 2**). This alignment also passes through a half-mile of land that is currently part of a Conservation Reserve Program (CRP).
- Six handicapped-accessible housing units were included in the new Grove housing development in the City of Moscow (point #51 on **Figure 2**). None of these units will be impacted by the project.

Recreation

- No changes were identified to community recreation since 2005 that would be impacted by any of the proposed alignments.
- None of the proposed alignments are anticipated to impact current bicycle recreation in the City or the region.
- The City of Moscow has re-zoned and annexed land for future baseball fields west of the convergence of the alignments along West Palouse River Drive (point #39 on **Figure 2**). The project is not anticipated to be funded in the near future. It was noted that the western alignment (W4) could provide opportunities to stimulate growth in this area and provide connectivity to the ball fields.
- A highway crossing of the Palouse Trail (point #34 on **Figure 2**) will need to be designed to get trail-users across the highway just north of where the three proposed alignments converge.

Safety

- Since 2005, there are no new or planned emergency service facilities in the Moscow area. Moreover, no emergency or roadway safety developments were identified that would be impacted by any of the proposed alignments.
- An increase in roadway traffic was noted in the corridor study area due to the general increase in population.
- It was noted that if the proposed 70-acre planned industrial park (point #16 on **Figure 2**) is built in south Moscow, there could be additional traffic that would impact all proposed alignments as a result of the development.
- New development south of where US 95 converges with the proposed C3 alignment (point #55 on **Figure 2**), would create additional side road traffic accessing the proposed C3 alignment, which could potentially cause more traffic conflicts. It was noted that the proposed W4 and E2 alignments provide better opportunities for controlled access management because of the relative lack of development along these alignments.

Economics

- Changes to local businesses have occurred since 2005, yet there has not been a major loss or gain in the total number of businesses. Additional details on business changes are outlined in the Economics section of the report.
- It was noted that there has not been a change in City or County property values since 2005.
- It was reiterated that completing a four-lane highway between Moscow and Lewiston would improve distribution and would open up a major north/south thoroughfare.

Mobility and Access

- Since 2005, Moscow Valley Transit has started and closed bus routes between Moscow and Lewiston, due to funding changes. The City of Moscow now operates a small vanpool from the Palouse-Clearwater Environmental Institute that runs between Moscow and Lewiston.
- No other changes to mobility and access have occurred since 2005. None of the changes to mobility or access were anticipated to be impacted by any of the proposed alignments.

Community Cohesion

- Correlations were made between new and existing development along the current US-95 alignment and traffic and access concerns. Multiple concerns were expressed with alignments C3 and W4 where the proposed alignments follow the current alignment.
- Preference was provided for the eastern alignment (E2) because it has the fewest access points, it's the shortest route, it impacts the least amount of farmland, and there would be almost no access required for local traffic.
- Surveys were conducted by the Citizens for a Safe 95 to identify public preference among the proposed alignments. The Citizens for a Safe 95 Thorn Creek to Moscow U.S. Highway 95 Re-alignment report outlines the findings of these surveys.

Displacements

- Some changes in residency have occurred to properties that could be displaced by the project alignments. The residents that were interviewed didn't feel that any changes had occurred that would be impacted by any of the proposed alignments.

Mitigation

- No changes were identified that would require different or new mitigation solutions from those identified in the original analysis.

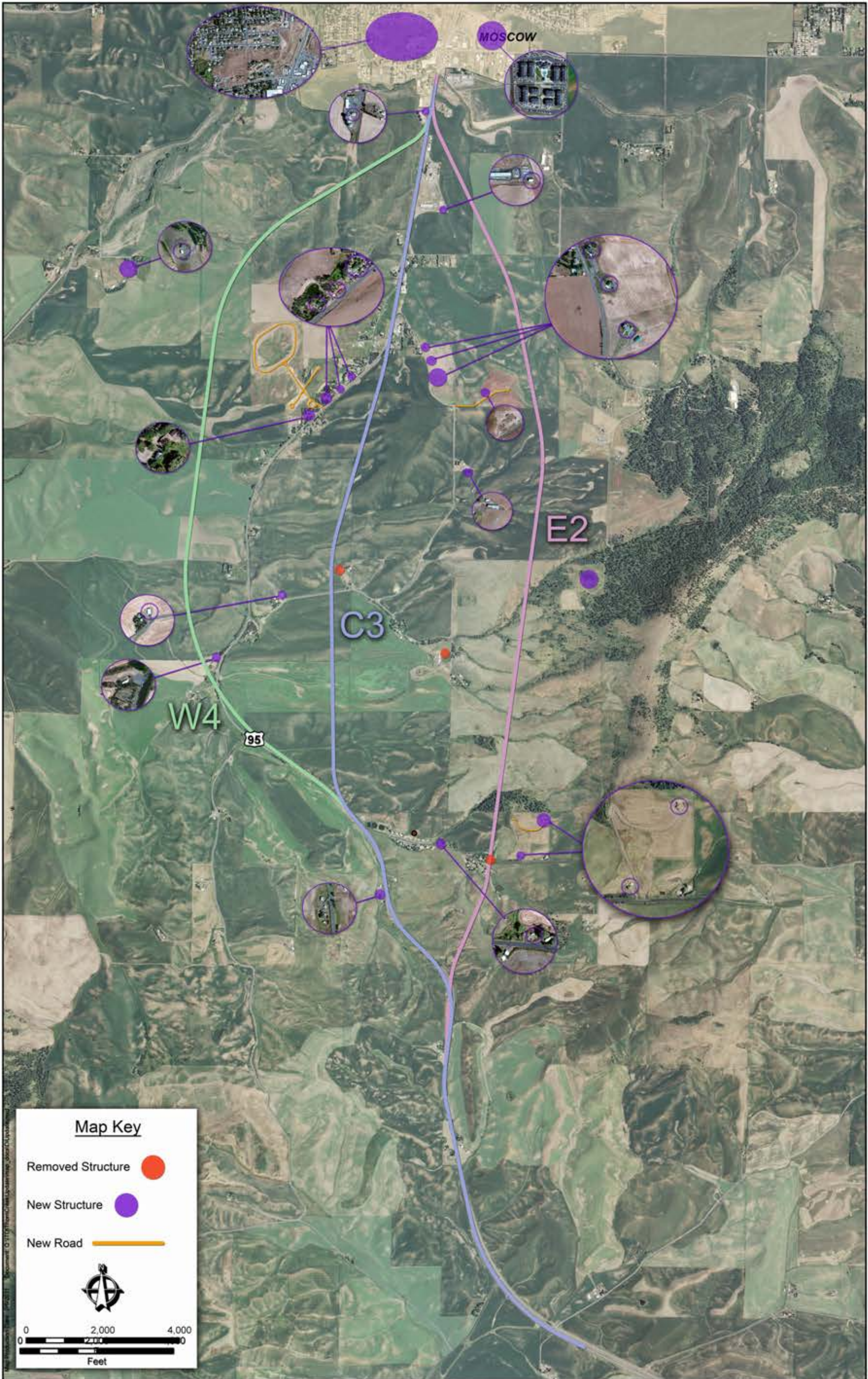
Aerial Imagery GIS Time-Spatial Analysis

In order to provide an assessment of the visual changes that have occurred to the corridor since the original analysis, 2004 base aerial imagery was overlaid with current aerial imagery (2009-2011) to highlight areas of change. The resulting base map and information were used for the subsequent analysis and updates, which are outlined below. The time-spatial analysis map conducted for the project is shown in **Figure 1**.

The key findings from the GIS time-spatial analysis include:

- 12 new out-buildings (garages, shops, etc.), nine new houses and new manufactured homes, and two wind towers have been constructed in the County since 2005.
- There is a new residential subdivision proposed in Latah County that includes approximately 20 to 24 lots. The internal roads and some infrastructure are built for this subdivision, but no houses are currently built. This general area, along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, has experienced the largest intensity of development in the corridor study area since 2005.
- No new commercial buildings exist in the corridor study area.
- The City of Moscow issued building permits for 21 single family homes in the study area, most of which occurred in the subdivision west of US-95 and just north of Palouse River Drive.
- A new 192 multi-family unit development was built in south Moscow, just east of US-95 the corridor study area since 2005.
- Aside from the new proposed subdivision, no new local roads were constructed in the corridor study area.

Figure 1. GIS Time Spatial Analysis Map



Points of interest Map

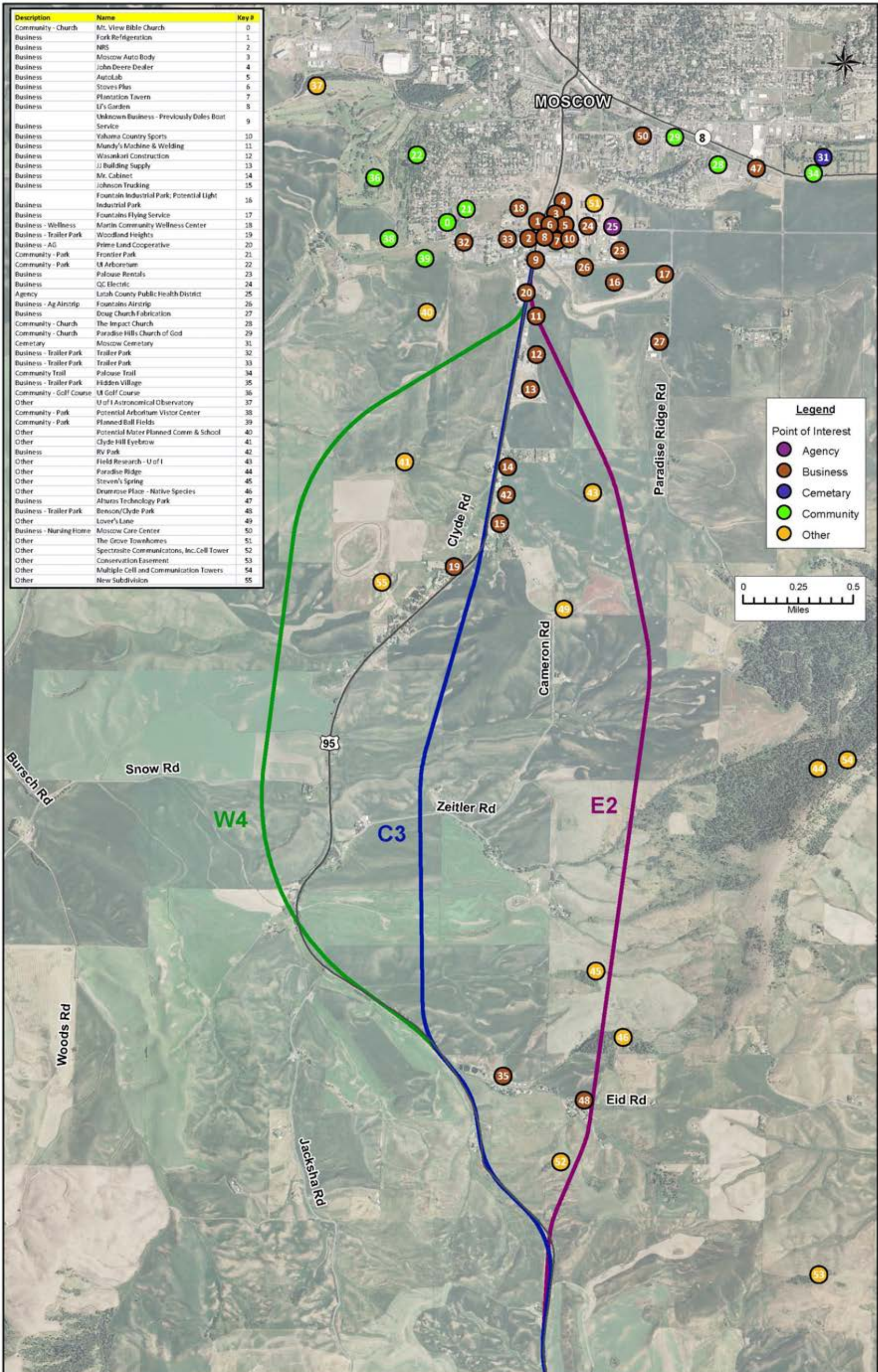
Prior to conducting the interviews for the update, the project team distributed a points-of-interest map that was created for the original evaluation. This map functioned as the corridor study area map and the reference point for identifying changes that have occurred in the corridor study area since 2005. During the interviews, the project team asked interviewees to review the map and identify any new places of importance or changes that were crucial to the project. These changes were updated and are presented in **Figure 2**.

Report Outline and Issues Evaluation

This report only evaluates key changes to the original analysis, and updates the materials in the original report. Questions regarding changes to the issues outlined below were asked during the stakeholder interviews. The following issues were evaluated as part of the CIA update:

- The land use plans and policy evaluation includes the changes in development trends, projects, and local plans and policies on land use and growth in the corridor study area. The land use section also evaluated changes in conservation lands and other relevant environmental issues in the corridor study area since 2005.
- The recreational impact section evaluates any proposed changes to recreational facilities (i.e., parks, trails), any new conflicts or opportunities for planned or new facilities, and potential changes to visual and noise impacts at these facilities.
- The economics evaluation considers any changes to businesses, including business visibility, property values and the tax base. It also considers how construction and construction employment activities might impact businesses.
- The mobility and access evaluation considers how pedestrian, bicycle and vehicular access to businesses has changed. It includes changes in public transportation.
- The safety section evaluates changes to pedestrian and bicycle safety, crime, emergency response time, and roadway design elements.
- The community cohesion evaluation considers any changes in the pattern of social networking within a neighborhood or community, which includes splitting neighborhoods, isolating groups, generating new development, changing property values, or separating residents from community facilities. The community cohesion evaluation also includes noise and visual impacts from a project.
- Finally, potential displacements for each proposed alignment and the associated impacts are presented.

Figure 2. Points of Interest Map



Land Use

The interviewees that provided updated comments on the land use evaluation include:

Agency or Organization	Represented by
City of Moscow Planning Department	Bill Belknap
Latah County Planning	Michelle Fuson
University of Idaho	Ray Pankopf
North Latah County Highway District	Dan Carscallen
Palouse-Clearwater Environmental Institute	Thomas Lamar
Palouse Land Trust	Charles Burke

Land Use Plans

The City adopted an update to their Comprehensive Plan in 2009 and some land use designations in south Moscow have changed. The changes that have occurred include:

- The Ring Road alignment concept has been changed as part of the Comprehensive Plan update. It was verified that the Ring Road concept is a long-range improvement and no funding is currently identified.
- A proposed ball park (parks and open space) was rezoned and annexed into the City. Build out of the park isn't anticipated for another 7 to 10 years.
- Future Auto-urban commercial land uses are now planned along the US-95 corridor entering Moscow. The auto urban commercial land use designation supports commercial services and developments that are motor vehicle oriented or those which require large amounts of land. These areas should be located adjacent to existing commercial developments and along major arterials where the vehicle traffic can be accommodated (City of Moscow, 2009).
- Auto-urban residential growth areas have been extended further south of the City.

A map of the key changes to City of Moscow land use is provided in **Appendix B**. The City of Moscow Comprehensive Plan update did not address any of the proposed US-95 alignments. Moreover, City staff verified that no changes have occurred that would impact any of the proposed alignments. The City also plans to conduct a Transportation Plan beginning in 2012; it should be complete by 2014.

The City has completed a master plan for a future industrial park, slightly north of the convergence of the proposed alignments (See **Appendix B**). The City is in Phase II of a feasibility study for the 70-acre light industrial park. No construction has started yet, but the City would like to convert the area in the next three years. The area that was formerly the industrial corridor, which is between the central business district and the University of Idaho, has been rezoned as mixed use and is classified as an urban renewal district called Legacy Crossing.

The Moscow School District is kicking off their Long-range Facilities Plan, but it is not expected to be completed in the near future.

The City discussed the potential master planned community and school shown on point #40 of **Figure 2** near Clyde Hill. This would include 260 acres of residential development with a school. There are development impediments to accessing the property and plans/funding are not solidified. However, if the impediments are overcome and funding is secured, proposed

alignment W4 would bi-sect the future development, causing challenges and impacts to successful development.

Overall, City representatives indicated that proposed alignments C3 and E2 are more compatible with the City's planning efforts. W4 would present more planning challenges for the City, considering the potential for a planned community that would be bisected by the W4 alignment. Potential challenges were also identified with connectivity of the E2 alignment and W4 alignment with the proposed ring road alignments shown in the Comprehensive Plan.

The County modified their Comprehensive Plan in 2010. County staff verified that no changes have occurred that would impact any of the proposed alignments. It was noted that the federal requirements for the Draft Environmental Impact Statement (DEIS) for the project should mitigate the impacts that would be of concern to the County. It was also noted that if construction of the road follows local, state and federal regulations, it should meet County requirements.

University of Idaho Campus Development Plans

According to an interview with campus staff, The University of Idaho's Long Range Campus Development Plan (LRCDP) has not changed in any significant way since 2005. The proposed alignments are not expected to impact any of the projects that the university has undertaken since 2005.

Zoning Regulations

The County abandoned individual codes for manufactured homes, subdivisions, and zoning. They now have a single combined code called the Latah County Land Use Ordinance. It was noted the land division code that would modify the density of divided properties did not change. Moreover, it was noted that ordinance 801.01 would be most relevant to the US-95 Thorncreek to Moscow project. This ordinance defines existing and new parcels and covers specifications on bi-ways, freeways and divisions of property.

In the County, some zoning descriptions were changed, but there were no changes in land use applications in zoning that would affect the project. The largest change includes a new large area zoned for residential development along the existing US-95 alignment, just southwest of Clyde Road. A map of the key changes to County zoning is provided in **Appendix B**.

County staff verified that none of the changes that occurred to County zoning were expected to have an impact on any of the proposed alignments.

Area Development

The County has issued approximately 28 applicable building permits in the corridor study area since 2005 (**Appendix B**). Twelve of these permits were for out-buildings (garages, shops, etc). There were also nine permits for new houses and new manufactured homes, as well as two wind towers. Five other various permits were issues during this time.

The northern portion of the proposed alignment C3 to where the existing US-95 corridor splits between the proposed alignments C3 and W4 has experienced the largest intensity of development since 2005. There is visible growth in this area that can be seen on aerial imagery. Infrastructure for a new 20-lot housing development just west of existing US-95 near Clyde Road has been constructed (point # 55 on **Figure 2**), although no homes have been built yet. Few of these lots have been purchased, but there is potential for growth. There is also a three- to four-lot subdivision along the same road as the new larger subdivision. There have been three to four single family residence permits on Cameron Road (**Figure 1**).

In the City, some single home additions have occurred in neighborhoods around proposed alignment E2, and residential infill (20 to 30 homes) has occurred north of Palouse River Drive and

west of US-95. Moreover, construction began on a 192-unit housing development to the north of Palouse River Drive and to the east of US-95 in approximately 2006/2007 (**Figure 1**). The development is called The Grove and construction was completed in 2009 (**Appendix B**).

The Indian Hills 6 subdivision has been platted and approximately a dozen homes have been built. The subdivision extends Indian Hills Drive to Mountain View Road, just south of the Alturas Technology Park. This subdivision is to the northeast of the project area.

Public Services

Neither the City nor the County has received applications for any major public services projects since 2005.

Conservation, Restoration, and Agriculture Land

Since 2005, the County's first conservation easement, handled by U.S. Fish and Wildlife Service (USFWS) and Palouse Land Trust, has been established on Grossman Butte, east of Paradise Ridge Road (point #53 on **Figure 2**). It currently preserves about 40 acres of Palouse Prairie and the landowner is trying to extend that area west to encompass more of the 140 acres covered under the easement.

None of the proposed alignments directly impacts the easement, but the easement is closest to proposed E2 alignment. Potential impacts identified with the proximity of proposed alignment E2 to the easement include fires ignited from the highway and/or invasive plant species.

Riparian restoration work has been conducted near point #17 on **Figure 2** by the Palouse-Clearwater Environmental Institute.

According to discussions with a property owner, alignment (E2) passes through a half-mile of land that is currently part of a Conservation Reserve Program (CRP). The contract will expire on this land in fall 2011, and after that time it will return into wheat production the following year.

Western Bypass/Ring Road

The City's 2009 Comprehensive Plan changed the ring road alignment concept. The new ring road alignments are shown in the updated Comprehensive Plan. It was verified that the ring road concept is a long-range improvement and no funding is currently available. City staff identified that the location where the proposed E2 and W4 alignments would converge at the existing US 95 alignment south of Moscow, is near the area where the proposed ring road alignments are proposed to converge on US 95. As a result, it was noted that the proposed alignments E2 and W4 pose more challenges associated with connectivity of the proposed ring road alignments.

Transportation Compatibility

The North Latah County Highway District (NLCHD) adopted their Transportation Plan in 2006. According to an interview with staff at the NLCHD, no changes were identified that would be impacted by any of the proposed alignments. It was noted that bridges exist along both the east and west alignments that would require reconstruction or replacement.

Fair and Affordable Housing

Six units of new handicapped-accessible housing were included in the new Grove housing development in the City of Moscow. Aside from this, no other known affordable housing was identified in the City or the County since 2005. Moreover, there are currently no known impediments or plans for future affordable housing projects in the corridor study area that would be impacted by any of the proposed alignments.

Recreation

The interviewees that provided updated comments on the recreation evaluation included:

Agency or Organization	Represented by
City of Moscow Parks and Recreation	Dwight Curtis, Director
Moscow Area Mountain Bike Association (MAMBA)	Scott Metlan

New/Planned Recreational Facilities

The plans for City of Moscow ball fields (point #39 on **Figure 2**), west of where the alignments converge, have been delayed 7 to 10 years until funding is available. The land has been re-zoned and annexed into the City since 2005. No other changes were identified regarding new or planned recreational facilities.

Impacts to Bicyclists

Moscow Parks and Recreation is currently working on the Parks and Open Space Master Plan, which is anticipated to address alignments for future bicycle paths. The plan is expected to be published by winter 2011. None of the proposed alignments are anticipated to impact current bicycle recreation in the City as existing bike paths in the City run east/west along the old railroad track grade. All MAMBA activity takes place north and east of the City and none of their recreation areas would be impacted by any of the alignments.

Impacts to Pedestrians/Hiking Trail Users

The Palouse Trail, which is planned to extend west to the area of the proposed baseball field, is still part of future plans, although no funding is currently available. A highway crossing of the trail will need to be designed to get trail-users across the highway just north of where the three proposed alignments converge. Since the proposed trail is north of where the proposed alignments converge, it was verified that none of the proposed alignments would impact the trail.

Overall, no changes were identified to community recreation since 2005 that would be impacted by any of the proposed alignments. Moreover, no changes were noted that suggested that any of the alignments are more or less consistent with the region's vision for recreation since 2005.

Safety

The interviewees that provided updated comments on the safety evaluation included:

Agency or Organization	Represented by
City of Moscow Police Department	David Duke, Chief

Emergency Services

Since 2005, there are no new or planned emergency service facilities in the Moscow area. Moreover, no emergency or roadway safety developments were identified that would be impacted by any of the proposed alignments.

Traffic and Safety

An increase in roadway traffic was noted in the corridor study area due to the general increase in population. It was noted that if the proposed 70-acre planned industrial park is built, there

could be additional traffic as a result of the development. This traffic increase would not be impacted by any one of the proposed alignments, but the alignments must be able to handle the traffic increase.

On the existing US-95 alignment, just south of where it converges with the proposed C3 alignment, additional housing has been constructed. In the same area, construction has started on another 20-acre housing development. These developments are generating additional traffic that would access the proposed alignment C3, which could potentially cause more traffic conflicts. If either of the W4 or E2 alignments were selected, that traffic would not come into play until reaching the City limits.

Based on population increases, access management was identified as a key requirement for any of the proposed alignments to ensure less conflict with new traffic entering the highway. It was noted that the proposed W4 and E2 alignments provide better opportunities for controlled access management because of the relative lack of development along these alignments. Since the proposed C3 alignment would abut existing development (where it merges with the existing alignment), ITD would have to implement an appropriate level of access management in this area to improve safety.

Roadway Safety

There have not been any changes in the City or in service provider needs since 2005 that make any one proposed alignment preferable over another. However, it was reiterated that any design that involves a four- or five-lane highway use a center divider would help to prevent motorists from crossing into oncoming traffic, and thereby reducing head-on collisions.

Economics

The interviewees that provided updated comments on the economics evaluation included:

Agency or Organization	Represented by
Moscow Chamber of Commerce	Steven Hacker, Executive Director

Local Businesses Changes

The following changes to local businesses have occurred since 2005 and were updated on the points of interest map (**Figure 2**):

- The RV park that was in the planning stages in 2005, near proposed alignment C3, south of the alignment convergence, is now a fully-functional and operating RV park.
- Dale's Boat Service, has changed ownership. It's still an outdoor recreation business but it has changed names.
- Latah County Grain Growers is still the same operation and same type of business, but it changed names to Prime Land Cooperative.
- Waterman's Floors is now Yamaha Country Sports.
- Goodman Oil has closed.
- Chinese Village has changed names to Li's Garden
- Latah Wellness Center is now Martin Community Wellness Center. It no longer provides nursing home care.
- Waterman's Floors has become Yamaha Country Sports. This business had some parking lot improvements made, but nothing was done to the connecting road.

- Walmart, which employed 250 full and part-time employees, closed and moved to Pullman, Washington in 2009. However, the site of the former Walmart, which is north of Perimeter Drive and west of US-95, is back under construction and Walmart is rebuilding and expanding to open a Walmart Supercenter by January 2012. It was a 90,000 square-foot facility and it will be a 127,000 square-foot facility when reopened. The Walmart site is too far north to be illustrated on the points of interest map.
- Moscow also lost a car dealership in town.

New business operations were also noted on Paradise Ridge that include a new ropes course business, as well as a native plant business. These exact locations of these businesses could not be identified.

Property Values

While the rest of the nation has experienced changes in property values, it was noted that there has not been a significant change in City or County property values since 2005. This was attributed to Moscow being a University town with constant demand for student housing. Based on real estate market trends for the Palouse region, the average sales price for single family homes in Moscow was consistent from 2008-2010, while homes in Genesee dropped in value by 11 percent (**Appendix C**). In Latah County, the sales price for homes decreased by about 5 percent from 2008-2010.

Overall, there has not been a major change in the number of local businesses since 2005. None of the changes in businesses, nor any minor road improvements in the corridor study area are anticipated to be affected by any of the proposed alignments.

It was noted that the selection of any of the proposed alignments would have a positive impact on both the proposed new industrial corridor and the urban renewal district. Completing a four-lane highway between Moscow and Lewiston would improve distribution and would open up a major north/south thoroughfare.

Mobility and Access

The interviewees that provided updated comments on the mobility and access evaluation included:

Agency or Organization	Represented by
Moscow City Council (former Chairman of the Transportation Commission)	Walter Steed, Council Member

Since 2005, Moscow Valley Transit has started and closed a couple of bus routes between Moscow and Lewiston, due to funding changes. The City of Moscow now operates a small vanpool from the Palouse-Clearwater Environmental Institute that runs between Moscow and Lewiston.

There are no new pedestrian facilities in south Moscow since 2005. The only business access change that was noted was the closure of a gas station along US 95. No other changes to mobility and access have occurred since 2005. None of the changes to mobility or access were anticipated to be impacted by any of the proposed alignments.

Community Cohesion

The interviewees that provided updated comments on the community cohesion evaluation included:

Agency or Organization	Represented by
Moscow School District	Dale Kleinert, Superintendent
Citizens for a Safe US-95	Ian Von Lindern
Paradise Ridge Coalition	Chuck Harris

Economic Issues

No changes were noted to community cohesion that would be impacted by any of the proposed alignments.

It was noted that a few new residential homes have been built on Paradise Ridge, although none of them would be impacted by any of the proposed alignments. It was also mentioned that several out-of-state retirees have started moving to the Moscow because they are drawn to the “small town” environment of the area.

It was also noted that since 2005, people in general are more conservative with their spending due to changes in the economy. Yet, there was no correlation that could be made between changes in spending and any of the proposed alignments.

Community Surveys

The Citizens for a Safe 95 surveyed the landowners in the corridor study area to identify preference among the three proposed alignments. A report was produced called the Citizens for a Safe 95 Thorn Creek to Moscow U.S. Highway 95 Re-alignment that outlines the findings of these surveys. This report is included in **Appendix B**. General discontent with the project was also noted due to the inability to identify an alignment and move forward.

Noise

A correlation was made between increased traffic since 2005 and a general increase in noise along the existing US 95 alignment.

Displacements

The interviewees that provided updated comments on the displacement evaluation included:

Agency or Organization	Represented by
Fair and Affordable Housing Commission	Jenny Veatch
Resident/Landowner	Bob and Patricia Clyde
Resident/Landowner	Roy Reisenauer

It was indicated that the Clyde's, who could be displaced by the E2 alignment, still live in the same residence as in 2005. They also provided the following information regarding changes to residency in the general corridor study area:

- The U.S. Department of Housing and Urban Development (HUD) sold a house near Benson's Hidden Village (near US-95 and Jacksha Road).
- No residents have moved away from the area since 2005.
- Some of the farmland in the area has changed ownership.
- Delbert Reisenauer moved in across the road from the Clyde's.
- John Thomas sold his house that was along the proposed E2 alignment.

- Niehenke purchased the Andrews' house that could potentially be impacted by one of the proposed alignments.
- Bob Clyde sold the upper end of the trailer court to his son Steve, which would be impacted by proposed E2 alignment.

The Clyde's did not feel that any of the changes that occurred since 2005 would be impacted by any of the proposed alignments.

As mentioned above, no other known affordable housing has been built in the general corridor study area since 2005. Moreover, no known affordable housing units are planned for construction in the near future. It was noted that the land south of the City of Moscow is still designated Agriculture/Forestland and does not support affordable housing.

The project team attempted to contact the Catherine and Roy Reisenauer and the Alan and Sharon Hanson households on September 9, 2011, but telephone numbers to both homes were disconnected.

References

City of Moscow. 2009. Comprehensive Plan. Available at: http://www.moscow.id.us/comm_dev/planning/comp_plan.aspx. Accessed September 22, 2011.

Latah County. 2010. Comprehensive Plan. Available at: http://www.latah.id.us/planningbuilding/PB_ComprehensivePlan.pdf. Accessed September 22, 2011.

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North Latah Highway District. November 2006. Transportation Plan. Available at: <http://www.latah.id.us/planningbuilding/North%20Latah%20Highway%20District%202006%20Transportation%20Plan.pdf>. Access September 22, 2011.

APPENDIX A Community Impact Assessment Questionnaires

Land Use Plans and Policies Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005-2006. This portion of the CIA evaluates the likely effects on:

- Changes in residential and commercial property values
- Any new impacts to existing buildings
- Changes in the likelihood of a significant decrease in affordable housing availability
- Changes in consistency with local plans/policies

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

1. Have any changes occurred in local land use plans or zoning regulations since 2005? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with your current plans or regulations?
 2. Are there any new projects or plans that have been approved since 2005? If so, are any of the alignments more or less consistent with these changes? Are there any new projects (since 2005) in the pipeline that are awaiting the completion of the project?
 3. Have any changes occurred that would cause any of the proposed alignments to induce new changes in land use, density, or intensity (or any combination thereof)?
 4. Have any changes occurred that would influence the need for a limited access road along any of the proposed alignments?
 5. Have any changes occurred that would influence the proposed roadway configuration (4 or 5 lanes) of any of the alignments?
 6. Have any changes occurred that would impact how any of the proposed alignments could impact future development? If so, are any of the alignments more or less consistent with these changes?
-

Land Use Plans and Policies - Agriculture and Environmental Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005-2006. This portion of the CIA evaluates the likely effects on:

- Changes in land use or environmental conditions.
- Any new impacts to existing buildings
- Changes in consistency with land uses

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

1. Have any changes in agricultural land use occurred in the general corridor study area since 2005? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with these changes?
 2. Have any changes in agricultural land occurred that would cause the creation of new remnant parcels (those parcels considered not adequate/feasible for farming, although may be suitable for other uses)?
 3. Have any new environmental issues or conditions been identified in the corridor study area since 2005? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with these changes?
-

Recreation - Parks, Bike, and Pedestrian Uses Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information for the original Community Impact Assessment (CIA) that was conducted in 2005. This portion of the CIA evaluates the likely effects on:

- Changes in access routes for bicycle and pedestrian use
- Changes in Direct/indirect impacts to existing or planned parks.
- Any new decreases or increases you foresee in facility access.
- Changes in safety, travel patterns, and travel times on and to facilities.

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

1. Have any changes in recreation projects or plans occurred since 2005? If so, would any of these changes be more or less consistent with any of the proposed alignments?
 2. Would any one of the alignments have a greater or lesser impact on future the expansion of recreation facilities?
 3. Has anything changed since 2005 that would generate any new benefits or disadvantages to recreation as a result of any of the proposed alignments?
 4. In light of any changes that have occurred to recreation, do you think that any of the alignments would be more or less consistent with the regional vision for recreation?
-

Safety Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information for the original Community Impact Assessment (CIA) that was conducted in 2005. This portion of the CIA evaluates the likely effects on:

- Changes in current and potential travel response times
- Changes in circulation patterns
- Potential changes in crime rates

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that you feel could affect the original findings.

1. Are there any new plans for emergency service facilities in the corridor study area since 2005?
 2. Has anything changed that would affect the ability of any of the alignments to serve emergency services better than the other alignments?
 3. Have any specific changes occurred that would affect the preferred design of the road (i.e. four-lane divided highway, five lane highway, grades, curves etc)? Have there been any changes in the needs for limited access of the roadway?
 4. Have any changes occurred in the corridor study area since 2005 that would increase or decrease the likelihood of accidents for motorists or non-motorists?
 5. In light of any changes that have occurred to safety in the corridor study area, do you think that any of the alignments would affect people differently today than in 2005?
-

Economics Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005-2006. This portion of the CIA evaluates the likely effects on:

- Changes in visibility and access to businesses
- Changes in how shopping patterns could be altered
- Changes in regional and local trade (such as ease of travel and length of travel times)
- Changes in the likelihood of businesses to locate to, or relocate from, the corridor study area

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that you feel could affect the original findings.

1. Are there any new businesses that have moved into the corridor study area or left the area since 2005? Have any roadway or business improvements occurred that would be positively or negatively impacted by any of the proposed alignments?
 2. Have any changes occurred to traffic-based businesses (i.e. visibility, travel times, access, etc.) that would be affected by any of the proposed alignments?
 3. Have property values or business activity changes occurred since 2005? If so, would these changes have more or less of an affect on any of the proposed alignments?
 4. Have economic changes occurred since 2005 that would influence how the project could positively or negatively impact the local economy?
 5. In light of any changes that have occurred to economics, are any of the alignments more or less consistent with the needs of the local business community?
-

Mobility and Access Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005-2006. This portion of the CIA evaluates the likely effects on:

- Changes in travel patterns
- Changes in access
- Changes in parking at community and public facilities or other services (medical, shopping, libraries, places of worship, etc)

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that you feel could affect the original findings.

1. Have there been any changes to business and/or public facility pedestrian access since 2005 that would impact any of the proposed alignments? If so, will any of the alignments have more or less of an impact than the others?
 2. Have there been any changes to vehicular access between residences, facilities, or commercial uses since 2005 that would impact any of the proposed alignments? If so, will any of the alignments have more or less of an impact than the others?
 3. Have there been any changes to public transportation that would affect any of the alignments?
 4. In light of any of the changes that occurred to mobility or access since 2005, do you think that any of the alignments would have more or less of an impact?
-

Community Cohesion, Noise Evaluation, and Visual Environment Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005. This portion of the CIA evaluates the likely effects on:

- How the project would have new or changed affects on the interactions among persons and groups

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

1. Are there any new communities or neighborhoods that any of the alignments would have an effect on? Would there be any new redistribution or loss of the population from any of the proposed alignments?
 2. Do you feel that any changes have occurred that will isolate certain people from other people or hinder participation in community activities?
 3. Will the project affect any new social networks that have been established since 2005?
 4. Have there been any changes in community values (since 2005) that would trigger the need for a different project design? (landscaping, roadway section, retaining walls, bridge aesthetics, etc.)
 5. Do you think any changes or new increases (since 2005) in noise or vibration could result from any of the alignments?
 6. In light of any changes that have occurred to community cohesion, noise or visibility, do you think that any of the alignments would affect people differently today than in 2005 (quality of life)?
-

Displacement Questionnaire

Purpose

In order to update the information obtained for the US 95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information for the original Community Impact Assessment (CIA) that was conducted in 2005. This portion of the CIA evaluated the likely effects on:

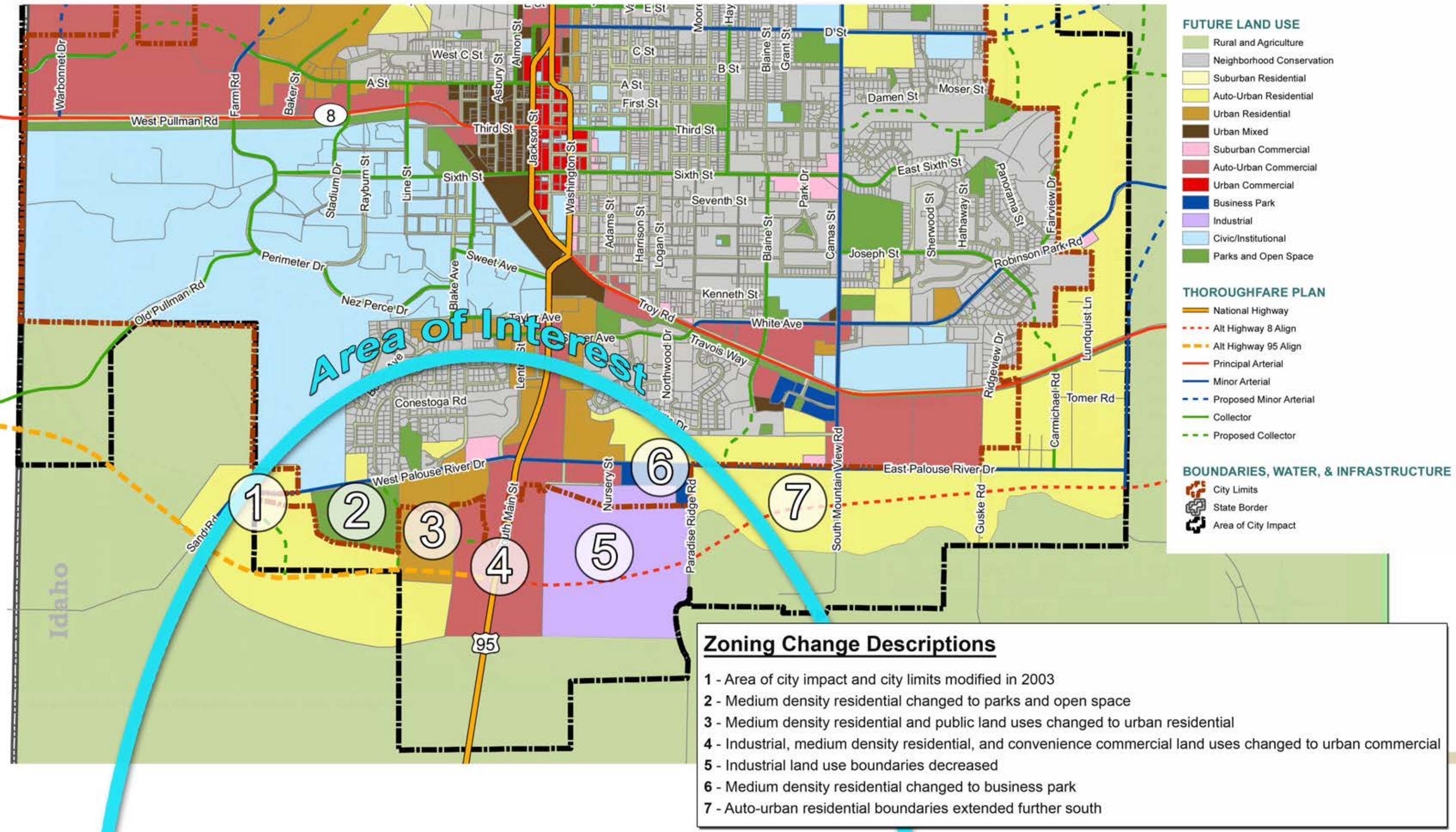
- Any changes in the amount and type of displacements that may occur for each alignment
- Any changes in people likely to be displaced

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

1. Do you still live in the same residency as you did in 2005? Do you know if anyone else that would have been potentially displaced by any of the alignments has moved since 2005? Has anyone new moved in that would be potentially displaced by any of the alignments?
 2. Are there any new people with special needs (elderly, disabled, minorities) that you know of in the corridor study area? Will these people be affected by any of the proposed alignments? If so, what type of units will be affected (multi-family, single-family, etc.)?
 3. Are there any new businesses and farms that could be displaced since 2005? If so, which alignments would have more or less of an impact?
 4. In light of any changes that have occurred in the corridor study area since 2005, do you think that any of the alignments will have more or less of an impact on the community?
-

APPENDIX B Reference Materials



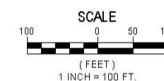


Southeast Moscow Industrial Park Master Plan

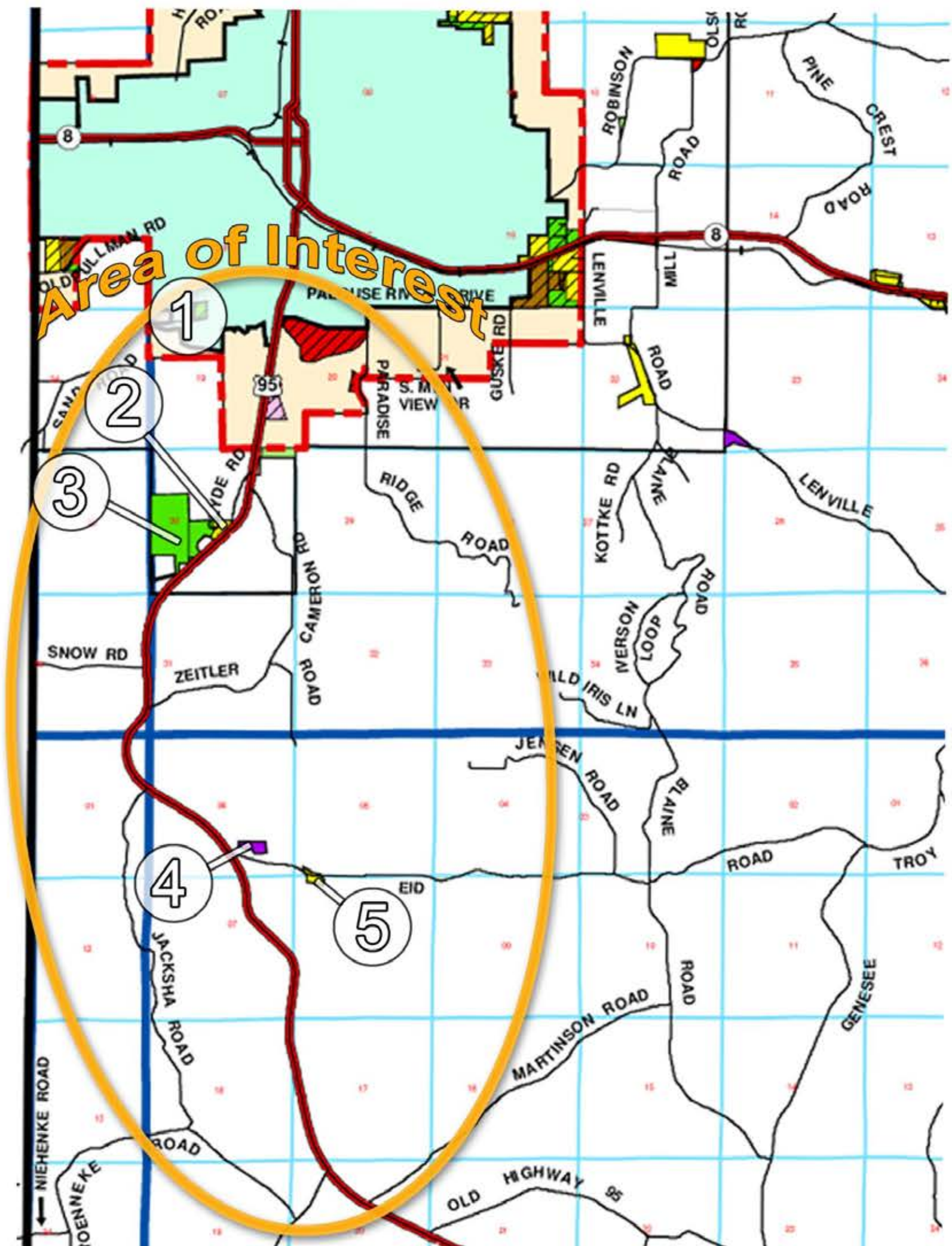
City of Moscow, ID

Conceptual Site Plan

Sept. 20, 2010



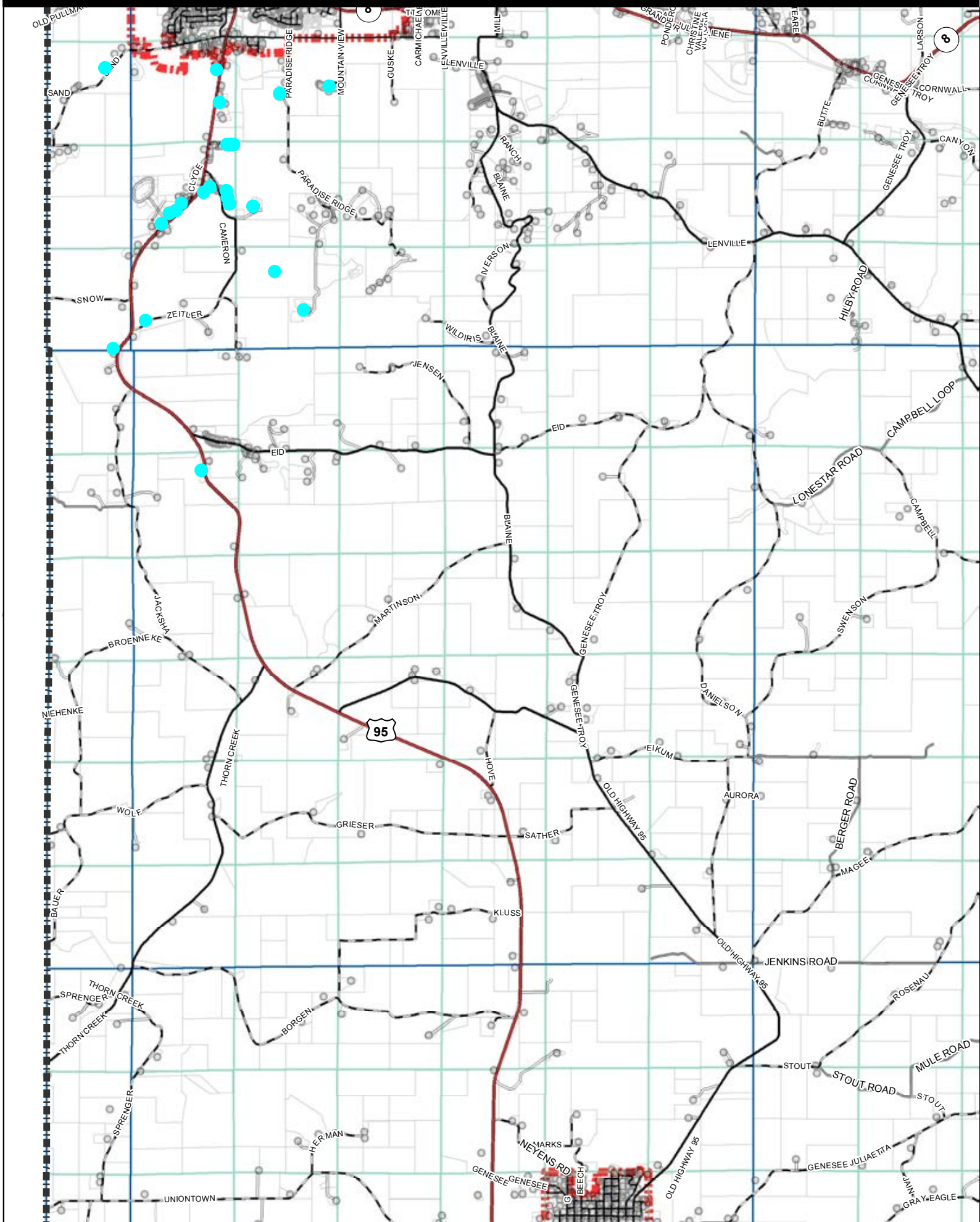
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 Portland, OR 97225
 503-626-0455 Fax 503-626-0775
 www.whpacific.com



Zoning Change Descriptions

- 1 - Municipal boundary change
- 2 - Highway business zoning changed to suburban residential zoning
- 3 - New area zoned for rural residential
- 4 - Rural residential 5 acre minimum zoning changed to rural residential zoning
- 5 - Single family residential minimum 12,00 square foot lot zoning changed to suburban residential zoning

Latah County Vicinity



Permit#	Parcel #	Type	Occupancy	Site address	City	Description
2008-202	39N05W204940	V-B	F-2	1605 Paradise Ridge Road	Moscow	sandblasting structure
2011-024	RP38N05W070736	V-B	U	3455 Highway 95 S	Moscow	24' x 30' pole structure
2006-167	RP39N05W191960	V-B	B	2555 South Highway 95	Lewiston	seed bins, scale cover, leg
2010-083	RP39N05W197430	V-B	B	2728 Highway 95 S	Moscow	porch & ramp, remodel, window
2009-205	RP39N05W202276	V-B	R-3	3000 S Mountain View Ext. #3	Moscow	10' x 20' deck
2008-072	RP39N05W204940	V-B	F-2	1605 Paradise Ridge Road	Moscow	bathroom remodel
2006-205	RP39N05W204940	V-B	U	1605 Paradise Ridge Road	Moscow	pole picnic area cover
2010-220	RP39N05W295505	V-B	U	3306 Cameron Road	Moscow	shop with carport
2010-214	RP39N05W295505	V-B	R-3/U	3306 Cameron Road	Moscow	SFR w/ garage & decks
2005-168	RP39N05W300006	V-B	R-3	2844 Highway 95 S	Moscow	residential remodel
2005-226	RP39N05W300006	V-B	U	2844 Highway 95 S	Moscow	complete garage
2009-070	RP39N05W300016	V-B	U	2840 Highway 95 S	Moscow	36' x 36' pole building
2009-068	RP39N05W300026	V-B	U	2836 Highway 95 S	Moscow	16' x 24' pole building
2005-104	RP39N05W301637	V-B	U	3045 Highway 95 S	Moscow	Ag building 42' x 24'
2005-236	RP39N05W301676	V-B	U	2939 Cameron RD	Moscow	garage
2005-073	RP39N05W301676	V-B	R-3	2939 Cameron RD	Moscow	SF Residence
2007-178	RP39N05W305260	V-B	B	3045 Highway 95 S	Moscow	10' x 94'4" pole building
2005-248	RP39N05W306766	V-B	U	3055 Highway 95 S	Moscow	30' x 40' pole building/barn
2007-166	RP39N05W307406	V-B	R-3	2979 Highway 95S, #22	Moscow	MH installation inspection
2008-055	RP39N05W307636	V-B	R-3/U	2950 Cameron Road	Moscow	SFR w/ attached garage & deck
2008-207	RP39N05W307646	V-B	R-3/U	3020 Cameron Road	Moscow	SFR w/ garage & deck
2010-144	RP39N05W307646	V-B	U	3020 Cameron Road	Moscow	45' wind tower
2007-144	RP39N05W307656	V-B	U	3090 Cameron Road	Moscow	34' x 60' pole building
2007-193	RP39N05W307656	V-B	R-3/U	3090 Cameron Road	Moscow	SFR w/ garage & decks
2005-088	RP39N05W315887	V-B	R-3	1020 Zeitler RD	Moscow	60' x 100' pole building
2010-165	RP39N05W320748	V-B	U	3650 Cameron Road	Moscow	50' windtower
2010-204	RP39N05W327308	V-B	R-3/U	1139 Paradise Ridge Road	Moscow	SFR w/ garage & decks
2006-161	RP39N06W240016	V-B	R-3	1670 Sand Road	Moscow	Install MH as personal property
2011-123	RP39N06W369648	V-B	R-3	3625 Highway 95 S	Moscow	MH as real property

**U.S. Hwy 95
Area of Influence
Spring 2010**



21 New Single Family Homes

192 Multiple Family Dwelling Units

Legend

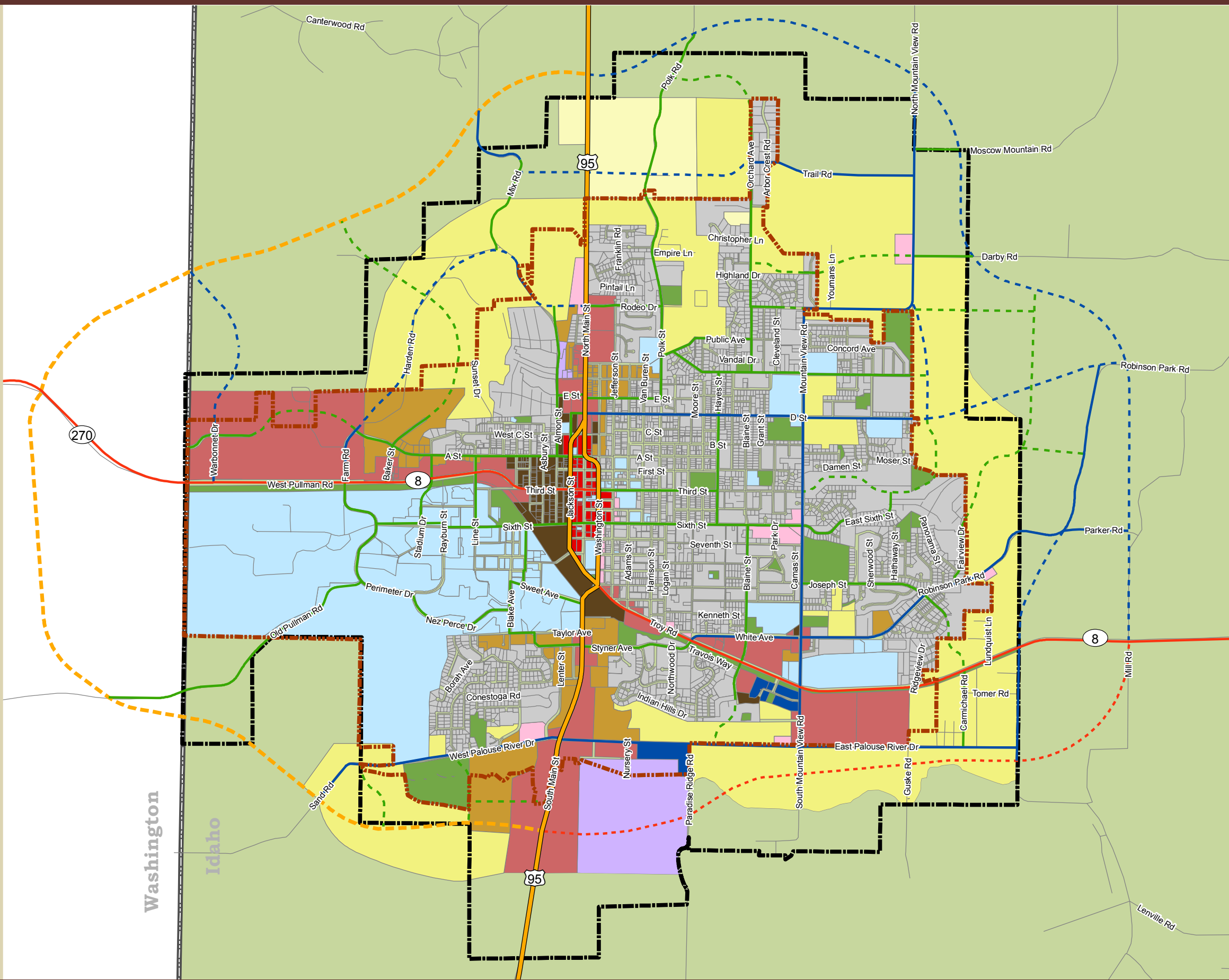
- City Limits
- Parcels



1 inch = 600 feet

Future Land Use and Growth Plan

comprehensive PLAN



FUTURE LAND USE

- Rural and Agriculture
- Neighborhood Conservation
- Suburban Residential
- Auto-Urban Residential
- Urban Residential
- Urban Mixed
- Suburban Commercial
- Auto-Urban Commercial
- Urban Commercial
- Business Park
- Industrial
- Civic/Institutional
- Parks and Open Space

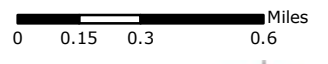
THOROUGHFARE PLAN

- National Highway
- Alt Highway 8 Align
- Alt Highway 95 Align
- Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector

BOUNDARIES, WATER, & INFRASTRUCTURE

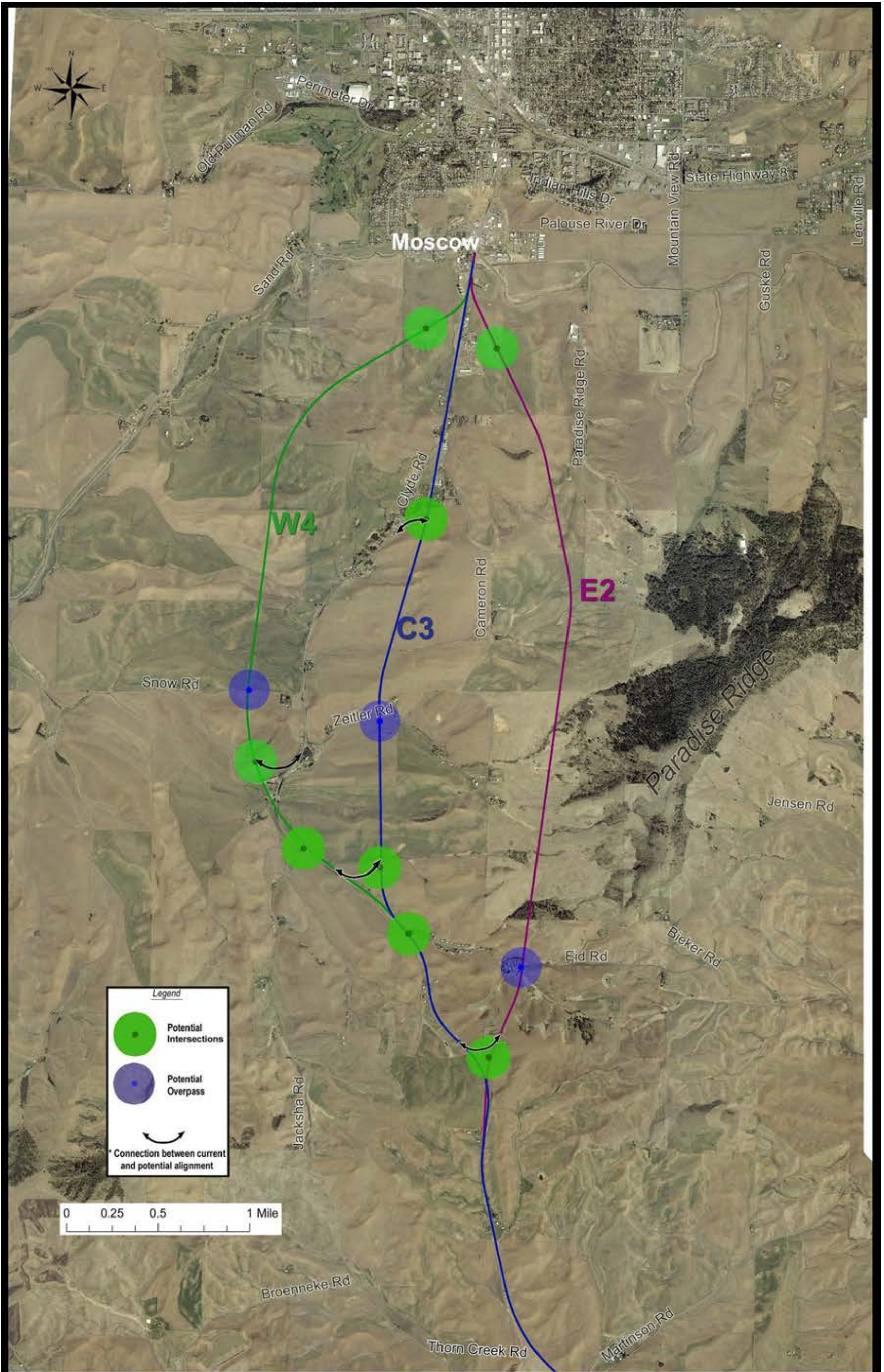
- City Limits
- State Border
- Area of City Impact

Note: Proposed future roadway locations are approximate and ultimate roadway locations will be determined at the time of development based upon topography, existing development, property boundaries and proposed development needs.



Washington

Idaho



Community Impact Assessment - Potential Connectivity Map

DEED OF CONSERVATION EASEMENT

THIS GRANT DEED OF CONSERVATION EASEMENT is made on this the 30th day of April, 2010, by Frank L. Hill and Rebecca R. Hill, husband and wife (collectively referred to herein as the "Grantors"), in favor of the Palouse Land Trust, Inc., a non-profit Idaho corporation whose mailing address is P.O. Box 8506, Moscow, Idaho 83843 ("Grantee").

WITNESSETH:

- A. Grantors are the sole owners in fee simple of certain real property located in Latah County, Idaho (the "Property"), consisting of 160 acres, free of mortgage or other encumbrance described more particularly as the Southwest One-Quarter (SW1/4) of Section 9, T38N, R5WBM, which Property remains undeveloped in a natural state with historic agricultural uses.
- B. On January 3, 2005, a Warranty Deed vesting title in Grantors describing the Property was recorded and filed in the office of the Clerk of Latah County, Idaho, as Instrument Number 492952.
- C. The Property possesses ecological, scenic, wildlife, and agricultural values (collectively, "Conservation Values") of great importance to the Grantors, Grantee, the people of Latah County, and the people of Idaho and the United States, and the protection of which will yield a significant public benefit, including but not limited to the protection of unique, threatened, and rare plant communities.
- D. The Property provides significant benefit to the people of Latah County, Idaho, the State of Idaho, and the United States by protecting, preserving, and providing for the public in perpetuity the following resources (hereafter collectively referred to as "Conservation Values"):
 - a. The Property contains one of the largest remaining remnants of native Palouse Prairie known to exist. Numerous species of rare plants have been identified on the Property such as Palouse Thistle and Palouse Goldenweed that are endemic to the Palouse region.
 - b. The high elevation of the Property relative to the surrounding landscape assures that it offers scenic views to residents of the city of Moscow, Idaho as well as from the important transportation corridor (U.S. 95) between Moscow and Lewiston, Idaho.
 - c. The Property is a natural habitat for a variety of native animal life including mammals, birds, and reptiles. It also provides an important travel corridor for larger mammals and birds to other habitats along Paradise Ridge south of Moscow.
 - d. Grantee has received a grant under the U.S. Fish and Wildlife Service (USFWS) Landowner Incentive Program (LIP grant) for the purpose of acquiring this Conservation Easement, Grant Number ID I-8-1. The LIP grant is to be administered by the Idaho

Department of Fish and Game (IDFG). The purpose of the LIP grant is to assist States by providing grants to establish or supplement landowner incentive programs that protect and restore habitats on private lands, to benefit federally-listed, proposed, or candidate species or other species determined to be at-risk, and provide technical and financial assistance to private landowners for habitat protection and restoration.

- e. The Grantors currently have the right to subdivide the Property for several residences that would degrade the prairie habitat and introduce exotic plant species, and Grantors do not wish to retain, for themselves or for their successors, the right to develop the Property or to have residences built, nor to engage in any commercial or industrial development that would impair the Conservation Values of the Property.
- E. The Grantors intend that the Conservation Values of the Property be preserved and maintained by permitting only those uses on the Property that do not impair or interfere with the Conservation Values.
- F. The Grantors further intend, by executing this Easement, to convey to Grantee the right to preserve and protect the Conservation Values of the Property in perpetuity.
- G. Grantee is a publicly-supported, tax-exempt nonprofit organization, qualified under Sections 501(c)(3) and 170(h) of the Internal Revenue Code of 1986, as amended, and is a qualified holder of Conservation Easements under Idaho Code § 55-2101 et seq., whose primary purpose is the conservation of the natural and agricultural resources, significant ecosystems, scenic open spaces, and traditional lifestyles of the Palouse Region of Northern Idaho and Eastern Washington.
- H. Grantee has agreed to accept this grant of Conservation Easement on the Property upon the condition and understanding that the mutual intentions of the Grantors and Grantee regarding the future uses and preservation of the Property as expressed in this document shall be forever honored and defended.
- I. The Property meets the Grantee's criteria for acceptance of Conservation Easements and Grantee's Board of Directors has duly adopted a resolution approving Grantee's execution, delivery and acceptance of this Conservation Easement and all conditions and terms relevant thereto.

NOW, THEREFORE, in consideration of the above Recitals and the mutual covenants, terms, conditions, obligations and restrictions contained herein, and pursuant to the laws of the State of Idaho, and with the intention of making a voluntary and irrevocable gift in perpetuity, Grantors hereby voluntarily grant and convey to Grantee a Conservation Easement in perpetuity on, over, and across the Property of the nature and character and to the extent hereinafter set forth:

- 1. Purpose. The purposes of the Conservation Easement are to assure that the Property will be retained forever in its natural and scenic condition and to prevent any use of the Property that will significantly impair or interfere with the Conservation Values of the Property. A

specific purpose of this Easement is to conserve the diversity of native plants that are unique to this site and reflective of the Palouse Prairie ecosystem prior to the arrival of Euro-Americans. Grantors intend that this Conservation Easement will confine the use of the Property to activities that are consistent with the purpose of this Conservation Easement, which include but are not limited to management activities designed to maintain, protect, and enhance the native prairie plants, the enjoyment of nature and wildlife, and limited access for educational purposes. If one or more of the purposes of this Conservation Easement may no longer be accomplished, such failure of purpose shall not be deemed sufficient cause to terminate the entire Conservation Easement as long as any other purpose of the Conservation Easement may be accomplished.

- 1.1. Paragraphs 2, 3, and 4 of this Conservation Easement identify rights conveyed to Grantee, rights reserved to Grantors, and prohibited uses and practices, respectively. It is the intention of Grantors and Grantee in the foregoing paragraphs of this instrument to define better those rights so that Grantors and Grantee can accomplish the purposes of this Conservation Easement in a cooperative and amicable manner.
2. Rights Conveyed by the Conservation Easement to Grantee. To accomplish the purposes of this Conservation Easement, the following rights are conveyed to Grantee by Grantors in this Conservation Easement:
 - 2.1. To identify, preserve, and protect in perpetuity the Conservation Values of the Property, subject to the terms of this Conservation Easement and to the rights reserved by Grantors in Section 3 below, and further subject to all third-party rights of record in and to the Property that are not subordinated to the terms and conditions of this Easement.
 - 2.2. To enter upon and inspect the Property without motor vehicles no more frequently than one (1) time per year, and only upon reasonable notice to Grantors, in order to administer this Conservation Easement. Grantors may, at Grantors' sole discretion allow Grantee additional access throughout the year with prior written approval. Grantee's access shall be for the purpose of inspecting, observing, studying, and making scientific observations of the Property, all in a manner that will not unreasonably interfere with the Grantors' uses of the Property that are consistent with the terms and purposes hereof. Aside from Grantee's rights of access granted by this Paragraph, this Easement does not grant to Grantee, or to the public, any rights to enter upon the Property. Furthermore, Grantors shall retain the right to control who may enter upon the Property as well as when the public or other persons may enter upon the Property.
 - 2.3. To enjoin any unpermitted activity on or unpermitted use of the Property that is inconsistent with the terms or purposes of this Conservation Easement, or which may have a significant adverse impact on the Conservation Values, and to enforce the restoration of such areas or features of the Property that may be damaged by any inconsistent activity or use, pursuant to provisions of Paragraph 7.
 - 2.4. This Easement shall run with and burden title to the Property in perpetuity, and shall bind the Grantors and all future owners and tenants of the Property.

3. Permitted Uses and Practices. Grantors reserve to them and to their personal representatives, heirs, successors, and assigns, all rights accruing from their ownership of the Property, including the right to engage or permit or invite others to engage in all uses of the Property that are not expressly prohibited herein and that are consistent with the terms and purposes of this Conservation Easement and that will not result in injury to or the destruction of any Conservation Value. Without limiting the generality of the foregoing statement, the following rights are expressly reserved by Grantors:

3.1. The Grantors have identified several management goals and related management techniques that may be permitted on the easement property that are described below.

3.1.1. The Grantors wish for the Property to serve as a stewardship site for the existing populations of rare plants, and to work with botanists to establish populations of other rare plants on the Property. These would include rare plants associated with Palouse Prairie and open-canopy ponderosa pine, notably the Property could serve as a recovery site for Spalding's silene, an ESA-listed (threatened) plant.

3.1.2. The use of agricultural and management techniques, at Grantors' sole and absolute discretion, necessary to control non-native and unwanted vegetation of the Property. These can include traditional chemical control, biocontrol, and hand pulling. The Grantors will also work with weed scientists and researchers to investigate more effective methods for controlling weeds in a native plant community.

3.1.3. To engage in the collection of seed from plant species found on the Property at times and locations and from species Grantors deem most appropriate, at Grantors' sole and absolute discretion.

3.1.4. To use tractors and other equipment appropriate for the management and restoration goals of the Property.

3.1.5. To use controlled fire as deemed feasible and necessary by the Grantors' experience and/or by Palouse Prairie restoration experts, either to enhance the growth of native plants, reduce competition, or for other valid ecological reasons.

3.1.6. To develop trails, footpaths, and walkways appropriate for the use and management of the easement property, provided such development shall be in compliance with the purposes of this Conservation Easement.

3.1.7. To remove vegetation from the Property, but only if such removal is compatible with the purpose of this Conservation Easement. Permitted activities include the removal of individual trees which present a hazard to persons or property; the removal of trees in connection with the upkeep, maintenance, and repair of fences, and uses permitted in Paragraph 3; the removal of trees to control disease, and to enhance the growth of native prairie plant species. Furthermore, Grantors specifically reserve the right without Grantee's prior consent to harvest trees on

the property for the purpose of maintaining a healthy ecosystem and to foster a healthy habitat of native species of plants endemic to the Palouse region.

- 3.1.8. To take any and all action deemed by Grantors as necessary, at Grantors' sole and absolute discretion, to protect the current ecosystem including, but not limited to, introducing non-native plant species if such vegetation will help protect and cause the native plant species to flourish.
- 3.1.9. To use the Property for walking, hiking, horseback riding, skiing, hunting, and other noncommercial recreational uses consistent with the purpose of this Conservation Easement and all applicable governmental regulations in regard to taking of wildlife.
- 3.1.10. The Grantors may, at Grantors' sole and absolute discretion, permit entrance to the Protected Property by certain persons or groups for educational, scientific, or biological study and observation provided that any such persons or groups are first approved by the Grantors, make prior arrangements with the Grantors, and agree to abide by any restrictions on access set forth by the Grantors.
- 3.1.11. Any fences constructed on or around the Easement property after the date of this Easement shall be designed to minimize obstruction of wildlife migration either by limiting the maximum height to 42 inches and providing a bottom clearance of at least 16 inches or by taking down the wires or rails by November 1 every winter or in accordance with guidelines provided by IDFG.
- 3.1.12. Grantors have the right to control weeds and predatory and problem animals in a manner consistent with state laws, subject to the following:
 - 3.1.12.1. All control techniques shall be consistent with the labeled instructions of the application materials which constitute the reasonable minimum necessary to control and/or eradicate the weeds, and which reasonable minimize impacts on the Conservation Values of the Property.
 - 3.1.12.2. Biological (insect) control of weeds which do not materially adversely impact any of the Conservation Values of the Property shall be deemed consistent with the purposes of this Easement.
 - 3.1.12.3. The Grantors have the right to control predatory and problem animals, consistent with federal and state laws and regulations, as the Grantors determine is reasonably necessary and in a manner which is not inconsistent with the conservation purposes of this Easement, by the use of live trapping, selective leg-hold traps, and selective control techniques, which shall be limited in their application to specific animals which have caused damage to or threaten to cause damage to livestock or other property, and provided further, that Grantors shall have no right to use cyanide guns, poison bait,

traps other than those expressly permitted in this Paragraph or other non-selective control techniques.

- 3.2. To sell, exchange, devise, gift, convey, or otherwise transfer the Property in unified title as separate parcels. Whether conveyed as a single tract or whether conveyed as separate parcels pursuant to this paragraph, the Property shall be conveyed expressly subject to all terms, conditions, rights, restrictions, and obligations contained in this Easement.

Notwithstanding any provision in Paragraph 3.2 to the contrary, however, Grantors may convey portions of the Property by way of boundary adjustments as long as such boundary adjustments do not impair the conservation purposes of this Easement.

Grantors shall furnish Grantee with a copy of any document or conveyance utilized to effect any transfer of the Property within thirty (30) days of the execution of said document or conveyance. Upon Grantors' exercise of any rights reserved under this Paragraph to convey or transfer portions of the Property in separate tracts, Grantee shall be entitled to record in the Public Records of the appropriate county a "Notice of Exercise of Reserved Development Right Under Deed of Conservation Easement" to document the exercise of such rights for the benefit and information of the Grantors, Grantee, and the public.

Nothing in this Easement shall be construed to prevent Grantors from owning the Property in cotenancy, wherein each cotenant shall have undivided interests in the whole of the Property. Grantors also retain the right to enter into leases, licenses, or other transfers indicia of a right of occupancy of the Property, provided such agreements are made expressly subject to the terms and conditions of this Easement. Grantors expressly convey to Grantee the right to enforce this Easement against, and to seek and recover all remedies for violation of the terms of this Easement from, all tenants or other occupants residing on or using the Property with Grantors' knowledge or consent.

- 3.3. Grantors may grant or deny public access at Grantors' sole discretion.
4. Prohibited Uses and Practices. Any activity on or use of the Property inconsistent with the purpose of this Conservation Easement is prohibited. Without limiting the generality of the foregoing, the following activities and uses are expressly prohibited:
 - 4.1. Division, subdivision, or de facto subdivision through sales, leases, or otherwise, except as may be permitted in Paragraph 3.2 above. Agricultural leases of the Property are permitted as long as such leases are subordinate to the terms and conditions of this Easement.
 - 4.2. By executing this Easement, Grantors hereby transfer and convey to Grantee all of the residential development rights in the Property that are not specifically reserved to Grantors in Paragraph 3 above. This shall include two (2) 80-acre residential homesites

as may be approved by Latah County by Lot Division. Grantors shall take all necessary steps to create and extinguish such residential homesites and make such extinguishment of record in Latah County. Grantee agrees to hold all such development rights in perpetuity without exercising them, and without transferring them off of the Property, if a transferable development right program is adopted or sanctioned at any time in Latah County. Grantors and Grantee hereby agree to execute and record any additional instruments as may be necessary or appropriate, as provided by state or local law, to effectuate the transfer of said Development Right from Grantors to Grantee.

- 4.3. Any residential, commercial or industrial buildings, structures of any kind, or associated developments or utilities, except as permitted by Paragraph 3 above.
- 4.4. Drilling, filling, excavating, dredging, mining, or removal of topsoil, sand, gravel, rock, minerals, hydrocarbons, or other materials on or below the surface of the Property, or any similar changes to the topography of the Property that are inconsistent with the conservation values defined herein.
- 4.5. Livestock grazing is prohibited specifically on the South One-Half of the Southwest One-Quarter (SW1/4) of Section 9, T38N, R5WBM.
- 4.6. Disposing, dumping, storing, or releasing of hazardous substances, ashes, trash, garbage, unregistered vehicles, abandoned equipment, parts thereof, junk, or other offensive materials, except for uses permitted by Paragraph 3 above.
- 4.7. Manipulation or alteration of natural watercourses, except as necessary for uses permitted by Paragraph 3 above.
- 4.8. Manipulation or alteration of native vegetation except as is permitted by Section 3 above.
- 4.9. Outdoor burning of any materials except where and when the burning conforms with applicable governmental controls and regulations; for prescribed burns as provided in Section 3.8 and, in the case of vegetation, where the burning is also beneficial to wildlife.
- 4.10. Off-road use of vehicles, except as permitted by Paragraph 3 above.
- 4.11. Establishment or maintenance of any livestock feedlot or game farm. Game ranching of confined, native, or non-native wildlife or supplemental feeding of elk, moose, white-tailed deer, and mule deer shall not be permitted. Expressly, domestic cervidae farming, including elk and deer farming, as defined in Title 25, IDAPA 02.04.03.365, Idaho Code, is not permitted.
- 4.12. Any timber harvest.
- 4.13. Construction of any road, except as permitted by Paragraph 3 above.

- 4.14. Any industrial use.
- 4.15. Dude ranching, guest ranches, or bed and breakfasts, or other Property businesses.
- 4.16. Use of the Property for commercial uses, except for uses permitted by Paragraph 3 above.
5. Documentation of Use and Condition of Property--Baseline Report. In order to establish the condition of the natural and wildlife resources and man-made features of the Property at the time of the grant of this Easement, so as to be able to monitor properly future uses of the Property and assure compliance with the terms hereof, an inventory of the Property's relevant resources, features, and conditions has been compiled into a Baseline Report. Grantors and Grantee have signed a written acknowledgment, attached hereto as Exhibit A, that the Baseline Report accurately represents the condition of the Property at the time of conveyance of this Easement, as required by Treasury Regulation Section 1.170A-14(g)(5)(i). In the event a dispute arises with respect to the nature and/or extent of the historical and/or present use of the Property or the physical condition of the Property as of the date of the execution of this Conservation Easement, the parties shall not be foreclosed from utilizing all relevant or material documents, surveys, reports, and other evidence to assist in the resolution of the dispute. Any characterization of the terms of this Conservation Easement contained in the Baseline Report shall not be interpreted so as to alter, amend, or otherwise modify this Conservation Easement. In any conflict or inconsistency between the terms of this Conservation Easement and the Baseline Report, the terms of this Conservation Easement shall prevail.
- 5.1. A management plan for the Property will be developed with Grantor's input and direction, that will direct the restoration, protection, and monitoring of activities on the Property consistent with the purpose of the conservation easement. Grantee will provide to IDFG a copy of this management plan, subject to approval, no later than 12 months after this Easement is signed. Grantee will notify IDFG of any future changes to the management plan.
6. Notice and Approval.
- 6.1. Except as may be otherwise expressly provided for herein, any notice, demand, request, consent, approval, or communication that either party desires or is required to give to the other shall be in writing by certified United States mail or by Federal Express or other reputable "overnight" service that maintains delivery records, provided that the sender requests next-business-day delivery and addressed as follows:

To Grantors: Frank & Becky Hill
418 E. B Street
Moscow, Idaho 83843

To Grantee: Palouse Land Trust
P.O. Box 8506
Moscow, Idaho 83843

Third Party: Idaho Department of Fish and Game
Regional Supervisor, Clearwater Region
3316 16th Street
Lewiston, Idaho 83501

Or such other address as either party from time to time shall designate by written notice to the other. Except as may be otherwise expressly provided herein, (a) if such notice is delivered in person, it shall be deemed given immediately upon delivery or refusal of delivery or receipt; (b) if such notice is sent by certified mail, it shall be deemed given on the earlier of the date of first attempted delivery or the third day after being deposited in the mail and; (c) if such notice is sent by Federal Express or other reputable "overnight" service, it shall be deemed given on the next business day after being deposited with the delivery service. Where notice to Grantors of entry upon the Property by Grantee is required under this Conservation Easement, Grantee may notify any of the persons constituting Grantors or any appropriate agent of Grantors by telephone, mail or in person no less than ten (10) days prior to such entry.

7. Grantee's Remedies.

- 7.1. Notice of Violation; Corrective Action. If Grantee determines that a violation of the terms of this Conservation Easement has occurred, Grantee shall give written notice to Grantors of such violation and demand corrective action sufficient to cure the violation and, where the violation involves injury to the Property resulting from any use or activity inconsistent with the purpose of this Conservation Easement, to restore the portion of the Property so injured to its prior condition in accordance with a plan approved by Grantee.
- 7.2. Injunctive Relief. If Grantors fail to cure the violation within thirty (30) days after receipt of notice thereof from Grantee, or under circumstances where the violation cannot reasonably be cured within a thirty- (30) day period, fails to begin curing such violation within the thirty- (30) day period (or, within 30 days of Grantors' receipt of notice from Grantee, fail to agree with Grantee in writing on a date by which efforts to cure such violation will reasonably begin), or fail to continue diligently to cure such violation until finally cured, Grantee may bring an action at law or in equity in a court of competent jurisdiction to enforce the terms of this Conservation Easement, to enjoin the violation, ex parte as necessary, by temporary or permanent injunction, and to require the restoration of the Property to the condition that existed prior to any such injury.
- 7.3. Costs of Enforcement. All reasonable costs incurred by Grantee in enforcing the terms of this Conservation Easement against Grantors, including, without limitation, costs and expenses of suit and reasonable attorneys' fees, and any costs of restoration

necessitated by Grantors' violation of the terms of this Conservation Easement shall be borne by Grantors. If Grantors prevail in any action to enforce the terms of this Easement, Grantors' reasonable costs of suit, including reasonable attorneys' fees and costs, shall be borne by Grantee.

- 7.4. Acts Beyond Grantor's Control. Nothing contained in this Conservation Easement shall be construed to entitle Grantee to bring any action against Grantors for any injury to or change in the Property resulting from causes beyond Grantor's control, including, without limitation, fire, flood, storm, and earth movement, unauthorized use of the Property by trespass, or from any prudent action taken by Grantors under emergency conditions to prevent, abate, or mitigate significant injury to the Property or to any person resulting from such causes.
 - 7.5. Mediation. If a dispute arises between the parties concerning the consistency of any proposed use or activity with the terms or purpose of this Conservation Easement, and if Grantors agree not to proceed with the use or activity pending resolution of the dispute, either party may request in writing to the other that the matter be mediated. Within fifteen (15) days of the receipt of such a request, the two parties may jointly appoint a single independent third-party mediator to hear the matter. Each party shall pay an equal share of the mediator's fee. In referring any matter arising under this easement to mediation, Grantors and Grantee agree that mediation offers an alternative to the expense and time required to resolve disputes by litigation and is therefore often preferable to litigation. Nevertheless, mediation pursuant to this Paragraph 7.5 shall be voluntary, and this mediation provision shall not be interpreted as precluding or limiting the parties from seeking legal or equitable remedies available under this Section 7.
 - 7.6. Third Party Right of Enforcement. Grantors grant to IDFG the same and enforcement rights are granted to Grantee under this Conservation Easement at Sections 2 and 7. The parties hereto intend that Grantee shall be primarily responsible for enforcement of this Conservation Easement, and that IDFG intends to assume such responsibilities only if IDFG determines that Grantee has failed to properly enforce. Notwithstanding the foregoing, and in any event, under no circumstances may both Grantee and IDFG bring independent enforcement actions against Grantors for the same violation or breach of Conservation Easement.
8. Costs, Liabilities, Taxes, Environmental Compliance, Indemnity.
- 8.1. Costs, Legal Requirements, and Liabilities. Grantors retain all responsibilities and shall bear all costs and liabilities of any kind related to the ownership, operation, upkeep, and maintenance of the Property, including the maintenance of adequate general liability insurance coverage. Grantors remain solely responsible for obtaining any applicable governmental permits and approvals for any construction or other activity or use permitted by this Conservation Easement, and all such construction or other activity or use shall be undertaken in accordance with all applicable federal, state, or local laws, regulations, and requirements.

- 8.2. Taxes. Grantors shall pay before delinquency all taxes, assessments, fees, and charges of whatever description levied on or assessed against the Property by competent authority (collectively "taxes"), and shall furnish Grantee with sufficient evidence of payment upon request.
- 8.3. Subordination. No provision of this Conservation Easement is to be construed as impairing the ability of Grantors to use the Property as collateral for any loan, provided that any mortgage or lien arising after the date of execution of this Conservation Easement shall be subordinate to the terms of this Conservation Easement.
- 8.4. Representations and Warranties. Grantors represent and warrant that, after reasonable investigation and to the best of their knowledge:
 - 8.4.1. Grantors have clear title to the Property, that Grantors have the right to convey this Conservation Easement, and that the Property is free and clear of any encumbrances.
 - 8.4.2. Grantors and the Property are in compliance with all federal, state, and local laws, regulations, and requirements applicable to the Property and its use; Grantee will notify IDFG of any noncompliance issues.
 - 8.4.3. There is no pending or threatened litigation in any way affecting, involving, or relating to the Property; and
 - 8.4.4. No civil or criminal proceedings or investigations have been instigated at any time or are now pending, and no notices, claims, demands, or orders have been received, arising out of any violation or alleged violation of, or failing to comply with, any federal, state, or local law, regulation, or requirement applicable to the Property or its use, nor do there exist any facts or circumstances that Grantors might reasonably expect to form the basis for any such proceedings, investigations, notices, claims, demands, or orders.
- 8.5. Indemnity. Grantee assumes no obligations of ownership such as payment of taxes, maintenance, posting warnings, or any other incidence of ownership under Idaho law. Grantor, or successive owners, or his successors in interest, shall bear all such duties and responsibilities of land ownership as imposed by Idaho law. Each of the parties to this agreement agrees that it will be liable for third party claims or damages to the extent that such claims or damages arise from its own acts and acts of its employees, agents, representatives, subsidiaries, or affiliates, and the results thereof, in connection with the performance of its obligations under this agreement and as provided by Idaho law. To the extent of such claims for which a party is liable, that party will hold the other party harmless there from.
9. Extinguishment of Conservation Easement. As a consequence of the funding received by the Grantee from Grant number ID I-8-1 between the USFWS and IDFG, termination, extinguishment, or release of this Easement must be in accordance with Idaho General Laws

and the provisions contained in the Uniform Administrative Requirements for Grants and Cooperative Agreements to the State and Local Governments (43 CFR part 12, Subpart C 12.71 – Real Property), or successor regulations.

In the event that this Conservation Easement is extinguished as to all, or a portion, of the Property, the Grantee shall be entitled to a share of any proceeds resulting from the conveyance of the underlying Property on the terms contained in Paragraph 9. This provision is required by Section 1.170A-14(g)(6)(ii) of the Regulations for a "qualified conservation contribution," and is intended by the Parties to comply with such Regulations, and to entitle the Grantee to all of the rights that such Regulations require that a "donor" grant to a "done organization" with respect to a qualified conservation contribution.

9.1. Extinguishment. If circumstances arise in the future that render the purpose of this Conservation Easement impossible to accomplish, this Conservation Easement can only be terminated or extinguished by agreement of the parties or judicial proceedings in a court of competent jurisdiction. The amount of the proceeds to which Grantee shall be entitled, after the satisfaction of prior claims, from any sale, exchange, or involuntary conversion of all or any portion of the Property subsequent to termination or extinguishment, shall be the stipulated fair market value of the Conservation Easement, or proportionate part thereof, as determined in accordance with this Paragraph 9. Grantee shall use any proceeds received under the circumstances described above in this Section in a manner consistent with the Purposes or as otherwise permitted by the Internal Revenue Code governing Qualified Conservation Easements or governing tax exempt organizations

This Easement is acquired, in part, with funding received by the Grantee from Grant Number ID I-8-1 dated 9/20/2007 between the USFWS and IDFG as part of the USFWS's LIP Program. The purpose of this grant is to ensure the perpetual protection of the conservation values of the Property with this Conservation Easement. The burden of this restriction shall run with the Premises in perpetuity, and shall be enforceable against the Grantor and the Grantor's successors, and assigns holding any interest in the Premises. This restriction may only be released, in whole or in part, by the Grantees pursuant to the procedures established by Idaho General Laws, and the provisions contained in the Uniform Administrative Requirements for Grants and Cooperative Agreements to the State and Local Governments (43 CFR Part 12, Subpart C, 12.71 – Real Property) which requires the IDFG to request disposition instructions from the USFWS. Disposition may include the Grantee either acquiring title to (or an easement upon) another parcel of real property of equal value that serves the same primary purpose as this subject Property, and by managing the new acquired real property for the same purposes as this Property, hereunder; or by repaying the USFWS, any such requirements being up to the discretion of the USFWS.

9.2. Valuation. This Conservation Easement constitutes a real property interest immediately vested in Grantee upon the execution of this Conservation Easement, which, for the purposes herein, the parties stipulate to have a fair market value determined by multiplying (a) the fair market value of the Property unencumbered by

this Conservation Easement (minus any increase in value after the date of this Conservation Easement attributable to improvements) by (b) a fraction, the numerator of which is the value of the Conservation Easement at the time of this conveyance and the denominator of which is the value of the Property, without deduction for the value of this Conservation Easement, at the time of the conveyance of this Conservation Easement. The values at the time of this Conservation Easement shall be those values used to calculate the deduction for federal income tax purposes allowable by reason of this Conservation Easement, pursuant to Section 170(h) of the Internal Revenue Code of 1986, as amended. For the purposes herein, the ratio of the value of this Conservation Easement to the value of the Property unencumbered by this Conservation Easement shall remain constant

- 9.3. **Condemnation.** If all or any part of the Property is taken by exercise of the power of eminent domain or acquired by purchase in lieu of condemnation so as to terminate this Conservation Easement, in whole or in part, Grantors and Grantee shall act jointly to recover the full value of their interests in the Property subject to the taking or in lieu purchase and all direct or incidental damages resulting therefrom. All expenses reasonably incurred by Grantors and Grantee in connection with the taking or in lieu purchase shall be paid out of the amount received. Grantee's share of the balance of the amount recovered shall be determined by multiplying that balance by the ratio set forth in Paragraph 10.2. Grantee shall have the right to appear as a party in any eminent domain proceeding concerning the Property. In the event that the Conservation Easement is condemned, the Grantee will notify the IDFG. The USFWS may be entitled to receiving back either the funds that were provided via the LIP program, or a property of comparable value.
 - 9.4. **Application of Proceeds.** Grantee shall use all or any proceeds received under the circumstances described herein in a manner consistent with the conservation purposes of this Conservation Easement.
 - 9.5. **Reimbursement.** In the event of any termination or extinguishment of the Conservation Easement, Grantee shall reimburse the USFWS for the amount of Grant number ID I-8-1 paid for the purchase of the Conservation Easement. The Reimbursement may be made in cash or other bankable funds, or, at the option of Grantee and the USFWS, by a permanent dedication of a substitute conservation property or properties that provides comparable conservation value to the public, in accordance with 43 CFR 12.71(c). The amount of such reimbursement to USFWS shall be determined by multiplying the fair market value of the Conservation Easement, or portion thereof, that is terminated, extinguished or released (as such value is established by independent appraisal, or by another mutually agreed upon valuation technique, as of the date immediately preceding the termination, extinguishment or release) by the percentage of the Conservation Easement value that was paid for by funds from Grant number ID I-8-1, using the value of the Conservation Easement determined according to Paragraph 9.2.
10. **Amendment.** If circumstances arise under which an amendment to or modification of this Conservation Easement would be appropriate, Grantors and Grantee are free to jointly amend

this Conservation Easement; provided that no amendment shall be allowed that will affect the qualification of this Conservation Easement or the status of Grantee under applicable laws, including Section 170(h) of the Internal Revenue Code of 1986, as amended, and any amendment shall be consistent with the purposes of this Conservation Easement, and shall not affect its perpetual duration. Any such amendment shall be recorded in the official records of Latah County, Idaho.

11. Assignment. With the prior written approval of IDFG and USFWS, this Conservation Easement is only transferable upon the written consent of the Grantors at the Grantors' sole and absolute discretion. However, Grantee may assign its rights and obligations under this Conservation Easement only to an organization that is a qualified organization at the time of transfer under Section 170(h) of the Internal Revenue Code of 1986, as amended (or any successor provision then applicable) and qualified to hold conservation easements under Idaho Code Section 55-2101. As a condition of such transfer, Grantee shall require that the conservation purpose that this Conservation Easement is intended to advance continue to be carried out. In the event that this Easement is transferred to another landowner, the Grantee will notify the IDFG.
 - 11.1. Existence of Grantee or Qualification to Hold Easement. If Grantee shall cease to exist or be qualified to hold conservation easements under Idaho Code § 55-2101, Grantee shall as soon as practicable convey in perpetuity all its rights under this Conservation Easement to another appropriate conservation entity that is a qualified holder of Conservation Easements under Idaho Code § 55-2101 and take all other appropriate measures to ensure that this Conservation Easement is enforced.
 - 11.2. Notice is hereby given that the Property was acquired in part with funds provided by the IDFG under the USFWS LIP, Grant number ID I-8-1, for the purpose of conserving habitat for species-at-risk, a copy of which is kept at the USFWS, Wildlife and Sport Fish Restoration Program, 911 NE 11th Avenue, Portland, OR 97232 and IDFG. The LIP grant is to be administered by the IDFG.
12. Conservation Easement Granted in Perpetuity. The Conservation Easement herein granted shall be a burden upon and shall run with title to the Property in perpetuity and shall bind the Grantors and Grantors' heirs, successors, and assigns forever.
13. Subsequent Transfers. Grantors agree to incorporate the terms of this Conservation Easement by specific reference in a separate paragraph, along with the recording date of this Conservation Easement, in any deed or other legal instrument by which Grantors divest themselves of any interest in all or a portion of the Property, including, without limitation, a leasehold interest.

Grantor shall: (a) notify Grantee of any transfer at least forty-five (45) days in advance of its occurrence; and (b) provide a true and complete copy of this Easement, as recorded, to each transferee of any interest in the Property. No failure by a Grantor to include such language, make such references, give such notice, and/or provide such copies shall, however, affect to any extent the enforceability of the Easement or any of the terms of this Easement. In

addition, if Grantee has previously given Grantor written notice of any public or private funding sources which have cooperated with Grantee in the acquisition and/or maintenance of the Easement (in each case, a "Funding Agency") which require such notice as well, then Grantor shall give notice of the transfer to each such Funding Agency, including the IDFG, by the same deadline, at the address for such purposes which is supplied by Grantee.

14. Recordation. Grantee shall record this instrument in timely fashion in the official records of Latah County, Idaho, and may re-record at any time as may be required to preserve its rights in this Conservation Easement.

15. General Provisions.

15.1. Controlling Law. The laws of the State of Idaho shall govern the interpretation and performance of this Conservation Easement.

15.2. Liberal Construction. Grantors and Grantee agree that any ambiguities regarding the terms and conditions of this Conservation Easement shall be resolved in a manner consistent with the Conservation Values and the purpose of this Conservation Easement and the policy and purpose of Idaho Code §55-2101 et seq.

15.3. Severability. If any provision of this Conservation Easement, or application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions of this Conservation Easement, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.

15.4. Entire Agreement. This instrument sets forth the entire agreement of the parties with respect to this Conservation Easement and supersedes all prior discussions, negotiations, understandings, or agreements relating to this Conservation Easement, all of which are merged herein. No alteration or variation of this instrument shall be valid or binding unless contained in an amendment that complies with Paragraph 11 above.

15.5. No Forfeiture. Nothing contained herein will result in a forfeiture or reversion of Grantors' title in any respect.

15.6. Joint Obligation. The obligations imposed by this Conservation Easement upon Grantors shall be joint and several.

15.7. Successors. The covenants, terms, conditions, and restrictions of this Conservation Easement shall be binding upon, and inure to the benefit of, the parties hereto and their respective personal representatives, heirs, successors, and assigns and shall continue as a servitude running in perpetuity with the Property. The terms "Grantors" and "Grantee" wherever used herein, and any pronouns used in place thereof, shall include, respectively, the above-named Grantors and their personal representatives,

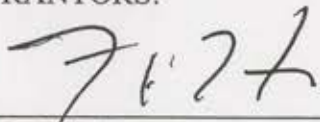
heirs, successors, and assigns, and the above named "Grantee" and its successors and assigns.

- 15.8. Termination of Rights and Obligations. A party's rights and obligations under this Conservation Easement terminate upon transfer of that party's interest in the Conservation Easement or the Property, except that liability for acts or omissions occurring prior to transfer shall survive transfer.
- 15.9. Captions. The captions in this instrument have been inserted solely for convenience of reference and are not part of this instrument and shall have no effect upon construction or interpretation.
- 15.10. Counterparts. The parties may execute this instrument in two or more counterparts, which shall, in the aggregate be signed by both parties; each counterpart shall be deemed an original instrument as against any party who has signed it. In the event of any disparity between the counterparts produced, the recorded counterpart shall be controlling.

TO HAVE AND TO HOLD unto Grantee, its successors, and assigns forever.

IN WITNESS WHEREOF, the Grantors and Grantee have set their hands on the day and year first above written.

GRANTORS:




FRANK L. HILL



REBECCA R. HILL

GRANTEE:

PALOUSE LAND TRUST, INC.


By: _____
Charles Burke, President

STATE OF IDAHO)
) ss.
County of Latah)

On this 7th day of May, 2010, before me, a Notary Public in and for the State of Idaho, personally appeared Frank L. Hill and Rebecca R. Hill, known or identified to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first hereinabove written.



Renee Haskell
Notary Public for the State of Idaho
Residing at Viola
My Commission Expires 11-24-12

STATE OF IDAHO)
) ss.
County of _____)

On this _____ day of _____, 2010, before me, a Notary Public in and for the State of Idaho, personally appeared Charles Burke, known or identified to me (or proved to me on the oath of), to be the President of the corporation that executed the instrument and the person who executed the instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first hereinabove written.

Notary Public for the State of Idaho
Residing at _____
My Commission Expires _____

EXHIBIT A BASELINE REPORT

Owner Acknowledgment of Condition

Completion of the following satisfies Section 1.1.70A-14 (g) (5) of the federal tax regulations.

Grantors: Frank L. Hill and Rebecca R. Hill

Grantee: Palouse Land Trust Inc., P.O. Box 8506, Moscow, Idaho 83843

Protected Property: Palouse Prairie remnant, Paradise Ridge, Moscow, Idaho

County: Latah

State: Idaho

Number of Acres Protected by Conservation Easement: Approximately 167.7 acres.

The condition of the Property on the date of the donation is established with the completion of the Baseline Assessment which includes: aerial photographs taken by the Natural Resources Conservation Service, digital photographs documenting the Property's condition, and descriptions of the Property's natural resources documented through field visits and surveys. In addition, the Property has been inspected by representatives of the Grantee, including Ecologists from the University of Idaho and representatives from the Latah Soil and Water Conservation District, to confirm the condition of the Property. In compliance with Section 1.170A-14 (g) (5), we hereby confirm that the Baseline Assessment provides an accurate representation of the Property at the time of the Conservation Easement donation. In order to effectively monitor for perpetual compliance with the purposes of the easement, the baseline documentation will be supplemented with additional on-site photographs, additional maps, and reports on an ongoing basis.

GRANTORS:




FRANK L. HILL



REBECCA R. HILL

GRANTEE:

PALOUSE LAND TRUST, INC.


By: _____
Charles Burke, President

Citizens for a Safe 95 Support Route E-2 Thorn Creek to Moscow U.S. Highway 95 Re-alignment

Citizens for a Safe 95 is a group of residents that reside, own property and use Highway 95 everyday in the Thorn Creek to Moscow Project corridor being studied by Idaho Transportation Department (ITD). Most of us have lived and raised families in this area for decades. Several of our members are from pioneer families that settled and have maintained homes and farms here for more than a century. This is the third time in the last 100 years these neighbors have come together to work out the best, safest and most efficient route through our property for this highway. Some of our member homes were re-located by ITD decades ago when the current route was built. We have attended ITD's workshops, reviewed the reports, and have met several times to discuss and consider the various viewpoints and concerns. We appreciate and respect the many perspectives and opinions expressed and we are committed to listening to, considering and working with ITD and other interest groups and individuals to accommodate those concerns.

We want a route that is safe, best serves the State and community transportation and commerce needs for the coming century, and is least disruptive to our lives, livelihoods and the environment. It is our position that we NEED A NEW HIGHWAY. We need it for safety reasons because the existing highway is unsafe and we don't believe it can or should be upgraded. We need a new highway for the future. This is STATE issue – Idaho needs a safe reliable north-south highway from Boise to Canada and it should be built to enhance the commerce and quality of life in this State for future generations.

We have worked diligently with the landowners in the corridor to bring about a spirit of informed cooperation to work with ITD, County, City, local Highway District and other stakeholders. ***The attached map shows highlighted in blue those properties belonging to landowners who support our position that E-2 is the best route.*** ITD will have these property owners' cooperation in developing and mitigating any adverse effects identified in building the Highway along this route.

Collectively, we represent about 80% of the land that would be directly impacted by the ten routes ITD has identified. We respectfully request that ITD give us the consideration appropriate to private property owners that are impacted directly by State decisions, condemnations and acquisitions; and recognize the considerable effort and goodwill we are putting forth to find a safe and efficient highway for the citizens of Idaho. We favor the farthest east route (E-2), but are flexible and wish to work with ITD to mitigate any adverse effects associated with this route. We believe that through mitigation and working with the property owners, the best route will be determined.

For us E-2 is the common sense route. Safety is our biggest concern. This is the safest route. It will have the least impact on our lives, best serve Idaho's future, is cost effective, and provides the best opportunities for environmental mitigation.

Safety Issues: Above all else, E-2 is safe, limited/no access, and doesn't require local residents, farmers and businesses to pull on and off the highway everyday. Idaho needs a road built to meet the next generation of highway travel. E-2 is also the shortest, straightest and flattest route available that doesn't split farmland. Less distance, curves, and grade changes mean fewer accidents. We believe ITD will design a highway that meets the most progressive standards and addresses the geographic, topographic and climatic problems that are found throughout our State.

Eastern Route (E-2) Safety Considerations:

Limited access highway:

Our 39 families will no longer have to pull on and off the Highway as much as a thousand times per year per family. No homes are adjacent, eliminating concerns with foot traffic, pets, and other residential activities impacting the right-of-way. There will be no county road accesses between Eid Road and Moscow. This will protect surrounding land from development and keep school bus, mail, farm machinery, local commerce, neighborhood traffic, commuters, and parents and teen-agers that live in the corridor and ferry young children to community and school events off this route. We feel that ITD's analysis has not fully accounted for the impact that eliminating the daily local traffic will have on accident rates.

Curves, grades, traffic characteristics, and constructability:

ITD's own accident analyses show this to be a safer route than any of the Central alternatives and much shorter and less disruptive than the Western alternatives. E-2 is the route that provides the best combined configuration of flatness, straightness, limited access and crossings that are major factors in potential accident rates. This route will be safer than the other routes during construction as it is the least disruptive to build, and will have the least construction impact and delays during construction. The route will have less severe cut and fill areas than other routes, minimizing drop-offs and hills adjacent to the roadway that contribute to the severity of accidents. Slow-moving farm equipment, school buses, mail delivery and local commercial traffic will use this route with much less frequency.

Climate, weather:

According to ITD's analysis, Route E-2 has a significantly lower frequency of icy road conditions than the Central and West routes. The worst conditions for fog were found to the south at Reisenauer Hill. All of the proposed routes are at a lower elevation than the top of Reisenauer Hill. On a larger scale, the relative conditions are less severe than current

sections of the highway from Reisenauer Hill to the Lewiston grade. Our experience as neighbors to this highway tells us that fast-moving traffic encountering icy conditions has resulted in more, and more severe, accidents than those associated with poor visibility and slower traffic. The lower Central routes with many curves, shady spots, patchy ice, hills, hidden driveways and county roads contribute to line-of-sight problems and sudden condition changes which have caused the bulk of critical and severe injury accidents. We feel that ITD's safety analyses have not given sufficient weight to the potential severity of accidents associated with these conditions, nor with the advantages of eliminating local access, moving local traffic off the route, and the changed character of the traffic achieved by eliminating farm machinery, school busses, etc. from the traffic flow.

Game/Wildlife:

There are issues of wildlife safety associated with all of the proposed routes as game migration occurs across the corridor. There are issues of the game's safety, as well as potential for accidents that endanger highway users. ITD's analysis shows that impacts to the game populations are potentially minimal and can be mitigated with both management and resource replacement actions. As landowners, we firmly believe that E-2, with mitigation, is the safest route for drivers with respect to game. It has the most efficient and effective locations to establish game crossings and manage attractive water and cover assets. As landowners, we support those efforts and will cooperate throughout the corridor to make them successful and improve conditions for game.

Other Routes' Safety Considerations:

Eastern Routes E-1 and E-3: We are not opposed to combining the best features of Route E-3 with E-2 to achieve a safer and less disruptive configuration in consideration of the other issues discussed below. We do not favor Route E-1 along the power lines as it has several disadvantages - is very steep, goes through Stevens Spring, and would probably be the most costly to construct.

Central Routes: We are adamantly opposed to all the Central Routes *on safety issues alone*. We have risked our families' health and safety and witnessed too many deaths and severe injuries on this route in recent years. Each year it becomes more and more dangerous to access the existing highway as speeds and traffic volumes increase. We fear that there will be more tragic accidents associated with the five-plus year delay ITD is experiencing in resolving this problem today. We believe it would be total irresponsibility to retain a full access highway in the corridor as Moscow develops to the south and will only exacerbate an already dangerous situation. We believe ITD should fully reject the Central and any Western Routes that utilize the current right-of-way from the top of

Reisenauer Hill. Similarly, we believe ITD, on the basis of safety alone, should rescind the federal guideline to take maximum advantage of existing right-of-way in this case. Rather, ITD should work closely with the North Latah Highway District, City of Moscow and Latah County to move the Federal Highway to a no-access standard and develop the existing route to serve local traffic and development needs of the community. Aside from access issues, these routes have more line-of-sight-problems and are subject to more shade, slick road surface conditions, and pockets of fog. Additionally, wildlife crossings are more problematic and more difficult to mitigate. As one neighbor notes, "if you can't have pets; why worry about deer?" Farmers have no choice but to use this route whether it's a federal or local highway. The Central routes are not a next-generation highway; future highway expansion is not possible. These should be dropped from consideration.

Western Routes: We believe the Western routes are also less safe than the Eastern routes. They are needlessly longer, require cuts and fills that elevate the roadway above surrounding terrain, have more grade changes, are subject to more shade, ice, drifting conditions, and have more access points and problematic game crossings. We are especially opposed to Route W-4 for safety reasons similar to the three Central routes as these all include Reisenauer Hill, thereby retaining this treacherous stretch of so many accidents and local and county road accesses.

Agricultural / Farm Livelihood Issues: Route E-2 also best serves the agricultural needs of the corridor. It follows Latah County's comprehensive plan to preserve prime farm lands. E-2 is on marginal ground at the base of Paradise Ridge, not the prime farmland below. It does not split farms and doesn't require farmers to access it with planting and harvest equipment. We believe ITD's analyses on farm impacts to be weak. The Eastern routes are located on consistently poorer quality decomposed granite/clay soils that are better for constructability than the more fertile soils below. The land along E-2 is almost exclusively participating in the Conservation Reserve Program (CRP) or being slated for development. Yields, were it to be farmed, are substantially less than in the lower elevations. The value of the land, were it for sale for agricultural purposes, would be considerably less. These lands are in CRP because they are less productive and poorer quality. ITD should recognize this in their analysis of impacts to prime farmland.

There is also considerable concern regarding the splitting of farmland. A particular advantage to the E-2 route is that it does not divide farming units below the ridge. Land to the east can remain in CRP and minimize any harvest and planting impacts. Some of this land will be available for mitigation, if required. Among the Central routes, C-3 in particular would divide farms/land with better soils than eastern routes. ITD's analyses seemed to address farm fragmentation by examining property parcels rather than farming operations. As a result E-3, C-2, C-3 and all of the Western routes are disruptive of current and on-going farm units and operations. The owners of these properties who will be directly affected are members of our group and believe they should be consulted directly on these issues.

The farm owners and operators were astounded that ITD failed to take yield, productivity and soil quality factors (well known to the agricultural community) into account. ITD should recognize that taking land out of CRP, that receives government payments, is preferable to condemning some of the most productive wheat land in all of Idaho that contributes to our local and State economy. The “Snow Valley” west of the current highway is the most productive farmland of any of the routes, with highest yields/appraisal values. This century old farming operation will be severely impacted and fragmented by any of the Western routes.

Historic Properties / Buildings Issues: Several of our group’s members were surprised that ITD’s report saw such insignificant historical and architectural value in several 50-120 year-old properties and buildings in the corridor. These group members will likely ask that their property be re-evaluated by an independent appraiser should their property be impacted by the routes forwarded to the EIS process. The one property identified on route W-4 seems to make that route ill-advised as well. Route W-4 would consume the majority of pastureland associated with this property, is located in the flood plain, and would require re-channeling the creek. This particular area is of historic significance as it was reportedly a cash purchase in 1881 by William Plummer (Plummer, ID’s namesake) and the existing original orchard was established the same year. Further research on the Davis property is needed, as apparently the narrowest interpretation of historical value seems to have been applied.

ITD has also ignored that two of the farms in this area were established, and are still maintained, by the same families prior to Mr. Plummer’s purchase in 1881. Both the Clyde and Snow farming operations were original homesteads and pre-date the State, the Idaho Constitution, and ITD. These are recognized Centennial Farms that have been continuously owned and operated by the same families for 128 years. The Clyde family is supportive of Route E-2 that passes through their land and is willing to work with ITD to affect the best route as discussed above. The Snow families are also supportive of E-2 that passes through parts of their collective operations. They are adamantly opposed to all the Western routes that will destroy and fragment some of this century-old farm’s most productive land.

Private Property Issues: E-2 is the least disruptive to most of those whose property could be taken by the new route. The attached map shows those landowners in the corridor who support E-2 as the preferred alternative (80% of affected lands, at this time). There will be the least opposition and acquisition problems from the property owners directly affected with Route E-2.

Convenience / Construction Disruption Issues: Route E-2 can be built without impacting the existing highway during construction, minimizing construction delays, inconvenience and accidents.

Environment Issues: E-2 is ¼ mile from the base of Paradise Ridge and we urge ITD to diligently investigate any potential adverse environmental impacts and appropriately mitigate those, as required. Special attention should be given to game crossings for wildlife, groundwater and wellhead protection in the Eid Road developments, mitigation of wetland and habitat damage, and minimizing impacts to adjacent properties. Our members are committed to work with all parties to implement environmental improvements throughout the corridor.

Aesthetics and Visual Impact Issues: We also encourage ITD to consider the aesthetic aspects of the highway. Paradise Ridge is beautiful to look at (as we've known for generations) and that should be respected in the design of the new route. We believe E-2 could be an attractive entrance to Moscow and provide an impressive viewpoint in itself. We believe that ITD's visual analysis presented at the workshop meetings was short-sighted and one-sided. We believe ITD should also consider the visual impact *from* Route E-2 as it approaches Moscow and overlooks the Palouse, consider scenic highway status, and provide a rest area to promote the Palouse country.

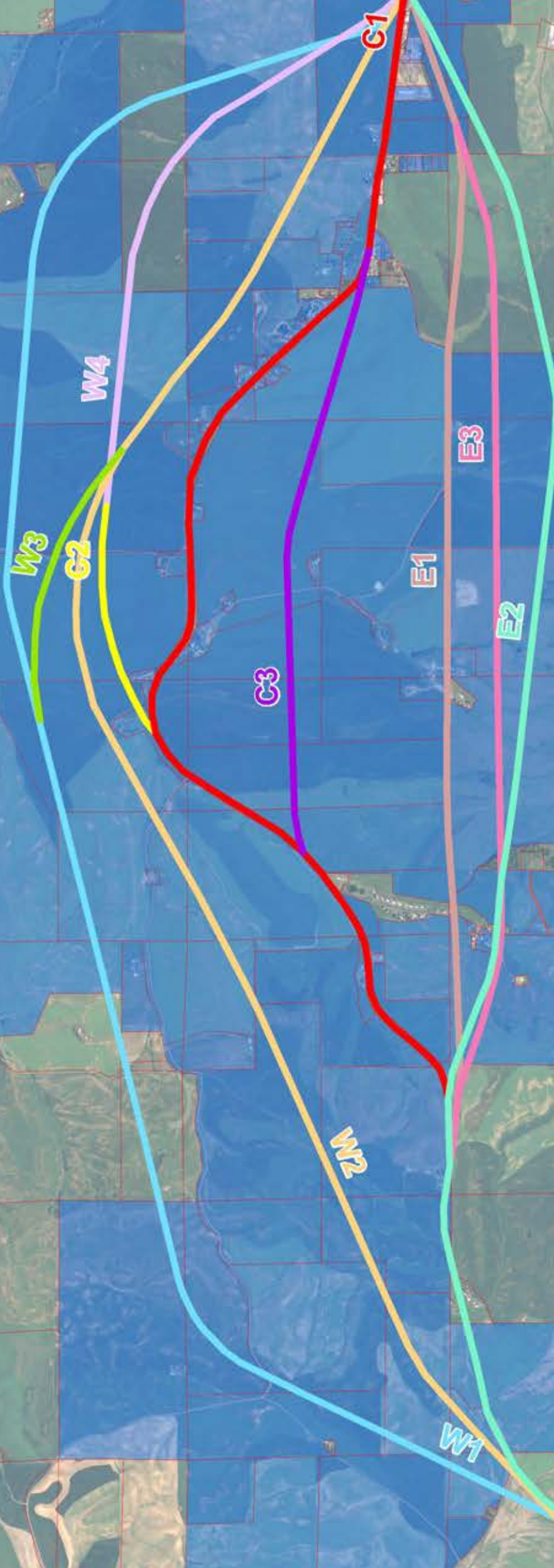
Cost: We also believe that E-2 will prove to be the most cost effective route, with the fewest miles, most suitable sub-grade materials, least cut-and-fill, and least right-of-way acquisition expense. **We believe the more savings there are in construction costs, the more funds will be available to mitigate any adverse effects and make this a better road for everyone.** We also urge the ITD to consider constructability of these routes. We believe there will be substantially greater difficulties and costs associated with working in the soils along the Central and Western routes than on E-2. These Central and Western Route soils are better suited to raising wheat than roadbeds, and will require substantial amendments to provide suitable sub-grade.

We, the undersigned residents and owners of property in the Thorn Creek to Moscow Corridor support Route E-2. We respectfully request that ITD include this alignment in the EIS, identify appropriate mitigation efforts, work with landowners to implement those measures, and build the safest highway possible along the E-2 route, as soon as practicable.

Hugh Martin
Larry Germer
Isabel Bond
Doug Wasankari
Melanie Wasankari
John Bieker
Alan Hoffman
George Alderman
Mary Paasch
Norm Druffel
Wayne Druffel
Roy Druffel
Jessie Druffel
Mark Druffel
Karna Druffel
Diane Mabbutt
Raymond Richmond, Jr.
Louise Barber
Christa Davis
Don Redinger

Leland Gibbs
Leonard Kammeyer
Joy Kammeyer
Stephen Redinger
Pearl Renfrew
David Barber
Cathy Merickel
Frank Merickel
Don Sinclair
Margrit von Braun
Donn Morse
Ted C Thompson
Jack Flack
Ole Johnson, Jr.
Marilyn Johnson
Kenneth Clyde
Gaylynn Clyde
Scott Clyde
Kathleen Bliler
Junette Dahmen

Jerry Bliler
Steve Clyde
Bob Carrico
Shirley Carrico
Craig Fountain
Joan Olson
Bernard Olson
Joanna Cenis-Bursch
Lucille Bursch
Ed Bursch
Tom Taylor
Allan Jensen
Roy Reisenauer
Ian von Lindern
Robert Clyde
Martin Deesten
Vivian Deesten
Tom Redinger
James Dahmen



Not a legal document. This map was produced using information obtained from several different sources that have not been independently verified. Map features do not represent survey data and should be used for conceptual planning purposes only.



Map Key

- Property Boundaries
- Property Owners Who Support Route E2

APPENDIX C

Area Real Estate Information



Real Estate Market Trends

RESIDENTIAL | LOTS/LAND | COMMERCIAL | INVESTMENT | PROPERTY MANAGEMENT

*Palouse Region
January 2011*



MISSION STATEMENT

The primary goal of Team Idaho Real Estate is to provide the highest quality of service to our Customers and Clients. Our mission is to provide real estate service to the public, through a team approach. This approach means that each and every REALTOR and staff member works together to increase the overall productivity of the company, thus providing the ultimate assistance to the Sellers, Buyers, Owners and Tenants who utilize our services.

We will strive to operate in a fiscally responsible manner in the daily operation of our business. To this end, the company will hire only the most qualified personnel in all aspects of our profession, and provide them with the highest quality support, marketing materials, training, and management.

MARKETING APPROACH

Team Idaho commits itself to an aggressive marketing approach, utilizing proven and innovative techniques to project our image to the public. Advertising is done on our personal Website and virtual tours, in all local newspapers, and local monthly real estate publications. We have an in-house marketing specialist available to all staff and agents.



Loans from the USDA

The USDA Rural Development program grants loans to low-income households to help purchase homes in rural areas. Applicants may obtain up to 103% financing to purchase an existing dwelling, or purchase a site and pay for the construction of a new home. There are two types of USDA loans: direct and guaranteed. USDA direct loans apply to households with income defined as "low to very low" - 80% or less of the area median income (AMI). USDA guaranteed loans are for households that make 80-115% of the AMI. For more information, please visit: eligibility.sc.egov.usda.gov.

2010 Regional Residential Sales Stats*

Single Family & Single Family Rural Only
(excludes all manufactured homes & condos)

Location	# Sales	Avg Sales Price	Avg Dys On Mrkt
Moscow	172	\$224,975	147
Viola	2	\$190,000	362
Troy	18	\$144,586	207
Deary	12	\$163,616	170
Genesee	8	\$161,737	266
Potlatch	25	\$147,349	196
Kendrick	3	\$119,000	249
Helmer	0	\$0	0
Bovill	3	\$36,500	187
Elk River	0	\$0	0

* Numbers per Latah County Multiple Listing Service



2009 Regional Residential Sales Stats*

Single Family & Single Family Rural Only
 (excludes all manufactured homes & condos)

Location	# Sales	Avg Sales Price	Avg Dys On Mrkt
Moscow	278	\$190,896	143
Viola	5	\$251,700	213
Troy	20	\$199,596	181
Deary	14	\$149,778	171
Genesee	10	\$169,960	182
Potlatch	20	\$148,772	198
Kendrick	3	\$450,000	222
Helmer	1	\$65,000	144
Bovill	1	\$40,000	422
Elk River	0	\$0	0

* Numbers per Latah County Multiple Listing Service

WHAT MAKES IDAHO GREAT

* In Idaho, and especially in Latah County, the housing market has stayed remarkably steady. Our average sales price in 2010 remained at par with 2009 prices.

* Idaho ranks fourth nationally in percentage of population growth - 21 percent - from April 2000-2010 according to census data. Population rates rose 21.1% in 2010, making Idaho the state with the 12th fastest growing population in the United States.

* Idaho's climate is diverse and influenced by weather patterns off the Pacific Ocean. Generally, the northern part of the state receives more precipitation than southern Idaho which has warmer summer temperatures.

* Based on average housing costs, utilities, health care, transportation, groceries and other services, Idaho's cost of living is the second lowest of the 11 western states.

* According to FBI statistics, Idaho's crime rate is the lowest in the West. The rate of serious crime is 21.3 percent less than the national average.

* Much of Idaho's surface water flows out of the high mountains and is generally of high quality. Air quality is good throughout the year with the exception of winter temperature inversions and the effects of pollen in a few locations.

Source: www.visitIdaho.org



PALOUSE REGION'S LARGEST EMPLOYERS

(Some figures may represent a combination
of both FT &PT)

University Inn - Best Western
Good Samaritan Society
Latah County
Moscow School District #281
Wal-Mart Associates Inc.
Bennett Lumber Products
Winco Foods
City of Moscow
Gritman Medical Center
Latah Health Services, Inc
Rosauers Super Markets
University of Idaho
Washington State University
Schweitzer Engineering
Pullman Regional Hospital
Dissmore's IGA
Student Book Corporation
Safeway Stores
ShopKo

Average Years Salary Per Worker

	2000	2010
Total Covered	\$28,305	
Construction	\$29,989	
Manufacturing	\$38,467	
Government	\$35,420	
Trade	\$23,015	
Finance, Insurance & Real Estate	\$29,590	
Educational	\$24,762	
& Health Services		
Leisure	\$9,404	
& Hospitality		

* Numbers per Moscow Chamber of Commerce



2008 Regional Residential Sales Stats*

Single Family & Single Family Rural Only
(excludes all manufactured homes & condos)

Location	# Sales	Avg Sales Price	Avg Dys On Mrkt
Moscow	224	\$229,370	137
Viola	2	\$296,500	2
Troy	23	\$196,584	136
Deary	4	\$194,437	89
Genesee	10	\$181,859	143
Potlatch	34	\$135,148	141
Kendrick	1	\$155,000	89
Helmer	2	\$106,000	307
Bovill	3	\$45,333	92
Elk River	0	\$0	0

* Numbers per Latah County Multiple Listing Service

EMPLOYMENT CHARACTERISTICS 2008

	1998	2000	2002	2008
Civilian Labor Force	15,126	15,164	15,572	18,334
Unemployed	501	523	560	720
% Unempl. Labor Force	3.2	3.4	3.6	3.9
Employed	14,573	14,616	15,012	17,614

Per Capita Income

Latah County	\$19,473	\$20,033	\$21,084	\$26,980
State of Idaho	21,612	22,371	23,737	29,920
United States	26,893	27,843	29,469	36,714

Latah County

RESIDENTIAL STATISTICS*

Single Family & Single Family Rural Only
(excludes all manufactured homes & condos)

	2010	2009	2008	2007
Homes Sold	243	216	307	347
No. Days On Market	165	173	138	124
Average Sales Price	\$201,999	\$208,189	\$211,589	\$216,659
Total Sales	\$49,085,809	\$62,011,176	\$64,746,350	\$74,530,736

* Numbers per Latah County Multiple Listing Service

LATAH COUNTY: THE YEAR IN REVIEW

With enrollment rising in response to the recession, the University of Idaho's employment held at 4,800 in 2009. Latah County also benefits from the stability of Washington State University and the growth of Schweitzer Engineering Lab in Pullman, just across the state line.

The health care sector has thrived in recent years, growing to 1,069 jobs in 2010. Gritman Medical Center, which is the county's second largest employer, added about 110 jobs in March 2010 bringing its employment close to 485. Fresenius Medical Care opened the Palouse's first dialysis clinic in August.

I-minerals, a canadian company has bought a 29 year lease on state land just outside of Bovill where they will build a quartz and feldspar processing plant. The companies already extensive exploration has revealed deposits that could yield quartz-feldspar ore for over 30 years. When the plant is fully operational it will employ 40 people in the Bovill area and another 30 at the Lewiston branch. In addition, 20 contract hauling jobs will be created. If the company gets the lease and all requirements are met the will start production in late 2011.

*Source: Moscow Chamber of Commerce

CITY OF MOSCOW BUILDING PERMITS 1979 - 2010

Year	Single Family Units	Duplexes	Multi-Family Units	Total Units
2010	26	3	4	33
2009	20	2	10	32
2008	52	10	36	88
2007	50	11	23	84
2006	79	56	165	300
2005	63	38	188	289
2004	61	48	140	249
2003	46	36	17	99
2002	54	22	160	236
2001	46	8	35	89
2000	46	10	43	99
1999	32	4	8	44
1998	37	2	21	60
1997	33	6	46	85
1996	75	6	75	156
1995	55	10	166	231
1994	47	16	108	171
1993	64	24	110	198
1992	70	16	104	190
1991	47	2	14	63
1990	45	6	14	65
1989	20	4	0	24
1988	17	4	0	21
1987	15	0	8	23
1986	18	10	48	76
1985	28	4	73	105
1984	34	22	97	153
1983	28	16	85	129
1982	12	4	23	39
1981	35	16	14	65
1980	42	8	52	102
1979	43	8	39	90

* Numbers per City of Moscow Bldg Department

YEAR-TO-YEAR COMPARISON REPORT

Residential sales from 1/1/2010 - 12/31/2010

	Qty Sold	% Chg	Volume Sold	% Chg	Average Sale	% Chg
MOSCOW						
Current Period	172		28,695,710		224,975	
One Year Ago	222		48,305,497		217,592	
Increase/(Decrease)	(50)	-23%	(9,609,787)	-20%	7,383	3%
TROY						
Current Period	18		2,602,550		144,586	
One Year Ago	20		3,991,929		199,596	
Increase/(Decrease)	(2)	-10%	(1,389,379)	-35%	(55,010)	-28%
POTLATCH						
Current Period	25		3,683,749		147,349	
One Year Ago	20		2,975,450		148,772	
Increase/(Decrease)	(5)	25%	708,299	24%	(1,423)	-1%
GENESEE						
Current Period	8		1,293,900		161,500	
One Year Ago	10		1,699,600		169,960	
Increase/(Decrease)	(2)	-20%	(405,700)	-24%	(8,223)	-5%
DEARY						
Current Period	12		1,963,400		163,616	
One Year Ago	14		2,096,900		149,778	
Increase/(Decrease)	(2)	14%	(133,500)	6%	13,838	9%
BOVILL						
Current Period	3		109,500		36,500	
One Year Ago	1		40,000		40,000	
Increase/(Decrease)	(2)	-200%	69,500	-71%	(3,500)	-9%
VIOLA						
Current Period	2		380,000		190,000	
One Year Ago	5		1,258,500		251,700	
Increase/(Decrease)	(3)	-60%	(878,500)	-70%	(61,700)	-25%
HELMER						
Current Period	0		0		0	
One Year Ago	1		65,000		65,000	
Increase/(Decrease)	(1)	-100%	(65,000)	-100%	(65,000)	-100%
TOTAL						
Current Period	240		38,765,709		1,068,526	
One Year Ago	293		60,432,876		206,256	
Increase/(Decrease)	(53)	-47%	(21,667,167)	-6%	862,270	-3%

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Idaho Transportation Department
District 2



U.S. 95 THORNCREEK ROAD TO MOSCOW

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

INDUCED DEVELOPMENT UPDATE

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Purpose and Overview

This report is an update to the induced development report conducted in 2006, which identified how the US-95 Thorncreek to Moscow project could affect the location, pattern, and pace of residential, commercial, and industrial development in the corridor study area. This update functions as an addendum to the original report. Because the proposed alignments have not changed since the original analysis, this update focuses only on the areas that have experienced changes in the corridor study area. The purpose of the update is to identify changes in the area that would affect the findings of the original induced development analysis.

Figure 1 shows the corridor study area and the points of interest that have been updated since 2005.

Interviews

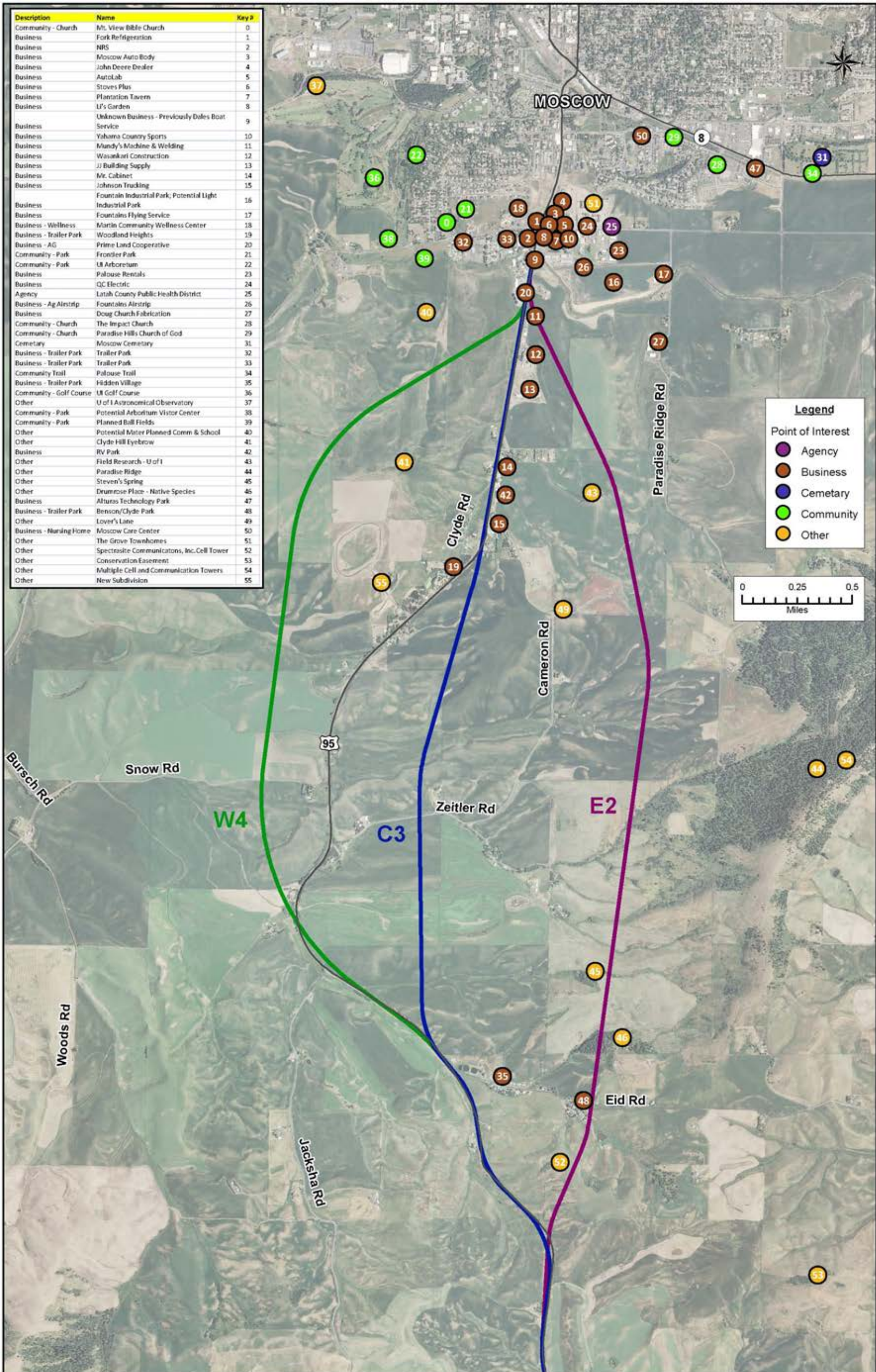
In order to evaluate current input on the project, six interviews were conducted with experts from the original analysis. The interviewees were selected to represent diverse opinions on the subjects of land use and transportation. Contacting these experts would help identify new or changed information since the original induced development interviews. The interviewees from the induced development update are shown in **Table 1**.

Table 1: Interviewees

Name	Agency/Affiliation
Cinthya Barnhart	Former Latah Economic Development Council Executive Director
Shelley Bennet	Realtor
Michelle Fuson	Latah County Planning Director
Tom LaPointe	Former Valley Transit Executive Director
Gundars Rudzitis	University of Idaho Geography Professor
Travis Wambeke	Local Engineering Consultant

The interviewees were selected based on their understanding of urban development, knowledge of transportation/land use relationships, and local conditions. Six of the interviewees were invited to be interviewed for the update. Telephone interviews were conducted with these individuals to inform them about the update process and to explain the commitments involved with participation. Each interview was recorded to ensure clear documentation of the panelists' comments.

Figure 1: Corridor Study Area and Surrounding Features



The Update Process

The original induced development analysis followed a Delphi process, which relied on the panel's expert opinions and assessments of likely future outcomes by responding to several rounds of questions. For this update, the Delphi process was not re-created.

The update process involved re-defining questions and supplementing the original analysis to reflect changes to the original responses on the project. Each panelist was briefed on the general purpose of the update and the induced development analysis. The purpose was to evaluate how the proposed alignments could affect the location, pattern, and pace of residential, commercial, and industrial development in the area. It was explained that the alignments have not changed and that the original Delphi process would not be re-created. The goal of the update was to help identify "only the issues that have experienced changes since 2005-2006 that could affect the findings of the original induced development analysis."

The project team summarized the key issues from the original evaluation for each panelist to refresh their understanding of the project. The specific issues that were outlined include:

- Land use changes and changes to usable land
- Land Use consistency/compatibility, including changes in commercial and industrial land uses south of Moscow
- Contiguous growth and future connectivity
- Changes to the City of Moscow area of impact
- Visual amenities
- Demographics and population changes
- Inducing additional development south of Moscow and along any of the alignments
- Development along the current US-95 alignment if a new US-95 alignment is selected
- Benefits or impediments to regional trade
- Property values

After outlining key issues from the original analysis, the project team explained some of the key changes in the corridor study area since 2005 to each panelist. Identifying the changes that have occurred in the corridor study area provided an understanding of new issues that could generate changes to induced development. Some of the area changes that were highlighted include:

- Change in economic conditions, although modest change to property values has been noted in Moscow.
- Change in the bus route from Moscow to Lewiston.
- Changes in business ownership in south Moscow.
- Growth in the general project area with approximately 28 relevant building permits issued by Latah County and approximately 213 permits by the City of Moscow since 2005.
- Increased growth in Latah County along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, including a new planned 20-24 unit subdivision.
- Updates to the City's comprehensive plan that include land use modifications in south Moscow, extending residential growth further south of East and West Palouse River Drive, more urban commercial land uses at the south entrance to town, and a master plan for industrial development at the southeast entrance to town.

- Updates to the County's comprehensive plan and their land use ordinance.
- Walmart, a large employer in Moscow, left the area, and now is planning to return, expand their original facility, and re-open in 2012.
- Changes in area land uses that include a new conservation easement east of the proposed E2 alignment, and conservation reserve land that will be converted back to farmland that is located along the E2 alignment.

Based on the information provided above, the panelists were asked to consider and provide feedback on what types of development and changes in land use each of the alternative alignments might produce.

Findings

The following outlines each of the panelist's input on the Induced development update.

Overview

After reviewing the identified changes to the study corridor area since 2005, all interviewees agreed that none of the changes in the corridor study area would necessarily alter the original findings of the induced development analysis. Moreover, almost none of the interviewees thought that the slight changes in development or regional planning in the corridor study would be impacted by any of the proposed alignments.

Depressed Growth

It was noted that the delay in completing the US-95 realignment has depressed growth along each of the proposed alignments, because uncertainty about the ultimate realignment route has stigmatized the area. Selecting an alignment and completing the project will remove the uncertainty with the future of the corridor study area.

Development Compatibility

It was noted that the proposed W4 alignment presents some significant new development opportunities by installing a road and bridge, which will not only spur development west of existing US-95, but will also help overcome existing access challenges around the planned ball fields in the vicinity. While it may be desirable to install the much-needed bridge in this area, it was noted that putting a highway through the area would spur commercial growth, which is not consistent with existing city plans for the ball fields, residences and a school in that area.

It was mentioned that spurred development caused by the W4 alignment would divert resources and detract from the value of the existing properties along the other proposed alignments, because development opportunities around those alignments are more limited due to existing industrial, farm and residential land uses.

Conversely, it was also mentioned that if proposed alignments C3 or E2 were selected, property values directly along either alignment would likely increase, although development in the greater corridor study area would be limited when compared to the development spurred by the W4 alignment. Thus, alignments E2 and C3 have less potential to adversely affect property values elsewhere in the corridor study area.

Future Industry

It was noted that since the proposed E2 alignment is the most direct route, it has the highest potential for promoting future industry in the corridor study area.

Planned Development

It was noted that the planned community in the northwest corridor study area, west of where proposed alignment W4 merges with the existing alignment is hypothetical and no concrete plans have been seen. As a result, the W4 alignment may not be incompatible with future planning for the area.

Access Management

It was noted that the proposed C3 alignment provides less opportunity for access management. This is largely due to the amount of existing development along the current US 95 alignment. There is more opportunity for controlled access management on the proposed W4 and E2 alignments, because of the general lack of development in these areas.

Safety

It was noted that safety concerns continue along the existing US-95 alignment that fuel the community's eagerness to get the project completed. Fatalities since 2005 were noted. Even though individuals could be displaced by the realignment of US 95, a new alignment and associated safety benefits should outweigh these impacts.

It was also noted that a bypass around Moscow would improve safety in the City because it is the main passageway to Pullman, Washington.

Political Willingness

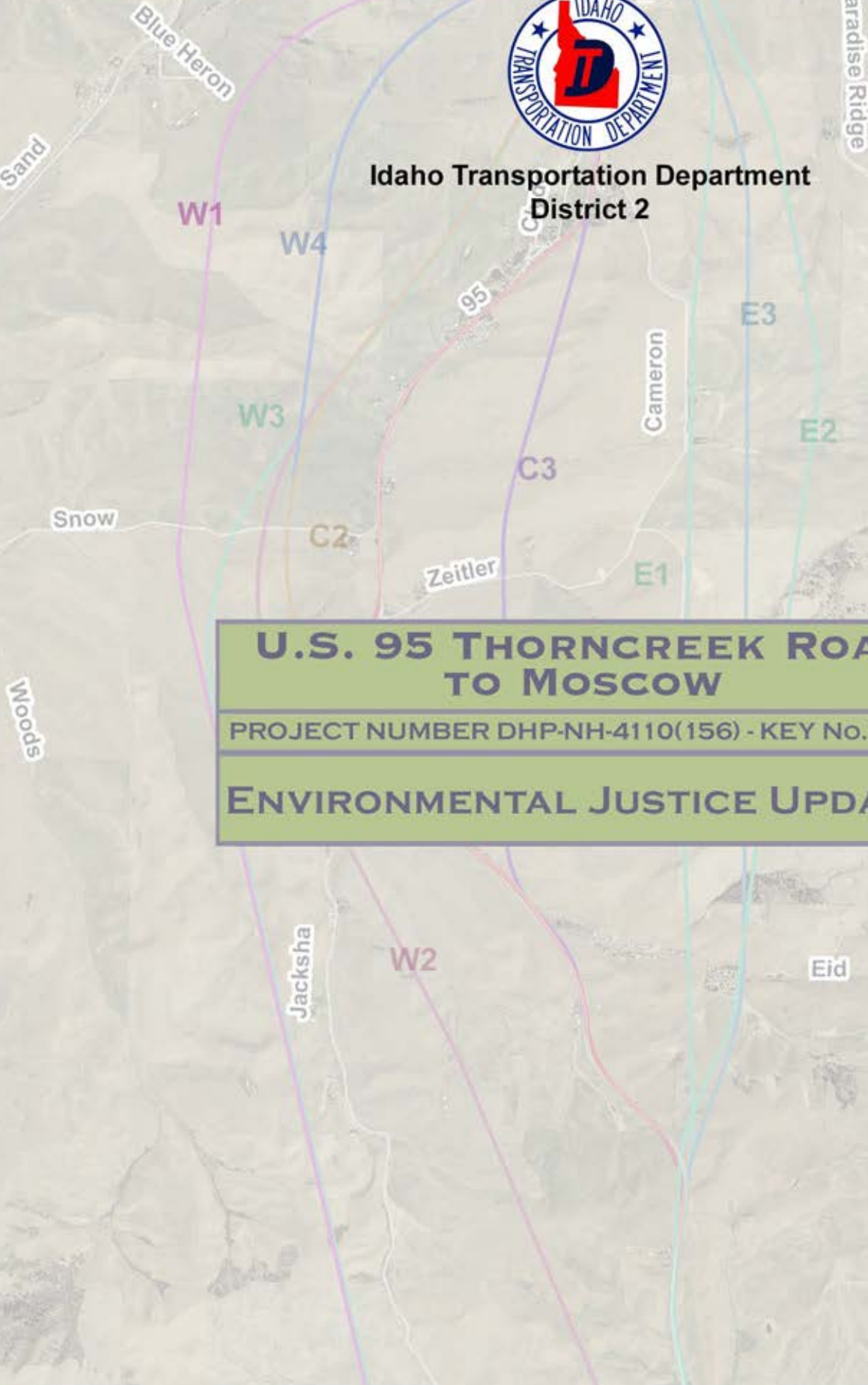
It was noted that the political willingness for support of the project may have changed since 2005. Particularly, it was mentioned that changes in members of the Moscow City Council may provide more opportunity to effectively consider all the proposed alignments without influences of issue advocacy.

RECOMMENDATIONS AND MITIGATION STRATEGIES

Based on the information presented above and the key findings of the induced development update, there are no new mitigation strategies that would benefit the project.



Idaho Transportation Department
District 2



**U.S. 95 THORNCREEK ROAD
TO MOSCOW**

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

ENVIRONMENTAL JUSTICE UPDATE

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PROJECT BACKGROUND AND DESCRIPTION

The purpose of the Environmental Justice report is to address disproportionately high and adverse human health or environmental effects of a project on minority populations and low-income populations. It achieves this by recognizing that impacts upon minority populations, low-income populations, or Indian tribes may be different from impacts on the general population due to a community's distinct culture. This document, together with the community impact assessment, evaluates these impacts. **Figure 1** shows a vicinity map for the corridor study area.

The original Environmental Justice analysis evaluated and compared minority populations and low-income populations between the years 2000 and 2004. The findings from this document were incorporated into the Draft Environmental Assessment (DEIS) for the project. Since the original analysis was conducted, the area has undergone changes that should be incorporated into the DEIS. These changes would help to identify important shifts in the minority and low-income demographic characteristics of Latah County (County) and the Thorncreek corridor. This update to the Environmental Justice document was conducted to re-evaluate the low-income and minority demographic conditions in order to present current available information. Understanding the changes in these demographics would help to evaluate how the various alignments could impact specific populations.

To provide the most current available information, data from the 2010 Census is evaluated in the update. The project area is contained within two census block groups, which are compared to Latah County to assess the extent of the concentration of minority or low-income populations that exist in the area. The designation of one of the census block groups for the update in 2010 analysis changed. The original census tract 54, block group 6 changed to census tract 54, block group 2. The boundaries of this block group did not change. The other census block group included census tract 57, block group 3. These block groups were larger than the actual corridor boundaries, so the data presented in the profile is more inclusive than the actual demographics found in the corridor. In rural areas, census reporting areas tend to cover large areas. Most of the census data for the larger area cannot be disaggregated to smaller areas of geography. For the Environmental Justice report, the City of Genesee was not extracted from the original data. As a result, this report will show higher numbers than that of the Community Profile Report. Retaining similar numbers as the original analysis allows comparison of changes that have occurred.

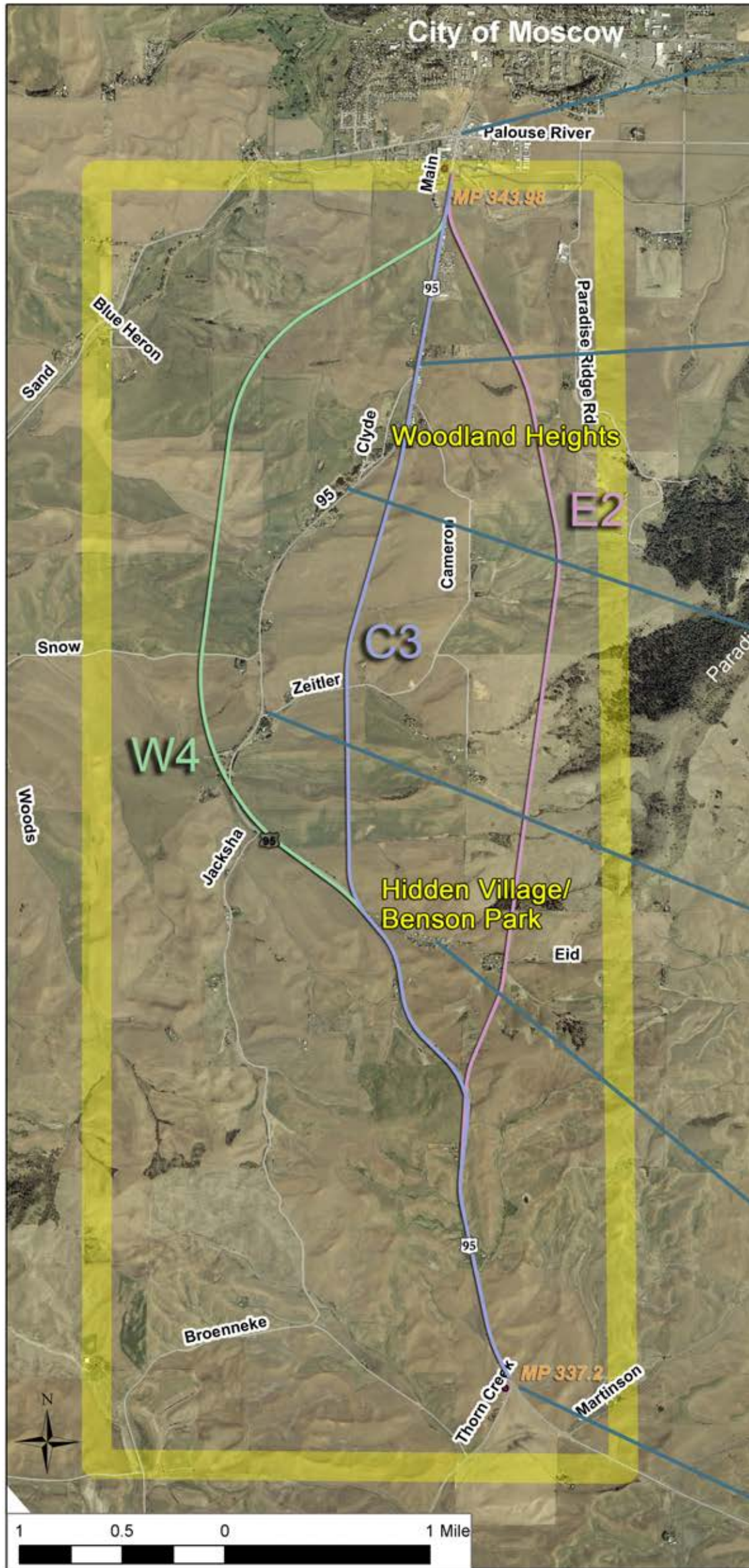
The following are the main findings of the study update:

Environment Justice Update Findings

- Since 2004, minority populations in the County decreased by 0.3 percent.
- In 2010, the racial minority and Hispanic origin of the County, at nearly 11 percent of the County's total population, was greater than the minority and Hispanic population concentration of 6.75 percent in the corridor study area (including Genesee).
- In 2010, minorities comprised 3.1 percent of the corridor blocks identified in the corridor study area, an increase of 0.1 percent since 2000.
- Based on the block level analysis, the largest percentage of minorities occurs near the Hidden Village and Benson Mobile Home Parks, which is comparable to the original analysis.
- From 2000 to 2009, the total population in the County experienced a 14.8 percent increase, while the population below the poverty level increased by 6.2 percent.

- From 2004 to 2009 there was a decrease in the number of total families (a decrease of 10 percent for census tract 54 block group 2 and a decrease of 0.5 percent for census tract 57 block group 3) that was accompanied by a decrease in the family incomes below the poverty level (by 50 percent and 76 percent respectively).
- There are currently no rental assistance recipients within the corridor study area.
- Some changes in renters and owners in the corridor study area mobile home parks occurred, although no additional housing was noted as being built in these areas.
- No changes were identified that would require mitigation solutions that are different from the original analysis.

Figure 1: Vicinity Map



Demographics and Minorities/Low Income Populations - Update

In 2010, minorities represented about 9 percent of Latah County's population (**Table 1**). The minorities in the two residing block groups for the corridor study area account for 6.4 percent and 7.1 percent (respectively) of the population.

Table 1: 2010 Population by Block Group

	2004			2010		
	Latah County	CT 54 BG 2	CT 57 BG 3	Latah County	CT 54 BG 2	CT 57 BG 3
Population	35,619	735	1,374	37,244	736	1,450
White	33,075	704	1,327	34,557	714	1431
	92.9%	95.8%	96.6%	92.7%	97%	98.7%
White (non Hispanic)	32,251	698	1,314	33,746	709	1397
	90.5%	95.0%	95.6%	90.6%	96.3%	96.3%
Black of African American Alone	255	4	1	293	4	2
	0.7%	0.5%	0.1%	0.8%	0.5%	0.14%
American Indian and Alaska Native Alone	374	6	13	237	6	25
	1.1%	0.8%	1.0%	0.6%	0.8%	1.7%
Asian Alone	856	4	7	781	11	19
	2.4%	0.5%	0.5%	2.1%	1.49%	1.31%
Native Hawaiian and Other Pacific Islander Alone	38	0	0	52	0	2
	0.1%	0%	0%	0.14%	0%	0.14%
Some other Race Alone	294	1	0	375	6	6
	0.8%	0.1%	0%	1.01%	0.82%	0.41%
Two or more races	727	16	26	949	5	34
	2.0%	2.2%	1.9%	2.55%	0.68%	2.34%
Hispanic	824	6	13	1,326	15	15
	2.3%	0.8%	1.0%	3.56%	2.04%	1.03%
Total Minority	3,368	37	60	43,013	47	103
	9.5%	5%	4.4%	10.77%	6.4%	7.1%

Source: U.S. Census Bureau, 2010; CT = Census Tract; BG = Block Group

Table 2: 2004-2010 Population Change by Block Group

	2004-2010 Population Change					
	Latah County		CT 54 BG 2		CT 57 BG 3	
	# Change	% Change	# Change	% Change	# Change	% Change
Population	1,625	4.5	1	0.14	76	5.5
White	1,482	4.5	10	1.4	104	7.8
White (non Hispanic)	1,495	4.6	11	1.58	83	6.3
Black of African American Alone	38	14.9	0	0	1	100
American Indian and Alaska Native Alone	-137	-36.6	0	0	12	92.3
Asian Alone	-75	-8.8	7	175	12	171.4
Native Hawaiian and Other Pacific Islander Alone	14	36.8	0	0	2	200
Some other Race Alone	81	27.6	5	500	6	600
Two or more races	222	30.5	-11	-68.75	8	30.8
Hispanic	502	60.9	9	150	2	15.4
Total Minority	-10	-0.30	10	27	43	71.7

CT = Census Tract; BG = Block Group

Table 2 shows that since 2004, minority populations in the County decreased by 0.3 percent. For the corridor study area, minorities increased by nearly 50 percent for the combined block groups. The largest increases in minorities were seen in the Asian population and some other race categories. Hispanic populations also grew in Census Tract 54, Block Group 2. It is important to note that large percent increases are shown in some categories where a relatively small numerical increase was experienced. This is due to the low overall population in the block groups.

Despite the slight increase in minorities since 2004 in the corridor study area, the overall minority percentage of the population of the corridor study area (6.4 percent for census tract 54 block group 2 and 7.1 percent for census tract 57 block group 3) is lower than the 9.02 percent minority population for the County. This shows that the project area is not represented by a high comparable percentage of minorities. The average minority population in the study corridor is 6.75 percent for the two block groups. The percentage of minorities in the state of Idaho in 2010 is at 17 percent including persons from the Hispanic origin.

Table 3 shows minorities in the corridor study area at the block level. The specific blocks that were analyzed as part of the original analysis have changed since 2005. As a result, the block level data can not be efficiently compared and the change is not shown. Nevertheless, the data provided updates the original analysis for sub-population groups in the corridor study area. The highlighted columns show the areas with minority populations.

Table 3: 2010 Minorities by Census Block

Tract/ Block	Population	White	White (non-Hispanic)	Black of African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some other Race Alone	Two or more races	Hispanic	Minority Population
5400	193	184	193	0	0	7	0	0	2	0	9
2003		95.3%	100.0%	0.0%	0.0%	3.6%	0.0%	0.0%	1.0%	0.0%	4.7%
5400	35	34	34	0	0	0	0	0	0	1	1
2007		97.1%	97.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%
5400	2	2	2	0	0	0	0	0	0	0	0
2028		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	2	2	2	0	0	0	0	0	0	0	0
2039		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	60	59	60	1	0	0	0	0	0	0	1
2041		98.3%	100.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
5400	63	60	62	0	1	1	0	0	0	1	3
2043		95.2%	98.4%	0.0%	1.6%	1.6%	0.0%	0.0%	0.0%	1.6%	4.6%
5400	2	2	2	0	0	0	0	0	0	0	0
2045		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	2	2	2	0	0	0	0	0	0	0	0
2046		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	6	5	6	1	0	0	0	0	0	0	1
2048		83.3%	100.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%
5400	1	1	1	0	0	0	0	0	0	0	0
2049		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	18	17	17	0	0	0	0	0	0	1	0
2050		94.4%	94.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0%
5400	9	9	9	0	0	0	0	0	0	0	0
2052		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	22	22	22	0	0	0	0	0	0	0	0
2053		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	14	14	14	0	0	0	0	0	0	0	0
2057		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	4	4	4	0	0	0	0	0	0	0	0
2058		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	14	14	14	0	0	0	0	0	0	0	0
2067		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	8	8	8	0	0	0	0	0	0	0	0
3022		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	10	10	10	0	0	0	0	0	0	0	0
3027		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	4	4	4	0	0	0	0	0	0	0	0
3028		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	17	17	17	0	0	0	0	0	0	0	0
3030		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	1	1	1	0	0	0	0	0	0	0	0
3031		100%	100%	0%	0%	0%	0%	0%	0%	0%	0%
5700	9	9	9	0	0	0	0	0	0	0	0
3088		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	47	42	47	0	1	0	0	0	4	0	5
3191		89.4%	100.0%	0.0%	2.1%	0.0%	0.0%	0.0%	8.5%	0.0%	10.6%
5700	38	38	38	0	0	0	0	0	0	0	0
3194		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Project Corridor	581	560	578	2	2	8	0	0	6	3	18
		96.4%	99.5%	0.34%	0.34%	1.38%	0%	0%	1.03%	0.5%	3.1%

Source: U.S. Census Bureau, 2010

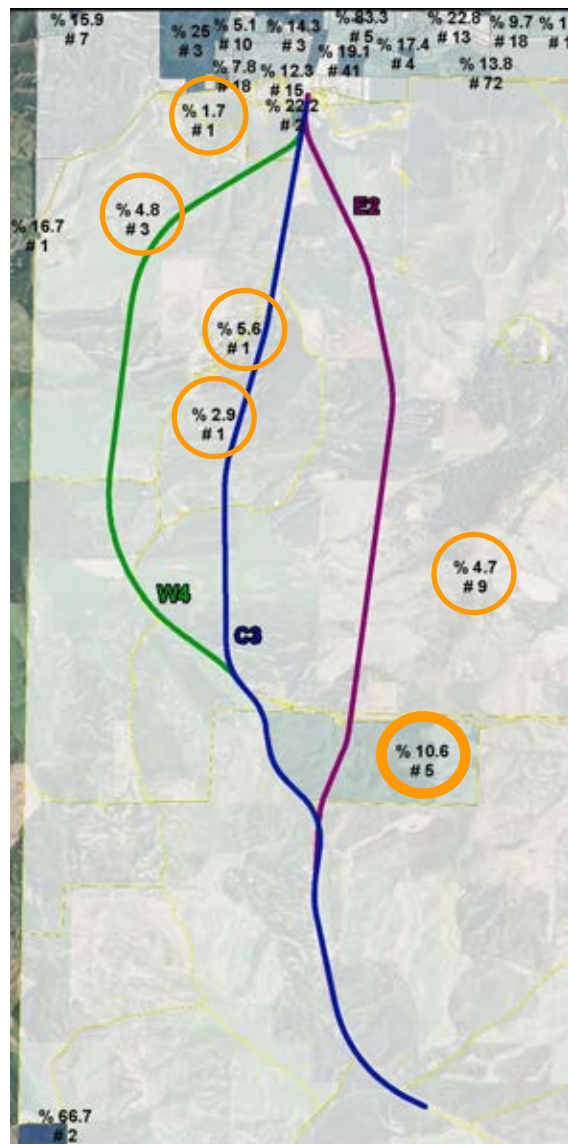
The blocks that did not have any population were extracted from the data presented. The blocks that showed no population included: 2002, 2001, 2006, 2004, 2012, 2011, 2013, 2015, 2017, 2019, 2020, 2021, 2022, 2025, 2026, 2027, 2042, 2044, 2047, 2051, 2054, 2055, 2056, 2060, 2068, 3024, 3026, 3029, 3032, 3193, and 3195.

In 2010, minorities comprised 3.1 percent of the corridor blocks identified in the corridor study area. It should be noted that this data is slightly different than the data presented in the community profile document, which analyzed community block groups that cover a larger area. As a result, the data for community blocks show a smaller number of total minorities in the corridor study area. **Figure 2** shows the population and minority distribution at the block level for the corridor study area. The areas with minority populations are highlighted by an orange circle (these figures correlate to the information show in Table 3 above). Based on the block level analysis, the largest percentage of minorities occurs near the Hidden Village and Benson Mobile Home Parks (discussed in more detail below). This new block directly abuts the block that also had the highest minority populations in the original analysis and is adjacent to all proposed alignments. Block 2003 is a large block that abuts portions of all alignments and contains the largest number of minorities (nine). Block 2043 contains a similar percentage of minorities as block 2003 and abuts a large portion of the W4 alignment.

Figure 2: Population & Minorities Distribution by Census Block



Population 2010



Minorities 2010

Various sub-populations were compared by income using the 2010 census at the County level. Poverty status was compared by using the 2005 to 2009 Community Survey Census data at the County and block group level. Population-level poverty data was not available at the block group level during this period. Updated census data for 2010 at the block group level for poverty was not available at the time of this report. It is important to note that the original analysis was conducted in 2000, so a greater change will be presented in the analysis of data compared to the populations comparisons presented above.

Table 4 shows that the County contained a higher population with a higher per capita income in 2010 than in 2000. Per capita income increased by \$3,627 or about 22 percent from 2000 to 2010. During the period up to 2009, the population below the poverty level increased by 6.2 percent. This is likely correlated to the change in economic conditions during this period.

Table 4: Per Capita Income

	2000 Population	2000 Per Capita Income	Population below Poverty Level 2000	2010 Population	2010 Per Capita Income	Population below Poverty Level 2009*
Latah County	31,008	\$16,690	5,186 16.7%	35,619	\$20,317	8,156 22.9%

Source: U.S. Census Bureau - Census 2010 and 2005-2009 Community Survey Estimates
*2010 Poverty data not available as of early December 2011

For families in the corridor study area, the incomes below the poverty level decreased (by 50 percent for census tract 54 block group 2 and 76 percent for census tract 57 block group 3) from 2004 to 2009 (**Table 5**). This decrease in family poverty was accompanied by a decrease in the number of families in these block groups (a decrease of 10 percent and 0.5 percent respectively). In 2009, the families below poverty level comprised 3 percent of census tract 54 block group 2 and two percent of census tract 57 block group 3.

Table 5: Families Below Poverty Level

	2004 Families	Families below Poverty 2004	2010 Families	Families below Poverty 2009*
Latah County	7,854	668 8.5%	8,268	871 9.4%
Census Tract 54, Block Group 2 (Previously Block Group 6)	199	10 5%	179	5 3%
Census Tract 57, Block Group 3	400	25 6.3%	389	6 2%

Source: U.S. Census 2005-2009 Community Survey Estimates
*2010 Poverty data not available as of early December 2011

Rental housing can also be used as an indicator of income for the study corridor (**Table 6**).

Figure 3 shows that many of the rentals in the corridor study area continue to be located in the general vicinity of mobile home parks. The orange circles highlight the areas with the largest numbers of renter-occupied units. This finding represents little change from the original analysis. There was also small growth in rental units along the proposed C3 alignment (highlighted by the yellow circle).

Table 6: Renter-Occupied Housing Units

	2010 Occupied Housing Units	2010 Owner-Occupied Units	2010 Renter-Occupied Units
Latah County	14,708	8,265 56%	6,443 44%
Census Tract 54, Block Group 2	338	246 73%	92 27%
Census Tract 57, Block Group 3	570	467 82%	103 18%

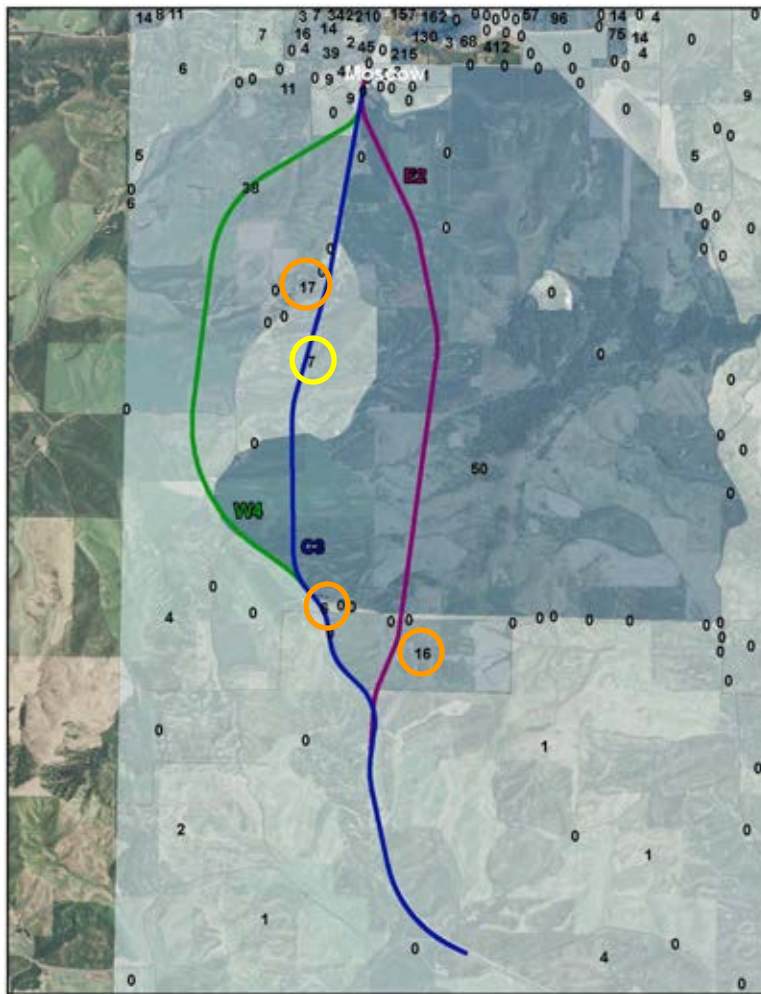


Figure 3: Renter Occupied Units by Census Block

In order to gain better information and a clearer understanding of the low-income population in the area, data was retrieved through correspondence with the Idaho Housing & Finance Association for rental assistance recipients in the project area. **Table 7** shows the information provided by the Idaho Housing & Finance Association containing the number of rental assistance participants for each street segment within or adjacent to the study area for the years 2005 and 2011. Currently, there are no recipients of rental assistance within the corridor study

area, adjacent to US 95. The other locations that are shown are near the study area, but are not within the study area and will not be affected by the project.

Table 7: Rental Assistance Recipients

Street name	From Number	To Number	2005 Recipients	2011 Recipients
Nursery Street	2220	2300	1	0
S. Mountain View Ext	0	4000	3	3
US-95	337	344	1	0
W. Palouse River Drive	321	100	1	0
W. Palouse River Drive	489	324	1	0
W. Palouse River Drive	647	601	1	5
W. Palouse River Drive	0	0	3	0

Source: Idaho Housing & Finance Association, 2005 and 2011

CHARACTERISTICS OF AREAS OF CONCERN

The Woodland Heights Mobile Home Park (formerly Valhalla Hills), Hidden Village Mobile Home Park, and Benson Park (**Figure 1**) were surveyed as part of the original analysis to analyze subpopulations of concern. These identified subpopulations of concern were important due to their proximity to the corridor study area and the proposed alignments. In order to update the information since the original analysis, the property managers for each of these parks were contacted to identify any changes that have occurred to any of the mobile home parks. Questions were asked regarding changes to:

- The number of lots or units in the park
- Changes in residency
- The demographics of the tenants in the park

The Valhalla Hills Mobile Home Park has changed names and is now known as the Woodland Heights Mobile Home Park. The previous property manager of Woodland Heights sold the park about four years ago (in about 2007). Aaron Schleuter is the new owner of the park. The Tribble's, that previously owned the park, still own the property behind the park that includes a duplex on about four acres. This property would likely be impacted by one of the proposed alignments. According to interviews with the old and new park owners, no new units have been constructed in the park since 2005. The changes that were noted include:

- Two of the trailers were removed and the spaces are currently used for RVs.
- In the future, they would like to replace the units that were removed.
- Residency changes in Woodland Heights are frequent. It was noted that half of the units in the park have changes in residency every other year.
- Current residency in the park is:
 - Two units in the park are owner-occupied
 - One house exists in the park.
 - Five spaces are used for RVs.
 - 19 mobile homes are owned by the park and rented to occupants.

According to an interview with Cristie Thomas, the property manager of the Hidden Village Mobile Home Park, no new units have been constructed in Hidden Village since 2005. There are currently 32 units in the Hidden Village Park with just under one hundred people living in the park.

She stated that no change in minorities has occurred in the park since 2005. This information was contradictory to the census data shown above that suggests an increase in the area in minorities. A few changes in residency were noted in the actual park including:

- No more units will be built in the park.
- The Thomas's sold their house to the Ziegler family which could be impacted by one of the alignments.
- One of the units in the park was purchased by a university student this year that is in the path of one of the alignments.
- There is a home that sold recently that is just adjacent to the Benson Park on Eid Road.
- There is another home above the park that may also have sold. This home may be the HUD residency that Mr. Clyde notes below.

According to an interview with Bob Clyde, the property manager of the Benson Park adjacent to the Hidden Village Park, he and his wife still live in the same residence as in 2005. They also provided the following information regarding changes to residency in the general corridor study area:

- The U.S. Department of Housing and Urban Development (HUD) sold a house near the Hidden Village Park.
- No residents have moved away from the area since 2005.
- Delbert Reisenauer moved in across the road from the Clyde's at the Benson Park.
- John Thomas sold his house that was along the proposed E2 alignment.
- Niehenke purchased the Andrews' house that could potentially be impacted by one of the proposed alignments.
- Bob Clyde sold the upper end of the trailer court to his son Steve, which would be impacted by the proposed E2 alignment. Steve is aware of the potential impacts of the alignment.

The Clyde's did not feel that any changes have occurred in the corridor study area since 2005 that would be impacted by any of the proposed alignments.

Based on the changes outlined above, **Table 8** shows the current number of units in each mobile home park in the project area.

Table 8: Mobile Home Housing Units in the Project Area

Mobile Home Park	Housing Units 2005	Housing Changes	Current Units
Woodland Heights (formerly Valhalla Hills)	27 spaces for housing units and 2 spaces for RVs	Removed 2 housing units for RV spaces	25 spaces for housing units and 4 spaces for RVs
Hidden Village	32 housing units	No changes	32 housing units
Benson Park	8 housing units (seven mobile homes, and one home). Two additional RV spaces	No changes	8 housing units and two RV spaces.

CHANGES TO MITIGATION

No changes were identified since 2005 at the subpopulation level that would change the original findings for community safety, or right-of-way acquisition. While a few changes have occurred to the people living in the units that would be relocated, no new units were identified that would be displaced by any of the alignments. Moreover, no changes were identified

through the update process that would suggest the need for new mitigation strategies for traffic access, traffic noise or visual impacts as part of this update. As such, the original mitigation recommendations would remain consistent.

US 95 Thorncreek Road to Moscow Summary Table - Update

Evaluation Document	US 95 Thorncreek to Moscow Summary of Changes since the Original Analysis			
	Alignment W4	Alignment C3	Alignment E2	General Area/All Alignments
Community Impact Assessment (CIA)				
Land use (agricultural and environmental)			<ul style="list-style-type: none"> A conservation easement is now located east of this alignment. This alignment also passes through a half-mile of land that is currently part of a Conservation Reserve Program (CRP) that will be converted back to agriculture land 2012. 	
Land use (plans and policies)	<ul style="list-style-type: none"> This alignment would present more planning challenges for the city, considering the potential for bisecting the conceptual planned community in the western project area. The potential for challenges were noted regarding connectivity of this alignment with the proposed ring road alignments 	<ul style="list-style-type: none"> There is a new residential subdivision that includes approximately 20 to 24 lots in Latah County. This general area, along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, has experienced the largest intensity of development in the corridor study area since 2005, and has potential for continued growth. 	<ul style="list-style-type: none"> The potential for challenges were noted regarding connectivity of this alignment with the proposed ring road alignments. 	<ul style="list-style-type: none"> A relatively low amount of development has occurred in the corridor study area since 2005. Based on conversations with local land use administrators in the County and the City of Moscow, land use changes along the corridor since 2005 are not anticipated to have an effect on any of the proposed alignments. No new commercial buildings exist in the corridor study area, and demand for commercial activity remains low. The City of Moscow conducted a Master Plan for an Industrial Park that will be adjacent to US 95 in south Moscow, just north of where the proposed alignments converge. The City of Moscow issued building permits for 21 single family homes and 192 multi-family units in the corridor study area since 2005. Latah County issued approximately 28 relevant building permits between 2005 to September 2011. Latah County has abandoned their individual land use codes and they now have a single combined code called that Latah County Land Use Ordinance. Latah County also updated their Comprehensive Plan in 2010. Moscow updated their Comprehensive Plan in 2009, which includes future land use changes for the corridor study area, and a new ring road alignment concept. The North Latah Highway District Transportation Plan was completed in November 2006. It was noted that the selection of any of the proposed alignments would have a positive impact on both the proposed new industrial corridor and the urban renewal district in the City of Moscow.
Recreation, parks, bicycles, pedestrians	<ul style="list-style-type: none"> The City of Moscow has re-zoned and annexed land for future baseball fields along West Palouse River Drive. This alignment could provide connectivity to the ball fields. 			<ul style="list-style-type: none"> A highway crossing of the Palouse Trail will need to be designed to get trail-users across the highway north of where the three proposed alignments converge.
Safety	<ul style="list-style-type: none"> New development south of where US-95 converges with the proposed C3 alignment, would create additional side road traffic, which could potentially cause more traffic conflicts on this alignment. 	<ul style="list-style-type: none"> It was noted that this alignment provides <i>less</i> opportunities for controlled access management due to existing development along the corridor. 	<ul style="list-style-type: none"> It was noted that this alignment provides better opportunities for controlled access management because of the relative lack of development along the alignment. 	<ul style="list-style-type: none"> An increase in roadway traffic and safety concerns were noted in the corridor study area due to the general increase in population. It was noted that if the proposed 70-acre planned industrial park is built in south Moscow, there could be additional traffic that would impact all proposed alignments as a result of the development.
Economics				<ul style="list-style-type: none"> Changes to local businesses have occurred since 2005, yet there has not been a change in the total number of businesses. It was reiterated that all alignments have potential to improve freight and the transport of goods and would open up a major north/south thoroughfare between Moscow and Lewiston.
Mobility and access				<ul style="list-style-type: none"> Since 2005, Moscow Valley Transit started and closed bus routes between Moscow and Lewiston, due to funding changes. The City of Moscow now operates a small vanpool from the Palouse-Clearwater Environmental Institute that runs between Moscow and Lewiston.
Community cohesion, noise evaluation, visual environment	Concerns were expressed with this alignment regarding new and existing development and traffic and access.	<ul style="list-style-type: none"> Concerns were expressed with this alignment regarding new and existing development and traffic and access. 	<ul style="list-style-type: none"> This alignment was identified as having the fewest access points, being the shortest route, and impacting the least amount of farmland. Based on findings of the Citizens for a Safe 95, nearly 80 percent of the landowners surveyed in the impact area were in favor of this alignment. 	

US 95 Thorncreek Road to Moscow Summary Table - Update

Evaluation Document	US 95 Thorncreek to Moscow Summary of Changes since the Original Analysis			
	Alignment W4	Alignment C3	Alignment E2	General Area/All Alignments
Displacement				■ Some properties that could be displaced by the project alignments have experienced changes in renters and owners.
Induced Development (ID)				
Overview	■ All interviewees agreed that none of the changes in the corridor study area would necessarily alter the original findings of the induced development analysis. Moreover, almost none of the interviewees thought that the slight changes in development or regional planning in the corridor study would be impacted by any of the proposed alignments.			
Depressed Growth				■ The delay in selecting an alignment has depressed growth in the corridor study area due to uncertainty about the ultimate realignment route. Selecting an alignment and completing the project has potential to remove uncertainty and raise economic esteem in the corridor study area.
Development Compatibility	<ul style="list-style-type: none"> ■ This alignment presents opportunities to install a new road and bridge as part of the alignment that would help to overcome existing access challenges in this area. ■ Despite the opportunities for new development, the potential for spurred commercial growth along this alignment is not consistent with existing city plans for the ball fields, residences and a school in that area. ■ Growth along this alignment has potential to reduce development along the other proposed alignments. 	<ul style="list-style-type: none"> ■ This alignment was noted as having lower potential to adversely affect property values in the corridor study area. 	<ul style="list-style-type: none"> ■ This alignment was noted as having lower potential to adversely affect property values in the corridor study area. 	
Future Industry			<ul style="list-style-type: none"> ■ This alignment was noted as being the most direct route and having the highest potential for promoting future industry in the corridor study area. 	
Planned Development	<ul style="list-style-type: none"> ■ It was noted that plans for development near this alignment are hypothetical and as a result this alignment is not inconsistent with plans for the area. 			
Access Management	<ul style="list-style-type: none"> ■ Due to continued growth along the existing US 95 alignment, this alignment has good potential for controlled access management. 		<ul style="list-style-type: none"> ■ Due to continued growth along the existing US 95 alignment, this alignment has good potential for controlled access management. 	
Safety				<ul style="list-style-type: none"> ■ There is eagerness in the community to complete the project to improve the road and increase safety. The impacts associated with the re-alignment of US 95 should be outweighed by continued safety concerns.
Political Willingness				<ul style="list-style-type: none"> ■ Changes in political willingness were noted that may provide more opportunity to effectively consider all the proposed alignments without influences of issue advocacy.
Community Profile (CP)				
None of the demographic changes identified in the community profile had specific implications for any of the proposed alignment. As a result, the main findings of the community profile are spread across all categories.				
Population and households	<ul style="list-style-type: none"> ■ In Latah County, the population grew at a higher rate between 2004 and 2010 (4.6%) than what it did during the 2000 to 2004 study period (2%). The number of households in the County also grew at a higher rate between 2004 and 2010 (10.6%) than what it did during the 2000 to 2004 study period (2%). ■ Latah County's population is forecast to continue increasing moderately through 2021, reaching 38,797 people and increasing by 4%. ■ Along the corridor, the number of households grew by 3% and population grew by 1%, compared to negative growth during the 2000 to 2004 study period. 			
Population by age	<ul style="list-style-type: none"> ■ The 15 to 24 age group is the largest group in the County with approximately 10,500 members. It continues to grow at the largest pace and is up 14% since 2004. In the corridor study area, this age group is up 22% from 2004 to approximately 190 members. ■ In the corridor study area, the 45 to 59 year old age group represents the largest population at 26% of total; it is up 32% from 2004 and is comprised of approximately 310 members. ■ In 2010, the median age for the County as a whole was 28.3, while the median age in the corridor study area was 40.4. 			
Race and Hispanic	<ul style="list-style-type: none"> ■ From 2004 to 2010, a decrease of 37% of the American Indian population occurred in the County and a 130% increase occurred along the corridor. 			

US 95 Thorncreek Road to Moscow Summary Table - Update

Evaluation Document	US 95 Thorncreek to Moscow Summary of Changes since the Original Analysis			
	Alignment W4	Alignment C3	Alignment E2	General Area/All Alignments
origin	<ul style="list-style-type: none"> From 2004 to 2010, persons of Hispanic origin increased by 61% in the County and by 150% along the corridor. In 2010, Hispanics comprised about 4% of the County population and about 2% of the corridor study area population. In 2010, the racial minority and Hispanic origin of the County, at nearly 11% of the county's total population, was greater than the minority and Hispanic population concentration of 5% in the corridor study area. 			
Housing units	<ul style="list-style-type: none"> In Latah County, a 15% increase in housing occurred since 2000. From 2005 to 2011, nearly 213 residential building permits were issued by the City of Moscow and 28 building permits were issued by Latah County. From 2004 to 2010, the number of occupied housing units decreased and vacancy increased along the corridor. 			
Employment	<ul style="list-style-type: none"> Latah County's full- and part-time employment was 21,431 in 2009; a 1 percent increase from 2003 employment numbers. Gritman Medical and the University of Idaho remain the largest employers in the County. The loss of Walmart from the City of Moscow has removed a significant number of jobs in the area. 			
Income	<ul style="list-style-type: none"> Income distribution in the County continues to be consistent with areas with a large concentration of university students, with most households with incomes below \$15,000. Per capita income in the corridor remained higher (\$24,370) than for Latah County (\$19,921). Latah County's full and part-time employment is forecast to increase from 21,012 in 2010 to 23,215 by 2021, an increase of nearly 10%. Updated projections anticipate less new employment in the County than the estimates for the original analysis. The change in these projections is reflective of changes in national economic conditions. 			
Land Use	<ul style="list-style-type: none"> There is a new residential subdivision that includes approximately 20 to 24 lots in Latah County. This general area, along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, has experienced the largest intensity of development in the corridor study area since 2005, and has potential for continued growth. 			
Environmental Justice (EJ)				
<p>Many of the demographic changes identified in the community profile did not have specific implications for any of the proposed alignment. As a result, the main findings of the community profile are spread across all categories.</p>				
Minority demographics	<ul style="list-style-type: none"> In 2010, minorities represented about 9% of Latah County's population. This is down about 0.5% since 2005. Minorities in the two residing block groups for the corridor study area account for 6.4% and 7.1% of the population. In 2010, the racial minority and Hispanic origin of the County, was greater than the minority and Hispanic population concentration of 6.75 percent in the corridor study area (including Genesee). 			
Poverty	<ul style="list-style-type: none"> Per capita income increased in Latah County by \$3,231, or 19%, from 2000 to 2009, but those below the poverty level also increased from approximately 17% to 23% of the population. From 2000 to 2009, the total population in the County experienced a 14.8% increase, while the population below the poverty level increased by 6.2%. From 2004 to 2009 there was a decrease in the total number of families in the corridor study area that was accompanied by a decrease in the incomes of families below the poverty level. 			
Owner-occupied housing units	<ul style="list-style-type: none"> In 2010 in Latah County, there were approximately 8,260 (56%) owner-occupied units. In the two block groups that comprise the corridor study area, the numbers were 250 (73%), and 470 (82%) owner-occupied units. 			
Renter-occupied housing units	<ul style="list-style-type: none"> In 2010 in Latah County, there were approximately 6,440 (44%) renter-occupied units. In the two block groups that comprise the corridor study area, there were approximately 90 (27%) and 100 (18%) renter-occupied units. 			
Subpopulations of Interest	<ul style="list-style-type: none"> Some changes in renters and owners occurred in the corridor study area mobile home parks at the subpopulation level. Some of these residency changes could be impacted by the proposed alignments. 			

MOSCOW

Palouse River

Main



**Idaho Transportation Department
District 2**

Paradise Ridge Rd

Blue Heron

Sandy

W1

W4

65

Clyde

Cameron

E3

W3

Snow

C3

E2

Woods

Zeitler

E1

C1

Eld

Jacksha

W2

**U.S. 95 THORNCREEK ROAD
TO MOSCOW**

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

**COMMUNITY PROFILE &
INDUCED DEVELOPMENT**

Broenneke

Thorn Creek

Marlinson

PROJECT DESCRIPTION & VICINITY MAP

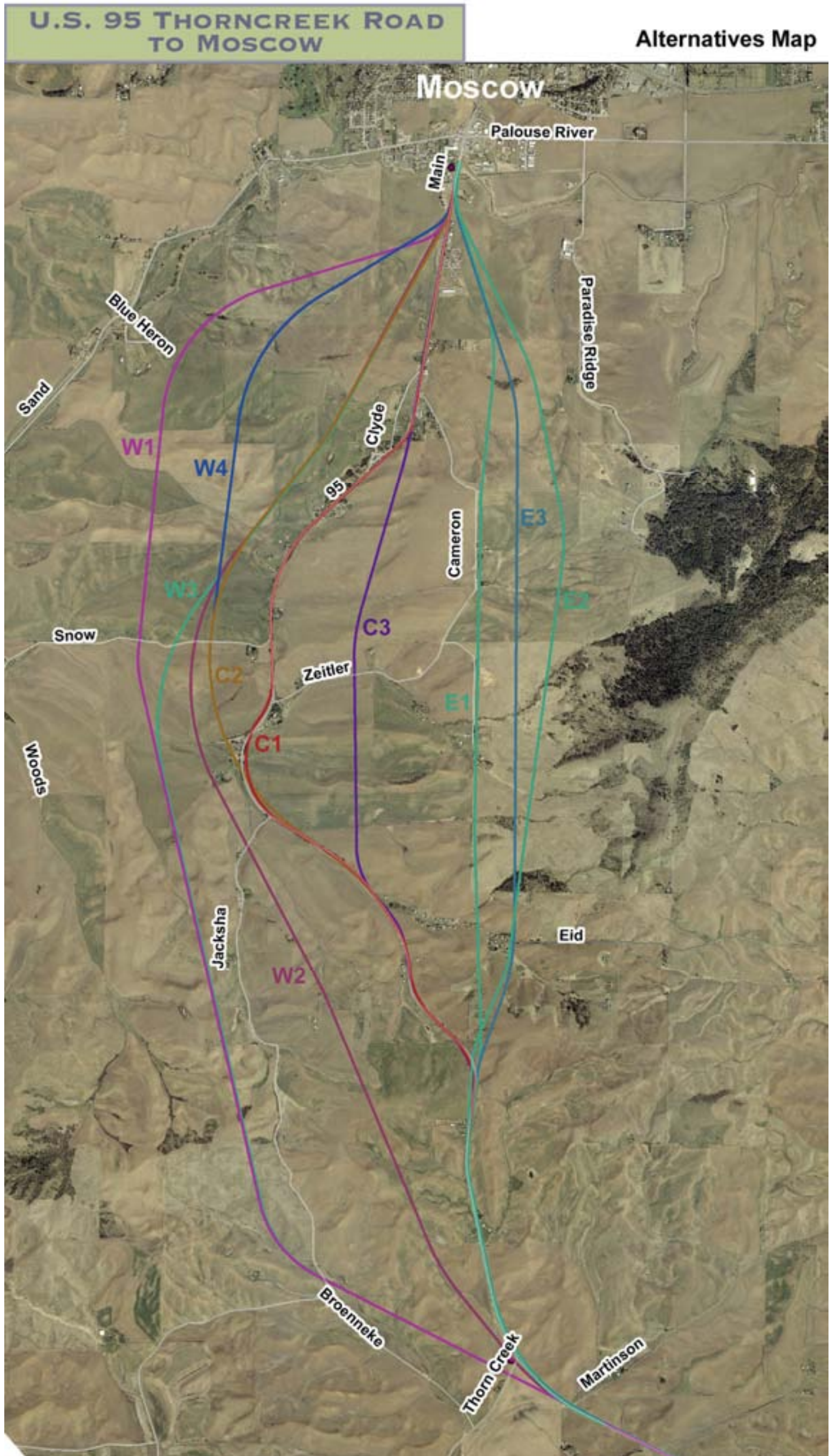
U.S. Highway 95 is a major route for commercial, agricultural, recreational, and residential traffic between northern and southern Idaho. This highway is of statewide significance and is designated as a part of the National Highway System in the Transportation Efficiency Act of the 21st Century (TEA-21). US 95 through Idaho begins at the southwestern Oregon/Idaho border approximately 35-miles south of Caldwell, Idaho, extending northward approximately 530-miles to the Idaho/Canada border.

The U.S. 95 Thorncreek Road to Moscow Project is a study led by the Idaho Transportation Department (ITD) to determine an alignment for nearly 6.5 miles of U.S. 95 between Thorncreek Road (milepost 337.2) and the recently completed south fork of the Palouse River Bridge (milepost 343.98) in Latah County. Currently, U.S. 95 between Thorncreek Road and Moscow is a two-lane highway classified as a principal arterial, operating near capacity and includes several curves that do not meet current engineering standards. The proposed project consists of replacing the existing two-lane facility with a four-lane divided highway.

This section of US 95 travels primarily through the rolling hills and agricultural fields of the Palouse, with scattered housing throughout the study area. The following figure shows the project area and its surrounding features. Photographs are included to help convey the character of the area.

Vicinity Map





EXECUTIVE SUMMARY

The community profile analyzes and discusses the demographic characteristics of Latah County as a whole, and the Thorncreek corridor area. The profile begins with changes occurring in each of these study areas. Population, including age, Race and Hispanic origin, households, housing units, employment, and detailed income variables are analyzed.

The land use section provides background information on land usage and land use regulations for the corridor area containing the proposed alignments. This section begins with an overview of general land usage in Latah County and recent development trends in the county and City of Moscow.

The section on induced development identifies and analyzes the indirect impacts of the proposed alignment alternatives on land use and future residential and commercial development through the use of the Delphi process. The overall objective of this section is to answer the question: How would the US 95 Thorncreek to Moscow project affect the location, pattern, and pace of residential, commercial, and industrial development in the area?

The following are the main findings:

Demographics

- From 2000 to 2004, the total population and number of households increased by about two percent in Latah County. The corridor area lost population and households during that same time.
- Over one-half of the county's population was between 15 and 44 years old in 2004. Its median age was 29.8 years old. There was a population decline in the under-15 years old age group.
- In the corridor, there was an out-migration of persons 15 to 44 years old. Its 2004 median age ranged from 31.7 to 35.9 years old. Its greatest population gain was an increase in the youngest age group.
- The Racial minority and Hispanic origin of the county, at nearly 10 percent of the county's total population, was greater than the minority and Hispanic population concentration of five percent in the corridor study area.
- The housing occupancy and vacancy rates for the county and the corridor were similar in 2000. However, the county had a higher rate of renter occupied units than the corridor.
- In 2003, government, services, and retail trade were the largest employment sectors in Latah County. The corridor is primarily farming and agricultural-services employment based.
- Income characteristics in the county and in the corridor also were different in 2000 and 2004. The largest concentration of the county's households was found in the lowest income category. The largest concentration of households in the

corridor was in the \$35,000 o \$75,000 income range. Per capita income in the corridor was greater than that for the county and increased more from 2000 to 2004.

- Per capita income gains in the corridor, a 20 percent increase from 2004 to 2009, will outpace the 12 percent per capita income gain for the county.
- Latah County’s population is forecast to increase at a moderate rate through 2030. The population will continue to grow through 2010, occurring with a corresponding increase in the number of households. Claritas, the data provider for the 2004 and 2009 portions of the profile, expects population and household numbers to continue to decline in the corridor area.

Land use

- The land surrounding the majority of the corridor is agricultural with accompanying farmhouses and accessory buildings. There are clusters of residential development along certain portions of the corridor (Zeitler Road, Cameron Road, and Clyde Road) and two areas (Valhalla and Hidden Village / Benson Park) that have a concentration of mobile homes. The northern portion of the corridor is more highly developed with a mix of uses and an emphasis on auto oriented businesses (recreational vehicle parts and service, automotive repair facilities, trucking services, etc) is present.
- From 2000 through 2004, nearly 400 residential building permits were issued in unincorporated Latah County. Eleven residential building permits were issued in the Thorncreek corridor from 1999 to 2005. Low-density residential development is the only type of residential development allowed in unincorporated Latah County.
- Residential growth is expected to continue at about the same rate, with growth occurring primarily on the eastern and northern sides of Moscow. Latah County is currently using a 1.14% annual growth rate for planning purposes.
- A limited number of requests for rezoning to commercial or industrial uses have been received over the last five to six years in all of Latah County. There were requests for five or six rezoning applications last year. Currently, there are no development proposals in the Thorncreek corridor; although County staff expects that some commercial land uses will arise along US-95 at the southern edge of the city limits.
- Nearly two-thirds (more than 500 of 785 residential units) of Moscow’s residential development in the last five years has been for apartment development. Much of that development has been for specific markets such as students, lower-income families, and the elderly. Many of the apartment units have been developed on A Street, north of State Highway 8 (Pullman Road). Single-family development has been scattered throughout the city, with a concentration in northern Moscow, off Highway 95.
- Most large-scale commercial development has taken place along State Highway 8, north of the University of Idaho to the Idaho/Washington boundary. Recent

commercial development has taken place near Rodeo Drive, off U. S. 95. A 96-acre parcel near South Mountain View Drive and State Highway 8 was recently annexed into the city and may become a commercial site.

- It is a priority of the City of Moscow (as noted in the comprehensive plan) to develop a west US Highway 95 bypass. It is important that a corridor for the bypass be identified before land development occurs. The alternative to a western bypass of US Highway 95 is an eastern bypass; however, several factors make the western alignment a more logical choice. These reasons include the deterrents to city growth on the west, proximity to the university, as well as the central business district and shopping areas, proximity of Pullman, and the potential of city growth.
- While the Thorncreek corridor is located in the unincorporated portion of Latah County, Moscow's area of city impact extends into the northern portion of the corridor. In the Moscow area of city impact, Latah County has adopted the City of Moscow's zoning ordinance and zoning classifications. The city has recommendation powers for a rezoning request, but the county has the final decision making authority. The county is also responsible for issuing building permits in the Area of City Impact.
- To promote an efficient and safe transportation system, the Latah County Comprehensive Plan requires that limits should be placed on the number of access points to state and federal highways; and encourages bike and pedestrian routes and mass-transit as transportation options.
- The Latah County portion of the Thorncreek corridor is zoned AF – the Agriculture/Forest zone, the purpose of which is to continue agriculture and forestry use in the county.
- The City of Moscow Comprehensive Plan promotes a system of transportation and circulation within and around the city that will make it possible for all people utilizing various modes of transportation to reach their destination as safely and as easily as possible, with the least disturbance possible occurring upon adjacent uses.
- The plan also states that roads and intersections are to be designed to restrict and control vehicular access along state and federal highways in the Area of City Impact
- Light Industrial uses have been designated for the area east of US Highway 95 at the extreme southern edge of the city (which has immediate access to US Highway 95) whether or not a bypass is built.
- The 1999 comprehensive plan calls for medium density residential development in the north end of the Thorncreek corridor, but that type of development has not yet occurred.

Induced Development

- No clearly foreseeable outcome could be identified regarding the eastern alignments to reduce development in the Paradise Ridge area by affecting visual amenities and the amount of usable land.
- No clearly foreseeable outcome could be identified regarding the extent to which partitioned farm fields will change in land use.
- Demographics analysis and forecast data indicate that low growth is expected in the area. Short-term estimates for 2009, prepared by Claritas, indicate that population and households in the corridor will continue to decline. On the other hand, community members and the analysis of housing sales (number of units, average price and days on the market) in the city of Moscow and Latah County indicate that moderate growth could be expected.
- Delphi panelists felt that growth will occur in the area south of the Moscow city limits, regardless of the alternative selected. Eighty-three percent of the panelists acknowledged that development is already occurring in the area and that once the final alternative is chosen, pace and intensity will increase due to the alleviation of uncertainty as to the location of the alignment.
- The type of commercial and industrial development that will be induced immediately south of Moscow (within the area of impact) will be consistent with planning documents and existing land uses.
- Additional development is likely to occur along the current US95 alignment if a new US 95 alignment is selected and the current alignment is transferred to the jurisdiction of the North Latah Highway District.
- Any of the built alternatives will benefit regional trade and the possibility of new commercial and industrial uses locating to the south of Moscow in areas already zoned for these purposes.
- Alternatives W1 and W4 might pose a challenge for contiguous growth and future connectivity.
- Regardless of the alternative selected there is strong consensus around the need to expand the City of Moscow area of impact to the south
- The western and eastern alignments would have a high to moderate potential to induce development immediately south of the City of Moscow. The potential for the central alignments would be moderate to low.
- All the build alternatives would have a moderate to low potential to induce development in the rest of the corridor
- Property values in the general corridor area for all of the build alternatives are expected to increase immediately south of Moscow and to experience no change in the rest of the corridor.

COMMUNITY PROFILE

Purpose and Overview

The purpose of the community profile is to analyze and discuss the demographic characteristics of Latah County as a whole, and the Thorncreek corridor area. The profile begins with changes occurring in each of these study areas. Population, including age, Race and Hispanic origin, households, housing units, employment, and detailed income variables are analyzed and compared between the years 2000 and 2004.

A series of long-range population, household, and employment forecasts were prepared for Latah County. Short-term income forecasts for the county also are included in the analysis. Short-term population, household, and income forecasts were prepared for the corridor. The community profile concludes with a listing of major findings and conclusions.

The main sources of information for this analysis were data provided by the U. S. Department of Commerce and data from Claritas, a national proprietary data company. Data for 2000 was from the U. S. Census Bureau; employment data for 2003 was from the U. S. Bureau of Economic Analysis and; Claritas provided updated information for 2004 and 2009.

The corridor consists of two areas called census block groups: census tract 54, block group 6, and census tract 57, block group 3. Those block groups were larger than the actual corridor boundaries, so the data presented in the profile is more inclusive than the actual demographics found in the corridor. In rural areas, census reporting areas tend to cover large areas. Most of the census data for the larger area can not be disaggregated to smaller areas of geography. The City of Genesee is located in census tract 57, block group 3. Data for the City of Genesee (while within these census block groups) were able to be excluded from this analysis because the city is classified by the Census as its own unit of geography. By excluding this population center, the analysis area, while still larger than the project area, is more representative of the study area as a whole.

Analysis of Demographic Conditions

Population and Households

Latah County

Latah County's population gain was moderate from 2000 to 2004, increasing by about two percent. Its population reached 35,619 by 2004, gaining nearly 700 persons according to the population data from Claritas (Table 1).

The number of households (occupied housing units) in Latah County also increased by two percent for the same time period. Total households reached 13,298 by 2004, increasing by 239 in the time period since the census was taken.

Table 1: 2000 and 2004 Latah County Population and Households

Variable	2000	2004	# Change	% Change
Population	34,935	35,619	684	2%
Households	13,059	13,298	239	2%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Thorncreek Corridor

In 2004, the Thorncreek corridor contained 1,217 persons, about three percent of Latah County’s total population (Table 2). Population in the corridor decreased by 90 persons from 2000 to 2004, a seven percent reduction from the 2000 population of 1,307 persons. Population loss in the study area resulted in a decline of 49 households, a nine percent reduction during the same four-year period. There were about 850 households in the study area in 2004, representing six percent of the county’s total households.

Table 2: 2000 and 2004 Thorncreek Corridor Population and Households

Variable	2000	2004	# Change	% Change
Population	1,307	1,217	-90	-7%
Households	572	523	-49	-9%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Population by Age

Latah County

In 2004, the largest concentration of Latah County’s population was in the 15 to 24 and 25 to 44 year old age groups, with each containing over 9,000 persons, totaling more than one-half of the county’s entire population (Table 3). That population distribution, especially with a concentration of persons in the 15 to 24 year old age bracket, is consistent with that of a university town population. The under-15 and 45 to 59 year old age groups were the next largest, with each containing about 17 percent of the county’s population.

Table 3: 2000 and 2004 Latah County Population by Age

Age Group	2000	2004	# Change	% Change
Under 15	5,796	5,671	-125	-2%
15 to 24	9,824	9,318	-506	-5%
25 to 44	9,412	9,854	442	5%
45 to 59	5,603	6,144	541	10%
60 to 74	2,562	2,807	245	10%
75 and Older	1,738	1,825	87	5%
Total	34,935	35,619	684	2%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Data from Claritas indicates that the 15 to 24 year old age-group population declined by more than 500 persons from 2000 to 2004, while the population gain of 442 in the 24 to 44 age group nearly offset that loss. The other population loss occurred in the under -15 age group which decreased by 125 persons (a two percent reduction). Population in the 45 to 59 and 60 to 74 year old age groups each increased by 10 percent,

representing the largest percentage gains in the county from 2000 to 2004. Latah County's median age increased from 27.9 in 2000 to 29.8 in that same time period.

Thorncreek Corridor

Age distribution of the population in the Thorncreek study area differed from the age distribution for the county as a whole (Table 4). In the study area, the 25 to 44 year old age group contained the largest portion of the area's population, with 30 percent of the total. The next population concentrations were found in the under-5 and in the 45 to 59 year old age groups, both accounting for about twenty percent of the study area's total population. The study area's population is more similar to an area with families and children, while the county's total population is more similar to a university based population. In 2004, median age in the northern portion of the study area was 31.7, while the median age was 35.9 in the southern end of the analysis area. Both median ages were higher than the overall Latah County median age of (slightly below) 30 years of age.

Table 4: 2000 and 2004 Thorncreek Corridor Population by Age

Age Group	2000	%Total	2004	%Total	# Change	% Change
Under 15	260	19.9%	283	23.2%	23	9%
15 to 24	201	15.3%	155	12.7%	-46	-23%
25 to 44	409	31.2%	364	29.9%	-45	-11%
45 to 59	254	19.4%	242	19.9%	-12	-5%
60 to 74	131	10%	135	11.1%	4	3%
75 and Older	52	3.9%	38	3.1%	-14	-27%
Total	1,307		1,217		-90	-7%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Population in the corridor area decreased by seven percent (90 residents) with the largest population declines in the 15 to 24 and 25 to 44 year old age groups. The 75 and older age group also had a net decline in population. The largest population gain was in the under-15 year old age category, which increased by nine percent.

Race and Hispanic Origin

Latah County

In 2004, persons of the White race represented approximately 93 percent of Latah County's total population (Table 5). Asians had the next highest single-race concentration of residents and were about one percent of the county total. Persons of other races and Hispanics each comprised about two percent of all Latah County residents. It should be noted that according to the U. S. Census Bureau definition, Hispanic is not a race, it is a national origin: a person of Hispanic origin may be of any race.

Table 5: 2000 to 2004 Latah County Race and Hispanic Origin

Race or Origin	2000	2004	# Change	% Change
White	32,817	33,075	258	1%
Black	206	255	49	24%
American Indian	262	374	112	43%
Asian	765	894	129	17%
Other Races	885	1,021	136	15%
Total	34,935	35,619	684	2%
Hispanic	740	824	84	11%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

For the county as a whole, the greatest population gain occurred in the White race, which increased by 258 persons from 2000 to 2004. Members of other races and those of the Asian race had the next largest population gain in the county, with each increasing by 129 and 136 persons respectively.

Thorncreek Corridor

For the corridor, members of the White race accounted for the largest share (about 95 percent) of the study area's total population (Table 6). American Indians and Asians each accounted for about one percent of the corridor's 2004 population. Hispanics also represented about one percent of the corridor's population. A more detailed discussion of the racial and Hispanic origin composition of the corridor study area is found in the environmental justice portion of this analysis.

Table 6: 2000 to 2004 Thorncreek Corridor Race and Hispanic Origin

Race or Origin	2000	2004	# Change	% Change
White	1,267	1,173	-94	-7%
Black	3	4	1	33%
American Indian	7	7	0	0%
Asian	10	10	0	0%
Other	20	23	3	15%
Total	1,307	1,217	-90	-7%
Hispanic	10	8	-2	-20%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

From 2000 to 2004, the largest population decrease in the corridor area was seen in the White race, where the population declined by almost 100 persons, a seven percent decline. Population changes in all other races and in the number of Hispanics remained near constant.

Housing Units

Latah County

In 2000, Latah County contained 13,838 housing units (Table 7) with more than 13,000 of those units occupied at that time. Nearly 60 percent of the occupied units, slightly more

than 7,700 units, were owner-occupied units. Rental units accounted for about 40 percent of all occupied housing while the housing vacancy rate was about six percent.

Table 7: 2000 Latah County Housing Characteristics

Variable	# Units	% Total
Total Housing Units	13,838	100%
Occupied Units	13,059	94%
Owner-Occupied	7,760	-
Renter Occupied	5,389	-
Vacant Units	779	6%

Sources: INTERMOUNTAIN DEMOGRAPHICS & U. S. Department of Commerce

From the beginning of 2000 through the end of 2004, nearly 1,200 residential building permits were issued in the City of Moscow and Latah County. More than 500 of those permits (about 45 percent) were for multi-family or apartment buildings. About 95 percent of the multi-family units were in the City of Moscow.

Thorncreek Corridor

The Thorncreek study area contained 604 housing units in 2000, with 93 percent of those units occupied at that time (Table 8). The vacancy rate in the corridor was seven percent, nearly matching the vacancy rate for Latah County. Nearly 70 percent (562 housing units) of the occupied units were owner-occupied, with the balance being occupied by renters. The 31 percent renter occupancy rate in the corridor was lower than the 40 percent renter occupancy rate for the entire county due in part to the concentration of multi-family rental units in the City of Moscow serving the university's student population. Permits for 11 residential units in the corridor were issued by Latah County from 2000 through May of 2005.

Table 8: 2000 Thorncreek Corridor Housing Characteristics

Variable	# Units	% Total
Total Housing Units	604	100%
Occupied Units	562	93%
Owner-Occupied	389	-
Renter Occupied	173	-
Vacant Units	42	7%

Sources: INTERMOUNTAIN DEMOGRAPHICS & U. S. Department of Commerce

Employment

Latah County

Latah County's full and part-time employment was 21,145 in 2003 (Table 9). The services and government sectors contained the largest number of employees, with each accounting for about one-third of the county's total employment. Retail trade employment, with almost 2,700 employees, was the third largest employment sector in the county. (Employment data were not available for the forestry, fishing, mining, utilities, and transportation employment sectors because of disclosure of confidentiality restrictions.)

Table 9: 2003 Latah County Employment

Sector	# Employees	% Total
Farming	887	4%
Forestry, Fishing	-	-
Mining	-	-
Utilities	-	-
Construction	795	4%
Manufacturing	435	2%
Wholesale Trade	238	1%
Retail Trade	2,694	13%
Transportation	-	-
Information	275	1%
Finance & Insurance	474	2%
Real Estate	449	2%
Services	6,900	33%
Government	7,170	34%
Total	21,145	-

Sources: INTERMOUNTAIN DEMOGRAPHICS & U.S. Bureau of Economic Analysis

Since 2001, the largest employment gain occurred in the services sector, increasing by more than 800 employees. Minor employment increases were recorded in the finance and insurance, and retail trade segment of the local economy; employment in the government sector declined slightly. Short-term employment data are only available for the 2001 to 2003 period because of employment reclassifications made in 2000 (employment data from 2001 to 2003 are not consistent with employment data before that time). However, the longer-term trends from 1990 to 2000, based on consistent employment classifications, indicate that the largest employment gains were in the government, services, and retail trade sectors.

The Idaho Department of Commerce and Labor (IDC&L) reported that Latah County's civilian labor force was 17,317 in June 2005 (total employment was 16,571). The IDC&L employment total is less than federal employment information because the data base only includes workers covered by unemployment insurance, not all full and part-time employees. Latah County's unemployment rate was 4.3 percent in June 2005, compared to 3.9 percent for the State of Idaho and 5.0 percent for the nation.

The University of Idaho is the largest employer in Latah County, and "employs more than 40 percent of all workers in Latah County" (IDL&C). The university's student enrollment has increased from 11,635 in 2000 to 12,824 in 2004, a ten percent gain. However, university employment has been decreasing over time due to budgetary constraints. Other major government employers include Latah County, the City of Moscow, and School District #281. Major employers in the service sector are Gritman Medical Center and Latah Health Services; Wal-Mart, Winco, and Rosauers Super Markets are primary employers in retail trade.

Thorncreek Corridor

Detailed employment data are not available for small areas of geography. However, based on the land use inventory, farming, agriculturally related services, and general service providers appear to be the primary sources of employment in the corridor.

Income

Latah County

The largest concentration of households in the county, 2,838 households, had incomes below \$15,000 in 2004 (Table 10). Those households with incomes below \$15,000 represented about 20 percent of all county households that same year. That income distribution is consistent with an area with a large concentration of university students. The next largest concentration of households was in the \$50,000 to \$75,000 range which contained slightly less than 20 percent of all county households. The \$15,000 to \$25,000, the \$25,000 to \$34,000, and the \$35,000 to \$50,000 income ranges each had about 14 percent of Latah County households in 2004.

Table 10: 2000 and 2004 Latah County Households by Income Range

Income Range	2000	2004	# Change	% Change
Under \$15,000	2,998	2,838	-160	-5%
\$15,000 to \$25,000	2,134	1,901	-233	-11%
\$25,000 to \$35,000	1,757	1,843	86	5%
\$35,000 to \$50,000	2,009	1,881	-128	-8%
\$50,000 to \$75,000	2,390	2,468	78	3%
\$75,000 to \$100,000	1,001	1,249	248	25%
\$100,000 to \$150,000	547	817	270	49%
\$150,000 and More	227	301	74	33%
Total	13,063	13,298	235	2%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

The number of households in the two lowest income ranges decreased by about 400 households in the 2000 to 2004 time span, a 16 percent decline. The number of households also declined in the \$35,000 to \$50,000 income range, an eight percent reduction. The largest numerical gain (270 households) with a 50 percent increase occurred in the households with incomes between \$100,000 and \$150,000. Latah County's per capita income grew from \$16,690 in 2000 to \$18,535 by 2004, an increase of more than \$2,743. That 11 percent gain in per capita income slightly exceeded the national rate of inflation for the same time period.

Thorncreek Corridor

In 2004, the \$50,000 to \$75,000 income range contained the largest concentration of households in the corridor, with 92 households (Table 11). The second largest household concentration was in the \$35,000 to \$50,000 income range which contained 90 households. About one-third of all households in the corridor had incomes in those ranges. About 15 percent of all households had incomes under \$15,000 while another 15 percent had incomes more than \$100,000.

Table 11: 2000 and 2004 Thorncreek Corridor Households by Income Range

Income Range	2000	2004	# Change	% Change
Under \$15,000	100	78	-22	-22%
\$15,000 to \$25,000	86	85	-1	-1%
\$25,000 to \$35,000	73	57	-16	-22%
\$35,000 to \$50,000	90	90	0	0%
\$50,000 to \$75,000	106	92	-14	-13%
\$75,000 to \$100,000	27	36	9	33%
\$100,000 to \$150,00	31	31	0	0%
\$150,000 and More	48	54	6	13%
Total	561	523	-38	-7%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

From 2000 to 2004, there was a net decline in the number of lower income households, decreasing by more than 20 percent. A decline of 20 percent also occurred in the number of households with incomes between \$25,000 and \$35,000. The largest household gain was in the \$75,000 to \$100,000 income range, where the number of households increased by one-third.

Per capita income in the Thorncreek corridor as a whole was \$27,952 in 2004, an increase of 22 percent since 2000 and exceeded the national inflation rate for that period of time. The level of per capita income in the corridor was higher than for Latah County in 2004 and increased at a higher rate than the county from 2000 to 2004.

Forecasts and Future Trends

Population and Households

Latah County

Latah County’s population is forecast to continue increasing moderately through 2030 (Table 12). Its population was 34,935 in 2000 and is forecast to reach 45,833 by 2030, gaining nearly 10,900 persons (about a 30 percent increase during the forecast period). The number of households in the county is forecast to increase by a slightly higher rate (36 percent) due to a continuing trend of declining household size; in 2000, there were 13,059 households in the county. By 2030, nearly 4,700 households will be added to reach a total of 17,757 by 2030.

Table 12: 2000, 2010, 2020, and 2030 Latah County Population Forecast

Year	Population	Households
2000	34,935	13,059
2010	38,806	14,762
2020	42,585	16,350
2030	45,833	17,757

Source: INTERMOUNTAIN DEMOGRAPHICS

Population forecasts were prepared using the cohort-survival technique. In that methodology, the most recent census count (the 2000 count) is divided into five-year age groups. Each age group is factored by a five-year mortality rate and placed into the next oldest age group over a five-year time frame. For example, the number of

persons in the 30 to 34 year old age group in 2000, is factored by its mortality rate and placed into the 35 to 39 year old for 2005. That process is repeated for each age group for each five year time period from 2000 to 2030. The number of births occurring in each five year time period is calculated to add in the population under five-years old in each time series.

Household forecasts are based on the cohort-survival population forecasts. The population residing in households for each ten-year time frame is divided by a person's per household rate to calculate the household change for each decade. The change in households is added to the previous number of households to produce an estimate for the forecast year. That process is repeated for each ten-year interval in the forecast period.

Thorncreek Corridor

Short-term estimates for 2009, prepared by Claritas, indicate that population and households in the corridor will continue to decline (Table 13). The corridor's population is estimated to decrease from 1,217 persons in 2004, to 1,155 by 2009, a reduction of about 60 residents. Households will decline by 27 to reach a total of 496 by 2009. Population and households in the corridor are both expected to decline by five percent.

Table 13: 2004 and 2009 Thorncreek Corridor Population and Households

Variable	2004	2009	# Change	% Change
Population	1,217	1,155	-62	-5%
Households	523	496	-27	-5%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Employment

Latah County

Latah County's full and part-time employment is forecast to increase from 20,337 in 2000, to 25,772 by 2030, gaining more than 7,800 employees in the forecast period (Table 14), a nearly 40 percent increase. Detailed predictions showed the strongest employment gains in the services, government, and retail trade sectors.

Table 14: 2000, 2010, 2020, and 2030 Latah County Employment Forecast

Year	Employment
2000	20,337
2010	23,034
2020	25,772
2030	28,199

Source: INTERMOUNTAIN DEMOGRAPHICS

Latah County's employment forecast is based on forecasts prepared for each sector of the county's economy. Historical data are available for the farming, agricultural services, mining, construction, transportation and public utilities, wholesale and retail trades, finance, insurance, and real estate, services, and government employment categories. Various assumptions were made for each sector to produce a countywide employment forecast. In general, it was assumed that employment in farming and

mining would remain relatively constant. Employment forecasts for the manufacturing, transportation, and public utilities, and wholesale trade were based on combinations of long range and short term economic trends. Forecasts for construction, retail trade, services, and government also were based on trends and were modified for countywide population forecasts.

Thorncreek Corridor

The future level of employment in the corridor depends in part on the proposed realignment of U. S. 95. Employment along the current alignment is expected to remain nearly constant through 2009. Any realignment of the highway in the 2004 to 2009 time frame could result in additional employment in the study area. A more detailed discussion of future development is found in the induced development section of this analysis.

Income

Latah County

Latah County income forecasts prepared by Claritas indicate that there will continue to be a reduction in lower income households. From 2004 to 2009, the number of households with incomes less than \$15,000 is expected to decrease by nine percent. Claritas also forecast a similar reduction in the \$15,000 to \$25,000 income range. A slight reduction in the number of households with incomes between \$35,000 and \$50,000 will occur in that same time period. The number of households with incomes greater than \$100,000 is forecast to increase by almost 50 percent. Median household income and per capita income indicators are predicted to increase by 13 percent and 12 percent respectively.

Thorncreek Corridor

The general short-term income forecasts for 2009 indicate that there will be a net reduction in the number of households with lower incomes and an increase in the number of households with higher incomes. The two lowest income categories in the under \$25,000 group will decline by nearly 50 households. The largest gain in households will occur in the \$75,000 to \$100,000 income range, increasing by 20 households. In 2004, per capita income for residents in the corridor was \$28,580. It is forecast to increase to \$35,007 by 2009. Per capita income is expected to increase by about \$4,000 in the 2004 to 2009 time frame, a 20 percent gain.