

NATURAL RESOURCES

Topography and Climate

Deary is located in the central part of Latah County at an elevation of 2,874 feet above sea level. Rolling grain fields on the outskirts of town contrast with the varied terrain of deep mountain meadows and wooded forests of Ponderosa Pine and White Fir. The climate is cold and snowy in the winter months with spring coming late in April after the heavy winter run off. Summer dawns warm with rain showers scattered between the sunshine of the Palouse. The average annual temperature registers at 42.8 degrees, while the annual precipitation is 28.5 inches.

A prominent landmark for the area is Spud Hill, which lies at an elevation of 4,017 feet above sea level, just north of the city, and is used by many for all kinds of recreational purposes.

Geology

The mountains of Latah County are spurs and bordering ridges of the Coeur d'Alene Mountains, which are the northwestern-most portion of the Bitterroot Range, part of the Rocky Mountains, and underlain by pre-Cambrian sediments and batholithic rock masses formed over a billion years ago. In some places, these rocks formed isolated buttes, one of them being Spud Hill north of Deary. The large plateau on which Deary lies is locally known as the "Palouse Country." This plateau is a protecting finger from the basalt fields of Washington, which cover the state of Oregon as well. A thick blanket of loess topsoil covers the plateau along with the lower mountain slopes. The minor streams have uniquely cut the loess into natural topography while the major ones have carried the loess and basalt into deep youthful valleys, at places exposing the older rock ridges. Growing conditions in the area are excellent because of the continuous wind buildup of this loess soil.

Minerals

Present known mineral resources in this area are high-grade fire clay, high-alumina clay, sillimanite, gold, mica, silver, garnet, copper, beryl, opal, titanium, and feldspar deposits. Of these, the clay deposits could be the community's greatest economic resource for two reasons: 1) high-grade fire clay is used for ceramic purposes, and 2) the high-alumina clay as a possible source of aluminum. The main deposits of these clays are in the Deary, Troy, and Bovill area. It was thought during World War II that this clay could have been used to aid the war effort. Studies were conducted but nothing significant was done with the deposits.

Soils

Soils must be given careful consideration before planning any construction within the Deary planning area. Some of the soils present problems with construction due to their drainage characteristics. These soils have high clay content, a high water table, and tend to flood from February to April. Construction is not recommended on these soils without extensive research and planning of the proposed building and site.

Most other soils in the Deary planning area are conducive to building facilities without basements, and also provide very good topsoil for gardening and farming. For specific information pertaining to the various soils in this area, the Natural Resource Conservation Service, located in the USDA building in Moscow on South Mountain View, has a complete soil survey for the Deary area.

Fisheries

Within the Deary Impact Area there are no prominent fishing lakes or streams. Area residents, however, do fish locally at Spring Valley and Moose Creek Reservoirs for trout, bass, and catfish.

Wildlife

With Deary's location on the outskirts of the St. Joe National Forest, it is not surprising that a variety of game and fowl are found in this area. Residents of this north central Idaho town often hunt for big game such as Elk, Deer, Bear, Turkeys and an occasional Cougar. Other smaller mammals in the area include skunks, porcupines, badgers, and lots of squirrels and rabbits.

Bird hunting is also a favorite fall activity with lots of Ruff Grouse and Chukker Partridge in and around the planning area.

Timber

With over half of Deary's residents earning a living in some measure of the forest industry, timber is a vitally important natural resource element. Much of the timber is classed commercial and is owned by the United States Forest Service, the State of Idaho, or the Potlatch.

Most of the forestland in the vicinity of Deary has been cut over once, and has grown back to a second growth forest. A few stands of the old growth virgin timber remain in harder to reach areas. Predominate species in the area are White Fir, Lodge Pole Pine, Douglas Fir, Ponderosa Pine, Western Red Cedar, Bull Pine, and White Pine, Larch and Engelman Spruce.

Goal:

To provide for the long-term use and enjoyment of the natural resources located within the community impact area.

Objectives:

1. Wherever realistically possible, the city shall encourage residential, commercial, and industrial development within the community impact area and where appropriate, incorporate natural features (agricultural and forest) into planned development.
2. Prohibit development that significantly pollutes or degrades the natural environment.
3. Protect wildlife habitat from encroachment of incompatible development.

HAZARDOUS AREAS

The flood plain in Deary is noted on Exhibit 1 and there are restrictions on the type and construction of developments in this area. This has caused some concern for Deary in its attempts to improve and develop these affected portions of their community.

Much of land around Deary is undeveloped rangeland and forests and a fire impacting Deary and its community impact area is always a possibility. Deary officials should address emergency actions in the event of such an occurrence.

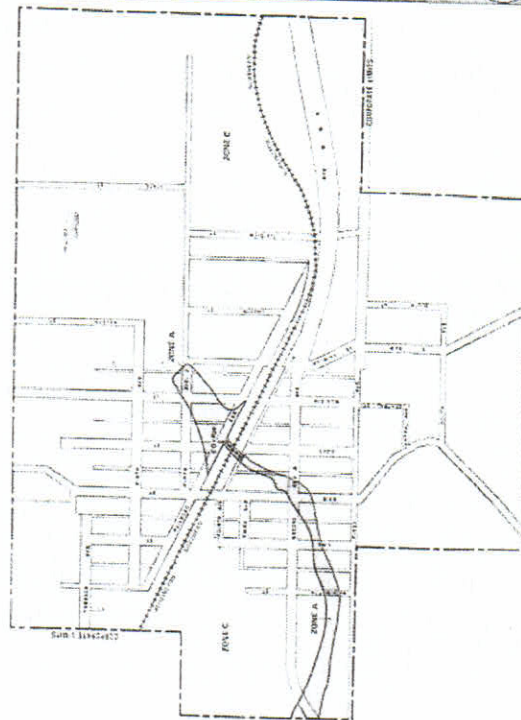
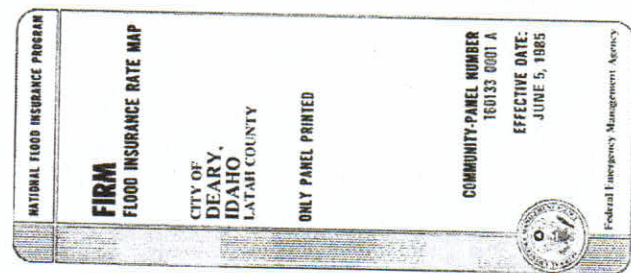
Deary currently does not handle natural drainage. There currently exists a state owned and maintained storm sewer system located along the State Highway. The system is not adequate to handle the drainage for the entire community. In the near future, Deary will study the possibility of requiring that new building lots provide for on-site drainage plans to lessen the burden on the public in maintaining barrow pits as well as help the City deal with upcoming EPA regulations concerning the treatment of storm water runoff. This can be done through a revised building permit process.

Potential man-made hazards in the community come from the following sources:

1. Underground storage tanks that have not been removed or meet the new federal requirements to prevent leakage/contamination into the groundwater products.
2. Storage and use of chemicals in residential, commercial or industrial operations.
3. Hazardous material transported on trucks coming through the community.
4. Chlorine that is used and stored at the city sewer treatment plant.

The City of Deary is part of the volunteer Deary Rural Fire District trained to respond to fires and hazardous material incidents, as part of a regional network. In addition, the City participates in the county-wide disaster plan, also addressing incidents of this nature. Information on the above hazards can be found at the Fire Department or with the County Local Emergency Disaster Services.

Flood Zone Map



Goal:

To protect life and property from the effects of natural and man-made hazards.

Objectives:

1. Ensure appropriate regulation of development in hazardous areas, such as floodplains.
2. Ensure that appropriate measures are used to minimize loss of property due to wildfire in the community impact area.
3. Prevent or limit development activities in hazardous areas, retaining these areas, as much as possible, as open space to enhance the community.
4. Avoid rezoning industrial property to residential unless known hazards or spills have been removed.
5. Discourage or limit the use of man-made hazards within the city and the impact area.

HOUSING

In Latah County, the following 2010 U.S. Census statistics identified:

	2010
Total Housing Units	15,988
Occupied Housing Units	14,708
Owner Occupied	8,265
Renter Occupied	6,443
Vacant Housing Units	1,280
For Rent	444
For Sale Only	149
Rented or Sold Not Occupied	76
For Seasonal Recreation or Occasional Use	189
For Migrant Workers	0
Other Vacant	422

The median owner costs for Deary, ID are \$1,055, as seen in the table below. Many homes built in Deary are over 50 years old.

Median Home Statistics

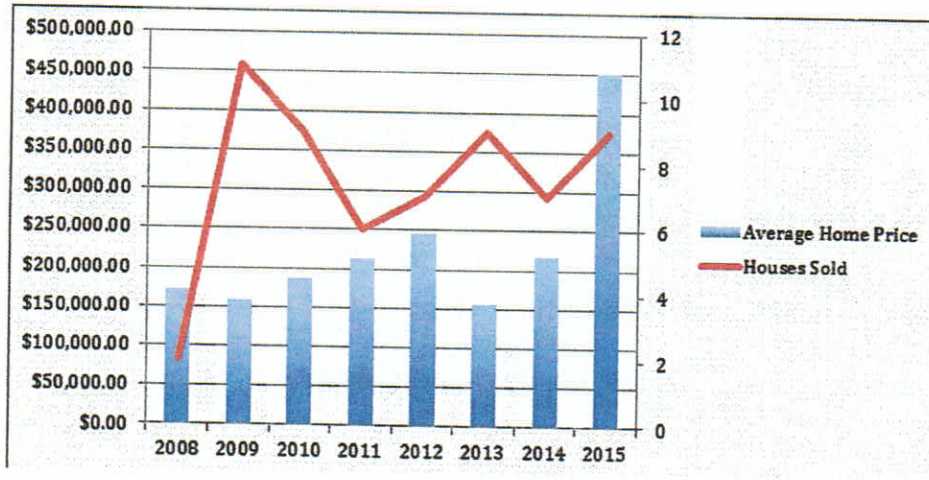
	<u>Deary</u>	<u>Latah</u>	<u>National</u>
Median Owner Costs	\$1,055	\$1,208	\$1,524
Median Rent	\$513	\$581	\$699
Median Year Built	1964	1980	1975
Median Rooms	6	6	6

Percentage of residents living in poverty in 2011: 14.2% (12.3% for White Non-Hispanic residents, 100.0% for Hispanic or Latino residents, 100.0% for two or more races residents)

Average household size: Deary: 2.5 people Idaho: 2.7 people

Percentage of family households: Deary: 70.1% Idaho: 69.6%

Deary Home Sales (**from the Multiple Listing Service for Latah County)



From sold data collected from 2008 to 2015.

Deary Housing Occupancy

The following table shows a general overview of home occupancy in Deary. The percentage of owner occupied homes is above the national average. The number of rental homes is below the national average according to the 2010 Census.

Type	City	State	USA
Owner Occupied	78.5%	62.1%	58.5%
	193 Homes	404,844 Homes	76,089,650 Homes
Renter Occupied	17.5%	25.4%	29.3%
	43 Homes	165,439 Homes	38,146,346 Homes
Total Occupied	96.0%	87.5%	87.8%
	236 Homes	570,283 Homes	114,235,996 Homes
Total Vacant	4.0%	12.5%	12.2%
	10 Homes	82,040 Homes	15,802,084 Homes
Total Housing	246	652,323	130,038,080

70% of households are expected to be non-elderly without children, perhaps reflecting a trend towards bedroom communities and commuting to work, although a percentage is likely to be senior citizens who have retired their mortgage or are seeking housing via the manufactured home. However, a large number of these new households will not be able to afford to purchase

a new home and will be competing for a limited number of affordable rental units. Building trends show that recent construction has been towards the higher end of the market, further exacerbating the problem.

The Latah County area has experienced a lack of affordable housing as well as adequate rental units. Deary is experiencing the same lack of affordable rental units. In addition, many of Idaho's newest residents come from high priced real estate areas. When above area-median priced homes are purchased, area-wide real estate prices tend to go up. Higher prices also inflate assessed valuation, which raise property taxes. Higher prices and taxes place the cost of both new and existing homes beyond the reach of the average incomes.

The City issued 17 new residential building permits in 2010; 16 in 2011; 15 in 2012; 7 in 2013; 19 in 2014; 9 in 2015; and 4 from January 2016 to April 30, 2016. This is an average of about 13 permits per year from 2010 through 2015. The majority of these have been manufactured homes. The City has adopted the Uniform Building Code and the County Building Inspector performs inspections.

Deary considers manufactured homes meeting certain construction criteria as allowed by the state to be the same as a single family home and allowed in all areas where single family housing is allowed. This only applies where there are no covenants on the property prohibiting such use.

The majority of Deary's residents have lived here for more than fifteen years and plan to stay permanently. The cost of land being lower than other areas of the county is a determining factor to settle in the Deary area. The quality of the School District is another determining factor to settle in Deary. While most residents own a single-family home, it would further enhance Deary if more single-family homes were built.

Deary currently has platted lots available for development. The average land costs are slowly increasing as growth occurs. Home loans are available for the Deary area. The City provides water and sewer services to its residents at the expense of the developer or property owner. In addition, if access is required the property owner is responsible for developing the street within the construction standards set by the City.

City Of Deary Comprehensive Plan Survey of 2015

The majority of residents (30 out of 57) felt that Deary's housing needs improvement. Most residents (39 out of 57) felt that Deary needed more single-family homes and a small number (13 out of 57) indicated a need for small apartments. Forty-three respondents reported they lived in single-family homes and ten reported living in manufactured housing.

Goal:

To allow for a wide range of housing options for City residents with respect to cost and type while protecting existing property values, maintaining the continuity of the existing neighborhoods and maintaining high standards of construction safety and aesthetics.

Objectives:

1. While maintaining as much as possible the single-family nature of the community, also provide for an approval process that might allow higher density uses or Planned Unit Developments in appropriate areas of the city, maintaining the continuity of the neighborhoods and where infrastructure and streets may serve the development. Provide for buffers between different housing densities.
2. Encourage standards that protect aesthetics of residential areas and new developments, including requirements for open spaces.
3. Enforce codes that encourage quality housing and maintenance of such.
4. Encourage Fair Housing policies in the rental and sale of homes in Deary.

TRANSPORTATION

Deary has several sources of transportation available to its residents. The primary source of transportation is vehicular, being served directly by State Highways 8, 3 and 9 and several prominent county roads.

Except for the State Highways, Deary's roads are used primarily by local residents. New streets are evolving as the city grows.

The present road system can be classified as follows:

Arterials - Second Avenue (Hwy 8), Wyoming Street (Hwy 3).

Collectors - First Avenue, Fifth Avenue, Main Street, Division Street, Wyoming Street, South Avenue.

Residential - All streets not Arterials or Collectors.

Most local streets have a right of way (ROW) of 75 feet. Improved road surface on both gravel and paved streets is 24 feet for local streets and 40 feet for collectors. All new streets and roads must be constructed to set construction standards. These standards are designed to provide for a good transportation system in Deary and keep maintenance costs low to the taxpayer. Most residents feel that the streets, highways, sidewalks, bicycle routes, and pathways are below standard within the City. Although some resurfacing has been done on City streets, residents feel that improvement of City Streets is a high priority. This goes along with attracting new industries to the City.

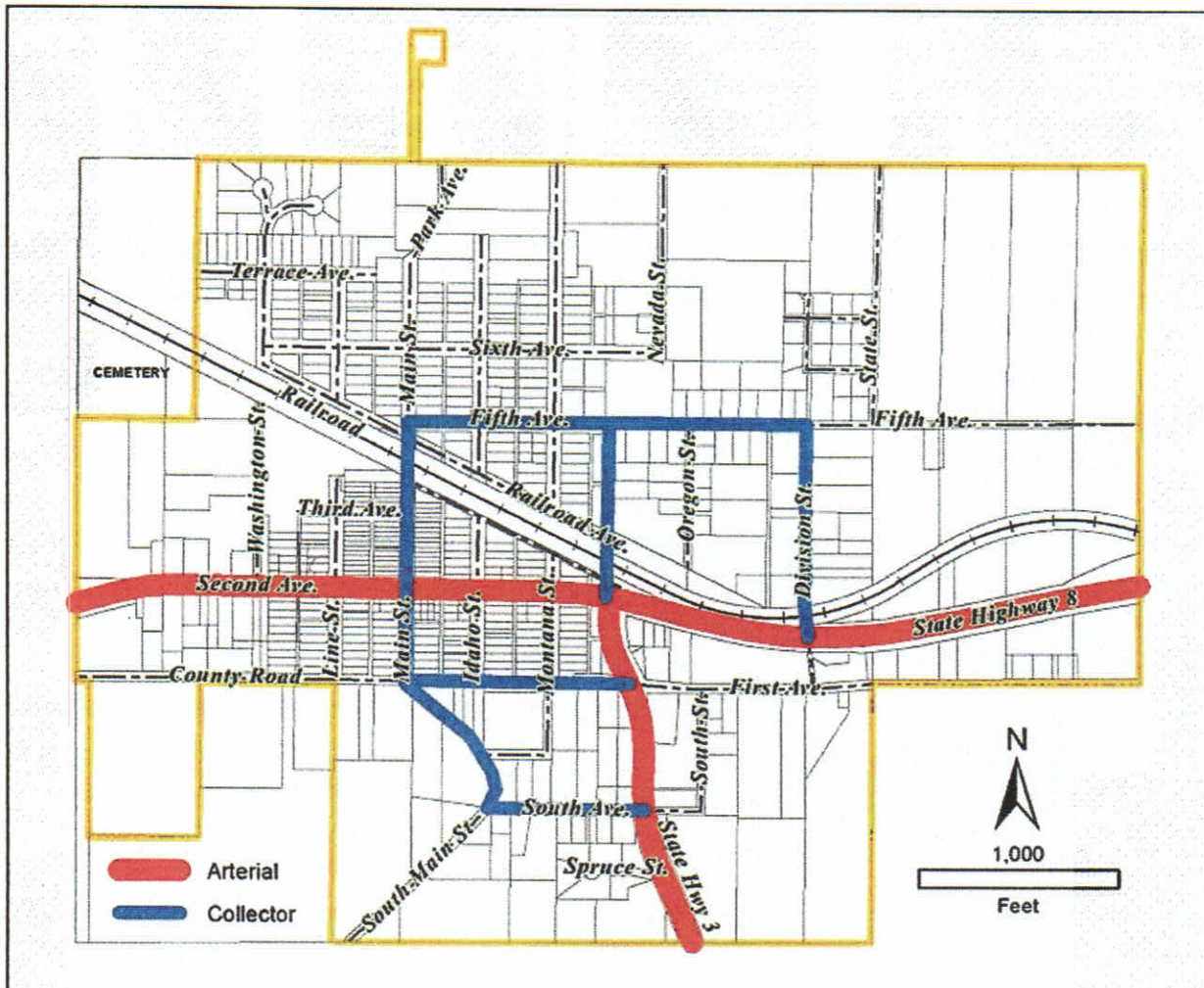
Deary has approximately 7 miles of improved streets. Paved surfaces include the majority of streets in Deary, approximately 4.6 miles. All other improved streets are a gravel surface.

Streets are in fair to good shape although some are in need of rebuilding. Annual budgeting provides for the means to resurface and upgrade the city streets on an as-needed basis.

City Of Deary Comprehensive Plan Survey of 2015

Most residents reported that city street improvement was of medium or high priority (36 out of 57) however the majority placed a low or no priority on public transportation (29 out of 57). Most (46 out of 57) felt that snow removal and sanding was very important. The majority of residents felt that the city's current level of street maintenance and snow removal was fair or good (34 out of 57 and 30 out of 57 respectively). Most respondents (33 out of 57) favored development of the city's sidewalk system on the main thoroughfares and residential streets and thirty-nine favored funding sidewalks to schools.

Street Map



Other Transportation Considerations

Trucking Service - The area has scheduled freight carrier service, overnight express parcel and mail service available.

Port Facility - The development of Lewiston as a slack water port open to freight barges of 2,000

to 3,000 tons greatly enhances markets for the farming and logging industries. By creating a waterway system from the Pacific Ocean suitable for commercial barge transportation, the Port of Lewiston is established as the major trade center for an area covering portions of four northwestern states. The strengthening of the area economy has brought direct and indirect benefits to Lewiston.

Goal:

Insure the serviceability and adequacy of the transportation routes connecting Deary with surrounding cities and areas.

Objectives:

1. Ensure that access onto public roads will not disrupt traffic flow and that access is adequate for emergency response vehicles.
2. Ensure that buildings are setback a safe distance from public roads.
3. Develop standards to preserve site triangles at all intersections to insure safety of drivers and pedestrians.
4. Continue coordination between the highway district and the city.
5. Work to provide and protect the safety of the children through proper signage on school routes and safe busing.
6. Develop a street inventory and five-year capital improvements plan on street improvements.
7. Develop street standards in the subdivision ordinance for streets in new developments and general standards for all other streets being constructed.
8. Encourage pedestrian oriented developments, including sidewalks, particularly along the main streets in the community.
9. Include the adoption of ordinance establishing regulations for the construction and maintenance of sidewalks.

PUBLIC AIRPORT FACILITIES

Airport - The city residents are served by the Moscow/Pullman, Lewiston, and Spokane Airports. The nearest is the Moscow/Pullman Airport located approximately 35 miles west of Deary. This airport is capable of handling single-engine aircraft, small private jets and commercial airlines. Commercial passenger service to all major cities is available through connections in Spokane and Boise.