

PLANNING & ZONING COMMISSION



Dennis Wilson
Commission Chair
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Regular Meeting ~Minutes~

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

**Wednesday
June 25, 2025**

7:00 PM

**Council Chambers
206 E Third Street**

Beebe called the meeting to order at 6:59 PM

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

REGULAR AGENDA

1. Approval of Minutes from April 9, 2025 (ACTION ITEM)

Seever moved for approval of the minutes as written, seconded by Reese. Roll Call Vote; Ayes: Unanimous (6). Nays: None. Abstentions: None. Motion carried.

2. Public Comment

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

None.

3. Public Hearing: Proposal for a Major Planned Unit Development (PUD) Amendment and a Preliminary Subdivision Replat of the Woodbury 1st Addition Subdivision, Generally Located North of Slonaker Drive, East of Arborcrest Road, and South of Trail Road within the City of Moscow. Permit Applications LUP2025-0015 and LUP2025-0016 (ACTION ITEM)

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

Ray presented the Major PUD Amendment and Preliminary Replat of Woodbury proposals as described above and recommended approval with one condition for the Replat. Because the proposed changes are part of a PUD, the standard R-2 lot size minimums are not applicable. The proposed density of the subdivision replat would be similar to that which would be of a standard R-2 subdivision without a PUD.

Public Hearing opened at 07:38 PM

Mark Wintz (applicant), Moscow, explained the reasoning behind his original subdivision and PUD designs

and the subsequent proposed changes. There was a discussion about the community's need for more affordable housing opportunities, and the need to create higher density areas to accommodate the cost for less expensive homes.

Scott Sumner (development engineer), Moscow, talked about the stormwater detention pond requirements and how the increases in the number of lots would not pose a need for a larger pond, as it is dependent on the size of the predevelopment land and not the number of lots.

Levi Wintz, (development partner), Moscow, commented on the need for more affordable housing options for the community, as well as the sizes of a typical starter home, which increased from approx. 1000 sq ft in the 1980s to 2200 sq ft in the 2020s.

David Hall, Moscow, spoke against the proposed changes because of the impacts on the water aquifer with an increase in use of water for landscaping and more residents.

Dave Lehmitz, Moscow, opposed the proposed project changes because of changes to the sewer and water systems and the concern of maxing out infrastructure capacity.

Paul Hendrix, Moscow, was against the project due to his worries of the apparent lack of communication and transparency between City departments regarding new developments, and also the increased use of water from the aquifer. He wanted the Commissioners to know that the only people who spoke in favor of the proposed changes were economic stakeholders for the project.

Suzanne Kurtz, Moscow, was apprehensive about the continued construction traffic on Slonaker Drive, including material deliveries. She also expressed concern about the increase in water use.

Melissa Epler, Moscow, disagreed with the proposal due to the decrease in parking spaces and how that could impact emergency service access. She reiterated the previous concerns about an increase in water and sewer use and increased traffic on the access roads. She requested that if the proposed changes were implemented, that she be given zero setback requirements for her property.

The Chair accepted into the hearing record an opposing written comment that was submitted after the public hearing comment deadline.

Levi Wintz (development partner), Moscow, addressed some of the worries expressed by the community members. He mentioned that the Palouse Basin Aquifer Committee (PBAC) had spoken in favor of continuing development in Moscow and that they were working on long term solutions to the declining aquifer. He talked about working with City Planning while adjusting the Woodbury master plan and maintaining a density amount lower than the maximum for the entire project and with any new proposed changes. The contractors of the project are continually being instructed to use the construction access road to the north instead of using Slonaker Dr. The development partners want to ensure there are enough parking spots, but do not want to have empty spaces that ultimately cost landowners more.

Public Hearing closed at 08:11 PM

The Commissioners talked about the limits of Planning & Zoning, and that they cannot mitigate development projects based on concerns about water use and the declining aquifer. Citizens were encouraged to bring their water use concerns before City Council.

Bob Buvel, Staff Engineer, talked about the Ponderosa Water Booster Station that was built and installed in 2024, in response to some of the comments that was brought forth about the water system. The booster station project began in 2020, based on a study that was done in 2009. When the first Woodbury preliminary plat and PUD applications were submitted, Staff was aware of the increased capacity based on the plans for the

Ponderosa Booster Station, and also knew that the new booster station would be completed and in service before it was needed by Woodbury residents.

The Commission had a conversation about aquifer needs and the importance of both developers and the community to be flexible with handling economic and national changes. A Commissioner brought up the possibility of the neighborhood creating a Local Improvement District (LID) if they wanted to expand the sidewalk system or make changes to improve their streets. There was a short discussion about the historically slow growth of Moscow and how consistent it has been over the years. They continued to talk about PBAC and all the studies and plans that are currently being researched for managing the aquifer. There are no development water use restrictions in Latah County nor in the City of Moscow. The proposed increased density would improve water usage because less infrastructure is needed.

Parish moved to recommend approval of the Woodbury Major PUD Amendment with no conditions and the Woodbury Preliminary Replat with one condition, as recommended by Staff. The motion was seconded by Reese. Roll Call Vote; Ayes: Unanimous (6). Nays: None. Abstentions: None. Motion carried.

Reese moved to direct Staff to draft the Relevant Criteria and Standards for the Major PUD Amendment and Preliminary Replat, seconded by Hamilton. Roll Call Vote; Ayes: Unanimous (6). Nays: None. Abstentions: None. Motion carried.

The Commission invited a member from the public to pose their question at the podium.

Ellen Johansen, Moscow, asked for clarification regarding the Planning & Zoning Commission's limited scope on water use. There are no City ordinances or development criteria that the Commission can restrict new developments based on aquifer use.

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

Conditional Use Permit to allow Recreational Vehicle (RV) spaces within an existing manufactured home park located at 1751 N Polk Extension, within the Multiple Family Residential (R-4) Zoning District per Moscow City Code 4-3-4.

Seever moved for approval of the Relevant Criteria and Standards for the RV Park CUP at 1751 N. Polk Ext as written. The motion was seconded by Parish. Roll Call Vote; Ayes: Unanimous (6). Nays: None. Abstentions: None. Motion carried.

REPORTS

1. Transportation Commission meeting report.

The June 12th, 2025 meeting of the Transportation Commission was cancelled. The next regular meeting is scheduled for July 10.

ANNOUNCEMENTS

Reese reported that a new book has been released from the Past & Present series, titled "Moscow" and recommended the Commission look into reviewing it for professional development purposes.

UPCOMING EVENTS/MEETINGS

The next Planning & Zoning Commission regular meeting is scheduled for July 9, 2025.
There has been a Public Hearing scheduled for the next meeting.

The meeting adjourned at 8:43 PM


Dennis Wilson, Chair


Date

June 21, 2025

Planning and Zoning Commission

c/o Mike Ray, Planning Manager & Staff Liaison to P&Z (mray@ci.moscow.id.us)

RE: Public testimony for June 25, 2025 P&Z Agenda Item 3, Woodbury PUD

Dear Planning & Zoning Commissioners:

The Woodbury project is a work in progress, evolving within the context of economic uncertainty, shifting community demographics and market demand, and an increasingly lenient regulatory environment. Accordingly, there will be stumbling blocks. Some jumped out to me in the proposed re-plat and amended PUD.

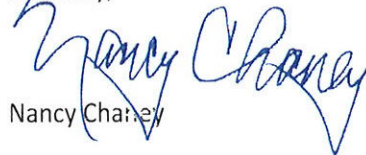
- 1) The increase from 79 lots to 107 (with 81 lots created out of the 52 originally authorized for Phase 1) is significant, especially as related to impervious surfaces, stormwater runoff, downstream overload, and ecological disruption. As I read your packet of materials, the developer's revised stormwater report and any necessary modifications could be deferred until Phase 2 of the project, which might be years away, and vulnerable to variables such as climate/weather, economic recession, and compounded impacts from impervious surfaces in future developments envisioned within that drainage system. What we're seeing won't be the end of it. The developer's Aug. 18, 2021 memo to the City's Parks Director acknowledges, "Winz Company has an agreement with the present landowners (*presumably, the Trail Family*) to purchase successive phases as we build out the larger project." Please condition your recommendations on requiring successive/incremental stormwater reports with any significant modifications to the original plan (as this proposed amendment would be), with real-time enhancements on- and off-site to ward-off those adverse impacts.
- 2) According to the City Engineer's memo (6-17-25), fire flow of water appears to be adequate for the additional residential lots, but might not be adequate to support the 12 parcels zoned Neighborhood Business. That seems to be a problem, especially with more development and more strains on the water supply expected to diminish fire flow capacity within the foreseeable future. (So far, according to the developer's web site, he envisions relatively intensive uses, including a coffee shop, pub/bistro, a small market, an inn (which might better be called a bed-and-breakfast or air-B&B, to avoid alarming neighbors who'd take exception to mistaking an inn for boutique hotel), and "more." Were such competing establishments within the heart of town, and not part of a PUD-NB, they would almost certainly be required to demonstrate sufficient fire flow capacity. Staff's solutions seem to involve asking the developer to install fire-suppression (sprinkler) systems and use fire-resistant building materials (although it is not clear whether local government could/would require construction standards more stringent than those of the State, even for a PUD). Can you do something to address that?
- 3) It's not clear why a mandatory detention pond (intended to prevent runoff and flooding) could be double-counted as partial satisfaction of the City's parkland dedication, and why it will only be required after Phase 1 is complete, which could take several years. (See Exhibit A, Letter from Winz Company, LLC to Parks & Facilities Manager David Schott, Aug. 18, 2021.) Moscow already requires developers to dedicate the land to the City for reliable maintenance of detention ponds at public expense because in the past, some have neglected them, leaving them to grow weeds, fill with silt, and generally become

hazardous attractive nuisances (See MCC Title 5, Sec. 15-7). On top of that, the proposed parkland would comprise a pedestrian pathway meandering along steep (non-ADA?) slopes, hyping the views of privately-owned ponds and constructed wetlands and the wildlife they attract. Even if inaccessible viewsheds might somehow be construed as parks, those places are NOT open to the public, as this developer hints they might be. Moscow Ordinance 2007-17 calls for reasonable suitability of such parcels, timely development, and consideration of topography for public accessibility. Because proposed amendments to the original plat and PUD are significant, it seems reasonable for P&Z to exercise its authority (per Ordinance 2007-17, General Requirements Sec. 1-5) to condition approval on more than the minimum requirements laid out in the previously agreed-upon proposal. Maybe, at least some terraced resting spots with benches, trees, drinking fountains, and some easy off-ramps?

- 4) The public record indicates that so far, neighbors who provided testimony for the initial plat and PUD said they were not opposed to development, but that they were primarily concerned about a) traffic and b) declining aquifers.
 - a. When that Council discussed whether to limit construction routes, Gina Taruscio balked, saying she didn't want developers to get the wrong idea or for the City to appear anti-development, even if it only involved asking for construction routes to be restricted, so as to not wreck existing neighborhoods with big equipment rumbling through quiet streets. (Indian Hills neighbors managed to secure a temporary traffic concession in the mid-2000s.) With bike-ped safety paramount, directing construction traffic along Mountain View to Trail Rd. seems reasonable (not anti-development) and preferable to using Orchard, Slonaker, or Youmans Ln.
 - b. The Woodbury PUD might not be the project that forces Moscow's growth-vs.-water reckoning, but at best, the groundwater situation in the Palouse Basin is a gamble, reminiscent of the death-by-a-thousand-paper-cuts analogy. For the moment, the City (with some politically influential allies) seems ready to bank on being able to secure federal funding for pumped energy storage, moving Moscow's water up the grade from the Lewiston-Clarkston Valley (probably the Lower Granite Dam pool) during off-peak hours and returning what we don't use to the Snake-Clearwater Rivers system, while producing electricity through gravity. Variables include mercurial policymakers in Washington, DC, an uncertain economy, the Endangered Species Act, tribal sovereignty, opposition from key constituencies like outdoor recreationists, environmentalists, and senior water rights holders. That's a lot to bank on. I know I don't need to remind any of you that water needs to be part of every planning and development decision.

Thank you for considering public testimony as you deliberate risk mitigation and improve outcomes for such a large-scale development.

Sincerely,



Nancy Charney

C: Jennifer Fleishman, Admin Assistant to P&Z (jfleishman@ci.moscow.id.us)
Laurie Hopkins, City Clerk (LHopkins@ci.moscow.id.us)

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

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR A PRELIMINARY SUBDIVISION REPLAT OF A TWELVE POINT TWO SEVEN (12.27) ACRE AREA GENERALLY LOCATED NORTH OF SLONAKER DRIVE, EAST OF ARBORCREST ROAD, AND SOUTH OF TRAIL ROAD, REFERRED TO AS THE REPLAT OF THE WOODBURY 1ST ADDITION TO THE CITY OF MOSCOW, IDAHO.

WHEREAS, the applicant filed an application for a Major Planned Unit Development (PUD) Amendment, and preliminary replat on May 21, 2025; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on June 25, 2025; and

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

THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The Planning and Zoning Commission considered the request pursuant to the City of Moscow 2019 Comprehensive Plan, City of Moscow Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The subject property is a twelve point two seven 12.27-acre property generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road.
3. The subject property is surrounded by primarily agricultural land to the west, north, and east. Single family subdivisions within Moscow City Limits are located to the south and include Picabu Estates, Blackwood 1st Addition, and Evergreen Hills Subdivisions to the south.
4. On September 20, 2021, the Moscow City Council approved the annexation, Comprehensive Plan land use designation, zoning designation, and PUD for the Woodbury 1st Addition with no conditions. The Council approved the preliminary plat for the Woodbury 1st Addition with the following three conditions recommended by the Planning and Zoning Commission:
 1. A left turn lane from eastbound Mountain View onto Slonaker Drive shall be evaluated by the applicant to determine whether a turn lane is warranted and if so, the applicant shall be responsible for the construction of said turn lane.
 2. In order to mitigate the increases in vehicular and pedestrian traffic on Mountain View Road as detailed in the applicant's Traffic Impact Study (TIS), the applicant

shall be responsible for fifty percent (50%) of the construction costs associated with the installation of curbing, sidewalk and roadway widening in order to connect the existing pedestrian/bicycle facilities near the intersection of Slonaker Drive and Mountain View Road with the pedestrian/bicycle facilities on Mountain View Road near the Hamilton-Lowe Aquatics Center. The proposed roadway improvements shall only occur on one side of the roadway, which shall be determined by the City of Moscow Engineering Department.

3. Access shall be restricted to the subject property from Slonaker Drive to emergency services access only until all required public infrastructure is completed in accordance with the approved development agreement.
5. Woodbury 1st Addition received final plat and final PUD approval from the City Council on October 17, 2022.
6. The development includes 79 lots ranging from 3,823 to 16,321 square feet in size and is the first phase of a master-planned subdivision that has a new urbanist design.
7. Slonaker Drive has been extended into the subdivision and the infrastructure for the first phase of the subdivision has been constructed which includes Woodbury Drive and Picotee Circle. There are currently approximately 15 single-family homes that are under various stages of construction. Per the conditions of approval, improvements to Mountain View Road including road widening, curb, gutter, tree lawns, sidewalks, and a left turn lane onto Slonaker Drive were constructed in 2024.
8. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as a combination of Auto-Urban Residential and Suburban Commercial.
9. Auto-Urban Residential (AU-R) designated areas,
“contain predominantly single-family detached homes on lots ranging from 7,000 to 11,000 square feet in size and are more isolated from surrounding uses which may require residents to rely more on automobile transportation. This designation includes those areas generally anticipated to be developed for low- to moderate-density residential uses at densities between three to six units per acre which could include a mix of detached single-family, twinhome, and townhome residential dwellings. Appropriate current zoning for Auto-Urban Residential designated areas includes Low Density Residential (R-1), Moderate Density Single Family Residential (R-2) and Medium Density Residential (R-3) in order to include a mixture of attached and detached dwellings where appropriate.”
10. Suburban Commercial (SC) designated areas are,
“intended to provide local and neighborhood commercial services in a manner that is compatible within a residential neighborhood environment. Lands appropriate for this designation include areas in close proximity to higher-density residential development and intersections of designated collector or arterial streets near residential development. Developments within these designated areas should include additional building scale and design standards (e.g., roof shape and materials, building height, setbacks, lighting, signage, etc., coupled with increased buffer yard requirements would better ensure compatibility). Developments within Suburban Commercial designated areas should limit the floor area ratios and require greater landscaping. Suburban Commercial designated areas are most appropriately zoned Neighborhood Business (NB).”

11. The subject property is currently designated as a combination of the Moderate Density, Single Family Residential (R-2) Zone and the Neighborhood Business (NB) Zone.
12. The adjacent properties immediately to the west, north, and east are within Latah County and are currently designated as Agriculture/Forestry (AF). Properties to the west adjacent to Orchard Ave within the City Limits are a combination of the Suburban Residential (SR), Farm Ranch (FR), and Moderate Density, Single Family Residential (R-2) Zoning Districts. The Picabu Estates, Blackwood 1st Addition, and Evergreen Hills Subdivisions to the south and southwest are currently designated as Low Density, Single Family Residential (R-1).
13. According to the City of Moscow Zoning Code, the R-2 Zone is a moderate density residential zone appropriate where the following circumstances are present:
 1. Single family dwellings predominate.
 2. The terrain is not harshly irregular and smaller lot sizes can be accommodated without extensive earthwork.
 3. Utilities and other public facilities are adequate for the densities allowed.
 4. Existing lot development patterns and policies embodied in the Plan will also guide application of this zoning district.
14. Uses permitted within the R-2 Zone include single-family residential dwellings, market and community gardens, group childcare facilities, and public parks and recreational facilities.
15. The minimum lot size for lots within the R-2 Zone is 7,000 sf and the minimum lot width is 60 feet (50 feet for lots with alley access). Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 5 feet but both sides must equal 15 feet, street side setbacks are 15 feet, and rear setbacks are 20 feet.
16. The NB Zoning District is appropriately applied in the following circumstances:
 1. Where local commercial facilities will serve the everyday needs of a limited neighborhood area;
 2. Where activity levels associated with small scale office development can be accommodated or tolerated by surrounding land uses and existing public services;
 3. Where a neighborhood core is identified which is easily accessible by pedestrian or vehicular circulation; and
 4. Where such commercial development will result in minimal interference with residential uses in the vicinity of the NB Zoning District.
17. Uses permitted within the NB Zone include residential uses above or behind a commercial use on the property, community and market gardens, fitness centers, veterinary services, professional offices, restaurants, coffee and espresso stands, childcare facilities, community/neighborhood centers, health care services, museums and art galleries, religious facilities, retail and personal services, off-street parking areas, and bed and breakfast inns.
18. The minimum lot size for single-family, two-family, and multi-family dwellings parcels within the NB Zone is 5,000 sf or 800 sf per dwelling unit, whichever is greater. Townhouse dwellings have a minimum lot size of 1,800 sf and twinhome dwellings require 2,250 square feet. The minimum lot width for single-family, two-family, and multi-family dwellings is 50 feet, 18 feet for townhouses, and 25 feet for twinhomes. Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 10 feet, street side setbacks are 10 feet, and rear setbacks are 20 feet.
19. The existing Woodbury 1st Addition subdivision and PUD includes 79 lots ranging from 3,823 to 16,321 square feet in size and is the first phase of a master-planned subdivision that has a new urbanist design. The entire property that the owner wishes to develop is

approximately 82 acres in size and extends from Slonaker Drive to the south, Arborcrest Road to the west, Trail Road to the north, and slightly to the east of Youmans Lane to the east. The entire concept is a master-planned community that includes a number of small neighborhoods that are linked by a combination of City and private streets. The community includes rear loaded garages, front porches, tree-lined streets, and a walkway system that will connect a number of small linear parks. Each home in the neighborhood is proposed to be unique, but also be of the same architectural style

20. There are four types of lots within the existing PUD: Village; Cottage; Garden; and Estate Lots. The Village lots are those that surround the Center Park and include the Neighborhood Business zoned lots. The Cottage lots are clustered in neighborhoods that surround the Village center. Garden lots are larger in size and surround the cottage neighborhoods. The Estate lots are the largest lots which are located on the perimeter of the development and are the only lots that don't have rear access via a private street.
21. The applicant has indicated that they wish to make some changes to the existing subdivision and PUD in order to construct houses which are more affordable. One way of doing that without affecting quality is to decrease the size of the lots, decrease the size of the dwellings which are constructed upon the lots, and allow for a variety of housing types. Therefore, the applicant is proposing a major PUD amendment to increase the number of lots from 79 to 107.
22. As part of the major PUD amendment, the applicant is proposing to replat a 12.27-acre portion of the existing Woodbury 1st Addition Subdivision which currently contains 52 lots. The replat proposal will increase the number of lots within the replat area to 81 lots, for a total of 107 in the entire subdivision.
23. Starting to the east with what is being referred to as Southwick Court, the proposal is to divide the existing four lots into nine lots which each contain one detached single-family dwelling. There are proposed to be three dwellings which are 1,152 sf in size and contain one bedroom and six dwellings which are 1,536 sf in size and contain three bedrooms. All of the dwellings in Southwick are proposed to be two stories in height and will surround a common parking area. Front setbacks are proposed to be 5 feet if facing Slonaker and 2 feet if facing the common walkway. Side and rear setbacks are proposed to be 5 feet, and there is proposed to be 10 feet of separation between dwellings.
24. Thirteen parking spaces are proposed which provides one parking space per dwelling and four additional spaces to be assigned. This equates to 1.5 parking spaces per dwelling unit, which would be a deviation from the current code requirements of 2 parking spaces per single family dwelling. Given the proposed small size of the dwellings, the Commission finds that the proposed requirement of 1.5 spaces per dwelling is adequate.
25. The next area of proposed changes is being referred to as The Willows and the proposal is to divide two existing lots into four lots. There is proposed to be one detached two-story dwelling of 1,152 sf in size containing one bedroom on each of the four lots. There is proposed to be 8 parking spaces which are accessed via Cottage Lane. This would allow for 2 parking spaces per dwelling unit.
26. The next area of the project where changes are being proposed is located between Cottage Lane and Park Place on a portion of the lots which surround the Central Park. This area is being referred to as the Central Park Townhomes and the proposal is to divide approximately

7 lots into 14 lots. There is proposed to be 8 larger townhouse units which each share a common wall with another dwelling unit. Each townhouse unit contains two to three bedrooms and will range from 2-3 stories in height. The 4 townhomes on the west side of the walkway have 4 small homes or what the applicant is referring to as “mews” which will face Cottage Lane.

27. The townhouses are approximately 2,160 sf in size and the “mews” are approximately 1,000 sf in size. The 4 townhomes and “mews” on the west side of the walkway will all have one off-street parking space, and these 8 lots are located within the Neighborhood Business (NB) Zone.
28. The 4 townhomes on the east side of the walking path have backyards with two car garages. Two additional “mews” are located along the walkway running from Cottage Lane to Park Place. The 2 “mews” will each have one parking space and the 4 townhouses each have 2-car garages.
29. The remainder of the Neighborhood Business (NB) zoned lots adjacent to Woodbury Drive are also proposed to be further divided from approximately 6 lots to 14 lots. The applicant is referring to this area of the development as the Town Center and has redesigned these wider lots into narrower storefront lots intended to resemble 1890’s downtown facades with two to three story buildings which share common walls. The applicant has indicated that the division of the larger lots into smaller ones will allow for the buildings to be separated into fee simple ownership and less expensive to develop.
30. The existing lots were approved to allow any use that the NB Zone would permit and whatever structure would fit within the parameters of the PUD and NB Zone. There was not any detail provided on the type of structure or use which would be constructed on these NB lots. The applicant has now provided more detail on the type of structure that will be built and what uses will be targeted for the Town Center lots, which would consist of retail or offices on the ground floor with offices or dwelling units above. The number of dwellings units would need to comply with the base density requirements of the PUD, which are discussed later in this staff report.
31. There are currently 18 off-street parking spaces shown on the Town Center lots. The applicant is proposing that each dwelling unit that is constructed have one dedicated off-street parking space in these locations. In order to gauge the need for off-street parking for the buildings and uses constructed within the Town Center, the applicant is proposing 41 temporary parking spaces which are proposed to be constructed directly adjacent to Rosemary Lane. Rosemary Lane is the north/south private street which provides rear access to the Town Center lots on the west side of Woodbury Drive.
32. The last area of proposed changes is located on Woodbury Drive directly south of the Town Center. Cottage Lane will now be extended across Woodbury Drive to connect to Rosemary Lane, which will separate the Town Center lots from the area being referred to as Woodbury Drive Townhomes, Recreation, and Cottages. The existing four lots in this area are proposed to be divided into four attached townhomes, a recreation lot where an indoor pickleball court would be constructed, and two attached cottages. The townhouses are proposed to be similar to the Central Park townhouse units which contain two to three bedrooms and will range from 2-3 stories in height. The applicant has provided 7 off-street parking spaces to serve the 4 townhouses being proposed in this area. The two cottages will be similar to the 24 ft by 24 ft cottages which are being proposed in Southwick Court and there will be 3 off-street parking

spaces provided for the two cottages. The indoor pickleball court property has provided 4 public off-street parking spaces.

33. The minimum PUD base density of the R-2 Zone is 4.8 dwelling units per acre and the base density of the NB Zone is 24 dwelling units per acre. The proposed PUD has a density of 4.13 units per acre within the R-2 Zone, therefore no density bonuses are required. There is 1.18 acres of NB zoned land which equates to a base density of 28 dwelling units. The applicant has proposed 21 lots within the NB Zone, which are limited to a total of 28 dwelling units unless a density bonus is proposed as part of a future amendment.
34. The applicant has provided an on-street and off-street parking space count as part of their parking plan. On-street parking is provided on both sides of the Slonaker Drive and on one side of Woodbury Drive, Park Place, and Ashton Lane. The applicant has estimated the number of on-street parking spaces at 130 in this first phase. The public off-street parking spaces are proposed to be reduced to 17 from the 25 that were approved in the existing PUD. However, the applicant is proposing to construct 41 temporary parking spaces adjacent to Rosemary Lane in order to provide public parking for the Town Center lots, which will monitored for usage with the goal of increasing, sustaining, or reducing off-street parking in future phases. Staff is comfortable with this approach, as it will provide a gauge of the actual parking demand in the area and more off-street parking facilities could be recommended to be constructed in future phases of the development.
35. ADU's will remain permitted on all lots as long as setbacks can be met. Upon the Village, Cottage, and Estate lots, ADU's may be placed above a one, two, or three car garage or carport and have a maximum floor area of 750 square feet. On Garden lots the ADU may be placed above a garage or carport or be independent and have a maximum floor area of 1,200 square feet. The applicant is proposing that only ADUs over 600 square feet be required to provide 1 additional parking space on the lot.
36. The applicant is proposing to amend the setback requirements for the PUD in order to accommodate the range of different housing types. The cottage, garden, and estate lots are now proposed to have 5-foot setbacks on all sides. The lots within the NB Zone and also the small lots surrounding the NB Zone will have no setback requirements.
37. The primary point of access for the existing subdivision is Slonaker Drive. An emergency secondary access and construction entrance has been extended to the existing subdivision from Trail Road to the north. The secondary access road is constructed to an all-weather driving surface width of 20 feet. Future phases of the entire development are planned to provide connections to Arborcrest Road, Trail Road, and Youmans Lane.
38. Slonaker Drive is a public local neighborhood street that connects to Lanny Lane which is designated as a collector and Mountain View Road which is designated as a minor arterial. Slonaker Drive is developed to a prior City street standard which is a 34-foot-wide paved section with two 10-foot travel lanes, curb, gutter, tree lawns, sidewalks and on-street parking on both sides of the street.
39. The only other public streets within the existing subdivision are Woodbury Drive and Ashton Lane. Woodbury Drive is constructed to the 28-foot paved street section with two 10-foot travel lanes, curb, gutter, tree lawns, and sidewalks on both sides of the street. On-street parking is located on only one side of the street and the tree lawn width has been reduced from 10 feet to 7 feet on Woodbury Drive.

40. Ashton Lane is currently proposed to be one-way and include a 5-foot sidewalk, 5-foot tree lawn, and curbing on both sides of the street. The roadway includes a 15-foot travel lane and an 8-foot parallel parking lane on one side. The applicant is proposing that Ashton Lane now be a private street and allow for two-way traffic with parking on one side of the street. The on-street parking would be accessed via a rolled curb and would be surfaced with compact gravel with street trees placed approximately 60 feet apart. The applicant has agreed to provide private catch basins at the south side of the street and slope the street to the south in order to alleviate concerns of gravel entering the City's stormwater system. Since the street would be private, the applicant would be responsible for all maintenance and snow removal.
41. The remainder of the streets within the existing subdivision are proposed to remain private streets which will be maintained by a homeowner association. The private street design includes a 16-foot paved roadway with 2-foot gravel shoulders on both sides of the street. The private streets provide primary vehicular access to many of the lots within the subdivision and also serve as emergency services access. The Fire Marshall has reviewed the private streets for sufficient access and the applicant has modeled the private street intersections for sufficient fire truck turning radiuses.
42. The only other change to the street network within Woodbury Subdivision is Woodbury Drive adjacent to the Town Center. To promote a more urban and walkable environment adjacent to the Town Center, the applicant is proposing that the street narrow down to two travel lanes with wide sidewalks on both sides of the street and trees within tree wells. The sidewalks would be 11.5 feet wide on the west side of the street and 9.5 feet on the east side. This street section would only apply to the portion of Woodbury Street adjacent to the Town Center.
43. The applicant had previously contracted with DKS Associates in Portland, Oregon, to conduct a traffic study of the impact of the proposed subdivision on existing roadways and primary intersections within the area. The intersections that were analyzed were the Mountain View Road/D Street intersection and the Mountain View Road/F Street intersection. The traffic impact study was conducted for the full buildout of the subdivision at an estimated 270 new single-family housing units. The traffic impact study concluded that the proposed subdivision is expected to result in minimal impacts to vehicle traffic conditions at the study intersections and meet City operating standards under all development scenarios. The study also concluded that no mitigations are needed to address potential project impacts to traffic conditions.
44. The City of Moscow Engineering Department has reviewed the existing traffic impact study and the proposed PUD amendment and determined that the additional lots will not have a significant impact on the level of service at the intersections that were analyzed. Mitigation along Mountain View Road for the full buildout of the subdivision was required upfront as part of the first phase of the development. Improvements to Mountain View Road including road widening, curb, gutter, tree lawns, sidewalks, and a left turn lane onto Slonaker Drive were constructed in 2024.
45. Water mains will continue to be extended throughout the subdivision from the existing main within Slonaker Drive and a temporary main connected to the main within Arborcrest. The City of Moscow Engineering Department has determined that the additional lots will have a negligible impact on domestic water demand in the area, however the addition of NB zoned lots with potential commercial uses may increase the fire flow demand in the subdivision.

The water modeling report for the original plat was done prior to upgrades to the Ponderosa pump station and it recommended connecting to the main pressure zone in Slonaker as the Ponderosa station was insufficient to serve the development. After that water model analysis was completed, the City constructed a new pump station serving the Orchard Ave pressure zone and the Woodbury Addition was included in the potential service area of that pump station design. The developer has also constructed a connection to that pressure zone and installed a pressure reducing valve near the connection to the main pressure zone in Slonaker, expanding the Orchard Pressure Zone as intended in the new pump station design.

46. Flow tests of the system near the new commercial lots indicate an available fire flow of 3800 gpm. Fire Flow at that capacity should be sufficient to serve the majority of uses in the NB Zone. Any supply deficiencies for other uses can be mitigated by installing fire suppression systems in the building and/or constructing a building with a more fire-resistant building construction type.
47. Sanitary sewer is currently extended throughout the subdivision primarily within the public and private streets. Engineering has determined that the sanitary system as designed should be sufficient to serve the additional lots, however the additional demand will exacerbate the issue downstream of Slonaker and the planned Lanny Drive connection should be required with the next phase of the development.
48. Storm sewer has been piped and directed to a stormwater detention pond located at the southwest corner of the subdivision. The detention facilities of the proposed development will need to meet Moscow's Stormwater Runoff Control Standards which required the stormwater to be detained to the pre-development rate. Because of the increased density and subsequent increase in overall impervious area of the development, the Woodbury stormwater report will need to be revised and any necessary modifications to the existing detention pond will need to be completed with the next phase of the development.
49. The proposed subdivision falls under the requirements of the parkland dedication codes of the City. There is 10.98 acres of net developable area of platted R-2 Zoned property, which requires a 5% dedication. There is 0.72 acres of net developable area within the NB Zone which requires a 9% dedication. The total parkland dedication for the proposed subdivision is 26,746 sf or 0.61 acres. The applicant has previously submitted a letter proposing to defer the parkland dedication for phase 1 to phase 2 of the entire subdivision for a natural area comprised of 3.07 acres and a 1.14-acre area that totals 4.2 acres of open space that will include grading, a detention basin, and a ten-foot (10') wide gravel (pathway base) pathway provided by the developer. It is anticipated the parkland dedication requirements for the entire subdivision would be approximately 2.3 acres +/- . Said 4.2 acres of parkland dedication, together with agreed upon improvements to the parkland property would satisfy all parkland dedication requirements for the entire Woodbury subdivision. The Council has previously approved the proposed deferral of the parkland dedication requirements for the subdivision and no changes are being proposed.
50. The applicant conducted two neighborhood meetings with affected property owners within 600 ft. of the subject property on January 15, 2025 and May 30, 2025 to discuss the proposal.

BASED ON THE ABOVE RELEVANT FACTS AND CONCLUSIONS, THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW HEREBY FINDS THE FOLLOWING RELEVANT CRITERIA AND STANDARDS:

II. RELEVANT CRITERIA AND STANDARDS

- 1. The proposed subdivision is in conformance with all applicable City Code requirements.** The proposed preliminary plat is consistent with and in conformance with the requirements and provisions of the Single Family, Moderate Density Residential (R-2) and the Neighborhood Business (NB) Zoning Districts, including lot area, dimensions and other relevant provisions. The applicant is concurrently going through the Major Planned Unit Development (PUD) Amendment process for all deviations in City Code requirements. The proposed preliminary replat is also in conformance with the general requirements of the Moscow Subdivision Ordinance including, but not limited to, the provision of the logical and orderly connection to the City's street network, public utilities, and the provision of public parkland.
- 2. The proposed subdivision is in general conformance with the Comprehensive Plan.** The proposed preliminary plat is consistent with the City of Moscow Comprehensive Plan and provides for the logical and orderly development and extension of the City's street system. The extension of Slonaker Drive is consistent with the Thoroughfare Plan. The proposed lots sizes and densities are consistent with the proposed Comprehensive Plan Land Use designations of Auto-Urban Residential and Suburban Commercial.
- 3. Public Services and utilities are available or can be made available and are adequate to accommodate the proposed subdivision.** The subject property has direct access to Slonaker Drive which is a local neighborhood street that connects to Lanny Lane which is designated as a collector and Mountain View Road which is designated as a minor arterial. The Engineering Department has indicated that water, sanitary sewer, and storm sewer systems are readily available in the area and can accommodate the proposed replat. Recent water pressure tests in the Woodbury 1st Addition Subdivision indicate that the available fire flow is sufficient to serve the proposed replat. The applicant will need to revise the existing Woodbury stormwater report and any necessary modifications to the existing detention pond will need to be completed with the next phase of the development. The Engineering Department has reviewed the previous Traffic Impact Study and determined that the additional lots won't have a significant impact on the Level of Service at the intersections that were analyzed. The improvements on Mountain View Road to mitigate the impact of the Woodbury Subdivision have already been constructed in 2024.
- 4. The proposed subdivision will not be detrimental to the public health, safety, or general welfare.** There is no evidence that the proposed replat will have an impact on the public health and safety. The proposed replat will help serve the need for providing a range of different housing types to meet the needs of a diverse population.

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the Planning and Zoning Commission of the City of Moscow recommends approval of the preliminary replat request for the twelve point two seven (12.27) acre property generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road with one condition:

1. The applicant shall be required to update the existing stormwater report for the Woodbury 1st Addition subdivision and include any mitigation actions necessary to ensure that the stormwater facilities will have no downstream adverse impacts subject to the approval of the City Engineer.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW THIS

9 day of July, 2025.



Dennis Wilson, Chair
Planning and Zoning Commission

* In accordance with Moscow City Code Section 4-6-5, any applicant, City representative or affected person, may appeal a final decision of the Board of Adjustment or of the Planning and Zoning Commission to the Council within ten (10) calendar days following a final decision of such Board or Commission regarding an interpretation of or administration of the Zoning Code by the Zoning Administrator, which includes: a variance application, conditional use permit, or PUD, by filing written notice of appeal specifying the grounds therefor with the City Clerk, or their designee. Grounds upon which an appeal to the City Council may be made following a final decision of the Board of Adjustment or of the Planning and Zoning Commission includes the following:

1. Decision violates statutory or constitutional provisions;
2. Decision exceeds statutory authority;
3. Decision was made upon unlawful procedure;
4. Decision was unsupported by substantial evidence in the records or as a whole; or
5. Decision was arbitrary, capricious, or an abuse of discretion.

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

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR A MAJOR PLANNED UNIT DEVELOPMENT (PUD) AMENDMENT OF A TWENTY-ONE POINT SEVEN THREE (21.73) ACRE AREA GENERALLY LOCATED NORTH OF SLONAKER DRIVE, EAST OF ARBORCREST ROAD, AND SOUTH OF TRAIL ROAD, KNOWN AS THE WOODBURY 1ST ADDITION TO THE CITY OF MOSCOW, IDAHO.

WHEREAS, the applicant filed an application for a Major Planned Unit Development (PUD) Amendment, and preliminary replat on May 21, 2025; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on June 25, 2025; and

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

THE MOSCOW PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The Planning and Zoning Commission considered the request pursuant to the City of Moscow 2019 Comprehensive Plan, City of Moscow Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The subject property is a twenty-one point seven three 21.73-acre property generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road.
3. The subject property is surrounded by primarily agricultural land to the west, north, and east. Single family subdivisions within Moscow City Limits are located to the south and include Picabu Estates, Blackwood 1st Addition, and Evergreen Hills Subdivisions to the south.
4. On September 20, 2021, the Moscow City Council approved the annexation, Comprehensive Plan land use designation, zoning designation, and PUD for the Woodbury 1st Addition with no conditions. The Council approved the preliminary plat for the Woodbury 1st Addition with the following three conditions recommended by the Planning and Zoning Commission:
 1. A left turn lane from eastbound Mountain View onto Slonaker Drive shall be evaluated by the applicant to determine whether a turn lane is warranted and if so, the applicant shall be responsible for the construction of said turn lane.

2. In order to mitigate the increases in vehicular and pedestrian traffic on Mountain View Road as detailed in the applicant's Traffic Impact Study (TIS), the applicant shall be responsible for fifty percent (50%) of the construction costs associated with the installation of curbing, sidewalk and roadway widening in order to connect the existing pedestrian/bicycle facilities near the intersection of Slonaker Drive and Mountain View Road with the pedestrian/bicycle facilities on Mountain View Road near the Hamilton-Lowe Aquatics Center. The proposed roadway improvements shall only occur on one side of the roadway, which shall be determined by the City of Moscow Engineering Department.
3. Access shall be restricted to the subject property from Slonaker Drive to emergency services access only until all required public infrastructure is completed in accordance with the approved development agreement.
5. Woodbury 1st Addition received final plat and final PUD approval from the City Council on October 17, 2022.
6. The development includes 79 lots ranging from 3,823 to 16,321 square feet in size and is the first phase of a master-planned subdivision that has a new urbanist design.
7. Slonaker Drive has been extended into the subdivision and the infrastructure for the first phase of the subdivision has been constructed which includes Woodbury Drive and Picotee Circle. There are currently approximately 15 single-family homes that are under various stages of construction. Per the conditions of approval, improvements to Mountain View Road including road widening, curb, gutter, tree lawns, sidewalks, and a left turn lane onto Slonaker Drive were constructed in 2024.
8. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as a combination of Auto-Urban Residential and Suburban Commercial.
9. Auto-Urban Residential (AU-R) designated areas,

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

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

ratios and require greater landscaping. Suburban Commercial designated areas are most appropriately zoned Neighborhood Business (NB)."

11. The subject property is currently designated as a combination of the Moderate Density, Single Family Residential (R-2) Zone and the Neighborhood Business (NB) Zone.
12. The adjacent properties immediately to the west, north, and east are within Latah County and are currently designated as Agriculture/Forestry (AF). Properties to the west adjacent to Orchard Ave within the City Limits are a combination of the Suburban Residential (SR), Farm Ranch (FR), and Moderate Density, Single Family Residential (R-2) Zoning Districts. The Picabu Estates, Blackwood 1st Addition, and Evergreen Hills Subdivisions to the south and southwest are currently designated as Low Density, Single Family Residential (R-1).
13. According to the City of Moscow Zoning Code, the R-2 Zone is a moderate density residential zone appropriate where the following circumstances are present:
 1. Single family dwellings predominate.
 2. The terrain is not harshly irregular and smaller lot sizes can be accommodated without extensive earthwork.
 3. Utilities and other public facilities are adequate for the densities allowed.
 4. Existing lot development patterns and policies embodied in the Plan will also guide application of this zoning district.
14. Uses permitted within the R-2 Zone include single-family residential dwellings, market and community gardens, group childcare facilities, and public parks and recreational facilities.
15. The minimum lot size for lots within the R-2 Zone is 7,000 sf and the minimum lot width is 60 feet (50 feet for lots with alley access). Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 5 feet but both sides must equal 15 feet, street side setbacks are 15 feet, and rear setbacks are 20 feet.
16. The NB Zoning District is appropriately applied in the following circumstances:
 1. Where local commercial facilities will serve the everyday needs of a limited neighborhood area;
 2. Where activity levels associated with small scale office development can be accommodated or tolerated by surrounding land uses and existing public services;
 3. Where a neighborhood core is identified which is easily accessible by pedestrian or vehicular circulation; and
 4. Where such commercial development will result in minimal interference with residential uses in the vicinity of the NB Zoning District.
17. Uses permitted within the NB Zone include residential uses above or behind a commercial use on the property, community and market gardens, fitness centers, veterinary services, professional offices, restaurants, coffee and espresso stands, child care facilities, community/neighborhood centers, health care services, museums and art galleries, religious facilities, retail and personal services, off-street parking areas, and bed and breakfast inns.
18. The minimum lot size for single-family, two-family, and multi-family dwellings parcels within the NB Zone is 5,000 sf or 800 sf per dwelling unit, whichever is greater. Townhouse dwellings have a minimum lot size of 1,800 sf and twinhome dwellings require 2,250 square feet. The minimum lot width for single-family, two-family, and multi-family dwellings is 50 feet, 18 feet for townhouses, and 25 feet for twinhomes. Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 10 feet, street side setbacks are 10 feet, and rear setbacks are 20 feet.

19. The existing Woodbury 1st Addition subdivision and PUD includes 79 lots ranging from 3,823 to 16,321 square feet in size and is the first phase of a master-planned subdivision that has a new urbanist design. The entire property that the owner wishes to develop is approximately 82 acres in size and extends from Slonaker Drive to the south, Arborcrest Road to the west, Trail Road to the north, and slightly to the east of Youmans Lane to the east. The entire concept is a master-planned community that includes a number of small neighborhoods that are linked by a combination of City and private streets. The community includes rear loaded garages, front porches, tree-lined streets, and a walkway system that will connect a number of small linear parks. Each home in the neighborhood is proposed to be unique, but also be of the same architectural style
20. There are four types of lots within the existing PUD: Village; Cottage; Garden; and Estate Lots. The Village lots are those that surround the Center Park and include the Neighborhood Business zoned lots. The Cottage lots are clustered in neighborhoods that surround the Village center. Garden lots are larger in size and surround the cottage neighborhoods. The Estate lots are the largest lots which are located on the perimeter of the development and are the only lots that don't have rear access via a private street.
21. The applicant has indicated that they wish to make some changes to the existing subdivision and PUD in order to construct houses which are more affordable. One way of doing that without affecting quality is to decrease the size of the lots, decrease the size of the dwellings which are constructed upon the lots, and allow for a variety of housing types. Therefore, the applicant is proposing a major PUD amendment to increase the number of lots from 79 to 107.
22. As part of the major PUD amendment, the applicant is proposing to replat a 12.27-acre portion of the existing Woodbury 1st Addition Subdivision which currently contains 52 lots. The replat proposal will increase the number of lots within the replat area to 81 lots, for a total of 107 in the entire subdivision.
23. Starting to the east with what is being referred to as Southwick Court, the proposal is to divide the existing four lots into nine lots which each contain one detached single-family dwelling. There are proposed to be three dwellings which are 1,152 sf in size and contain one bedroom and six dwellings which are 1,536 sf in size and contain three bedrooms. All of the dwellings in Southwick are proposed to be two stories in height and will surround a common parking area. Front setbacks are proposed to be 5 feet if facing Slonaker and 2 feet if facing the common walkway. Side and rear setbacks are proposed to be 5 feet, and there is proposed to be 10 feet of separation between dwellings.
24. Thirteen parking spaces are proposed which provides one parking space per dwelling and four additional spaces to be assigned. This equates to 1.5 parking spaces per dwelling unit, which would be a deviation from the current code requirements of 2 parking spaces per single family dwelling. Given the proposed small size of the dwellings, the Commission finds that the proposed requirement of 1.5 spaces per dwelling is adequate.
25. The next area of proposed changes is being referred to as The Willows and the proposal is to divide two existing lots into four lots. There is proposed to be one detached two-story dwelling of 1,152 sf in size containing one bedroom on each of the four lots. There is proposed to be 8 parking spaces which are accessed via Cottage Lane. This would allow for 2 parking spaces per dwelling unit.

26. The next area of the project where changes are being proposed is located between Cottage Lane and Park Place on a portion of the lots which surround the Central Park. This area is being referred to as the Central Park Townhomes and the proposal is to divide approximately 7 lots into 14 lots. There is proposed to be 8 larger townhouse units which each share a common wall with another dwelling unit. Each townhouse unit contains two to three bedrooms and will range from 2-3 stories in height. The 4 townhomes on the west side of the walkway have 4 small homes or what the applicant is referring to as “mews” which will face Cottage Lane.
27. The townhouses are approximately 2,160 sf in size and the “mews” are approximately 1,000 sf in size. The 4 townhomes and “mews” on the west side of the walkway will all have one off-street parking space, and these 8 lots are located within the Neighborhood Business (NB) Zone.
28. The 4 townhomes on the east side of the walking path have backyards with two car garages. Two additional “mews” are located along the walkway running from Cottage Lane to Park Place. The 2 “mews” will each have one parking space and the 4 townhouses each have 2-car garages.
29. The remainder of the Neighborhood Business (NB) zoned lots adjacent to Woodbury Drive are also proposed to be further divided from approximately 6 lots to 14 lots. The applicant is referring to this area of the development as the Town Center and has redesigned these wider lots into narrower storefront lots intended to resemble 1890’s downtown facades with two to three story buildings which share common walls. The applicant has indicated that the division of the larger lots into smaller ones will allow for the buildings to be separated into fee simple ownership and less expensive to develop.
30. The existing lots were approved to allow any use that the NB Zone would permit and whatever structure would fit within the parameters of the PUD and NB Zone. There was not any detail provided on the type of structure or use which would be constructed on these NB lots. The applicant has now provided more detail on the type of structure that will be built and what uses will be targeted for the Town Center lots, which would consist of retail or offices on the ground floor with offices or dwelling units above. The number of dwellings units would need to comply with the base density requirements of the PUD, which are discussed later in this staff report.
31. There are currently 18 off-street parking spaces shown on the Town Center lots. The applicant is proposing that each dwelling unit that is constructed have one dedicated off-street parking space in these locations. In order to gauge the need for off-street parking for the buildings and uses constructed within the Town Center, the applicant is proposing 41 temporary parking spaces which are proposed to be constructed directly adjacent to Rosemary Lane. Rosemary Lane is the north/south private street which provides rear access to the Town Center lots on the west side of Woodbury Drive.
32. The last area of proposed changes is located on Woodbury Drive directly south of the Town Center. Cottage Lane will now be extended across Woodbury Drive to connect to Rosemary Lane, which will separate the Town Center lots from the area being referred to as Woodbury Drive Townhomes, Recreation, and Cottages. The existing four lots in this area are proposed to be divided into four attached townhomes, a recreation lot where an indoor pickleball court would be constructed, and two attached cottages. The townhouses are proposed to be similar to the Central Park townhouse units which contain two to three bedrooms and will range

from 2-3 stories in height. The applicant has provided 7 off-street parking spaces to serve the 4 townhouses being proposed in this area. The two cottages will be similar to the 24 ft by 24 ft cottages which are being proposed in Southwick Court and there will be 3 off-street parking spaces provided for the two cottages. The indoor pickleball court property has provided 4 public off-street parking spaces.

33. The minimum PUD base density of the R-2 Zone is 4.8 dwelling units per acre and the base density of the NB Zone is 24 dwelling units per acre. The proposed PUD has a density of 4.13 units per acre within the R-2 Zone, therefore no density bonuses are required. There is 1.18 acres of NB zoned land which equates to a base density of 28 dwelling units. The applicant has proposed 21 lots within the NB Zone, which are limited to a total of 28 dwelling units unless a density bonus is proposed as part of a future amendment.
34. The applicant has provided an on-street and off-street parking space count as part of their parking plan. On-street parking is provided on both sides of the Slonaker Drive and on one side of Woodbury Drive, Park Place, and Ashton Lane. The applicant has estimated the number of on-street parking spaces at 130 in this first phase. The public off-street parking spaces are proposed to be reduced to 17 from the 25 that were approved in the existing PUD. However, the applicant is proposing to construct 41 temporary parking spaces adjacent to Rosemary Lane in order to provide public parking for the Town Center lots, which will be monitored for usage with the goal of increasing, sustaining, or reducing off-street parking in future phases. Staff is comfortable with this approach, as it will provide a gauge of the actual parking demand in the area and more off-street parking facilities could be recommended to be constructed in future phases of the development.
35. ADU's will remain permitted on all lots as long as setbacks can be met. Upon the Village, Cottage, and Estate lots, ADU's may be placed above a one, two, or three car garage or carport and have a maximum floor area of 750 square feet. On Garden lots the ADU may be placed above a garage or carport or be independent and have a maximum floor area of 1,200 square feet. The applicant is proposing that only ADUs over 600 square feet be required to provide 1 additional parking space on the lot.
36. The applicant is proposing to amend the setback requirements for the PUD in order to accommodate the range of different housing types. The cottage, garden, and estate lots are now proposed to have 5-foot setbacks on all sides. The lots within the NB Zone and also the small lots surrounding the NB Zone will have no setback requirements.
37. The primary point of access for the existing subdivision is Slonaker Drive. An emergency secondary access and construction entrance has been extended to the existing subdivision from Trail Road to the north. The secondary access road is constructed to an all-weather driving surface width of 20 feet. Future phases of the entire development are planned to provide connections to Arborcrest Road, Trail Road, and Youmans Lane.
38. Slonaker Drive is a public local neighborhood street that connects to Lanny Lane which is designated as a collector and Mountain View Road which is designated as a minor arterial. Slonaker Drive is developed to a prior City street standard which is a 34-foot-wide paved section with two 10-foot travel lanes, curb, gutter, tree lawns, sidewalks and on-street parking on both sides of the street.
39. The only other public streets within the existing subdivision are Woodbury Drive and Ashton Lane. Woodbury Drive is constructed to the 28-foot paved street section with two 10-foot

travel lanes, curb, gutter, tree lawns, and sidewalks on both sides of the street. On-street parking is located on only one side of the street and the tree lawn width has been reduced from 10 feet to 7 feet on Woodbury Drive.

40. Ashton Lane is currently proposed to be one-way and include a 5-foot sidewalk, 5-foot tree lawn, and curbing on both sides of the street. The roadway includes a 15-foot travel lane and an 8-foot parallel parking lane on one side. The applicant is proposing that Ashton Lane now be a private street and allow for two-way traffic with parking on one side of the street. The on-street parking would be accessed via a rolled curb and would be surfaced with compact gravel with street trees placed approximately 60 feet apart. The applicant has agreed to provide private catch basins at the south side of the street and slope the street to the south in order to alleviate concerns of gravel entering the City's stormwater system. Since the street would be private, the applicant would be responsible for all maintenance and snow removal.
41. The remainder of the streets within the existing subdivision are proposed to remain private streets which will be maintained by a homeowner association. The private street design includes a 16-foot paved roadway with 2-foot gravel shoulders on both sides of the street. The private streets provide primary vehicular access to many of the lots within the subdivision and also serve as emergency services access. The Fire Marshall has reviewed the private streets for sufficient access and the applicant has modeled the private street intersections for sufficient fire truck turning radiuses.
42. The only other change to the street network within Woodbury Subdivision is Woodbury Drive adjacent to the Town Center. To promote a more urban and walkable environment adjacent to the Town Center, the applicant is proposing that the street narrow down to two travel lanes with wide sidewalks on both sides of the street and trees within tree wells. The sidewalks would be 11.5 feet wide on the west side of the street and 9.5 feet on the east side. This street section would only apply to the portion of Woodbury Street adjacent to the Town Center.
43. The applicant had previously contracted with DKS Associates in Portland, Oregon, to conduct a traffic study of the impact of the proposed subdivision on existing roadways and primary intersections within the area. The intersections that were analyzed were the Mountain View Road/D Street intersection and the Mountain View Road/F Street intersection. The traffic impact study was conducted for the full buildout of the subdivision at an estimated 270 new single-family housing units. The traffic impact study concluded that the proposed subdivision is expected to result in minimal impacts to vehicle traffic conditions at the study intersections and meet City operating standards under all development scenarios. The study also concluded that no mitigations are needed to address potential project impacts to traffic conditions.
44. The City of Moscow Engineering Department has reviewed the traffic impact study and the proposed PUD amendment and determined that the additional lots will not have a significant impact on the level of service at the intersections that were analyzed. Mitigation along Mountain View Road for the full buildout of the subdivision was required upfront as part of the first phase of the development. Improvements to Mountain View Road including road widening, curb, gutter, tree lawns, sidewalks, and a left turn lane onto Slonaker Drive were constructed in 2024.
45. Water mains will continue to be extended throughout the subdivision from the existing main within Slonaker Drive and a temporary main connected to the main within Arborcrest. The

City of Moscow Engineering Department has determined that the additional lots will have a negligible impact on domestic water demand in the area, however the addition of NB zoned lots with potential commercial uses may increase the fire flow demand in the subdivision. The water modeling report for the original plat was done prior to upgrades to the Ponderosa pump station and it recommended connecting to the main pressure zone in Slonaker as the Ponderosa station was insufficient to serve the development. After that water model analysis was completed, the City constructed a new pump station serving the Orchard Ave pressure zone and the Woodbury Addition was included in the potential service area of that pump station design. The developer has also constructed a connection to that pressure zone and installed a pressure reducing valve near the connection to the main pressure zone in Slonaker, expanding the Orchard Pressure Zone as intended in the new pump station design.

46. Flow tests of the system near the new commercial lots indicate an available fire flow of 3800 gpm. Fire Flow at that capacity should be sufficient to serve the majority of uses in the NB Zone. Any supply deficiencies for other uses can be mitigated by installing fire suppression systems in the building and/or constructing a building with a more fire-resistant building construction type.
47. Sanitary sewer is currently extended throughout the subdivision primarily within the public and private streets. Engineering has determined that the sanitary system as designed should be sufficient to serve the additional lots, however the additional demand will exacerbate the issue downstream of Slonaker and the planned Lanny Drive connection should be required with the next phase of the development.
48. Storm sewer has been piped and directed to a stormwater detention pond located at the southwest corner of the subdivision. The detention facilities of the proposed development will need to meet Moscow's Stormwater Runoff Control Standards which required the stormwater to be detained to the pre-development rate. Because of the increased density and subsequent increase in overall impervious area of the development, the Woodbury stormwater report will need to be revised and any necessary modifications to the existing detention pond will need to be completed with the next phase of the development.
49. The proposed subdivision falls under the requirements of the parkland dedication codes of the City. There is 10.98 acres of net developable area of platted R-2 Zoned property, which requires a 5% dedication. There is 0.72 acres of net developable area within the NB Zone which requires a 9% dedication. The total parkland dedication for the proposed subdivision is 26,746 sf or 0.61 acres. The applicant has previously submitted a letter proposing to defer the parkland dedication for phase 1 to phase 2 of the entire subdivision for a natural area comprised of 3.07 acres and a 1.14-acre area that totals 4.2 acres of open space that will include grading, a detention basin, and a ten-foot (10') wide gravel (pathway base) pathway provided by the developer. It is anticipated the parkland dedication requirements for the entire subdivision would be approximately 2.3 acres +/- . Said 4.2 acres of parkland dedication, together with agreed upon improvements to the parkland property would satisfy all parkland dedication requirements for the entire Woodbury subdivision. The Council has previously approved the proposed deferral of the parkland dedication requirements for the subdivision and no changes are being proposed.
50. The applicant conducted two neighborhood meetings with affected property owners within 600 ft. of the subject property on January 15, 2025 and May 30, 2025 to discuss the proposal.

BASED ON THE ABOVE RELEVANT FACTS AND CONCLUSIONS, THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW HEREBY FINDS THE FOLLOWING RELEVANT CRITERIA AND STANDARDS:

II. RELEVANT CRITERIA AND STANDARDS

- 1. The proposed PUD is consistent with the Comprehensive Plan.** The proposed PUD amendment is consistent with the uses and densities designated within the 2019 Comprehensive Plan. The Suburban Commercial (SC) designation is intended to provide local and neighborhood commercial services in a manner that is compatible within a residential neighborhood environment. The Auto-Urban Residential (AU-R) designation provides low- to moderate-density residential uses at densities between three to six units per acre, which the proposed PUD meets. The proposed amendment also furthers a goal of the Comprehensive Plan to provide a mix of housing that meets the economic and lifestyle needs of the diverse population of Moscow. Therefore, the Commission finds that the proposed PUD amendment is consistent with the Comprehensive Plan.
- 2. The proposed PUD is consistent with the intents and purposes of this Chapter.** The proposed PUD amendment meets the intent of the PUD chapter to permit and encourage innovative, economical, and attractive development; which includes land uses which harmonize with natural features and constraints; which promotes efficient, innovative, economical, attractive, and environmentally sensitive development; and which efficiently phases and locates public and private services and facilities. The PUD is an innovative new urbanist themed development which utilizes public and private street to provide rear loaded garages, front porches, tree-lined streets, and a walkway system that will connect a number of small linear parks. The proposed PUD amendment introduces a wider range of building types which include townhouses, small lots, and small dwelling units. The purpose of the Neighborhood Business (NB) Zoning District is to provide commercial services which serve adjacent residential neighborhoods. The proposed amendment to create narrower NB lots will allow a mixture of different uses at the scale that is more developable.
- 3. The proposed PUD is compatible with the character and uses in the surrounding area.** The proposed PUD amendment is consistent with the existing PUD and the surrounding area which is primarily a mixture of residential developments. The proposed PUD amendment provides for a range of lot sizes which are intended to provide a smooth transition from the existing neighborhoods at the edge of the proposed subdivision to the smaller lots near the Town Center.
- 4. Public services and utilities are available or can be made available and are adequate to accommodate the proposed PUD.** The Engineering Department has indicated that water, sanitary sewer, and storm sewer systems are readily available in the area and can accommodate the proposed PUD amendment. Recent water pressure tests in the PUD indicate that the available fire flow is sufficient to serve the proposed amendment. The applicant will need to revise the existing Woodbury stormwater report and any necessary modifications to the existing detention pond will need to be completed with the next phase of the development. The Engineering Department has reviewed the previous Traffic Impact Study and determined that the additional lots won't have a significant impact on the Level of Service at the intersections that were analyzed. The improvements on Mountain View Road to mitigate the impact of the Woodbury Subdivision have already been constructed in 2024.

5. **The proposed PUD will not endanger the public health or safety.** There is no evidence that the proposed PUD amendment would have an impact on the public health and safety. The proposed PUD will help serve the need of providing a range of different housing types to meet the needs of a diverse population.
6. **The residential densities, proposed land uses, and design proposed within the PUD promote the innovative, efficient, economic and attractive development of the subject property.** The proposed PUD amendment expands on the original proposal of an innovative new urbanist themed master-planned community which utilizes public and private street to provide rear loaded garages, front porches, tree-lined streets, and a walkway system that will connect a number of small linear parks. The proposed combination of commercial and residential uses provides for a mixed-use area which promotes multi-modal transportation and walkability. The range of lot sizes and dwelling types accommodate the needs of a diverse population, while providing a transition from existing neighborhoods to the core of the development.

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the Planning and Zoning Commission of the City of Moscow recommends approval of the Major Planned Unit Development (PUD) Amendment request for the Woodbury 1st Addition generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road with no conditions.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW THIS

9 day of July, 2025.



Dennis Wilson, Chair
Planning and Zoning Commission

* In accordance with Moscow City Code Section 4-6-5, any applicant, City representative or affected person, may appeal a final decision of the Board of Adjustment or of the Planning and Zoning Commission to the Council within ten (10) calendar days following a final decision of such Board or Commission regarding an interpretation of or administration of the Zoning Code by the Zoning Administrator, which includes: a variance application, conditional use permit, or PUD, by filing written notice of appeal specifying the grounds therefor with the City Clerk, or their designee. Grounds upon which an appeal to the City Council may be made following a final decision of the Board of Adjustment or of the Planning and Zoning Commission includes the following:

1. Decision violates statutory or constitutional provisions;
2. Decision exceeds statutory authority;
3. Decision was made upon unlawful procedure;
4. Decision was unsupported by substantial evidence in the records or as a whole; or
5. Decision was arbitrary, capricious, or an abuse of discretion.