

PLANNING & ZONING COMMISSION



Dennis Wilson
Commission Chair
P&Z@ci.moscow.id.us

Regular Meeting
~Agenda~

Michael Ray
Staff Liaison
208.883.7008

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

Wednesday
January 14, 2026

7:00 PM

Council Chambers
206 E Third Street

WELCOME AND ATTENDANCE

REGULAR AGENDA

1. Approval of Minutes from December 10, 2025 (ACTION ITEM)

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

2. Public Comment

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

3. Election of Officers for 2026 (ACTION ITEM)

The Commission will need to nominate officers for 2026.

PROPOSED ACTIONS: Nominate and elect a Chair, Vice Chair, and Second Vice Chair for 2026.

4. Proposed Final Subdivision Replat and Final Major Planned Unit Development Amendment for Woodbury 1st Addition (ACTION ITEM)

Proposed final Subdivision Replat and final Major Planned Unit Development Amendment for a 21.73-acre area to increase the total number of lots in the Woodbury 1st Addition Subdivision from 78 to 107, referred to as Woodbury 1st Addition Replat.

PROPOSED ACTIONS: Review the final Woodbury 1st Addition Replat and final Major Planned Unit Development Amendment and recommend approval to City Council with no conditions; or recommend approval of the final replat and final Major Planned Unit Development Amendment with conditions; or recommend denial of the final plat and final Major Planned Unit Development Amendment; or provide Staff further direction as deemed necessary.

5. Potential Duplex Code Amendments (ACTION ITEM)

Over the past few years, the Community Development Department has received construction plans for duplex dwellings which have continued to evolve into multiple individual dwelling units intended to be rented as separate dwelling units and function as multiple family dwelling units. These two-family dwellings appear to be intentionally designed to avoid life safety, ADA

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

accessibility, and off-street parking that would otherwise be required for multiple family dwelling units to protect the safety and welfare of the occupants of multi-family dwellings and mitigate the impacts of the use on the surrounding neighborhood. Staff recognizes that there is a need for additional housing within the City, but the need to protect the safety of the residents of these two-family dwellings and mitigate the impact upon adjacent properties requires greater regulation. Therefore, staff is proposing some code amendments for the Commission's consideration that will clarify existing definitions and apply some multi-family requirements to more than one single- or two-family dwelling upon a single lot.

PROPOSED ACTIONS: Continue to review the proposed code amendments and direct staff to prepare an ordinance for the Commission's consideration; or provide staff further direction as deemed necessary.

REPORTS

1. Transportation Commission meeting report.

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS

The next Planning & Zoning Commission regular meeting is scheduled for January 28, 2026.

ADJOURN

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PLANNING & ZONING COMMISSION



Dennis Wilson
Commission Chair
P&Z@ci.moscow.id.us

Regular Meeting
~Minutes~

Mike Ray
Staff Liaison
208.883.7008

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

Wednesday
December 10, 2025

7:00 PM

Council Chambers
206 E. Third Street

Wilson called the meeting to order at 6:59 PM

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

REGULAR AGENDA

1. Approval of Minutes from September 24, 2025 (ACTION ITEM)

Seever moved for approval of the minutes as written, seconded by Beebe. Roll Call Vote; Ayes: Unanimous (8). 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.

Kate Jaeckel, Moscow, talked about an issue they recently encountered with multiple cars parked along the north end of Orchard Avenue. She asked the City to look into putting no parking signs on one side of the street or address the problem in a different way.

Brad Jaeckel, Moscow, had concerns about the Woodbury 1st Addition development schedule and when the next additions will be annexed into Moscow. There has been an increase in traffic along Orchard Ave to access Woodbury that is concerning.

3. Potential Duplex Code Amendments (ACTION ITEM)

Over the past few years, the Community Development Department has received construction plans for duplex dwellings which have continued to evolve into multiple individual dwelling units intended to be rented as separate dwelling units and function as multiple family dwelling units. These two-family dwellings appear to be intentionally designed to avoid life safety, ADA accessibility, and off-street parking that would otherwise be required for multiple family dwelling units to protect the safety and welfare of the occupants of multi-family dwellings and mitigate the impacts of the use on the surrounding neighborhood. Staff recognizes that there is a need for additional housing within the City, but the need to protect the safety of the residents of these two-family dwellings and mitigate the impact upon adjacent properties requires greater regulation. Therefore, staff is proposing some code amendments for the Commission's consideration that will clarify existing definitions and apply some multi-family requirements to more than one single- or two-family dwelling upon a single lot.

Ray introduced some potential code amendments for duplexes as described above and went through

definitions currently in the Moscow City Code. There was a conversation about how the changes could potentially impact future Accessory Dwelling Units (ADUs). The Commissioners had a discussion about ensuite bathrooms and how the code amendment verbiage would accommodate those. The proposed changes would not apply to Multi-Family or Single-Family zoning code, but only to the Duplex code. There was a conversation about the possibility of making changes to the building code regarding duplexes instead of the zoning code. There continued to be a discussion about parking requirements for different zoning districts.

Scott moved to direct Staff to prepare a draft code amendment ordinance regarding duplexes as discussed, seconded by Beebe. Roll Call Vote; Ayes: Unanimous (8). Nays: None. Abstentions: None. Motion carried.

REPORTS

1. Transportation Commission meeting report.

The next meeting of the Transportation Commission is scheduled for Thursday December 11 during which a conversation about a transportation grant will occur.

ANNOUNCEMENTS

Robb Parish has resigned effective the end of 2025, and the Commissioners and Staff thanked him for serving on the Commission for the last 10 years.

UPCOMING EVENTS/MEETINGS

The next Planning & Zoning Commission regular meeting scheduled for December 24, 2025 will be cancelled.

The meeting was adjourned at 8:07 PM

Dennis Wilson, Chair

Date

Memo

To: Planning and Zoning Commission
From: Mike Ray, AICP
Planning Manager
Date: January 6, 2026
Re: Woodbury Final Replat and Final Major PUD Amendment Review

On August 25, 2021 the Planning & Zoning Commission conducted a public hearing to consider the request of Woodbury Land, LLC for a Major Planned Unit Development (PUD) Amendment and a Preliminary Subdivision Replat of the existing 21.73-acre Woodbury 1st Addition Subdivision which is generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road. After reviewing the proposed application and considering public testimony, the Planning & Zoning Commission recommended approval of the Major Planned Unit Development (PUD) Amendment with no conditions and recommended approval of the preliminary subdivision replat with one condition:

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

City Council then conducted a public hearing on July 21, 2025, and approved the Major PUD Amendment with no conditions, and approved the preliminary subdivision replat with the same condition recommended by the Planning and Zoning Commission.

On November 26, 2025, the applicant submitted the Final Subdivision Replat and Final Major PUD Amendment to be reviewed by the Planning and Zoning Commission and City Council. Staff has reviewed the final replat and final major PUD amendment for conformance with the required condition and consistency with the preliminary approvals. Below is an analysis of the required condition and other aspects of the project that have been modified:

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

Response: The Engineering Department determined that the existing stormwater report accounted for more impervious surface than what is being proposed, therefore the existing stormwater facilities are adequate to serve the proposed amendments.

Preliminary Plat and PUD: The preliminary replat and PUD increased the total number of lots in the Woodbury 1st Addition Subdivision from 78 to 107, which resulted in the addition of 29 lots. A prior minor PUD amendment which was approved on April 9, 2025, reduced the total number of lots from 79 to 78. As a result, the preliminary amendment resulted in the addition of 28 lots compared to the

original development approval. The final replat and final major PUD amendment include the same number of lots as the preliminary replat and preliminary major PUD amendment.

Parking: The preliminary PUD included an on-street and off-street parking space count as part of the Woodbury parking plan. The applicant had estimated the number of on-street parking spaces at 130 in this first phase. The public off-street parking spaces were reduced to 17 from the 25 that were approved in the existing PUD. However, the applicant had proposed to construct 41 temporary parking spaces adjacent to Rosemary Lane to provide public parking for the Town Center lots, which would be monitored for usage with the goal of increasing, sustaining, or reducing off-street parking in future phases. The applicant has now decided to create 45 permanent angled parking spaces surrounding the Central Park in lieu of the 41 temporary spaces. This should alleviate the concern for additional parking in the Town Center.

Street Names: The applicant has chosen to rename a couple of the private streets in the development. Park Place is proposed to be Village Place and Southwick Court has changed to Primrose Court.

Primrose Court Carports: Out of potential demand for covered parking in Primrose Court, the applicant has added a number of carports that are constructed in the same architectural character as the dwellings. Each of the nine single family dwellings in Primrose Court is proposed to have at least one covered carport.

Northern Woodbury Drive Road Section: The northern 1.5 block section of Woodbury Drive adjacent to the Town Center is proposed to contain concrete pavers for the sidewalk instead of typical concrete slabs. Since Woodbury Drive is a public street, the City Council will need to approve this deviation from the standard construction drawings.

Recommendation: After reviewing and comparing the preliminary replat and preliminary major PUD amendment that was approved with the final replat and final major PUD amendment, it is Staff's determination that the proposal is substantially consistent with the application that provided preliminary approval. The final replat and final major PUD amendment adequately incorporates the required condition and any changes have been minor. Therefore, it is Staff's recommendation that the Commission recommend approval of the final replat and final major PUD amendment for Woodbury 1st Addition to City Council with the no conditions.



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

For City Use Only			
Date Received			
Dept	Fee Type	Fees	Paid
CDV	Application Fee	\$490.50 plus \$30.25/lot	
	Receipt Number		

APPLICATION FOR FINAL PLANNED UNIT DEVELOPMENT (PUD)

(Please type or print plainly with blue ink.)

APPLICANT:

Name: Woodbury Land, LLC Phone: (208) 596-5555
Address: 1004 Dairy Lane, Moscow, ID 83843 Email: mark@wintzcompany.com,
ray@wintzcompany.com

OWNER: (if other than applicant)

Name: _____ Phone: _____
Address: _____ Email: _____

PROPERTY:

- 1. Proposed PUD Name: Woodbury
- 2. Address(es) or Parcel Number(s): see attached

AUTHORIZATION:

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

see attached

CONDITIONS OF APPROVAL:

The Moscow Planning and Zoning Commission ("Commission") for a Type 1 PUD application or City Council for a Type 2 PUD application may impose required modifications or conditions as part of the approval pursuant to MCC 4-7-10, including but not limited to, (1) minimizing adverse impact on other development; (2) controlling the sequence and timing of development; (3) controlling the duration of development; (4) assuring that development is maintained properly; (5) designating the exact location and nature of development; (6) requiring the provision for onsite or offsite public facilities or services; (7) requiring more restrictive standards than those generally required in an ordinance; and/or (8) requiring mitigation of effects of the proposed PUD upon delivery of services by any political subdivision, including school districts, providing services within the planning jurisdiction.

COMPLIANCE:

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

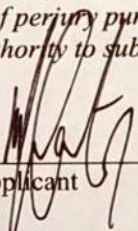
REVOCATIONS:

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

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

1. Application Fees
2. Site Plan, drawn to scale
3. Floor Plans, drawn to scale
4. Elevation Drawings and/or Renderings, drawn to scale
5. Evidence of clear title to any lands to be conveyed or reserved for parks, scenic ways, playgrounds, schools, public buildings, or other public purposes.
6. Final plans showing location of water, sewer, drainage and all other utilities, and plans for street improvements and grading.
7. Final phasing plan.

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



 Signature of Applicant

 Date 1/6/26

 Signature of Property Owner (if different)

 Date

Description of Changes

Woodbury – Application for Final PUD

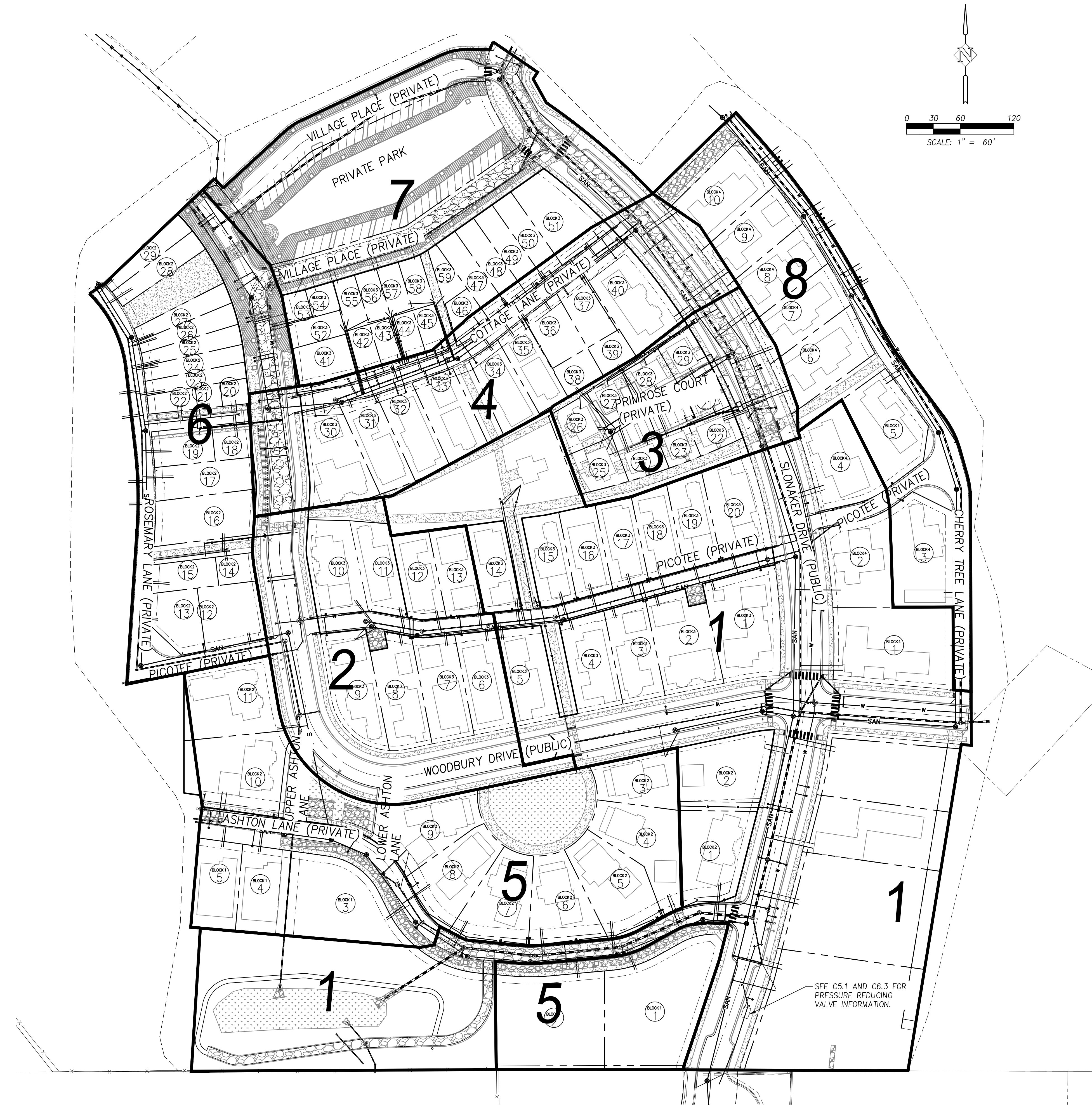
Summary of Purpose – Increase the number of homes by creating 30 additional lots for a total of 107 lots from an existing lot count of 87.

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

- Primrose Court – Blk 3, Lots 21, 22, 23 and 24
 - Redesign four single family lots into nine single family detached homes ranging from 1100 s.f. to 1500 s.f.. One covered parking space (carport) per home will be included.
 - Purpose - This redesign is being proposed in an effort to reduce the cost of housing without reducing the quality. Target buyer is mature singles and empty-nesters.
- Willows – Blk 3, Lots 31 and 32
 - Combine two single family lots and redesign into four single family detached homes.
 - Purpose – Create four lots from what was originally two lots in order to reduce the cost of the homes and allow first-time buyers or young families to purchase at Woodbury.
- Central Park Townhomes – Blk 3, lots 35– 39
 - Redesign five duplex lots into 14 townhomes and one large single family on the corner of Slonaker and Village Place.
 - Purpose – Originally planned as five duplex lots or 10 townhomes, the redesign of the block clarified the intent to make these individually owned townhomes, reduce costs by creating the mews.
 - The four townhomes on the west side of the walkway have given up some of their backyard in order to plot four small homes or mews – under 1000 square feet – that face the alley reducing the cost of the townhomes and creating the even more affordable mews. Townhomes on the west side of the walkway and the six mews have one assigned off-street parking place.

- The four townhomes on the east side of the walking path have backyards with two car garages. Two “mews” were plotted along and will take access from the walkway running from Cottage Lane to Village Place.
- Town Center – Blk 2, Lots 17, 18 and 19 –
 - Redesign three wider lots into nine narrower storefront lots (Neighborhood Business)
 - Purpose – These large lots were originally intended to be designed to appear and function as the narrow 1890’s downtown facades that we are familiar with in our downtown in Moscow, except on a 7/8ths scale. We are proposing that the buildings be legally separated so that they are less expensive for any one reduced section to be built upon, architecturally embellished, owned and maintained.
- Town Center – Blk 3, Lot 34
 - Redesign into four attached storefront /live work properties
 - Note: NB zone extends into the four townhomes and four mews to the east of Blk 3, Lot 34.
 - Purpose – The reduction in size of both yard area and building square feet will create more affordable live-work opportunities.
- Central Park – Parking – Add 40 spaces on the inner ring to support the NB and future uses in the north and east side such as an Inn and a church respectively.
- Woodbury Drive – Blk 2, Lots 13 – 16
 - Redesign four lots into four attached townhomes, recreation lot for indoor pickle ball court and two detached small homes on the south side of Picotee.
 - Purpose – Create architecturally exceptional small homes that are financially accessible to singles, couples and small families. This also fits into the overarching plan to densify the land use/site plan as one approaches the town center.
 - Pickleball Court – This is an important amenity for the homeowners in Woodbury. We plan to start with a court and no building and construct the building within two years. We think the indoor space will be very popular during our relatively long winters, etc.

P:\WZ-03 (Slonaker Development)\WZ03-DWGSSheets\WZ03-FINAL_PUD\WZ03-C1.1-Phase 3 & 4 Phasing Plan.dwg



GENERAL PHASING NOTES
 INSTALL END OF ROADWAY MARKERS AND DEAD END SIGN PER CITY STANDARD No. 16 AT THE END OF PAVING FOR EACH PHASE.
 TEMPORARY ACCESS ROADS AND TURNAROUNDS WILL BE COMPLETED WITH T-POSTS WITH REFLECTORS AT THE BEGINNING AND ENDING OF EACH ROAD OR TURNAROUND AND ON THE SIDES AT 100' SPACING. T-POSTS WILL BE INSTALLED SO THAT THEY ARE SPACED 50' APART ALTERNATING SIDES.
 SUBDIVISION CONSTRUCTION TRAFFIC MAY ONLY ACCESS THE SUBDIVISION BY WAY OF TRAIL ROAD. CONCRETE BARRIERS WILL BE INSTALLED AT THE END OF EACH COMPLETED PHASE TO PROHIBIT SUBDIVISIONS CONSTRUCTION TRAFFIC TO UTILIZE THE PREVIOUS CONSTRUCTED PHASE ROADS.
 CBU MAILBOXES TO BE COORDINATED WITH AND INSTALLED PER MOSCOW USPS FOR EACH PHASE.
 PAVING TO BE COMPLETED A MINIMUM OF 20' BEYOND PHASE LINES FOR EACH PHASE.

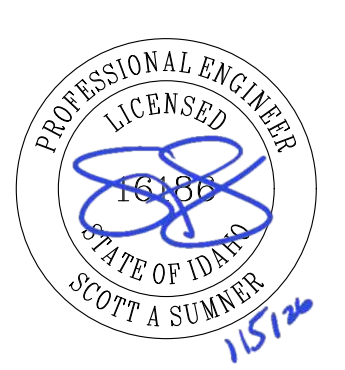
PHASING AND SEWER SYSTEM NOTE
 CITY OF MOSCOW SANITARY SEWER SYSTEM IS ABLE TO SERVE PHASE 1 OF THIS DEVELOPMENT. FUTURE PHASES BEYOND THE PHASE 1 BOUNDARY ARE REQUIRED TO CONNECT THE SANITARY SEWER MAIN IN THE INTERSECTION OF SLONAKER DRIVE AND LANNY LANE TO THE WEST AND CONNECT TO THE SANITARY SEWER MAIN IN LANNY LANE.

PHASING AND WATER SYSTEM NOTE
 CITY OF MOSCOW WATER SYSTEM IS ABLE TO SERVE PHASE 1 OF THIS DEVELOPMENT. PRIOR TO FUTURE PHASES, THE DEVELOPER IS REQUIRED TO VERIFY THAT FUTURE PHASES BEYOND THE PHASE 1 BOUNDARY ARE ABLE TO SERVED BY THE CITY OF MOSCOW.

SEE C5.1 AND C6.3 FOR PRESSURE REDUCING VALVE INFORMATION.

FINAL PHASING PLAN
 WOODBURY 2025 FINAL PUD

SYNTIER
 Engineering, Inc.
 405 SE Bresland Drive, Suite C, Moscovia, WA 99163
 www.SyntierEng.com 509.339.6187

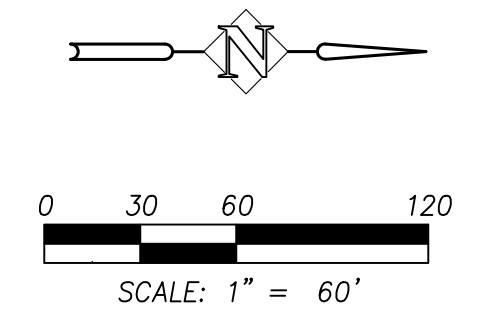
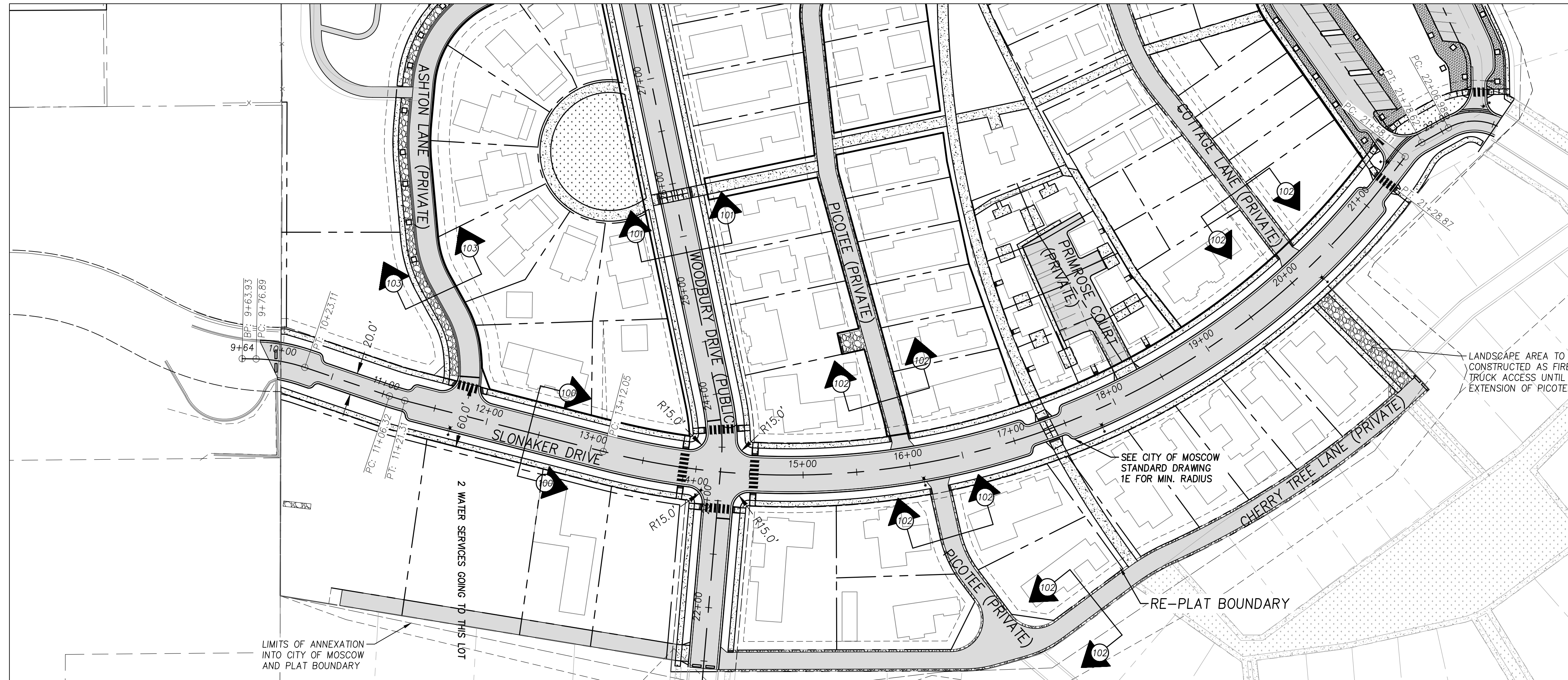


DESIGNED:	SAS
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DATE:	JANUARY 5, 2026

NO.	DATE	DESCRIPTION

SHEET NO.
C1.1
 2 OF 10
 JOB NO. WNZ-03

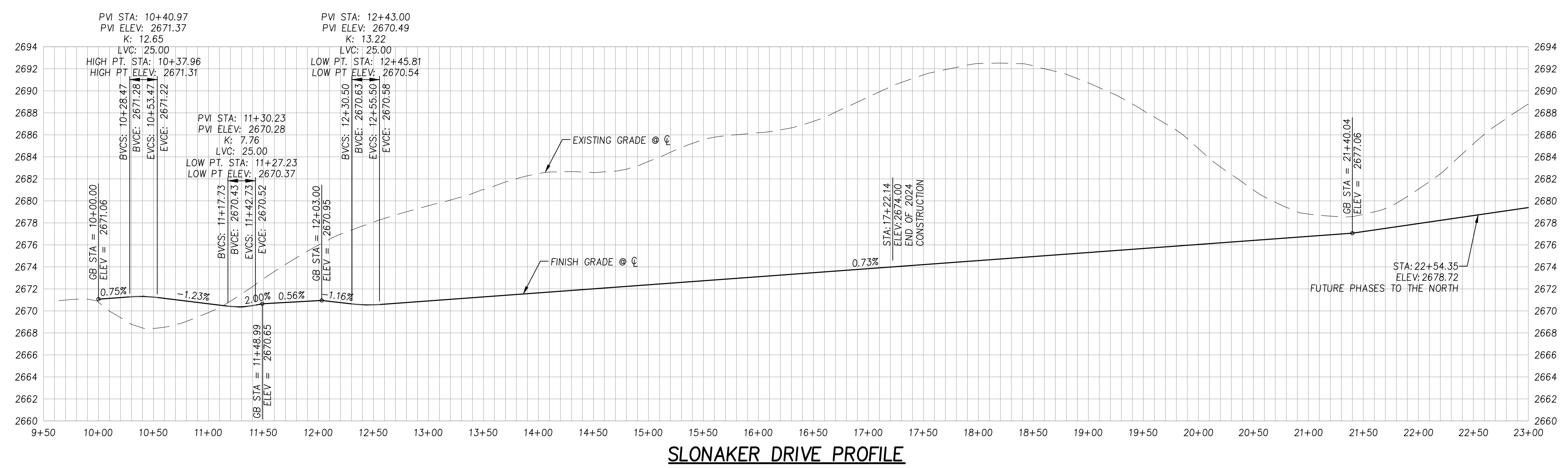
MOSCOW, IDAHO



PLAT NOTES

- 100 CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C2.4.
- 101 CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C2.4.
- 102 CONSTRUCT PRIVATE ALLEY PER TYPICAL ALLEY SECTION, SHEET C2.4.
- 103 CONSTRUCT STREET PER ASHTON LANE ROAD SECTION, SHEET C2.4.

SLONAKER DRIVE PLAN



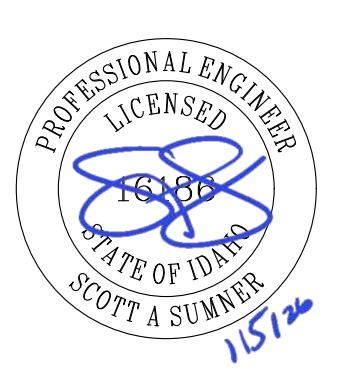
SLONAKER DRIVE PROFILE

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

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SLONAKER STA 10+00 TO STA 24+00
WOODBURY 2025 FINAL PUD

SPATIUM
Engineering, Inc.
405 SE Bessieford Drive, Suite C, Portland, WA 99163
www.SpatiumEng.com 509.339.6187

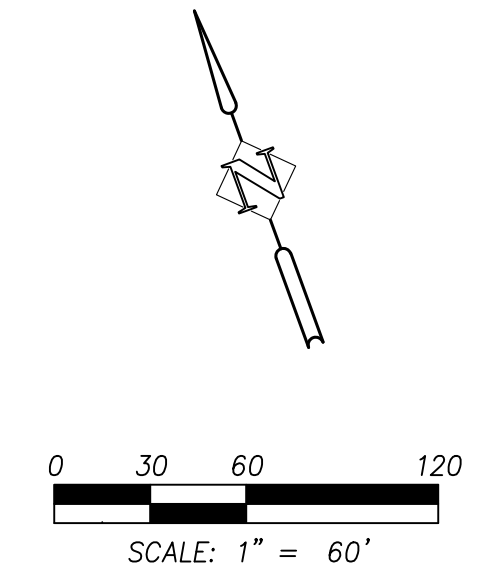
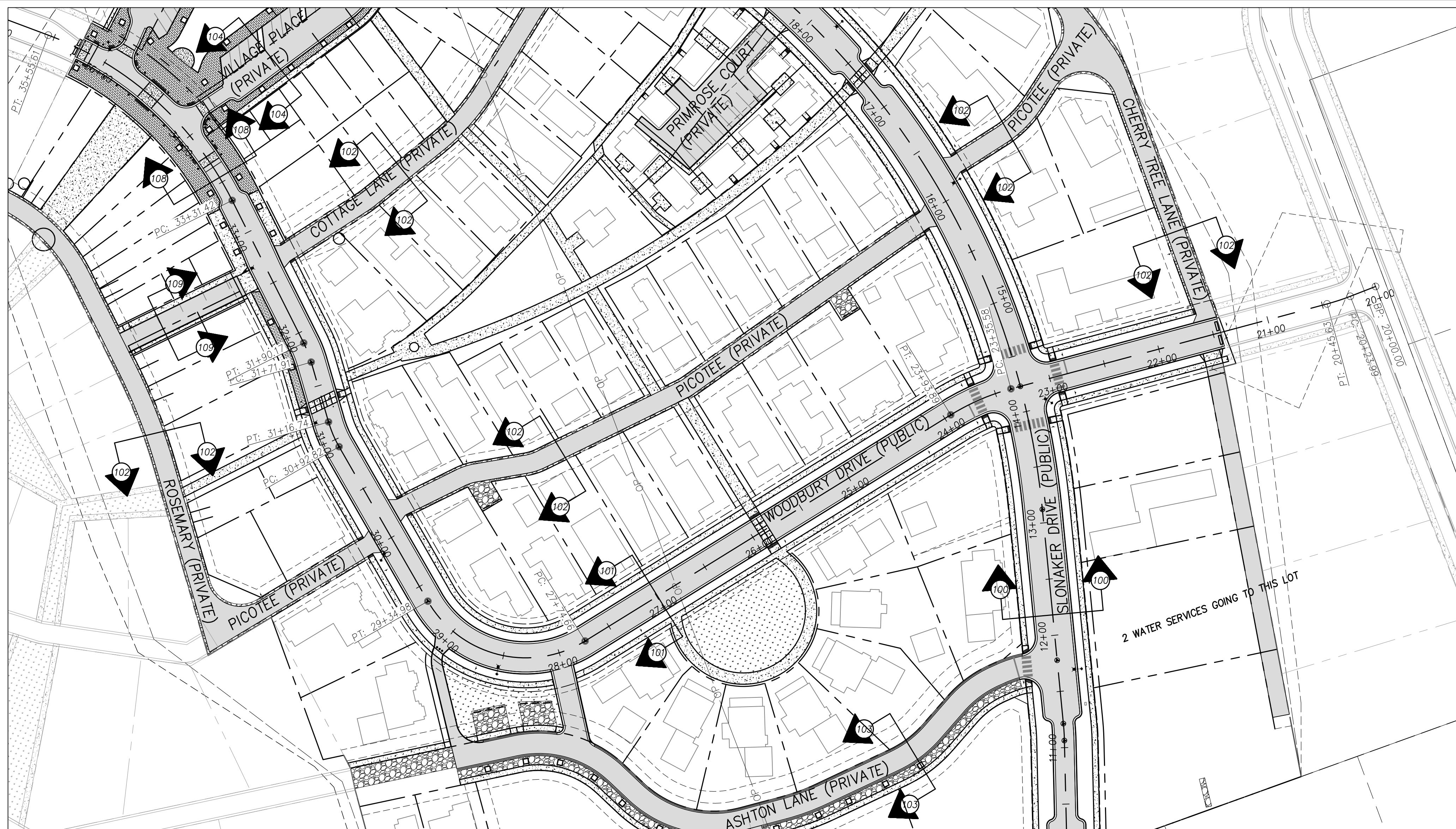


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DATE	NO.	DESCRIPTION

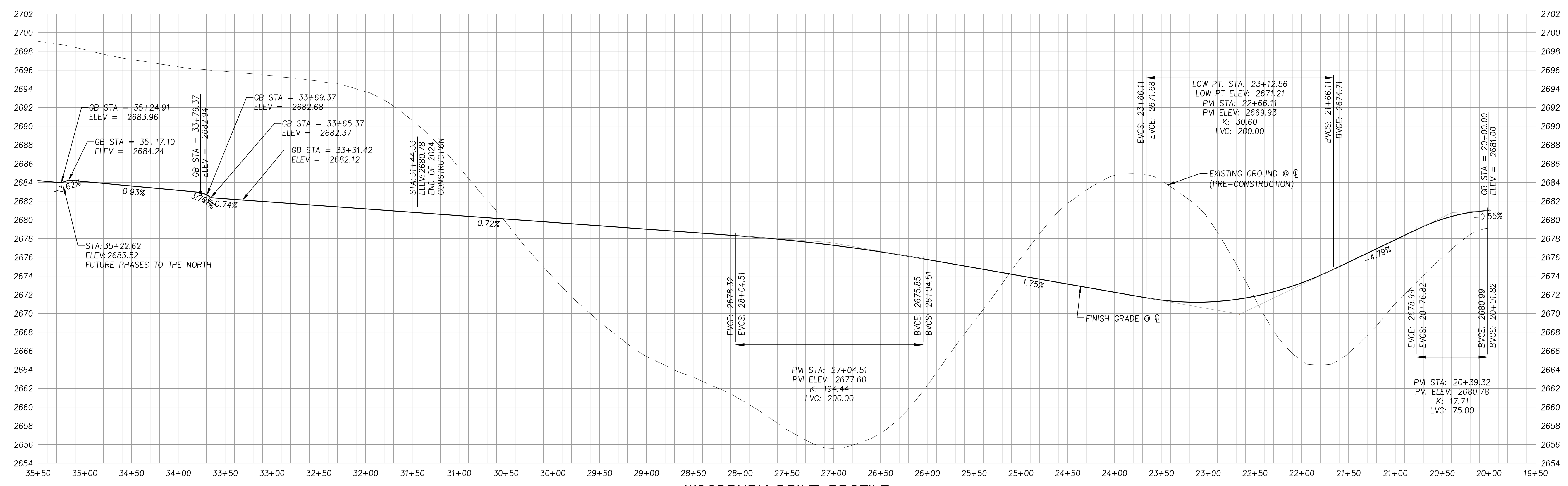
SHEET NO.
C2.0
3 OF 10
JOB NO. WNZ-03

MOSCOW, IDAHO



- CONSTRUCTION NOTES**
- 100 CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C2.4.
 - 101 CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C2.4.
 - 102 CONSTRUCT PRIVATE ALLEY PER TYPICAL ALLEY SECTION, SHEET C2.4.
 - 103 CONSTRUCT STREET PER ASHTON LANE ROAD SECTION, SHEET C2.4.
 - 104 CONSTRUCT ONE WAY LOOP PER VILLAGE PLACE ROAD SECTION, SHEET C2.4.
 - 108 CONSTRUCT LOCAL STREET PER NORTHERN WOODBURY DRIVE ROAD SECTION, SHEET C2.4
 - 109 CONSTRUCT STREET PER COTTAGE CONNECT ROAD SECTION, SHEET C2.4

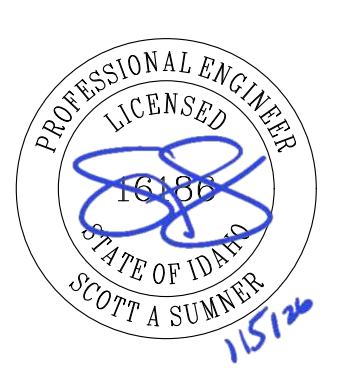
WOODBURY DRIVE PLAN



WOODBURY DRIVE PROFILE

WOODBURY STA 25+00 TO STA 32+00
WOODBURY 2025 FINAL PUD

SPANTIER
Engineering, Inc.
405 SE Bessieford Drive, Suite C, Idaho Falls, WA 99163
www.SpantierEng.com 509.339.6187



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DATE:	JANUARY 5, 2026

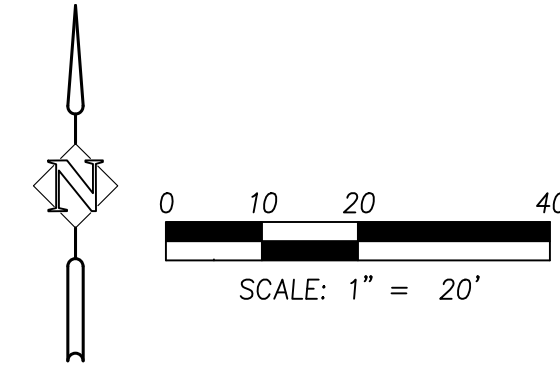
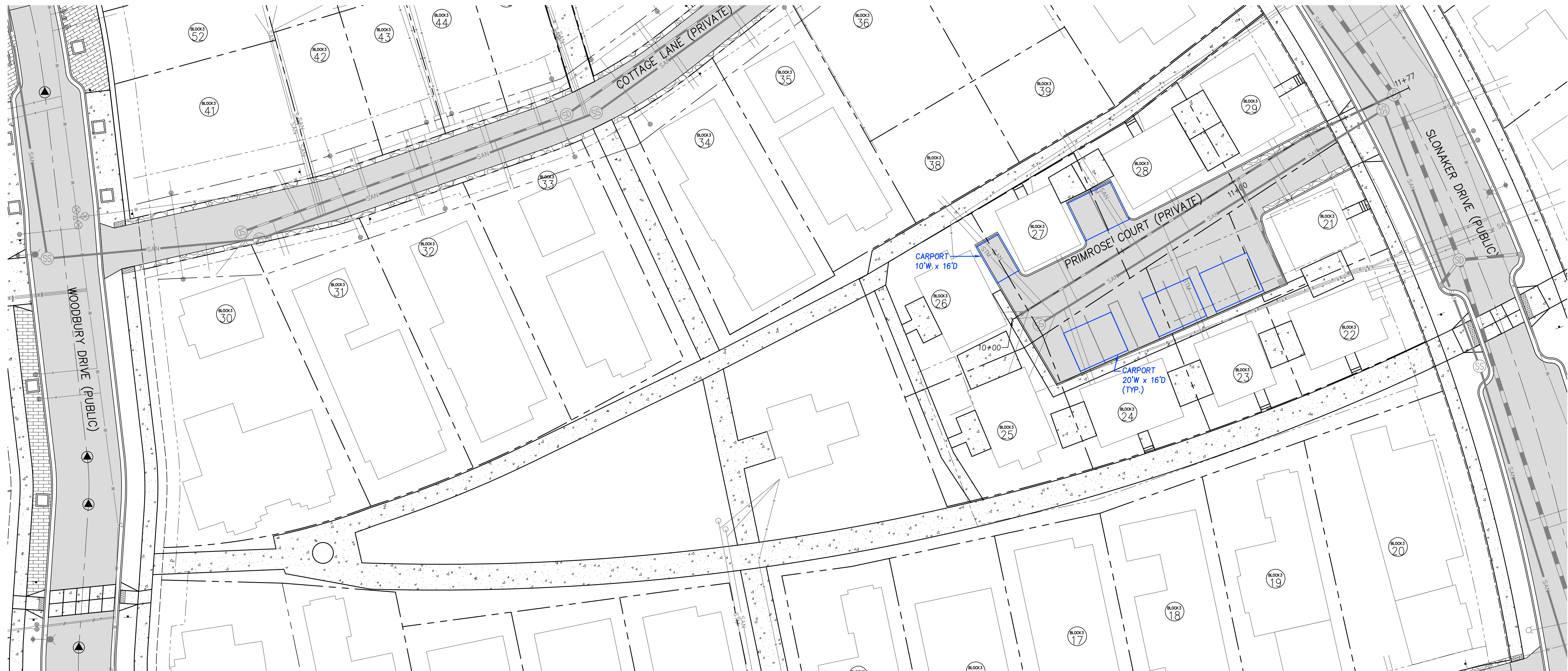
NO.	DESCRIPTION	DATE	REVISION

SHEET NO.
C2.1
4 OF 10
JOB NO. WNZ-03

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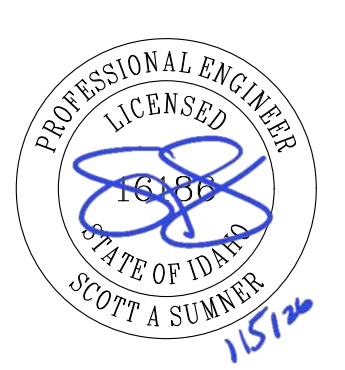
MOSCOW, IDAHO

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PRIMROSE COURT SITE PLAN
WOODBURY 2025 FINAL PUD

SYNTIER
 Engineering, Inc.
 405 SE Deshauford Drive, Suite C, Portland, WA 99163
 www.SyntierEng.com 509.339.6187

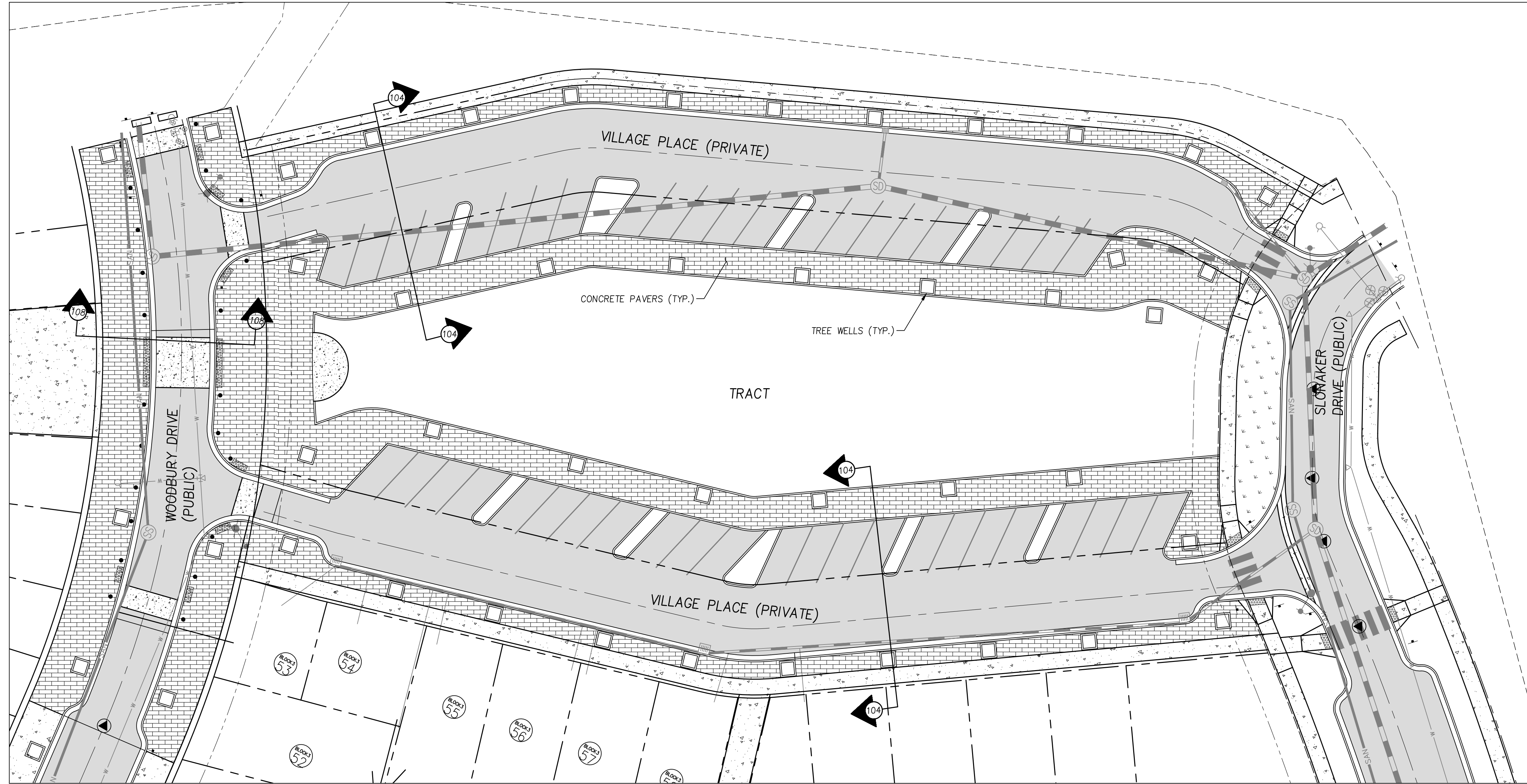


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DATE	NO.	DESCRIPTION

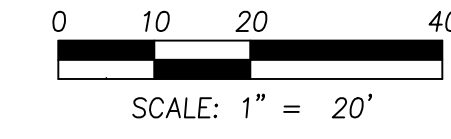
SHEET NO.
C2.3
 6 OF 10
 JOB NO. WNZ-03

P:\WNZ-03 (Stonaker Development)\WNZ03-DIV\SS\Sheets\WNZ03-FINAL_PUD\WNZ03-C2.4-PARK PLACE SITE PLAN.dwg



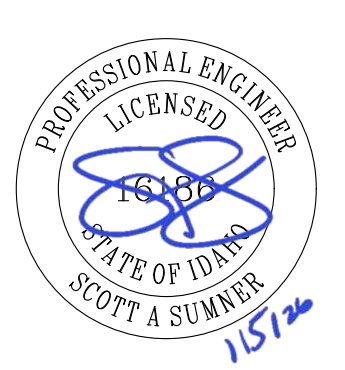
CONSTRUCTION NOTES

- 104 CONSTRUCT ONE WAY LOOP PER VILLAGE PLACE ROAD SECTION, SHEET C2.4.
- 108 CONSTRUCT LOCAL STREET PER NORTHERN WOODBURY DRIVE ROAD SECTION, SHEET C2.4



VILLAGE PLACE SITE PLAN
 WOODBURY 2025 FINAL PUD

SYNTIER
 Engineering, Inc.
 405 SE Bristol Drive, Suite C, Moscov, WA 99163
 www.SyntierEng.com 509.339.6187



DESIGNED:	SAS
DRAWN:	SAS
CHECKED:	SAS
DATE:	JANUARY 5, 2026

DATE	NO.	DESCRIPTION

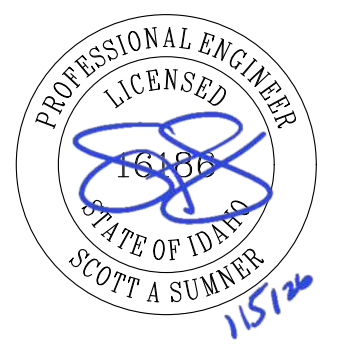
SHEET NO.
C2.4
 7 OF 10
 JOB NO. WNZ-03



P:\WNZ-03 (Slovaker Development)\WNZ03-DWGSSheets\WNZ03-FINAL_PUD\WNZ03-C3-D-OVERALL GRADING.dwg

OVERALL GRADING PLAN
 WOODBURY 2025 FINAL PUD

SYNTIER
 Engineering, Inc.
 405 SE Breakford Drive, Suite C, Hillsboro, WA 97113
 www.SyntierEng.com 509.339.6187



DESIGNED:	SAS
DRAWN:	SAS
CHECKED:	SAS
DATE:	JANUARY 5, 2026

DATE	NO.	DESCRIPTION

SHEET NO.
C3.0
 9 of 10
 JOB NO. WNZ-03

MOSCOW, IDAHO

WOODBURY PHASE 1 SITE MODIFICATIONS

WINTZ COMPANY/ DECEMBER 2, 2025



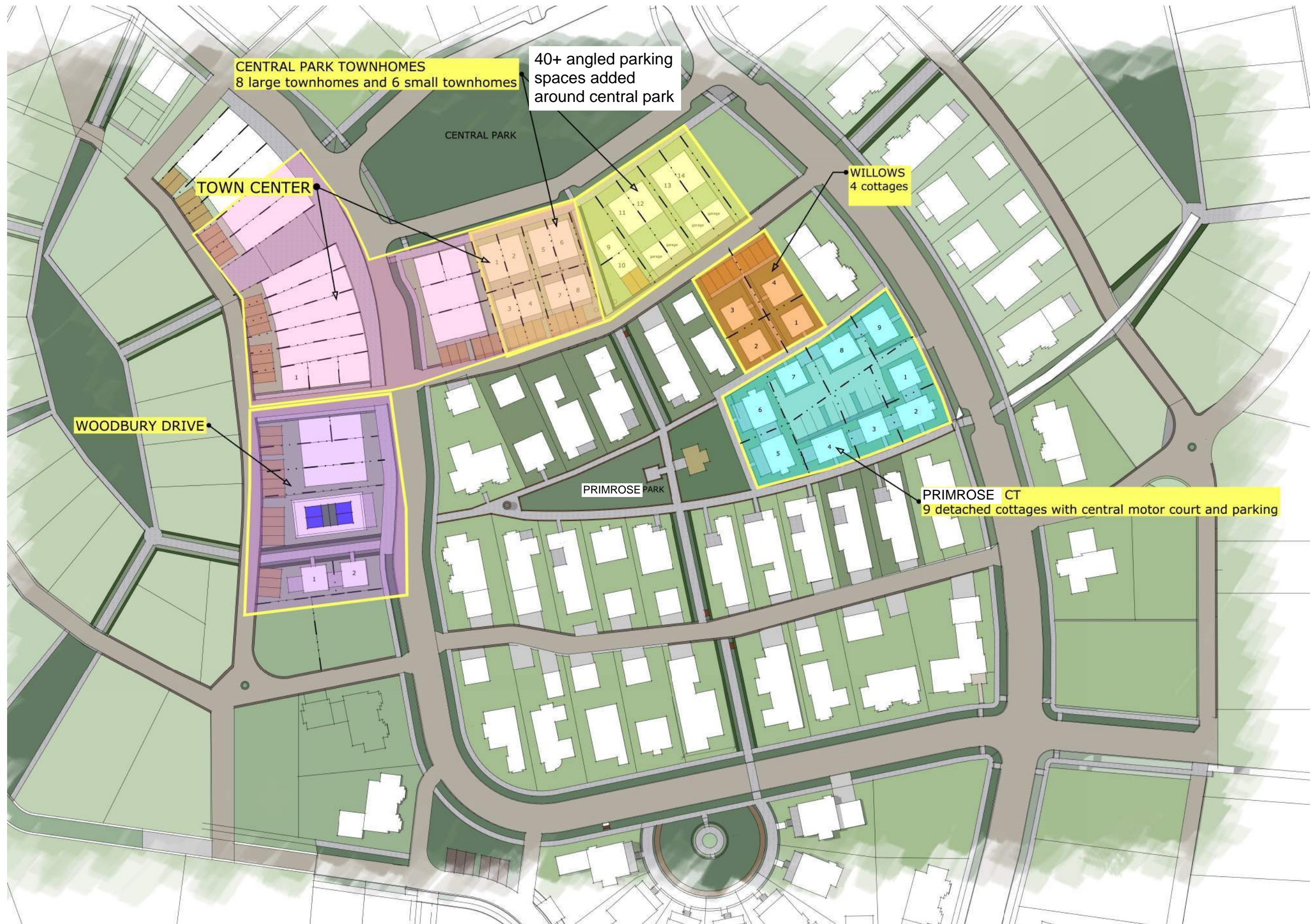
WOODBURY SITE OVERVIEW



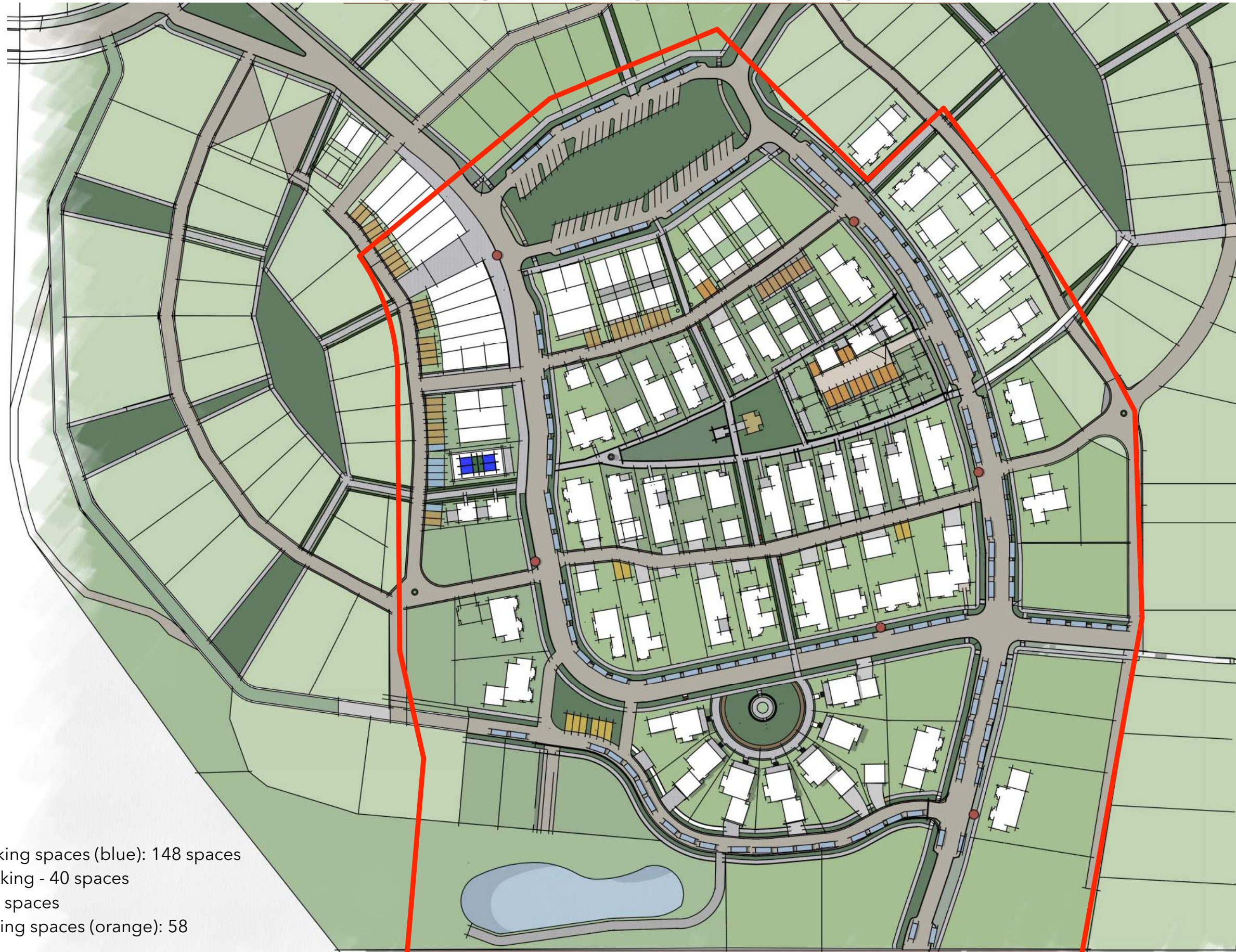
Limits of phase 1



WOODBURY PHASE 1 MODIFICATIONS



WOODBURY PHASE 1 PARKING PLAN



Parking stall count:

- A. Public street parking spaces (blue): 148 spaces
 - Central Park parking - 40 spacesTotal public: 188 spaces
- B. Designated parking spaces (orange): 58



PHASE 1

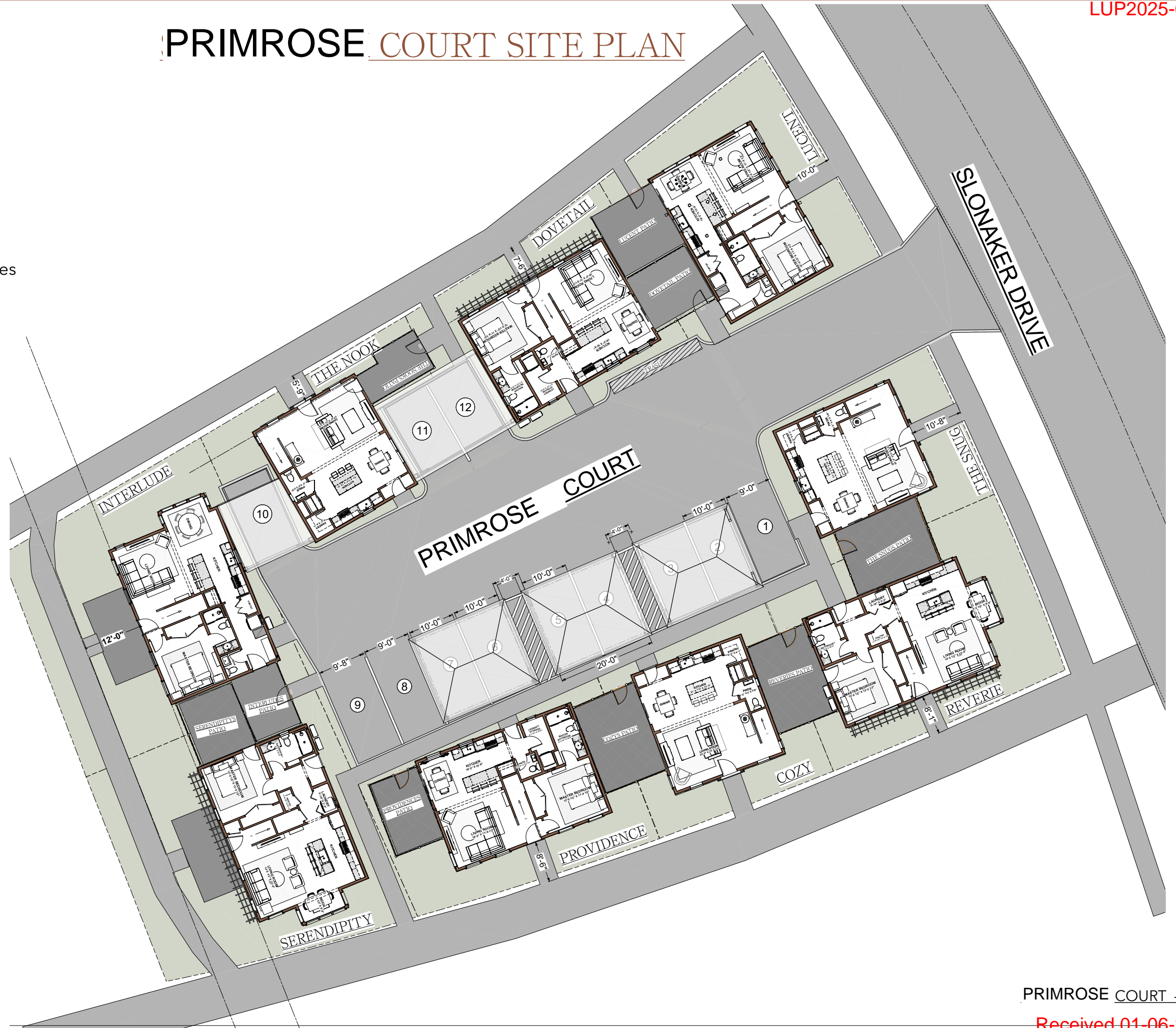
PRIMROSE COURT SITE PLAN

PRIMROSE COURT SETBACKS:

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

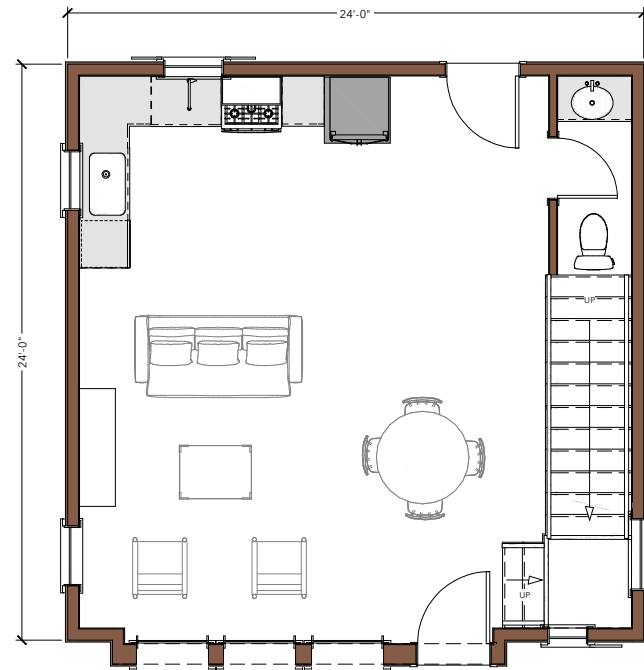
PARKING:

- 12 parking spots provided.
- One designated parking space per unit and three additional stalls to be assigned.
- Parking stalls are between 9' & 10' wide and 18' or 20' long.

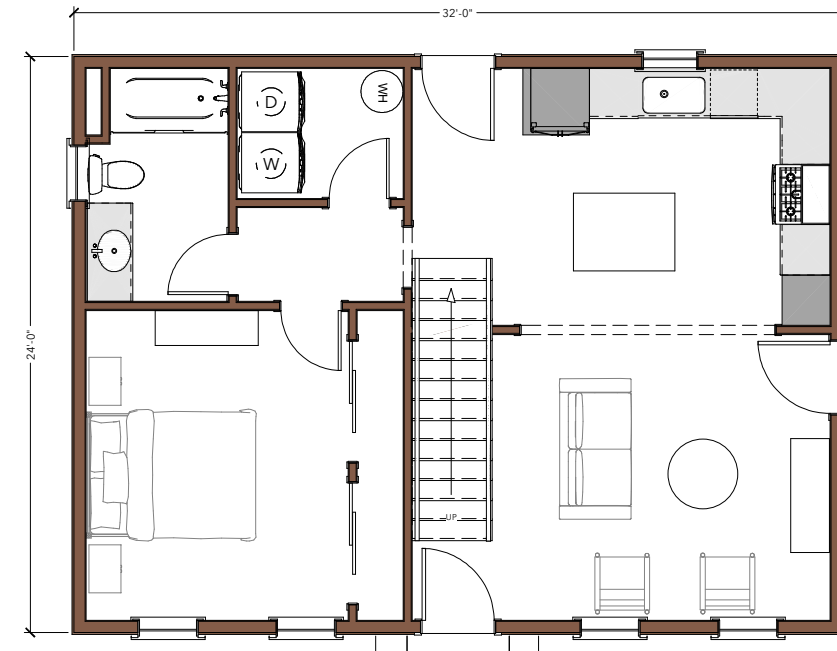


PRIMROSE COURT TYP. FLOOR PLANS

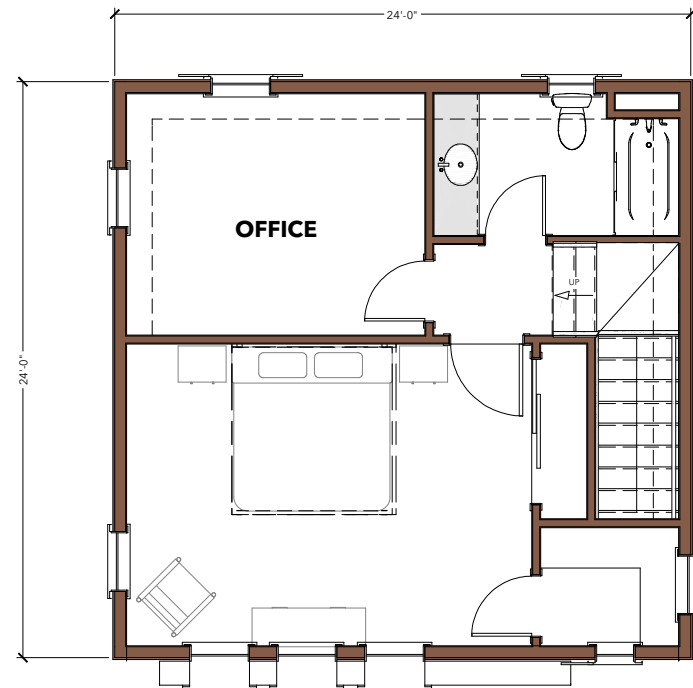
3) 24X24 UNITS
1ST FLOOR



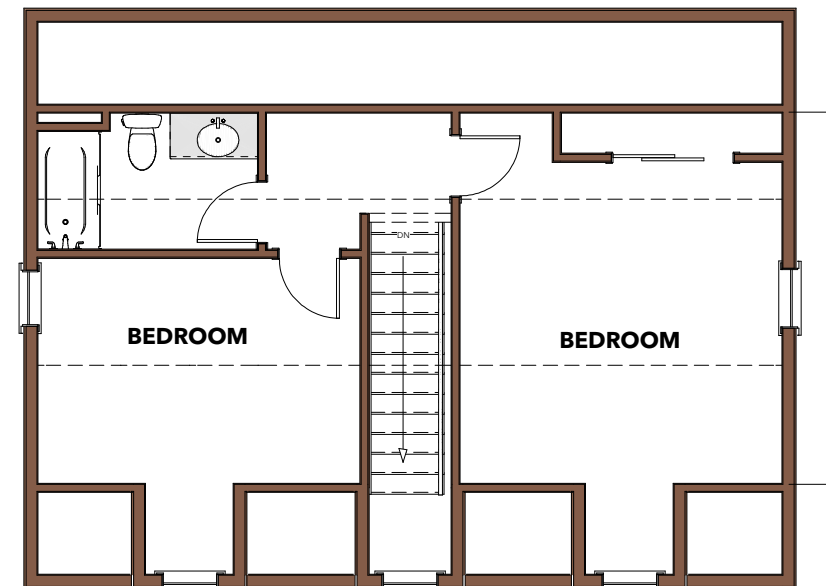
6) 24X32 UNITS
1ST FLOOR



2ND FLOOR



2ND FLOOR



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

PRIMROSE COURT RENDER



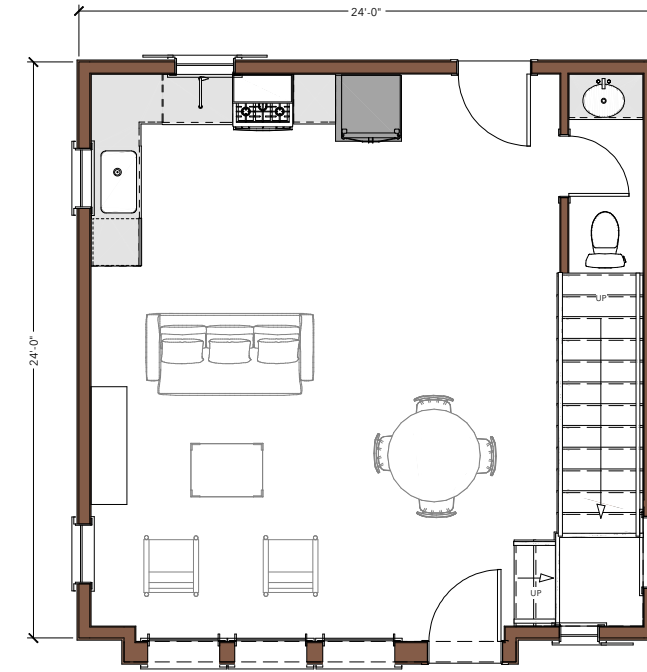
In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

THE WILLOWS SITE PLAN - FOUR COTTAGES

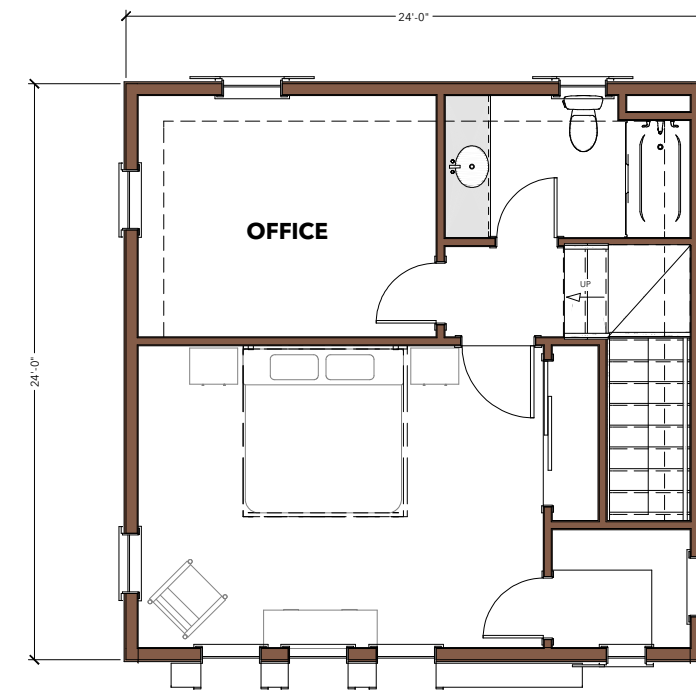


Footprint and elevations similar to PRIMROSE Court

3) 24X24 UNITS
1ST FLOOR



2ND FLOOR

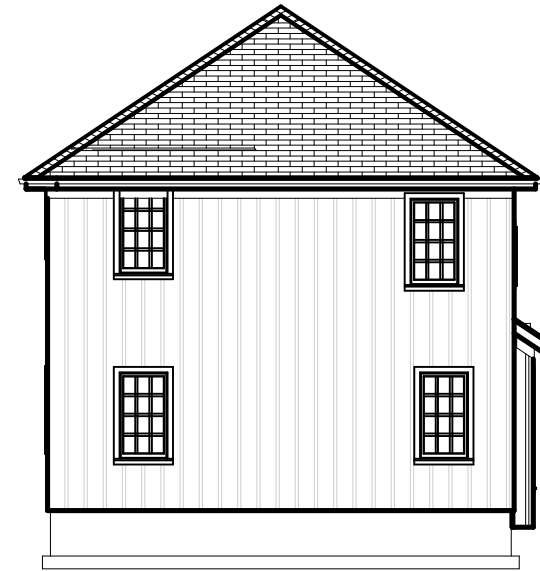


In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

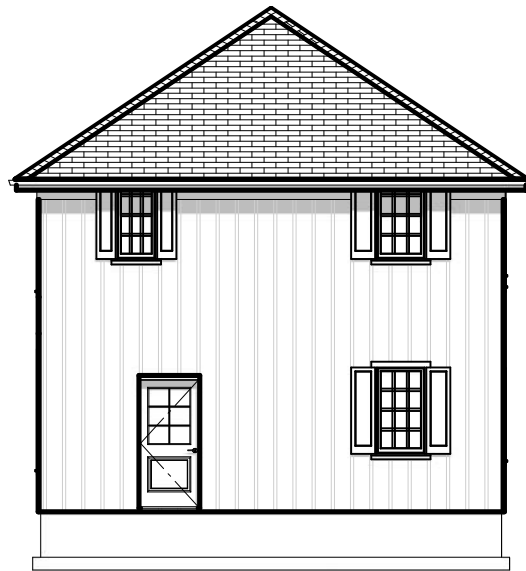
THE WILLOWS ELEVATIONS - FOUR COTTAGES



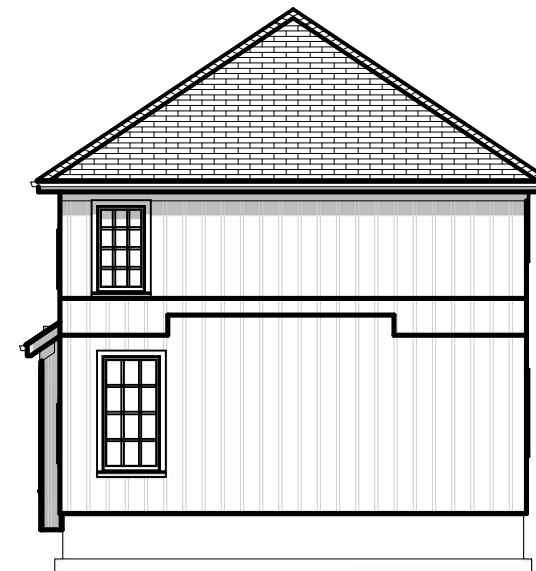
EXTERIOR ELEVATION FRONT



EXTERIOR ELEVATION LEFT



EXTERIOR ELEVATION BACK



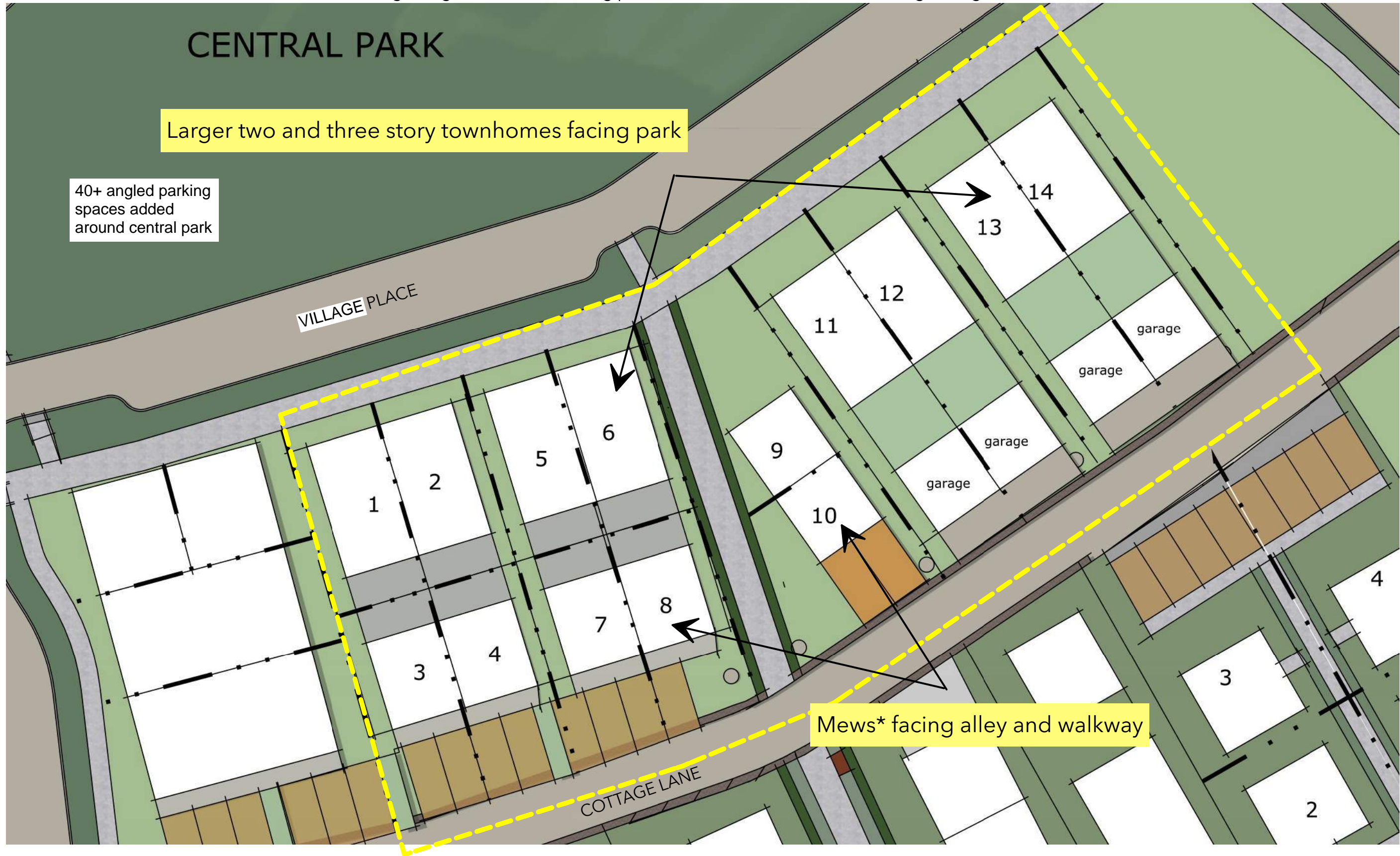
EXTERIOR ELEVATION RIGHT

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

Received 12-02-2025

CENTRAL PARK TOWNHOMES SITE PLAN

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



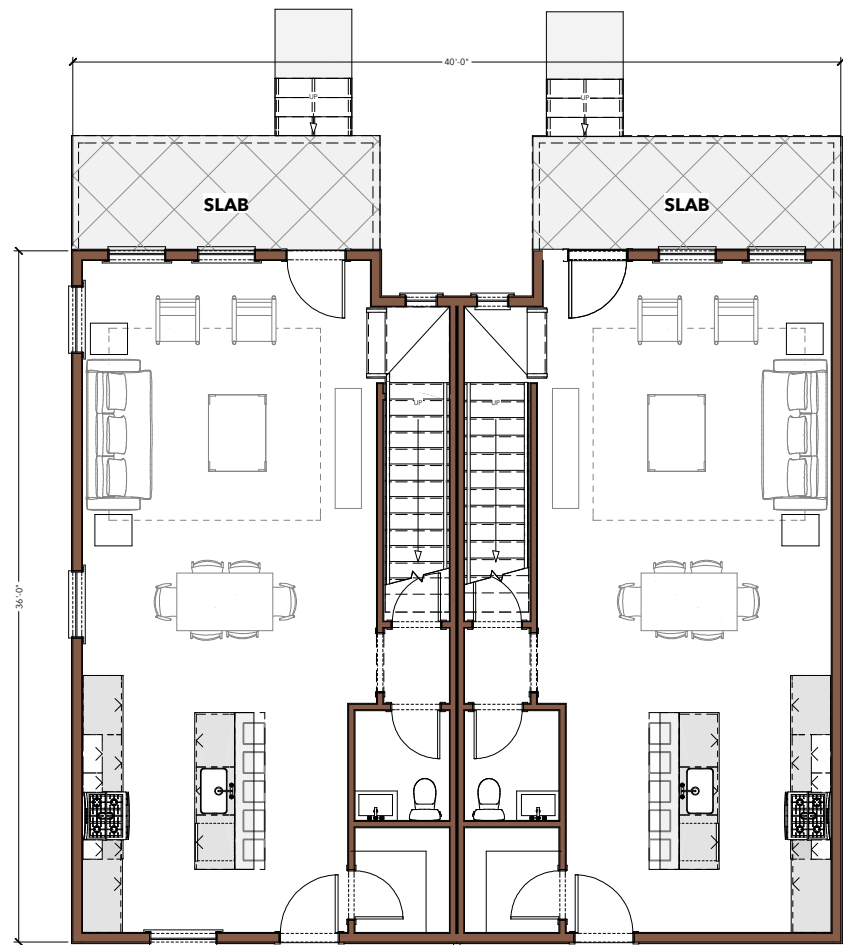
Larger two and three story townhomes facing park

40+ angled parking spaces added around central park

Mews* facing alley and walkway

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

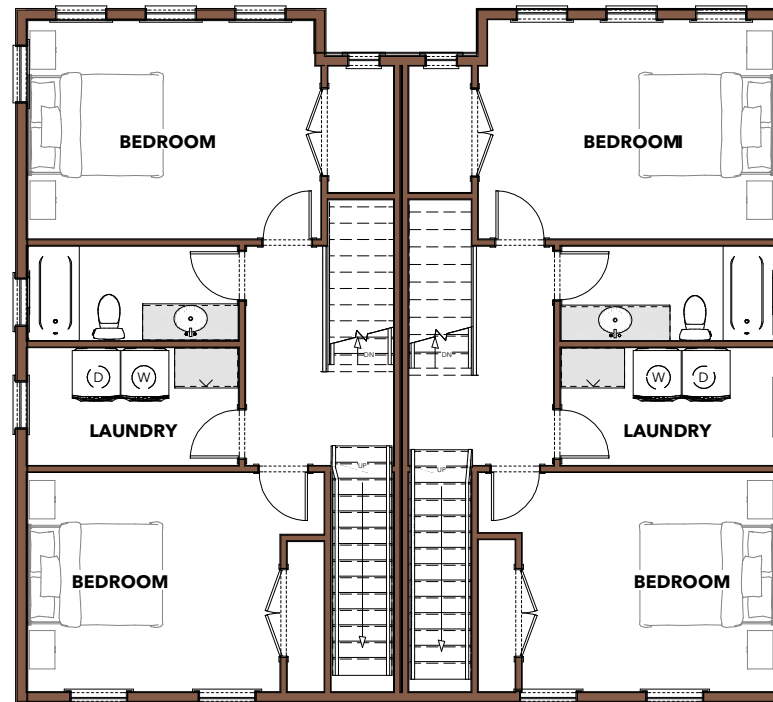
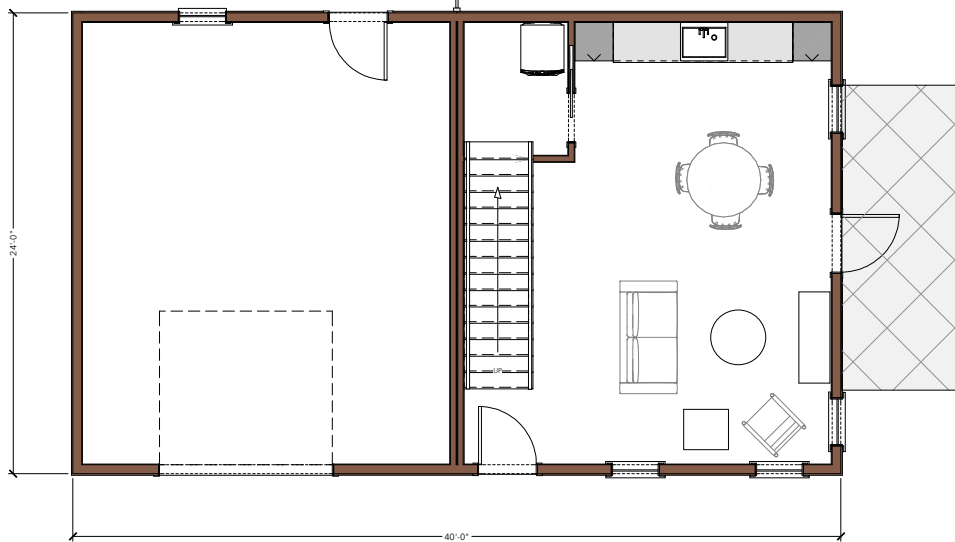
TOWNHOMES - TYPICAL FLOOR PLANS



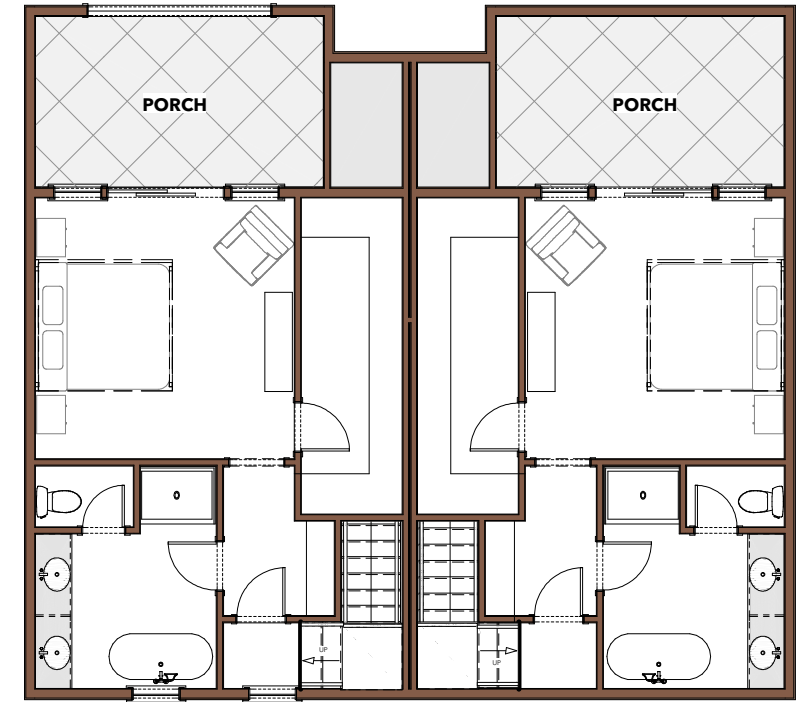
1ST FLOOR

example of townhome with garage

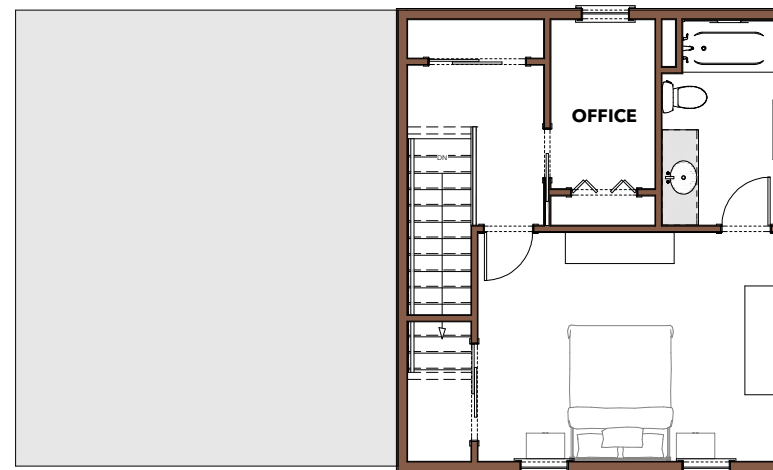
example of townhome with second unit



2ND FLOOR



3RD FLOOR

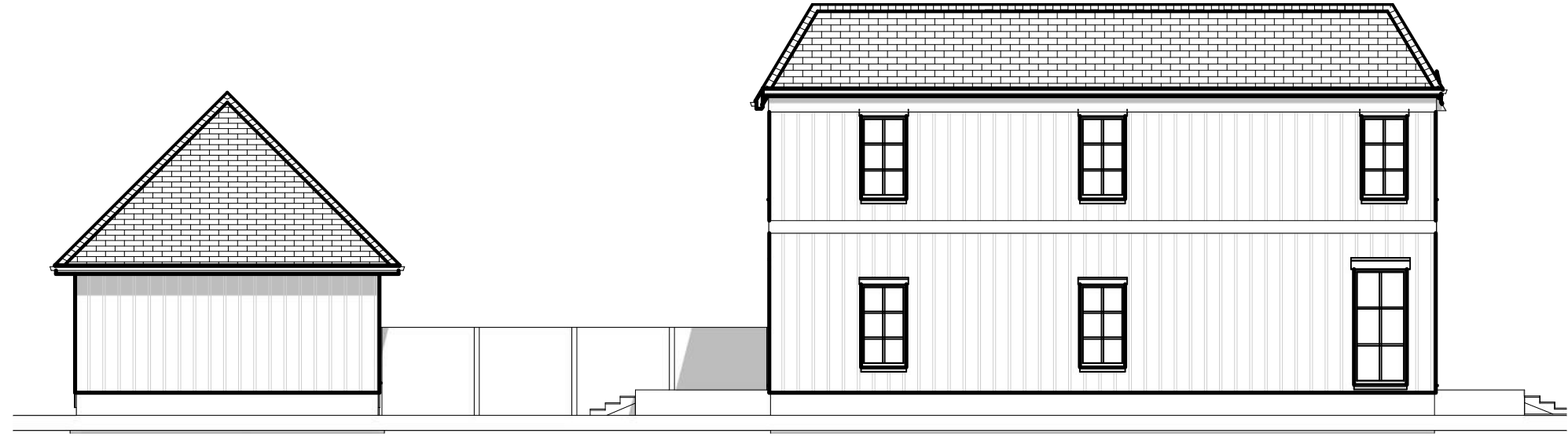


In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

TOWNHOMES - EXAMPLE ELEVATIONS



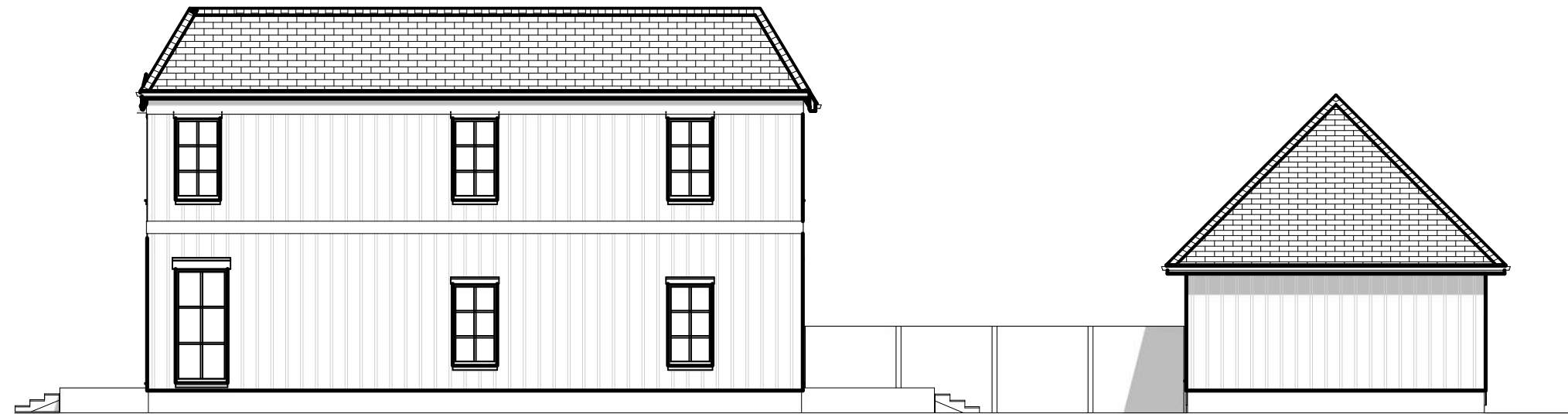
FRONT



RIGHT



BACK



LEFT

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

TOWN CENTER SITE PLAN



Awnings



Narrow Storefronts

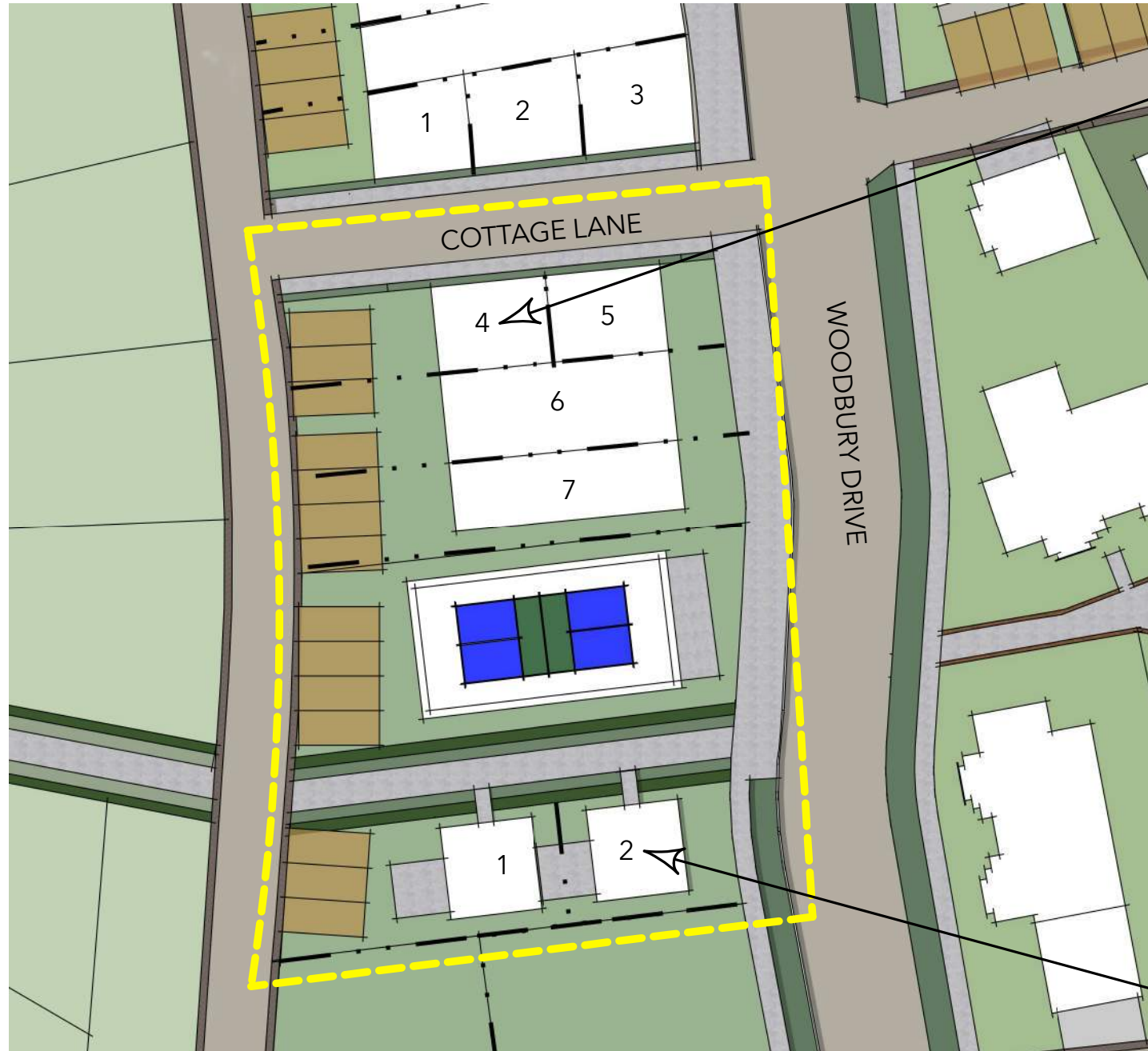


Local retailers

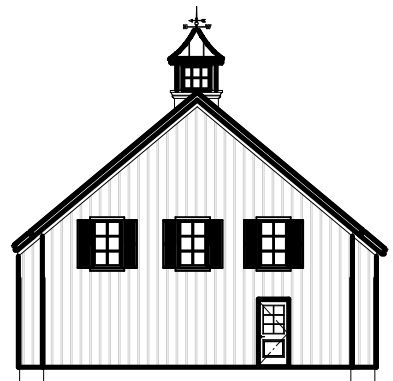
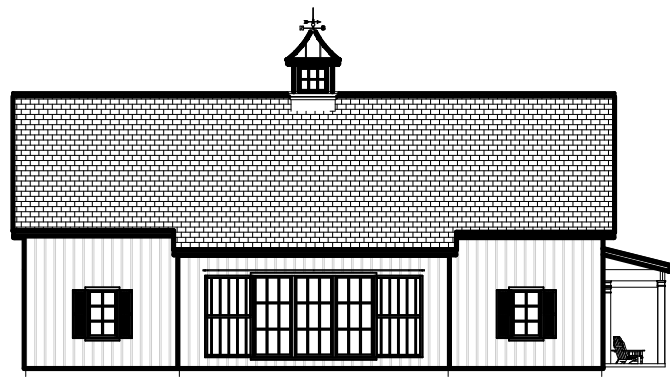
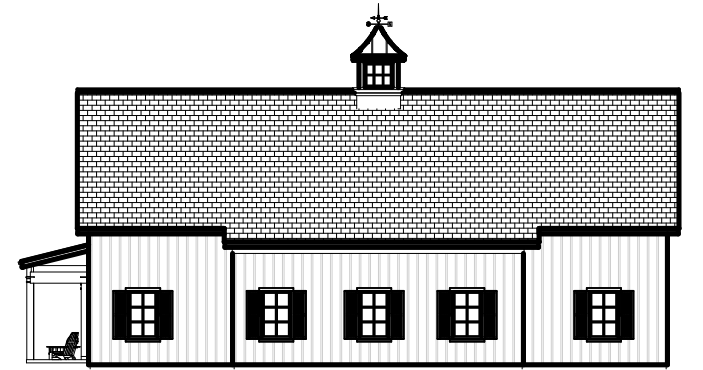


Neighborhood business will consist of retail or offices on the ground floor with offices or apartments above. Building heights range from two to three stories.

WOODBURY DR. TOWNHOMES, RECREATION & COTTAGES



TOWNHOMES - SIMILAR TO CENTRAL PARK TOWNHOMES



INDOOR PICKLEBALL COURT

COTTAGES SIMILAR TO PRIMROSE COURT 24'X24' COTTAGES

Lot Type	Uses	Average Lot Size	Minimum Setbacks			Off Street Parking	Encroachments or Exceptions
			Front	Sides	Rear		
Village - Neighborhood Business	SF Attached, SF Detached, Neighborhood Business	400+	0'	0'	0'	Minimum of 1 unassigned off-street space	None
Small Lots outside NB zone - Adjoining or across a street from NB	SF attached and detached	400+	0'	0'	0'	Minimum of 1 assigned off-street space provided by parking pad, carport or garage	
Cottage Lots	Single Family Detached	4,800 +	5'	5'	5'	Minimum 2 off-street spaces provided by parking pad, carport or garage.	Garages doors shall be set back to 7'. At front, side and side street setbacks, porches, bays and appendages may encroach up to 3'.
Garden Lots	Single Family Detached	6,600 +	5'	5'	5'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Garages doors shall be set back to 7'. At front, side and side street setbacks, porches, bays and appendages may encroach up to 3'.
Estate Lots	Single Family Detached	16,000 +	5'	5'	5'	Minimum 2 enclosed and off-street spaces	
Carriage Houses - ADUs	Accessory Units	Above or attached to a garage or house or standing alone.	Same as zone in which it is located			1 additional off-street space required for ADU's over 600 sf	None

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

Summary of Lot Specifications - PUD Amendment - Spring 2025

WOODBURY

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

5.13.25

Re: Woodbury – Parking in the NB Zone

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

*See below
No longer needed or required.*

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

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

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

Best regards,

Mark Wintz

Mark Wintz
Woodbury Development, LLC

Mike, I would like to note that we have created 40+ parking places surrounding the Central Park precluding the need for the temp parking on Rosemary - Please make this part of the file - Mark Wintz





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

For City Use Only			
Date Received			
Dept	Fee Type	Fees	Paid
CDV	Application Fee	\$506.00 plus \$30.25/lot	
Receipt Number			

APPLICATION FOR FINAL SUBDIVISION PLAT

(Please type or print plainly with blue ink.)

APPLICANT:

Name: Scott Sumner - SynTier Engineering Phone: 509-339-6187
Address: _____ Email: scott@syntierengr.com

OWNER: (if other than applicant)

Name: Woodbury Land LLC, Woodbury Development, Trail Family Trust, Roger Martinson, Michael Bray Phone: _____
Address: 1004 Dairy Lane, 1310 Youmans Lane, 1662 Picotee Cir, Moscow ID 83843, 2294 Steamboat Lp, Port Orchard WA 98366 Email: mark@wintzcompany.com
levi@wintzcompany.com

ENGINEER/SURVEYOR:

Name: Scott Sumner - SynTier Engineering Phone: 509-339-6187
Address: 405 SE Brelsford Drive, Suite C, Pullman, WA 99163 Email: scott@syntierengr.com

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

PROPERTY:

- Proposed Subdivision Name: RePlat of Woodbury 1st Addition
- Address(es) or Parcel Number(s): _____
- Legal Description: Please attach copy of full description.
- Gross Area of all land involved: 10.83 acres, and/or 471,941 sq. ft.
- Total Net Area of land area, exclusive of proposed or existing public street and/or other public lands:
10.83 acres, and/or 471,941 square feet.
- Total number of lots: 83 Average lot size: 5,686 sq. ft.

SEWER AND WATER MAIN OVERSIZING REIMBURSEMENT POLICY:

Oversizing of utilities will not be eligible for reimbursement from the City unless a written request is submitted to the City Engineer prior to approval of the project construction drawings and a written approval of such request is issued by the City Engineer.

Received 11-17-2025

FINAL PLAT CHECKLIST:

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

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


notarized upon the plat by an officer duly authorized to take acknowledgements. If the property is being mortgaged, the signature of the mortgagee's representative is also required.

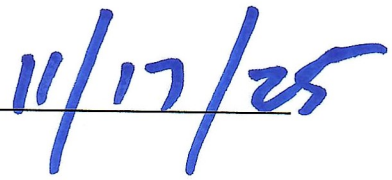
- _____ 12. Signed certificate by the land surveyor, stating that the plat is correct and accurate, the land survey of the platted property was performed by them or under their direct supervision, the monuments indicated on the plat have been located as described, and the surveying and platting was done in accordance with Idaho Code. The statement shall be accompanied by the seal of the registered professional land surveyor, signed and dated. The surveyor shall in every case have a valid certificate of registration with the Idaho Board of Registration of Professional Engineers and Professional Land Surveyors.
- _____ 13. Signed certificate by the City of Moscow Planning and Zoning Commission with date of approval.
- _____ 14. Certificate stating that the City Council has approved the plat and accepts all public dedications as shown thereon. The certificate shall be signed by the Mayor and attested to by the City Clerk.
- _____ 15. Certificate by the City Engineer that the plat conforms to the requirements of Title 50, Chapter 13, of the Idaho Code, and with the requirements of Moscow City Code Title 5, Chapter 1.
- _____ 16. Signed certification by the subdivider stating the City of Moscow has agreed in writing to supply water to all the lots in the subdivision from the municipal water system.
- _____ 17. Certificate signed and sealed by the Latah County Surveyor stating the plat and computations have been checked and the plat meets the requirements of Title 50, Chapter 13 of the Idaho Code.
- _____ 18. Certificate of satisfaction of the sanitary restrictions, to be endorsed by the Latah County Recorder at the time of filing if the sanitary restrictions have been satisfied according to Idaho Code, Section 50-1326.
- _____ 19. Certificate that taxes have been paid to date on the property to be signed by the Latah County Treasurer at the time of filing.
- _____ 20. Certificate of recording, to be signed by the Latah County Recorder at the time of filing.

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

- 1. Application fees
- 2. One full-sized Final Plat Map and one electronic copy.

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

_____ 
 Signature of Applicant

_____ 
 Date

 Signature of Property Owner (if different)

 Date

REPLAT OF WOODBURY FIRST ADDITION

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

ACKNOWLEDGMENTS:

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

ON THIS _____ DAY OF _____, 2025, BEFORE THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, PERSONALLY APPEARED BEFORE ME DAN MADER, GOVERNOR OF WOODBURY LAND, LLC, AN IDAHO LIMITED LIABILITY PARTNERSHIP, THE COMPANY THAT EXECUTED THE WITHIN AND FOREGOING INSTRUMENT; WHO ACKNOWLEDGED SAID EXECUTION TO BE THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE PURPOSES MENTIONED THEREIN AND STATED ON OATH THAT HE IS AUTHORIZED TO EXECUTE SAID INSTRUMENT AND THE SEAL AFFIXED (IF ANY) IS THE COMPANY SEAL OF SAID COMPANY.

SIGNED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

PRINTED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

MY COMMISSION EXPIRES _____

ACKNOWLEDGMENTS:

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

ON THIS _____ DAY OF _____, 2025, BEFORE THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, PERSONALLY APPEARED BEFORE ME BRIAN SCHMIDT, PRESIDENT OF JURGENS & CO., P.A., GOVERNOR OF WOODBURY LAND, LLC, AN IDAHO LIMITED LIABILITY PARTNERSHIP, THE COMPANY THAT EXECUTED THE WITHIN AND FOREGOING INSTRUMENT; WHO ACKNOWLEDGED SAID EXECUTION TO BE THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE PURPOSES MENTIONED THEREIN AND STATED ON OATH THAT HE IS AUTHORIZED TO EXECUTE SAID INSTRUMENT AND THE SEAL AFFIXED (IF ANY) IS THE COMPANY SEAL OF SAID COMPANY.

SIGNED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

PRINTED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

MY COMMISSION EXPIRES _____

ACKNOWLEDGMENTS:

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

ON THIS _____ DAY OF _____, 2025, BEFORE THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, PERSONALLY APPEARED BEFORE ME MARK WINTZ, MANAGER OF WINTZ COMPANY LLC, GOVERNOR OF WOODBURY LAND, LLC, AN IDAHO LIMITED LIABILITY PARTNERSHIP, THE COMPANY THAT EXECUTED THE WITHIN AND FOREGOING INSTRUMENT; WHO ACKNOWLEDGED SAID EXECUTION TO BE THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE PURPOSES MENTIONED THEREIN AND STATED ON OATH THAT HE IS AUTHORIZED TO EXECUTE SAID INSTRUMENT AND THE SEAL AFFIXED (IF ANY) IS THE COMPANY SEAL OF SAID COMPANY.

SIGNED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

PRINTED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

MY COMMISSION EXPIRES _____

DESCRIPTION

BLOCKS 1 AND 2, LOTS 10, 11, 21-40 OF BLOCK 3, TRACTS A, B, C, D, E, G, H, J, AND I, ALL OF WOODBURY FIRST ADDITION TO THE CITY OF MOSCOW, AS SHOWN BY THE RECORDED PLAT, INSTRUMENT NUMBER 630759, RECORDS OF LATAH COUNTY, IDAHO.

EXCEPT THE SOUTH 5 FEET OF LOTS 1 AND 2, SAID BLOCK 1.

TOGETHER WITH THOSE PORTIONS OF WOODBURY DRIVE AND ASHTON LANE VACATED PER CITY OF MOSCOW ORDINANCE NO. 2025-07.

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

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

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

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

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

CONTAINING: 534,371 SQUARE FEET OR 12.27 ACRES OF LAND, MORE OR LESS.

DEDICATION:

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

IN WITNESS WHEREOF WE HAVE SET OUR HANDS THIS _____ DAY OF _____, 2025.

BY:

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

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

DAN MADER, GOVERNOR OF WOODBURY LAND, LLC

OWNER'S CONTACT INFORMATION

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

SURVEYOR'S CONTACT INFORMATION

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

	By	Date	Scale: N/A
Surveyed	CBB	08/24	Date: December 5, 2025
Drawn	TMH	04/25	Drawing Name WNZ03-PLAT 2025.DWG
Checked	JMV	11/25	
Approved			
Accepted			Sheet 1 of 5

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

For:
WOODBURY LAND LLC
1004 DAIRY LANE
MOSCOW, IDAHO

RECORDER'S CERTIFICATE:

FILED FOR RECORD THIS _____ DAY OF _____ 20____,
AT _____ M. IN BOOK _____ OF _____
AT PAGE _____ INSTRUMENT NUMBER _____
AT THE REQUEST OF _____

LATAH COUNTY RECORDER

DEPUTY

APPROVALS

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

EXAMINED AND APPROVED BY ACTION OF THE MOSCOW PLANNING AND ZONING COMMISSION AT A REGULAR MEETING WITH A QUORUM PRESENT THE _____ DAY OF _____, 2025.

CHAIRMAN, PLANNING AND ZONING COMMISSION

EXAMINED AND APPROVED BY ACTION OF THE MOSCOW CITY COUNCIL AT A REGULAR MEETING WITH A QUORUM PRESENT THE _____ DAY OF _____, 2025. DEDICATION OF ALL PUBLIC STREETS, EASEMENTS, AND PARKLAND DESCRIBED ON THIS PLAT IS HEREBY ACCEPTED IN ACCORDANCE WITH SECTION 50-1313, IDAHO CODE.

CLERK MAYOR, CITY OF MOSCOW

EXAMINED AND APPROVED BY THE CITY ENGINEER THIS _____ DAY OF _____, 2025.

CITY ENGINEER, CITY OF MOSCOW

EXAMINED AND APPROVED BY THE LATAH COUNTY SURVEYOR THIS _____ DAY OF _____, 2025.

LATAH COUNTY SURVEYOR

I HEREBY CERTIFY THAT TAXES AND ASSESSMENTS ON PROPERTY SHOWN HEREON HAVE BEEN PAID FOR _____ AND PRECEDING YEARS AS OF THIS _____ DAY OF _____, 2025.

LATAH COUNTY TREASURER

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE BEEN SATISFIED BASED ON THE DEQ APPROVAL OF THE DESIGN PLANS AND SPECIFICATIONS AND THE CONDITIONS IMPOSED ON THE DEVELOPER FOR CONTINUED SATISFACTION OF THE SANITARY RESTRICTIONS. BUYER IS CAUTIONED THAT AT THE TIME OF THIS APPROVAL, NO DRINKING WATER OR SEWER/SEPTIC FACILITIES WERE CONSTRUCTED. BUILDING CONSTRUCTION CAN BE ALLOWED WITH APPROPRIATE BUILDING PERMITS IF DRINKING WATER OR SEWER FACILITIES HAVE SINCE BEEN CONSTRUCTED OR IF THE DEVELOPER SIMULTANEOUSLY CONSTRUCTING THOSE FACILITIES. IF THE DEVELOPER FAILS TO CONSTRUCT FACILITIES OR MEET THE OTHER CONDITIONS OF DEQ, THEN SANITARY RESTRICTIONS MAY BE REIMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL, AND NO CONSTRUCTION OF ANY BUILDING OR SHELTER REQUIRING DRINKING WATER OR SEWER/SEPTIC FACILITIES SHALL BE ALLOWED.

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

NORTH CENTRAL HEALTH DISTRICT DATE

SURVEYOR'S CERTIFICATE:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF IDAHO STATUTE 55-1904 AT THE REQUEST OF MARK WINTZ IN APRIL OF 2025.

Jason VonLindern 12-5-25

JASON VONLINDERN, PLS 19293 DATE



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

REPLAT OF WOODBURY FIRST ADDITION

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

OFFICIAL DOCUMENTS:

- R1 WARRANTY DEED INSTRUMENT NO. 618411, GRANTOR: TRAIL FAMILY, LLC, GRANTEE: WOODBURY LAND, LLC, 09/21/2021.
- R2A CPFR INSTRUMENT NO. 321963 QUARTER CORNER, SECTIONS 5 & 4, 1982, SURVEYOR: TAGGART.
- R2B CPFR INSTRUMENT NO. 449147 COMMON CORNER, SECTIONS 4, 5, 8, 9, 2000, SURVEYOR: KINNEY.
- R3 WOODBURY 1ST ADDITION PLAT, INSTRUMENT NO. 630759, 2023, SURVEYOR: VONLINDERN.
- R4 BLACKWOOD 1ST ADDITION PLAT, INSTRUMENT NO. 497958, 2005, SURVEYOR: HAMMOND.
- R5 SURVEY FOR: DAVID TRAIL, INSTRUMENT NO. 464347, 2002, SURVEYOR: HODGE.
- R6 SURVEY FOR: JOANNE REECE & BILL VOXMAN, INSTRUMENT NO. 579750, 2016, SURVEYOR: DUNN.

CORNER NOTES:

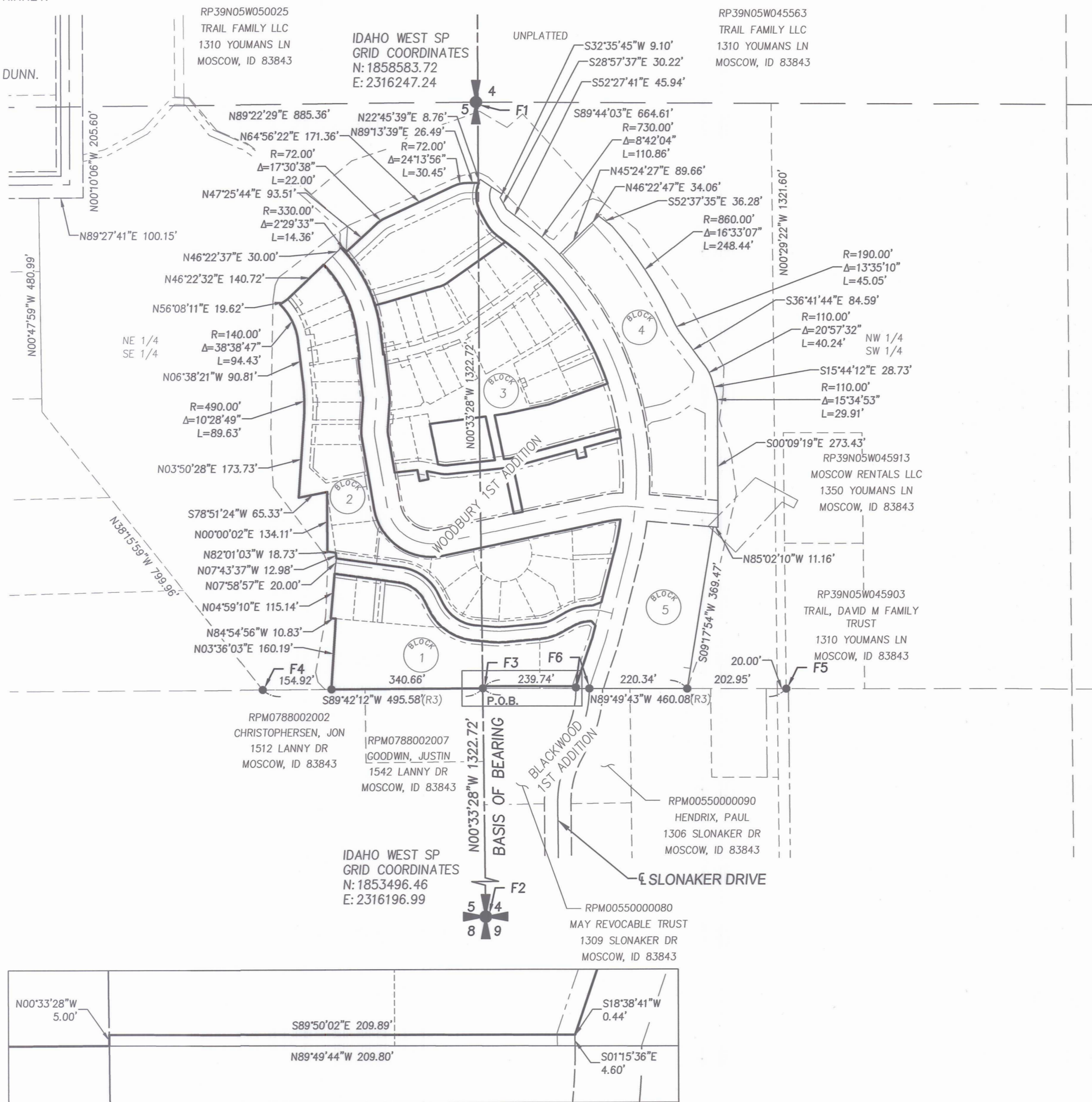
- F1 FOUND 1" PIPE WITH A PLASTIC CAP MARKED "TAGGART 1768", PER R2A
- F2 FOUND 5/8" REBAR WITH AN ALUMINUM CAP MARKED "T39N R5W BM, 4, 5, 8, 9 2000 PE/PLS 1969", PER R2B.
- F3 FOUND 5/8" REBAR WITH A YELLOW PLASTIC CAP MARKED "HODGE 3003".
- F4 FOUND 5/8" REBAR WITH AN ALUMINUM CAP MARKED "SURVEY MONUMENT, RIMROCK PLS 10162".
- F5 FOUND 5/8" REBAR WITH NO CAP.
- F6 FOUND 1/2" REBAR WITH CAP MARKED "PLS 2102".

SURVEYORS NARRATIVE:

- 1. WE ACCEPTED R3 AS THE BASIS OF THIS SURVEY.

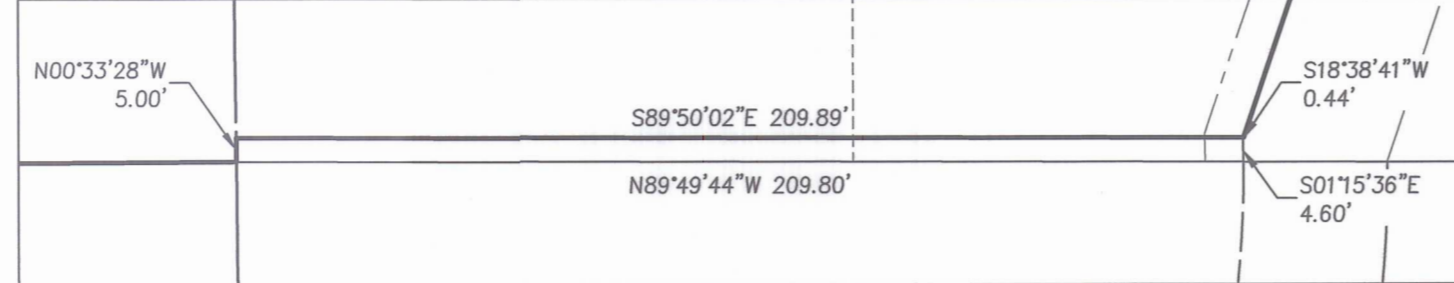
LEGEND:

- REPLAT BOUNDARY LINE
- SECTION LINE
- 1/4 SECTION LINE
- 1/16 SECTION LINE
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT LINE
- SECTION CORNER AS NOTED
- 1/4 SECTION CORNER AS NOTED
- FOUND 5/8" REBAR WITH OPC MARKED "VONLINDERN, PLS 19293", PER (R3) UNLESS OTHERWISE NOTED SEE CORNER NOTES
- SET 5/8" REBAR WITH OPC MARKED "VONLINDERN, PLS 19293"
- CALCULATED ANGLE POINT, NOTHING SET
- (R1) RECORD INFORMATION SEE OFFICIAL DOCUMENTS
- OPC ORANGE PLASTIC CAP



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 _____ DEPUTY



	By	Date	Scale: 1"=200'
Surveyed	CBB	08/24	Date: December 5, 2025
Drawn	TMH	04/25	Drawing Name
Checked	JMV	11/25	WNZ03-PLAT 2025.DWG
Approved			
Accepted			Sheet 2 of 5

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

For:
WOODBURY LAND LLC
 1004 DAIRY LANE
 MOSCOW, IDAHO

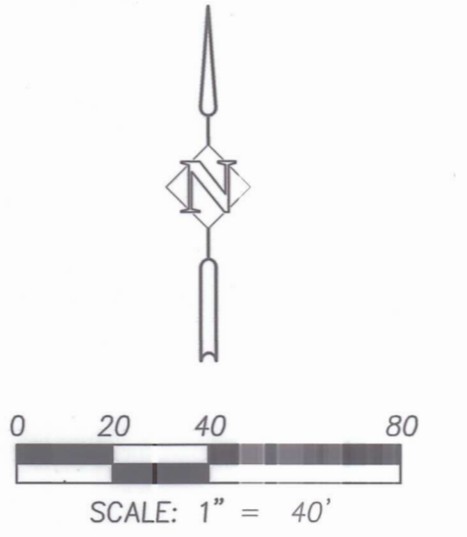
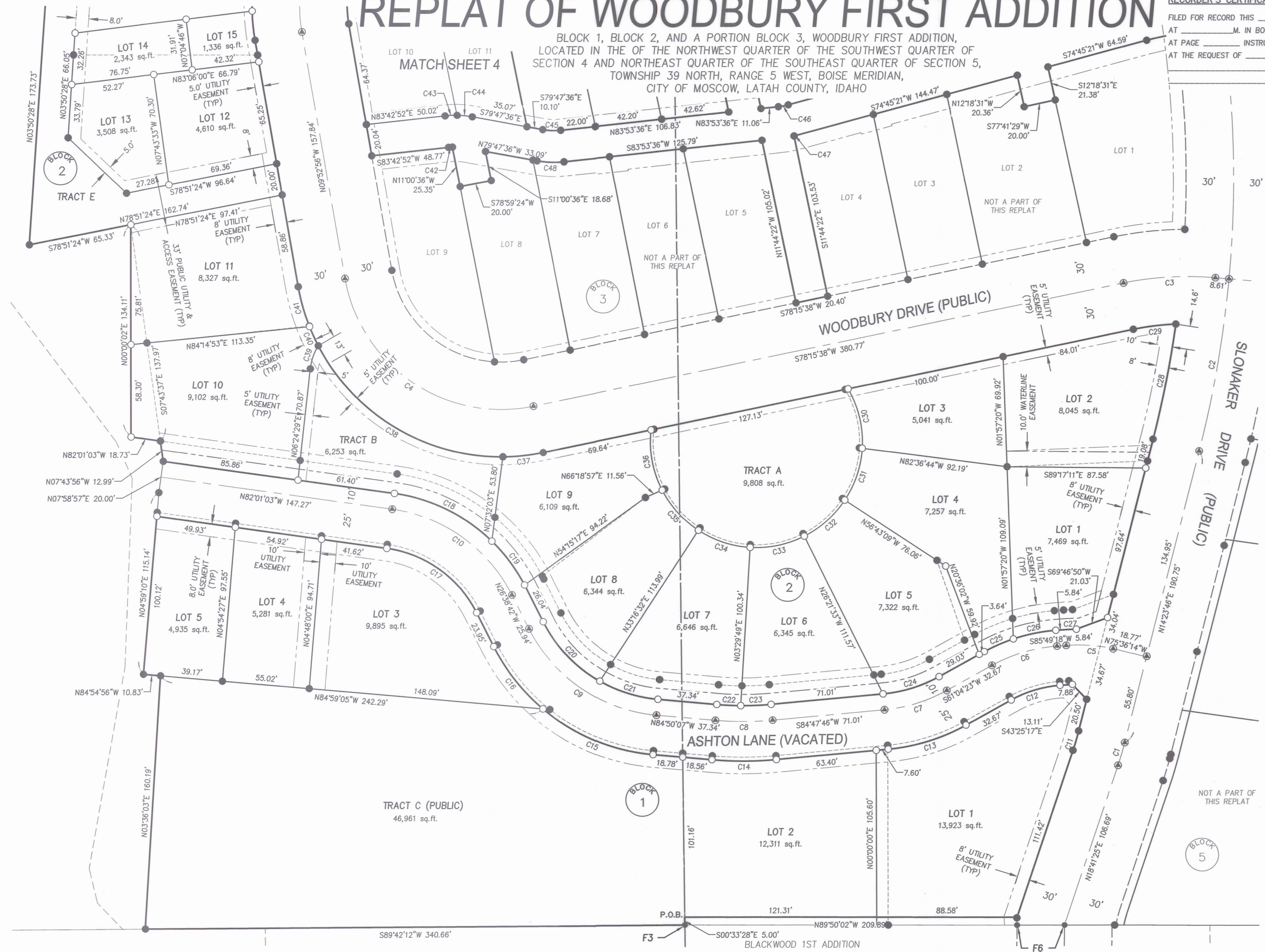
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Approved			
Accepted			Sheet 3 of 5

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For:
WOODBURY LAND LLC
1004 DAIRY LANE
MOSCOW, IDAHO

REPLAT OF WOODBURY 1ST ADDITION
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REPLAT OF WOODBURY FIRST ADDITION

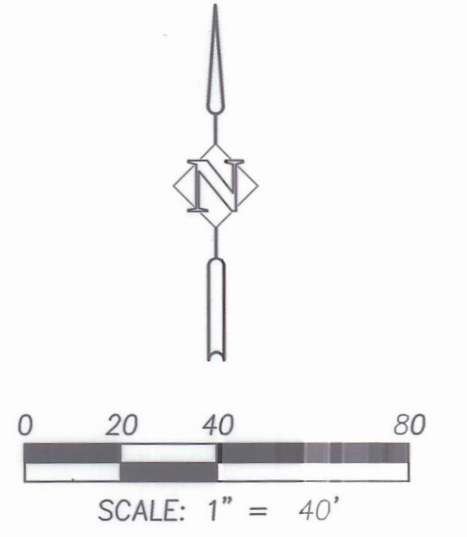
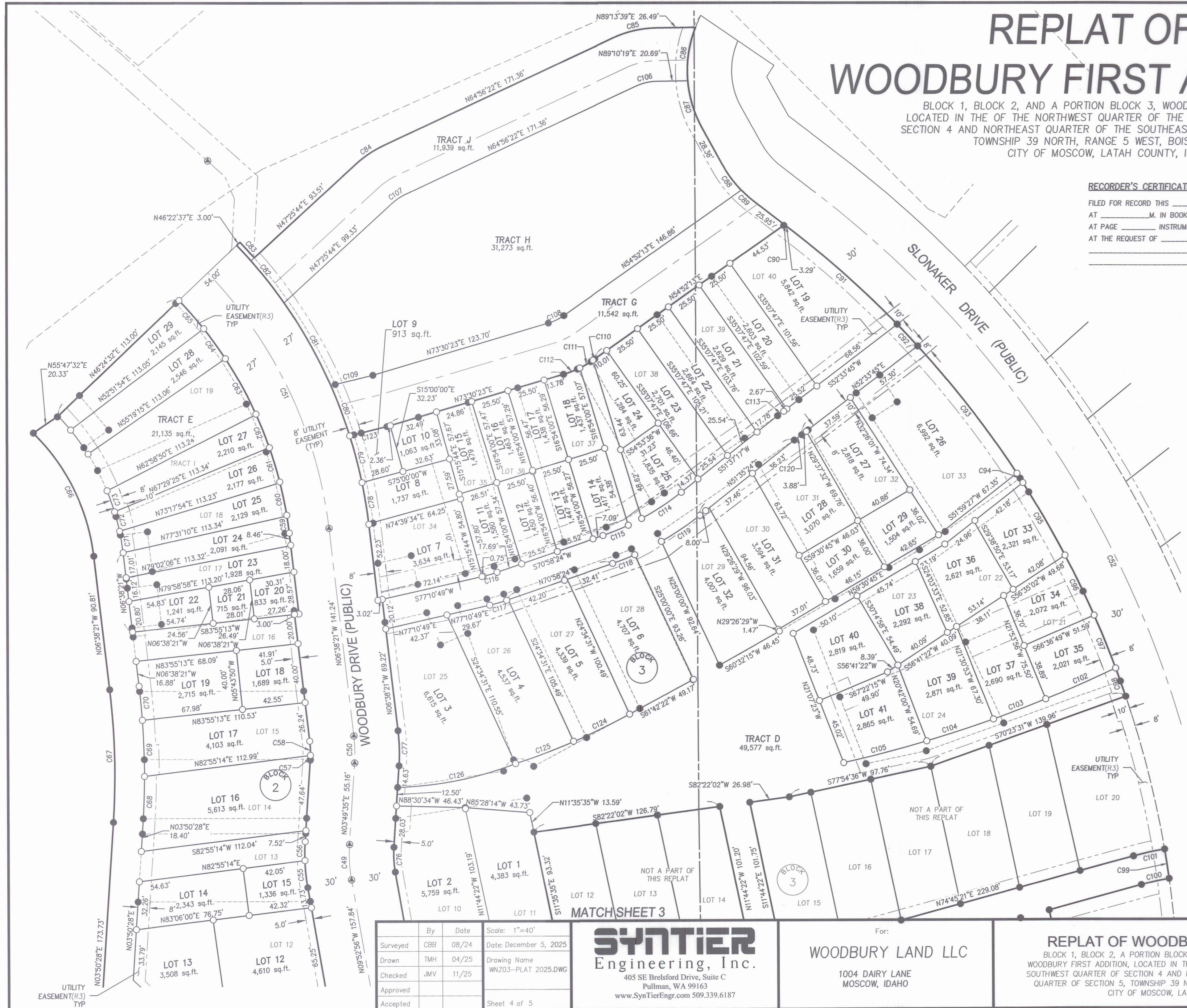
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CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C1	14.99	200.00	004°17'40"	N16°32'35"E	14.99
C2	110.85	700.00	009°04'23"	N09°51'34"E	110.73
C3	58.31	200.00	016°42'12"	S86°36'44"W	58.10
C4	160.32	100.00	091°51'26"	N55°48'39"W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

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C21	38.78	90.00	024°41'12"	N72°29'31"W	38.48
C22	15.21	190.00	004°35'14"	N87°07'44"W	15.21
C23	19.17	190.00	005°46'53"	S87°41'13"W	19.16
C24	37.26	90.00	023°43'23"	S72°56'05"W	37.00
C25	20.07	110.00	010°27'09"	S66°17'57"W	20.04
C26	27.45	110.00	014°17'47"	S78°40'25"W	27.38
C27	7.18	111.25	003°41'52"	S87°41'03"W	7.18
C28	74.42	670.00	006°21'50"	S11°12'51"W	74.38
C29	27.16	170.00	009°09'12"	N82°50'14"E	27.13
C30	39.27	66.95	033°36'20"	N13°14'03"W	38.71
C31	35.08	66.95	030°01'18"	N18°34'46"E	34.68
C32	34.67	66.95	029°40'10"	N48°25'30"E	34.28
C33	35.33	66.95	030°14'14"	N78°22'42"E	34.92
C34	34.80	66.95	029°46'43"	S71°36'50"E	34.41
C35	34.55	66.95	029°34'02"	S41°56'27"E	34.17
C36	39.40	66.95	033°42'55"	S10°17'58"E	38.83
C37	25.70	130.00	011°19'35"	N83°55'26"E	25.66
C38	143.11	130.00	063°04'26"	S58°52'34"E	135.99
C39	15.50	35.00	025°22'16"	N19°05'37"E	15.37
C40	13.29	130.00	005°51'30"	S24°24'36"E	13.29

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C41	26.32	130.00	011°35'55"	S15°40'53"E	26.27
C42	2.46	40.00	003°31'20"	S85°28'32"W	2.46
C43	7.64	60.00	007°17'48"	N87°21'46"E	7.64
C44	9.63	60.00	009°11'44"	S84°23'28"E	9.62
C45	11.39	40.00	016°18'48"	S87°57'00"E	11.35
C46	6.38	40.00	009°08'15"	N79°19'29"E	6.37
C47	1.69	60.00	001°36'43"	S75°33'43"W	1.69
C48	17.08	60.00	016°18'46"	N87°56'59"W	17.03

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REPLAT OF WOODBURY FIRST ADDITION

BLOCK 1, BLOCK 2, AND A PORTION BLOCK 3, WOODBURY FIRST ADDITION,
 LOCATED IN THE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF
 SECTION 4 AND NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 5,
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 CITY OF MOSCOW, LATAH COUNTY, IDAHO



CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C49	23.93	100.00	013°42'31"	N03°01'40"W	23.87
C50	18.27	100.00	010°27'56"	N01°24'23"W	18.24
C51	194.38	300.00	037°07'29"	N25°12'06"W	191.00
C52	816.82	700.00	066°51'27"	N19°01'58"W	771.26
C53	20.51	50.00	023°30'04"	N40°42'39"W	20.37
C54	43.74	50.00	050°07'27"	N03°53'53"W	42.36
C55	18.36	130.00	008°05'23"	S05°50'14"E	18.34
C56	12.75	130.00	005°37'07"	S01°01'01"W	12.74
C57	3.26	70.00	002°40'12"	N02°29'29"E	3.26
C58	9.52	70.00	007°47'45"	S02°44'29"E	9.52
C59	11.54	273.00	002°25'18"	S07°51'00"E	11.54
C60	23.00	273.00	004°49'38"	S11°28'28"E	22.99
C61	25.00	273.00	005°14'49"	S16°30'42"E	24.99
C62	24.00	273.00	005°02'13"	S21°39'13"E	23.99
C63	43.05	273.00	009°02'07"	S28°41'23"E	43.01
C64	24.95	273.00	005°14'13"	S35°49'32"E	24.94
C65	25.35	273.00	005°19'12"	S41°06'15"E	25.34
C66	94.43	140.00	038°38'47"	N25°57'45"W	92.65
C67	89.63	490.00	010°28'49"	N01°23'57"W	89.50
C68	32.34	510.02	003°38'00"	N02°01'26"E	32.34

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C69	37.81	510.02	004°14'53"	N01°55'00"W	37.81
C70	23.13	510.02	002°35'54"	N05°20'24"W	23.13
C71	14.68	160.00	005°15'29"	S09°16'07"E	14.68
C72	13.54	160.00	004°50'52"	S14°19'17"E	13.53
C73	15.11	160.00	005°24'43"	S19°27'05"E	15.11
C74	20.11	160.00	007°12'06"	N35°46'05"W	20.10
C75	12.61	160.00	004°31'01"	N41°37'39"W	12.61
C76	16.75	70.00	013°42'31"	N03°01'40"W	16.71
C77	23.75	130.00	010°27'56"	N01°24'23"W	23.71
C78	28.13	327.00	004°55'45"	N09°06'14"W	28.12
C79	32.72	327.00	005°43'59"	N14°26'06"W	32.71
C80	36.27	327.00	006°21'21"	N20°28'46"W	36.25
C81	64.26	327.00	011°15'33"	N29°17'13"W	64.16
C82	50.43	327.00	008°50'09"	N39°20'04"W	50.38
C83	14.36	330.00	002°29'33"	S42°30'18"E	14.35
C84	22.00	72.00	017°30'38"	N56°11'03"E	21.92
C85	30.45	72.00	024°13'56"	N77°03'21"E	30.22
C86	36.76	80.00	026°19'43"	S08°20'03"W	36.44
C87	33.69	80.00	024°07'48"	S16°53'43"E	33.44
C88	21.28	80.00	015°14'19"	S36°34'46"E	21.21

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C89	11.54	80.00	008°15'45"	S48°19'48"E	11.53
C90	0.68	72.00	000°32'37"	N54°35'55"E	0.68
C91	98.32	670.00	008°24'28"	S48°15'27"E	98.23
C92	20.10	670.00	001°43'09"	S43°11'38"E	20.10
C93	109.39	670.00	009°21'17"	S37°39'26"E	109.27
C94	7.53	670.00	000°38'39"	S32°39'27"E	7.53
C95	56.64	670.00	004°50'36"	S29°54'50"E	56.62
C96	45.29	670.00	003°52'24"	S25°33'20"E	45.67
C97	38.67	670.00	003°18'26"	S21°57'55"E	39.38
C98	20.17	670.00	001°43'30"	S19°26'57"E	20.23
C99	20.00	670.00	001°42'38"	N08°36'04"W	20.00
C100	19.23	190.00	005°47'53"	S77°39'18"W	19.22
C101	21.55	210.00	005°52'42"	S77°41'43"W	21.54
C102	51.65	889.80	003°19'32"	N66°22'05"E	51.83
C103	37.82	889.80	002°26'07"	N69°14'54"E	37.82
C104	47.41	889.80	003°03'09"	N71°59'32"E	47.40
C105	58.06	889.80	003°44'19"	N75°23'17"E	58.36
C106	15.23	36.00	024°13'56"	N77°03'21"E	15.11
C107	11.00	36.00	017°30'38"	N56°11'03"E	10.96
C108	11.71	36.00	018°38'10"	N64°11'18"E	11.66

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C109	29.25	6170.98	000°16'18"	N76°12'08"E	29.25
C110	1.38	72.00	001°05'57"	N55°25'12"E	1.38
C111	10.27	72.00	008°10'31"	N60°03'26"E	10.26
C112	11.76	72.00	009°21'41"	N68°49'33"E	11.75
C113	5.08	90.00	003°14'01"	S54°10'46"W	5.08
C114	32.16	180.00	010°14'14"	N56°44'23"E	32.12
C115	18.49	180.00	005°53'10"	S68°01'49"W	18.48
C116	9.75	90.00	006°12'25"	S74°04'37"W	9.75
C117	11.92	110.00	006°12'25"	N74°04'37"E	11.91
C118	16.14	200.00	004°37'31"	N68°39'39"E	16.14
C119	31.51	182.61	009°53'09"	N56°06'07"E	31.47
C120	6.21	110.00	003°14'01"	N54°10'46"E	6.21
C123	25.92	6206.98	000°14'21"	N76°10'43"E	25.92
C124	42.02	464.01	005°11'21"	S64°09'53"W	42.01
C125	42.11	464.01	005°12'01"	S69°21'34"W	42.10
C126	81.65	240.83	019°25'27"	S78°42'02"W	81.26

By	Date	Scale: N/A
Surveyed CBB	08/24	Date: December 5, 2025
Drawn TMH	04/25	Drawing Name
Checked JMV	11/25	WNZ03-PLAT 2025.DWG
Approved		
Accepted		Sheet 5 of 5

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

For:
WOODBURY LAND LLC
 1004 DAIRY LANE
 MOSCOW, IDAHO

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

Moscow City Council



Regular Meeting
~Minutes~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

Monday, July 21, 2025

7:00 PM

Council Chambers
206 E. Third St.

The meeting was called to order at 7:00 p.m.

PRESENT: Mayor Art Bettge, Bryce Blankenship, Sandra Kelly, Hailey Lewis, Julia Parker, Gina Taruscio

ABSENT: Drew Davis

STAFF: Bill Belknap, Mia Bautista, Bob Buvel, Mike Ray, Laurie M. Hopkins

PLEDGE OF ALLEGIANCE

Council President Parker led the Pledge of Allegiance.

CONSENT AGENDA

1. All Consent Items (ACTION ITEM)

A. Approval of Moscow City Council July 7, 2025 Minutes - Laurie M. Hopkins

B. Approval of Payment of Claims - Sarah Decker

C. Disbursement Report June 2025 - Sarah Decker

Staff presented the June 2025 Accounts Payable Report to the Public Works / Finance Committee on July 14th, 2025. The Committee received the report and recommended approval of the disbursement report.

ACTION: Accept the Disbursements Report for the month of June 2025.

D. Third Quarter Financial Report April 1, 2025 to June 30, 2025 for FY2025 - Sarah Decker

Staff presented the financial report for the third quarter of Fiscal Year 2025 (April 1, 2025 to June 30, 2025) to the Public Works/Finance Committee on July 14th, 2025. The Committee received the financial report and recommended approval as presented.

ACTION: Accept the FY2025 Third Quarter Financial Report.

E. Lola Clyde Park Development Grant Award Agreement - Alisa Anderson / Luke Hajda

In January 2023, staff submitted a grant application to the Idaho Department of Parks and Recreation (IDPR) under the Land and Water Conservation Program requesting assistance with the continued development of Lola Clyde Park. The proposed project includes frontage improvements, accessible paths/sidewalks, parking, lighting, and an internal pathway around the lower perimeter of the park property. In May 2023, staff were invited to present the request to the Land and Water Conservation Evaluation Committee in Boise. Shortly after, staff received notification that the request was approved to be submitted to the National Park Service (NPS) for approval of a grant request. On June 25, 2025, staff received the attached Letter of Award and State and Local Project Agreement from IDPR. The details of the funding and project elements are shown in Attachment F of the Agreement. The City will provide \$170,000 of in-kind match, including surveying, engineering/design, and

construction inspection, in addition to \$414,000 in cash for a total match of \$584,000 (50% match requirement) with a grant award of \$584,000 for construction with total project costs of \$1,168,000. It is anticipated that engineering staff will complete the design of the project and advertise it for bidding in 2026, with construction anticipated for possibly as soon as next summer. This item was reviewed by the Public Works/Finance Committee on July 14, 2025, and recommended for approval.

ACTION: Accept the grant award and authorize execution of the required documents, including the State and Local Agreement for the Land and Water Conservation Fund from the Idaho Department of Parks and Recreation.

Kelly moved and Parker seconded to approve the consent agenda as presented. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

REGULAR AGENDA

2. Mayors Appointments (ACTION ITEM)

Mayor Bettge presented to the City Council for consideration the appointment of Ashlyn Werner to the Sustainable Environment Commission. Kelly moved and Blankenship seconded approval of the appointment. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

3. Public Comment (limit 15 minutes)

Nathan Tupper thanked the Mayor and council for the appointment to the FAHC back in May. He was deployed and wanted to come thank them in person.

4. PUBLIC HEARING: Woodbury 1st Addition Major Planned Unit Development Amendment and Replat (ACTION ITEM) - Mike Ray

The Woodbury 1st Addition is a 21.73-acre subdivision and Planned Unit Development (PUD) that received final approval from the City Council on October 17, 2022. The development includes 79 lots ranging from 3,823 to 16,321 square feet in size and is the first phase of a master-planned subdivision that has a new urbanist design. Slonaker Drive has been extended into the subdivision, and the infrastructure for the first phase of the subdivision has been constructed, which includes Woodbury Drive and Picotee Circle. There are currently approximately 15 single-family homes that are under various stages of construction. The applicant, Wintz Company, LLC, is now proposing a Major Planned Unit Development (PUD) Amendment and to replat 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. The proposed replat would increase the total number of lots in the Woodbury 1st Addition Subdivision from 78 to 107, resulting in an addition of 29 lots. A prior minor PUD amendment approved on April 9, 2025, reduced the total number of lots from 79 to 78. As a result, the proposed amendment would result in an addition of 28 lots compared to the original development approval. The City of Moscow Planning and Zoning Commission conducted a public hearing for the proposed Major Planned Unit Development Amendment and Preliminary Replat on June 25, 2025 and recommended approval with one condition.

PROPOSED ACTIONS: Conduct the public hearing upon the Major PUD Amendment and Preliminary Replat and upon consideration of any testimony presented:

1. Approve the Major PUD Amendment for Woodbury 1st Addition with no conditions and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or approve the Major PUD Amendment with conditions and direct staff to prepare a Reasoned Statement of Relevant Criteria; or reject the Major PUD Amendment and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other such action deemed appropriate.

2. If the Major PUD Amendment is approved, approve the Preliminary Replat for Woodbury 1st Addition with one condition and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or approve the Preliminary Replat with no conditions and direct staff to prepare a Reasoned Statement of Relevant Criteria; or reject the Preliminary Replat and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other such action deemed appropriate.

Mayor Bettge explained the procedure of a public hearing and opened it at 7:03 p.m. Ray introduced the item by providing a background of the property, conditions from the preliminary plat, and proposal. See attached presentation for details.

Parker asked about the 41 temporary parking stalls. Ray explained they are intended to be removed as future phases add permanent parking. Each residential lot is still required to provide two parking spaces. Parker expressed concern about reduced parking and potential water flow issues during fire events, particularly in the commercial zone. Ray said the building official would require fire suppression depending on the individual buildings proposed during the building permit process.

Taruscio supported smaller homes for affordability and felt the stormwater condition is a good approach. She shared concerns about parking and monitoring of the 41 stalls, especially near the neighborhood business area. Ray said monitoring could be addressed through reporting by the applicant as development progresses.

In response to Lewis, Belknap explained private stormwater retention is standard for commercial and multifamily development, while public systems serve public streets. The system was required to be private due to noncompliant gravel parking strips.

Blankenship also voiced parking concerns but felt water service impacts were minimal, noting that P&Z had significant discussion on the topic.

Ray noted that parkland dedication is proposed as a linear pathway on the southwest side of Phase II.

Mark Wintz (rural Moscow) is the applicant and spoke on his developments in California. He is concerned regarding parking as well so will keep an eye on it. There has been a radical jump in housing prices and he wants to provide affordable housing, however he doesn't want to compromise the quality of the home so instead reduced the size of houses. Wintz said his conversations with other similar developments around the country shows parking in residential does ok. It's the commercial section that could have the issues. As they get closer to development they will be able to find areas for little parking lots in areas where there are issues. They do have a potential concern regarding short term rentals but like the diversity it can bring.

Levi Wintz (Moscow, applicant) said short term rentals are allowed with the requirement of the owner must live on property, whether it be the main house or the accessory dwelling unit. They want to maximize every portion of the 80 acres and anticipate the growth then match each need as they develop each section. There are two off-street parking spots for every unit besides the smaller units. For 80 residential lots, there is 130 on-street parking spots in addition to the off-street parking.

Mayor Bettge asked for testimony in favor of the application.

Roger Martenson (Moscow) said he lives in this neighborhood and hasn't regretted it. He looks forward to the commercial phase. He walks the neighborhood and for the most part doesn't see speeding cars.

Mayor Bettge asked for testimony in opposition to the application.

Dave Lehmitz (Moscow) spoke on the Ponderosa water booster station and additional housing hooked to it; ongoing stormwater issues and lack of a DEQ permit; fire ladder trucks cannot make the corners in the neighborhood due to the radius and on-street parking will also cause issues; the agreement for infrastructure on Mountain View and how the invoices were not showing a 50/50 split; he didn't feel the bid process for capital projects was being followed.

Mayor Bettge asked for testimony of a general nature. Hearing none, he asked for rebuttal by the applicant. The applicant declined rebuttal. Mayor Bettge closed the public hearing at 8:18 p.m.

Blankenship asked staff to address fire access concerns raised by Mr. Lehmitz. Ray stated the Fire Marshal reviewed the plans and had no concerns. Ladder access is not required for buildings up to 30 feet to the eaves. Belknap noted existing conditions guide what can be built, and all fire code requirements will be reviewed at the permit stage. Design elements like radius and fire flow must comply with adopted codes based on the project layout.

Regarding stormwater, Ray said Mr. Lehmitz's photos were taken before infrastructure was in place, and grading can temporarily impact runoff. Buvel added the City acts as the state's representative for DEQ permitting and, once aware of the issue, required the appropriate permits.

Lewis asked about the bid process. Belknap explained it is common to reimburse developers for upsizing infrastructure beyond their project needs. This is addressed in development agreements and conditions of approval. The booster station was identified in 2012 as needing upgrades. Two low-interest state loans funded improvements. The upgraded station enables service to additional development phases. Staff has no concerns about service capacity; the booster was not specific to this project but benefits the larger area.

Lewis suggested reviewing the bid and reimbursement process for compliance. Belknap said staff is confident but can have the City Attorney review if needed.

Parker moved to approve the major PUD Amendment for Woodbury 1st Addition with no conditions and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria. Taruscio seconded. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

Kelly moved to approve the Preliminary Replat for Woodbury 1st Addition with one condition and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria. Roll Call Vote: Ayes: Four (4). Nays: One (Lewis). Abstentions: None. Motion carried.

5. PUBLIC HEARING: Woodbury Addition Right-of-Way Vacation Request - Bob Buvel

On June 6, 2025, the City received an application requesting the re-plat of a portion of the Woodbury Addition to the City. The request was made by Wintz Company, LLC, who is the owner of the Woodbury Addition. Wintz Company, LLC is proposing to re-plat the area which requires the vacation of a portion of Woodbury Drive and all of Ashton Lane which are located within the re-plat area. According to Wintz Company, LLC, the proposed vacation of Ashton is to convert Ashton Lane from a one-way public street to a private two-way street. The vacation of the portion of Woodbury Drive would reduce the street to a fifty-four-foot (54') right-of-way to allow Woodbury Drive north of Midsummer (to be re-platted as Cottage Lane) to have a road section with larger curbside sidewalks and furniture zones more fitting to the neighborhood business zoning adjacent to the right-of-way. A vicinity map of the proposed vacation area is shown on the Notice of Public Hearing attached herein.

The notice of the hearing was advertised in the newspaper of record and mailed to properties within 300 feet of the subject ROW and all franchise and other utility providers were also provided notice.

PROPOSED ACTIONS: Conduct the public hearing and upon consideration of any testimony received, approve the vacation request by adoption of the Ordinance under suspension of the rules requiring three complete and separate readings and that the ordinance be read by title and published by summary; or consider the Ordinance on first reading; or deny the vacation request; or take such other action deemed appropriate.

Mayor explained the public hearing process and opened the hearing at 8:34 p.m.

Buvel introduced the item by going over the state statute requirements. There is a clause that the vacation does not eliminate any easements for utilities. Buvel detailed the information above.

Mark Wintz (Moscow) is the applicant and explained Ashton will have low traffic and low parking with sidewalks on one side. The Woodbury vacation is the town center area. He is trying to bring narrow streets which can be enchanting and a unique feel like streets in Europe.

Mayor Bettge asked for testimony in favor, opposition, and general. Hearing none, he closed the hearing at 8:42 p.m.

In response to Blankenship's question, Buvel said vacations don't come before the Council often but thinks it was Southgate 3rd Addition in 2021 where they were reworking their plat.

Parker moved to approve the vacation request by adoption of the Ordinance under suspension of the rules requiring three complete and separate readings and that the ordinance be read by title and published by summary. Taruscio seconded. Taruscio emphasized the importance of thoughtful design, flexibility, and a strong commitment to creating a high-quality place, and expressed hope that this approach continues through all phases of the development. Roll Call Vote: Ayes: Four (4). Nays: One (Lewis). Abstentions: None. Motion carried.

Mayor Bettge read Ordinance 2025-07 by title:

AN ORDINANCE OF THE CITY OF MOSCOW, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE VACATION OF CERTAIN PUBLIC STREET RIGHTS-OF-WAY AND PUBLIC UTILITY EASEMENTS LOCATED WITHIN THE WOODBURY FIRST ADDITION AND LOCATED WITHIN THE CITY OF MOSCOW AND LEGALLY DESCRIBED IN SECTION 2 OF THIS ORDINANCE; PROVIDING THAT TITLE TO SAID VACATED PUBLIC STREET RIGHTS-OF-WAY AND PUBLIC UTILITY EASEMENTS SHALL VEST WITH THE OWNERS OF THE PROPERTY AS SPECIFIED IN SECTION 4 OF THIS ORDINANCE; PROVIDING THAT THE PROVISIONS OF THIS ORDINANCE BE DEEMED SEVERABLE; AND PROVIDING FOR THIS ORDINANCE TO BE IN FULL FORCE AND EFFECT FROM THE DATE OF ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

REPORTS

City Council

Moscow Volunteer Fire Department – Kelly said the department is moving along.

SMART Transit – Lewis said they are close to having the old service in a format they can use for historical statistics.

Moscow Arts Commission – Blankenship reported the Commission is working on upcoming projects and discussing the future mural at the City shop.

Planning & Zoning Commission – Blankenship reported they had a hearing for a future development.

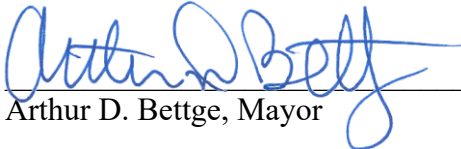
Council members spoke on other meetings and events they attended including the Council budget workshop.

Mayor

Mayor Bettge said

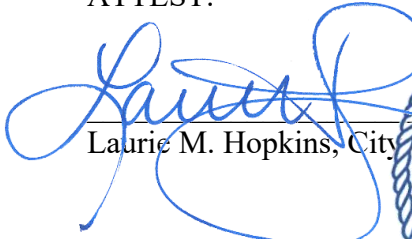
ADJOURN

It was moved, seconded and mutually agreed upon to adjourn at 8:55 p.m.




Arthur D. Bettge, Mayor

ATTEST:



Laurie M. Hopkins, City Clerk



**BEFORE THE CITY COUNCIL
OF THE CITY OF MOSCOW, COUNTY OF LATAH,
STATE OF IDAHO**

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR A 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, this matter came before the Moscow City Council during a duly noticed public hearing on July 21, 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 CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The City Council considered the request pursuant to the City of Moscow 2019 Comprehensive Plan, City of Moscow Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The subject property is a twenty-one point seven three 21.73-acre property 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 Council 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 CITY COUNCIL OF THE CITY OF MOSCOW HEREBY FINDS THE FOLLOWING RELEVANT CRITERIA AND STANDARDS:

II. RELEVANT CRITERIA AND STANDARDS

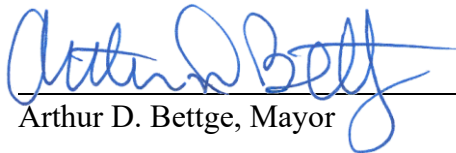
- 1. The proposed PUD is consistent with the Comprehensive Plan.** The proposed PUD amendment is consistent with the uses and densities designated within the 2019 Comprehensive Plan. The Suburban Commercial (SC) designation is intended to provide local and neighborhood commercial services in a manner 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 Council 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 City Council of the City of Moscow approves 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 CITY COUNCIL OF THE CITY OF MOSCOW THIS 21st DAY OF JULY, 2025.



Arthur D. Bettge, Mayor

**BEFORE THE CITY COUNCIL
OF THE CITY OF MOSCOW, COUNTY OF LATAH,
STATE OF IDAHO**

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR A PRELIMINARY SUBDIVISION 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, this matter came before the Moscow City Council during a duly noticed public hearing on July 21, 2025; and

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

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

I. RELEVANT FACTS AND CONCLUSIONS

1. The City Council considered the request pursuant to the City of Moscow 2019 Comprehensive Plan, City of Moscow Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The subject property is a 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 Council 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.
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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 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 CITY COUNCIL OF THE CITY OF MOSCOW HEREBY FINDS THE FOLLOWING RELEVANT CRITERIA AND STANDARDS:

II. RELEVANT CRITERIA AND STANDARDS

- 1. The proposed subdivision is in conformance with all applicable City Code requirements.** The proposed preliminary plat is consistent with and in conformance with the requirements and provisions of the 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

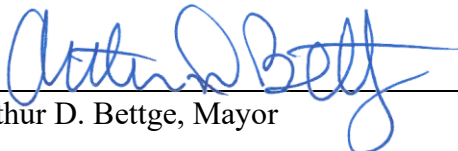
- 4. The proposed subdivision will not be detrimental to the public health, safety, or general welfare.** There is no evidence that the proposed replat will have an impact on the public health and safety. The proposed replat will help serve the need for providing a range of different housing types to meet the needs of a diverse population.

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City Council of the City of Moscow approves 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 CITY COUNCIL OF THE CITY OF MOSCOW THIS 21st DAY OF JULY, 2025.



Arthur D. Bettge, Mayor

COMMUNITY DEVELOPMENT DEPARTMENT STAFF REPORT

HEARING DATE: July 21, 2025

GENERAL INFORMATION

Hearing Body: City Council

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

Attachments:

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

Prepared by: Mike Ray, AICP – Planning Manager

STAFF REVIEW

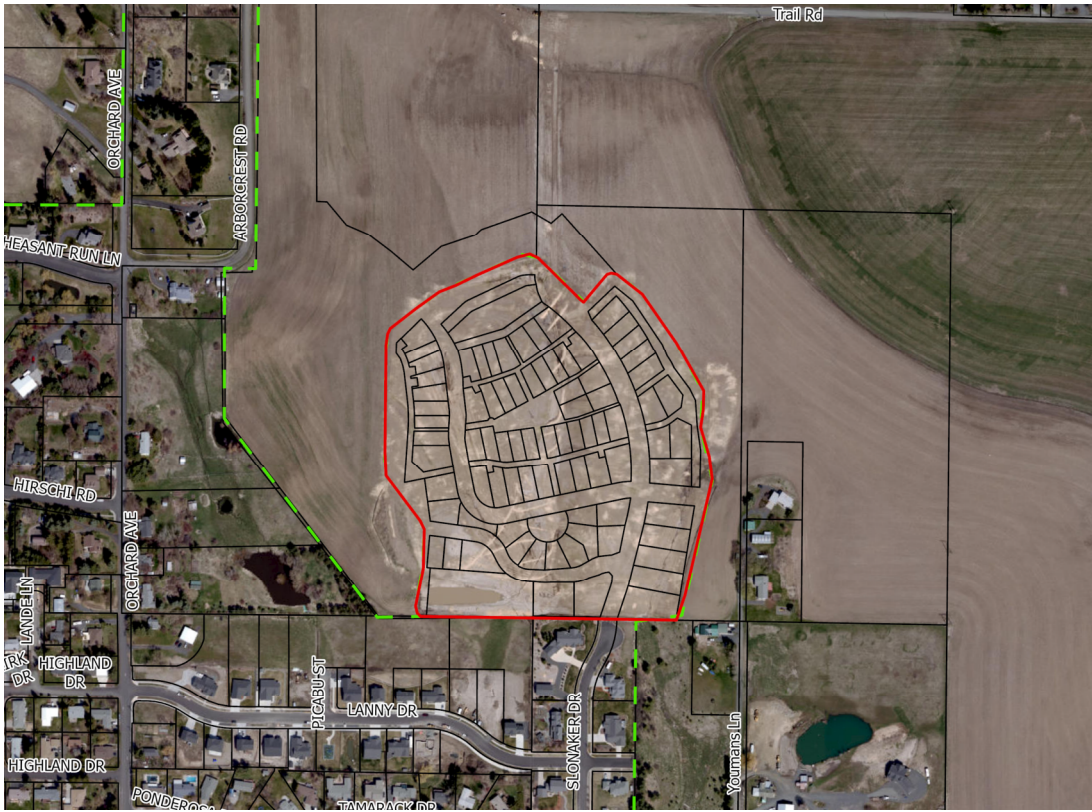
Proposal: The applicant, Wintz Company, LLC, is proposing a Major Planned Unit Development (PUD) Amendment of the existing 21.73-acre Woodbury 1st Addition Subdivision to increase the number of lots from 79 to 107, ranging from 715 square feet to 22,215 square feet in size. Also included in the proposal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

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

1. A left turn lane from eastbound Mountain View onto Slonaker Drive shall be evaluated by the applicant to determine whether a turn lane is warranted and if so, the applicant shall be responsible for the construction of said turn lane.
2. In order to mitigate the increases in vehicular and pedestrian traffic on Mountain View Road as detailed in the applicant's Traffic Impact Study (TIS), the applicant shall be responsible for fifty percent (50%) of the construction costs associated with the installation of curbing, sidewalk and roadway widening in order to connect the existing pedestrian/bicycle facilities near the intersection of Slonaker Drive and Mountain View Road with the pedestrian/bicycle facilities on Mountain View Road near the Hamilton-Lowe Aquatics Center. The proposed roadway improvements shall only occur on one side of the roadway, which shall be determined by the City of Moscow Engineering Department.
3. Access shall be restricted to the subject property from Slonaker Drive to emergency services access only until all required public infrastructure is completed in accordance with the approved development agreement.

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

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



Vicinity Map



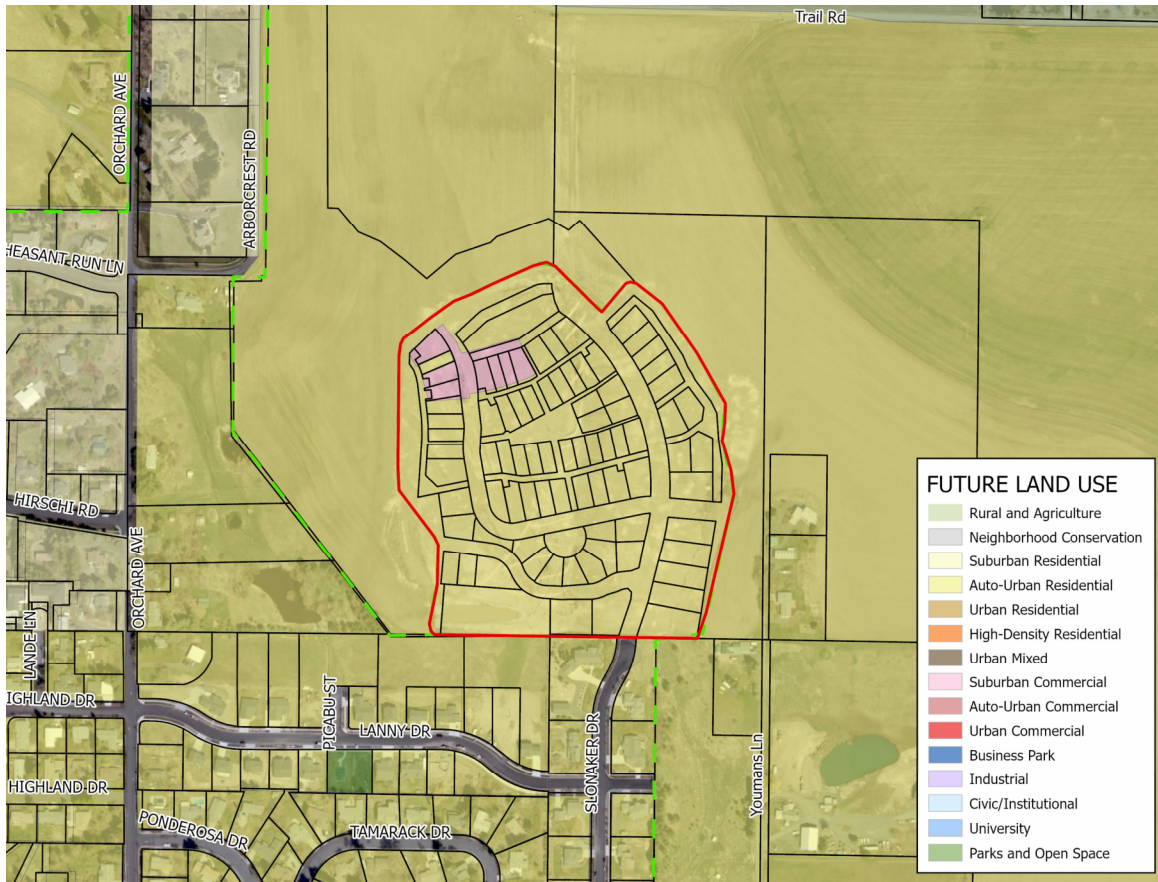
Aerial of Subject Property

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

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

Suburban Commercial designated areas are intended to,

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



Current Comprehensive Plan Land Use Designations

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

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

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

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

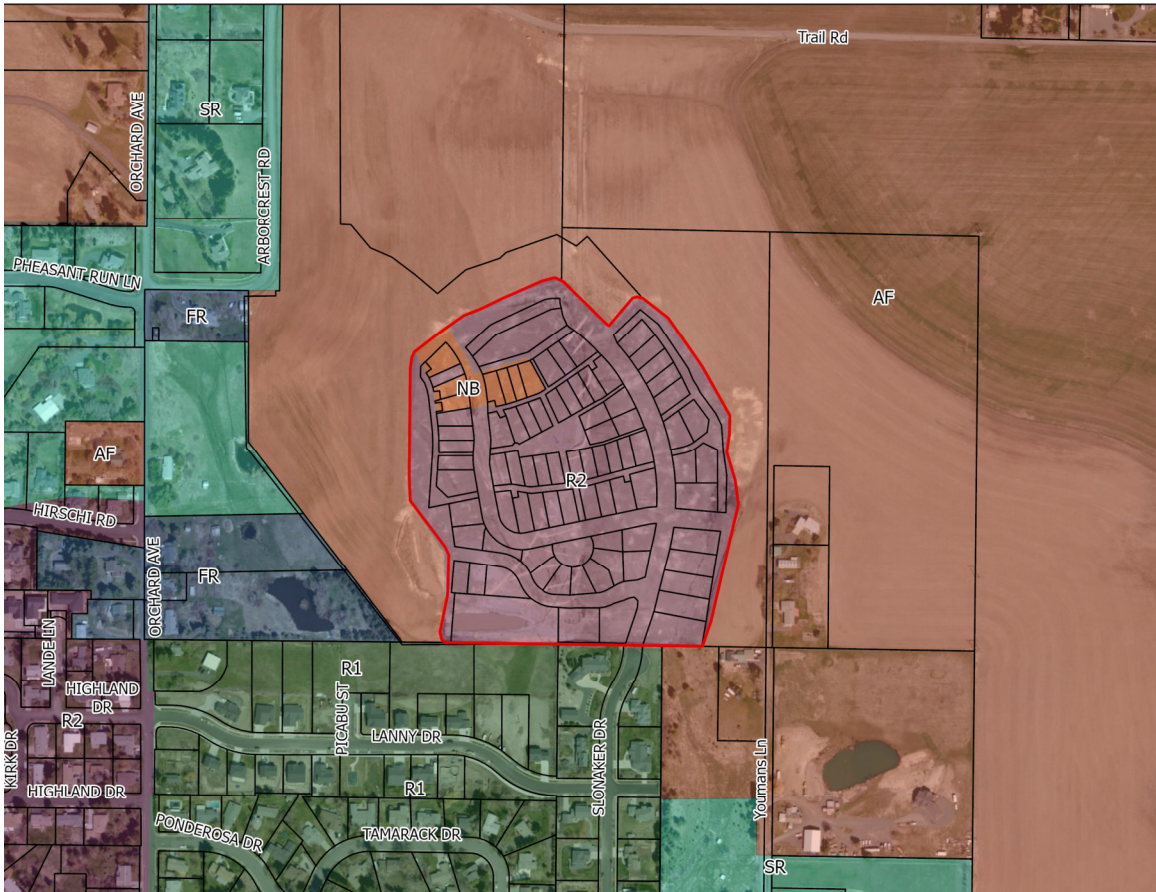
The minimum lot size for lots within the R-2 Zone is 7,000 sf and the minimum lot width is 60 feet (50 feet for lots with alley access). Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 5 feet but both sides must equal 15 feet, street side setbacks are 15 feet, and rear setbacks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

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

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

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

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



Existing Zoning

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

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

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

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



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

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



Southwick Court

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

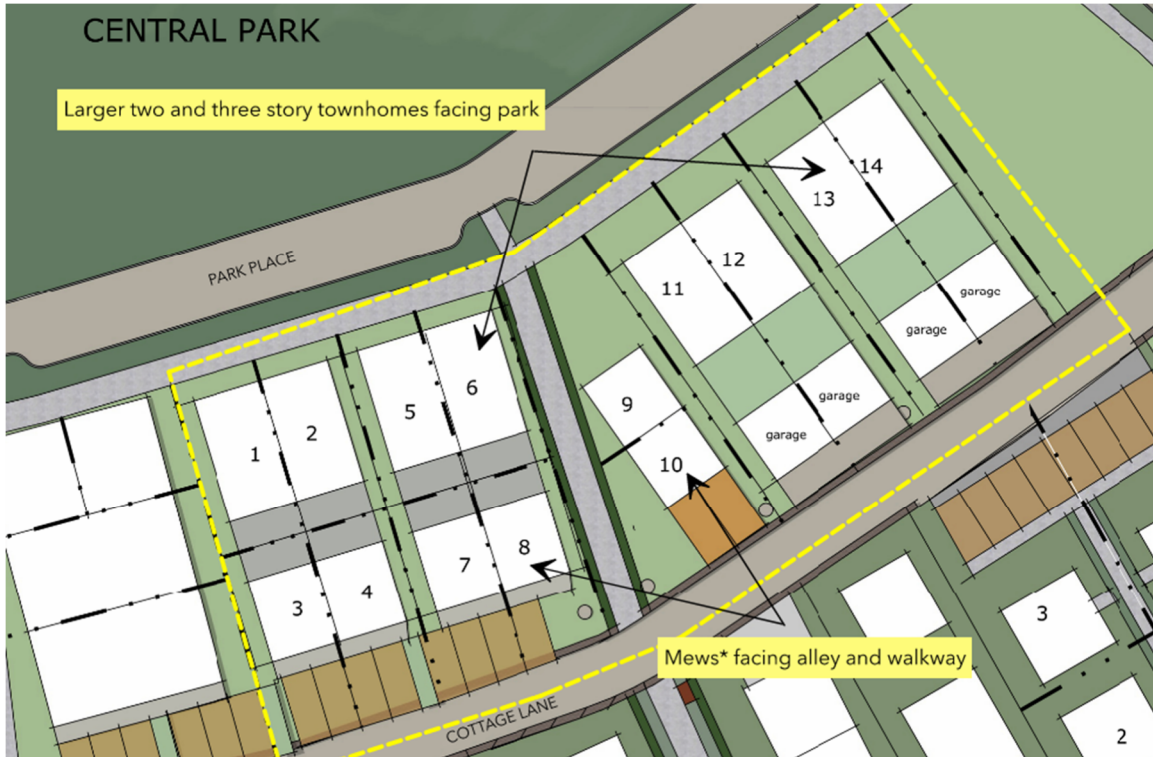


The Willows

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

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

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



Central Park Townhomes

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

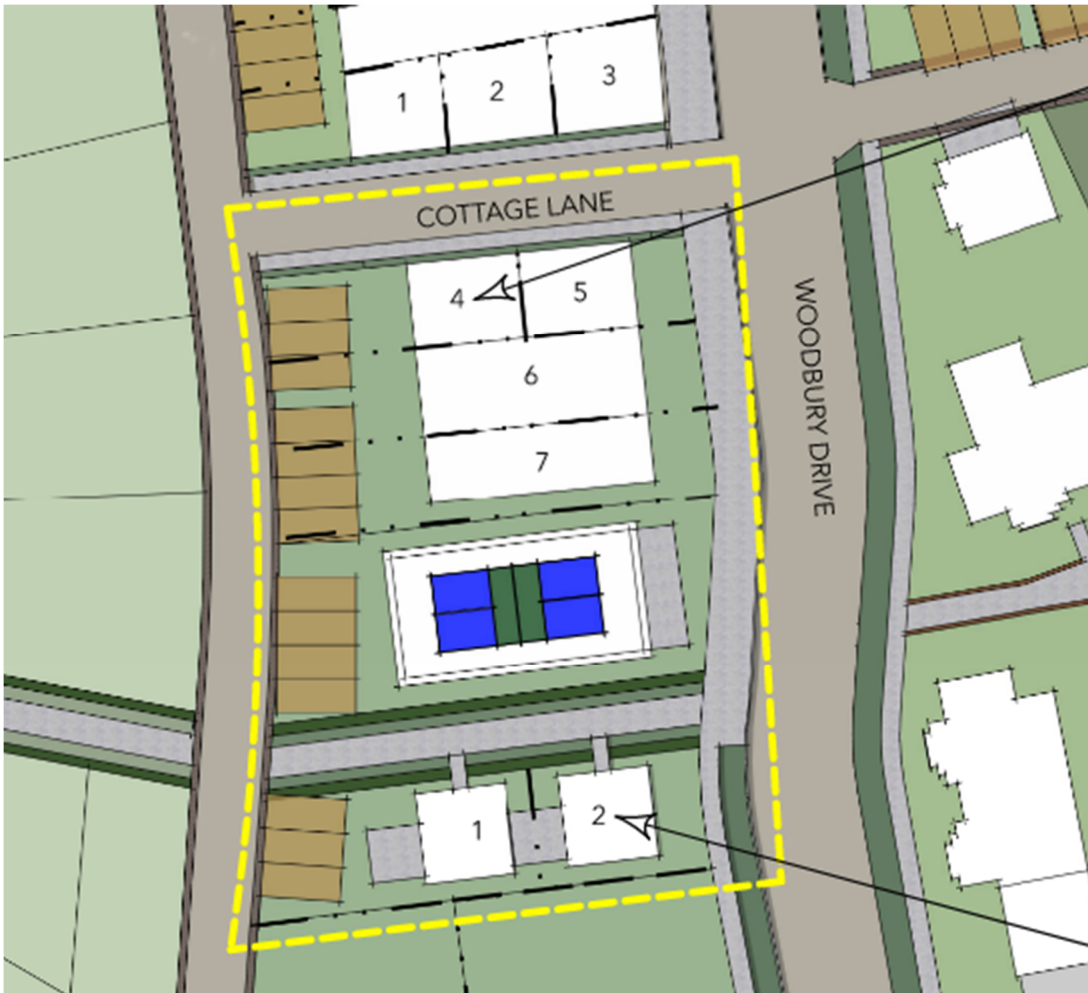
There are currently 18 off-street parking spaces shown on the Town Center lots. The applicant is proposing that each dwelling unit that is constructed have one dedicated off-street parking space in these locations. In order to gauge the need for off-street parking for the buildings and uses constructed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

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



Town Center

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



Encroachments

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

Fencing

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

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

PUD Base Density

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

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

Parking

The applicant has provided an on-street and off-street parking space count as part of their parking plan. On-street parking is provided on both sides of the Slonaker Drive and on one side of Woodbury Drive, Park Place, and Ashton Lane. The applicant has estimated the number of on-street parking spaces at 130 in this first phase. The public off-street parking spaces are proposed to be reduced to 17 from the 25 that were approved in the existing PUD. However, the applicant is proposing to construct 41 temporary parking spaces adjacent to Rosemary Lane in order to provide public parking for the Town Center lots, which will 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.

Accessory Dwelling Units (ADU's)

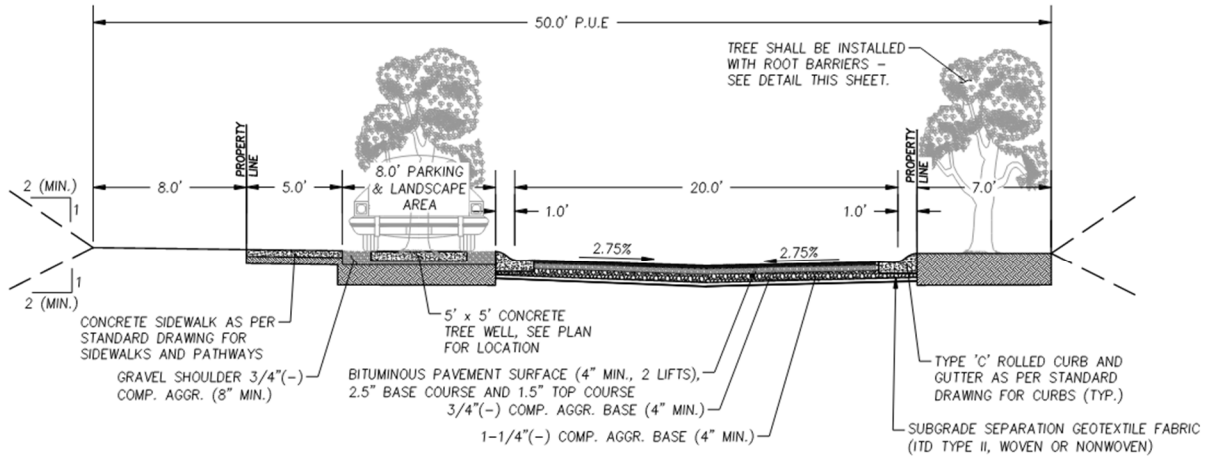
ADU's will remain permitted on all lots as long as setbacks can be met. Upon the Village, Cottage, and Estate lots, ADU's may be placed above a one, two, or three car garage or carport and have a maximum floor area of 750 square feet. On Garden lots the ADU may be placed above a garage or carport, or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

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

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

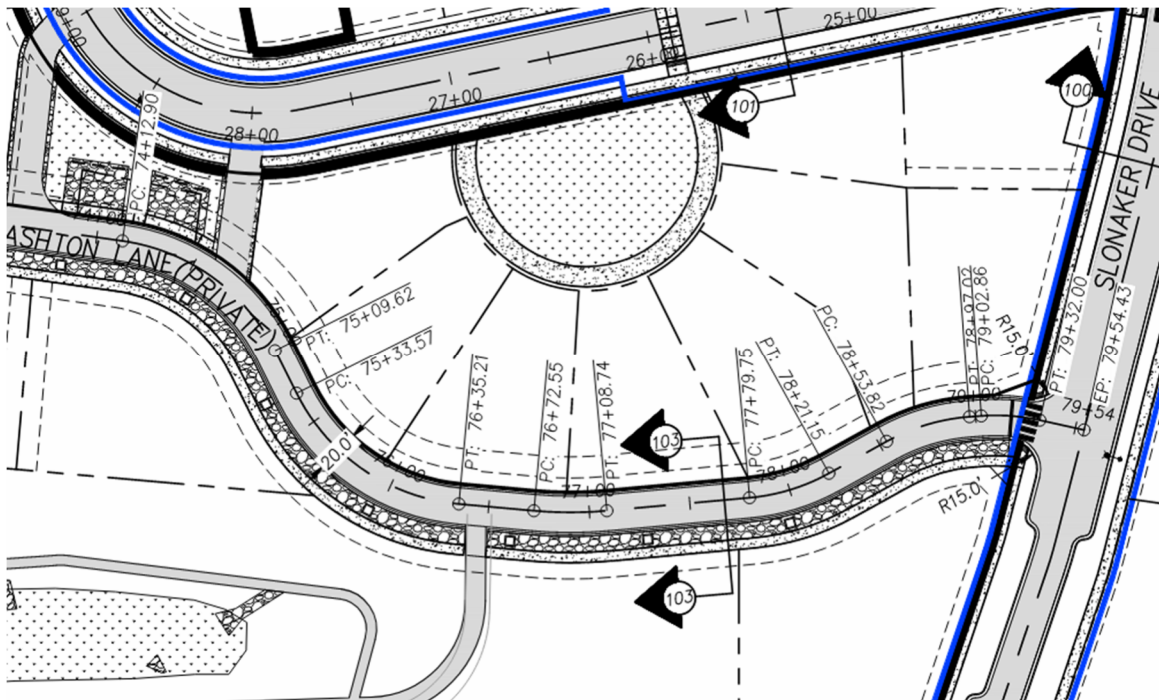
The only other public streets within the existing subdivision are Woodbury Drive and Ashton Lane. Woodbury Drive is constructed to the 28-foot paved street section with two 10-foot travel lanes, curb, gutter, tree lawns, and sidewalks on both sides of the street. On-street parking is located on only one side of the street and the tree lawn width has been reduced from 10 feet to 7 feet on Woodbury Drive. Ashton Lane is currently proposed to be one-way and include a 5-foot sidewalk, 5-foot tree lawn, and curbing on both sides of the street. The roadway includes a 15-foot travel lane and an 8-foot parallel parking lane

on one side. The applicant is proposing that Ashton Lane now be a private street and allow for two-way traffic with parking on one side of the street. The on-street parking would be accessed via a rolled curb and would be surfaced with compact gravel with street trees placed approximately 60 feet apart. Staff was initially concerned with the raised gravel on-street parking spaces since the gravel could migrate into the City's stormwater system, but the applicant has alleviated those concerns by agreeing to provide private catch basins at the south side of the street and slope the street to the south. Since the street would be private, the applicant would be responsible for all maintenance and snow removal.



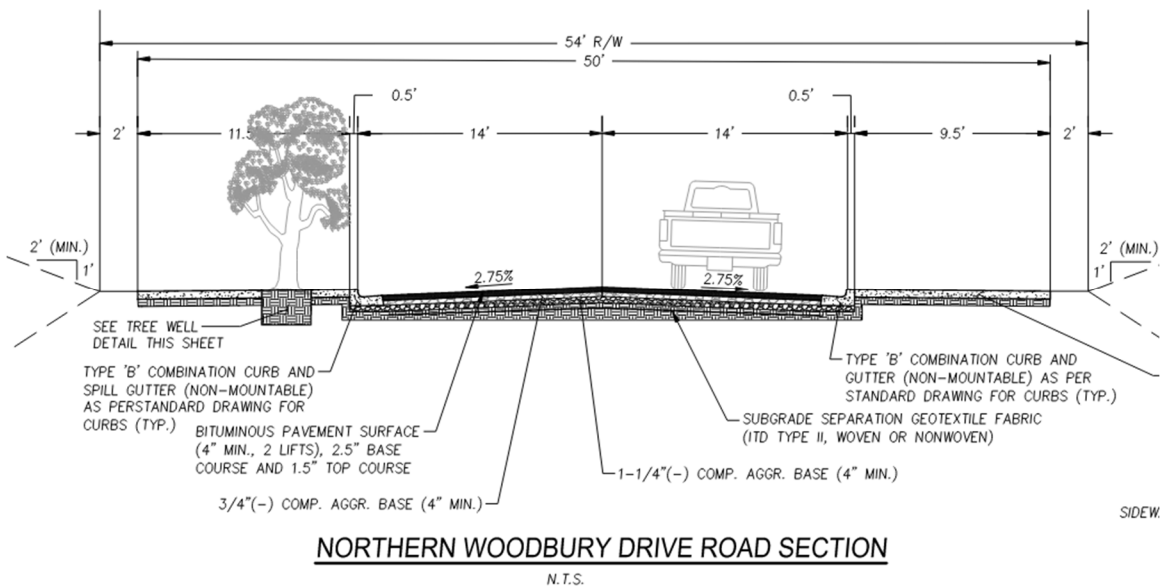
ASHTON LANE ROAD SECTION

SCALE: 1"=5'



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

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



Traffic Impact Study

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

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

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

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

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

Storm sewer has been piped and directed to a stormwater detention pond located at the southwest corner of the subdivision. The detention facilities of the proposed development will need to meet Moscow's Stormwater Runoff Control Standards which required the stormwater to be detained to the pre-development rate. Because of the increased density and subsequent increase in overall impervious area of the development, the Woodbury stormwater report will need to be revised and any necessary modifications to the existing detention pond will need to be completed with the next phase of the development.

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

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

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

Input from other Departments/Commissions:

Engineering Department

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

Parks and Recreation Department

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

RECOMMENDATIONS:

The City of Moscow Planning and Zoning Commission conducted a public hearing for the proposed Major Planned Unit Development Amendment and Preliminary Replat on June 25, 2025 and recommended approval with one condition:

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

Staff recommends that the City Council conduct the public hearing upon the Major PUD Amendment and Preliminary Replat and upon consideration of testimony received:

1. Approve the Major PUD Amendment for Woodbury 1st Addition with no conditions and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.
2. If the Major PUD Amendment is approved, approve the Preliminary Replat for Woodbury 1st Addition with one condition and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.



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

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

**APPLICATION FOR PRELIMINARY PLANNED UNIT DEVELOPMENT (PUD)
OR PUD AMENDMENT**
(Please type or print plainly with blue ink.)

APPLICANT:

Name: Mark Wintz Phone: 208) 596-5555
Address: 1004 Dairy Lane Email: mark@wintzcompany.com

OWNER: (if other than applicant)

Name: Woodbury Land, LLC Phone: same as above.
Address: _____ Email: _____

PROPERTY:

- Proposed PUD Name: Woodbury
- Address(es) or Parcel Number(s): _____
- Legal Description: See attached
(Subdivision) (Block) (Lot)
If described by Metes and Bounds, please attach deed on a separate sheet.

PROJECT DESCRIPTION:

Please describe the new (or revised) use, design and construction for the above property:

See project description on separate sheet.

The proposed activities and use shall be shown on an attached site plan drawn to a standard engineer's or architect's scale. The site plan shall include all required notations and detail drawings pursuant to Moscow City Code Title 4, Chapter 7, Section 7-4.B. and shall show, label and include dimensions of all property lines, easements, existing and proposed buildings, parking lot(s), driveway(s), fencing and landscaping. A site topography map shall be provided when appropriate.

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

AUTHORIZATION:

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

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

See attached

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

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

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

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

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

Yes.

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

Correct.

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

The Woodbury neighborhood is planned to sit on 82 acres and contain approx. 320 lots. This will be a density of 3.9 homes per acre. We believe, at completion, the neighborhood will be an attractive asset to the City.

CONDITIONS OF APPROVAL:

The Commission or City Council may impose required modifications or conditions as part of the approval pursuant to MCC 4-7-10, including but not limited to, (1) minimizing adverse impact on other development; (2) controlling the sequence and timing of development; (3) controlling the duration of development; (4) assuring that development is maintained properly; (5) designating the exact location and nature of development; (6) requiring the provision for on-site or off-site public facilities or services; (7) requiring more restrictive standards than those generally required in an ordinance; and/or (8) requiring mitigation of effects of the proposed PUD upon delivery of services by any political subdivision, including school districts, providing services within the planning jurisdiction.

COMPLIANCE:

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

REVOICATIONS:

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

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

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

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

Signature of Applicant

1/20/25

Date

Signature of Property Owner (if different)

Date

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

1.1.1 Community Values and Plan Goal

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

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

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

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

1.1.2 Plan Goals and Objectives

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

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

2.1.2 Community Character and Land Use - Residential

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

2.1.3 Commercial and Industrial

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

2.2.2 Housing Demand

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

2.2.3 Affordable Housing

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

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

3.5.3 Subdivision Design and Pedestrian Pathways

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

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

3.5.4. Accessibility for People with Disabilities

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

3.6 Bicycles

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

Project Description

Woodbury – Application for PUD Amendment

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

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

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

- Town Center – Blk 3, Lot 34
 - Redesign into four attached storefront /live work properties
 - Note: NB zone extends into the four townhomes and four mews to the east of Blk 3, Lot 34.
 - Purpose – The reduction in size of both yard area and building square feet will create more affordable live-work opportunities.

- Woodbury Drive – Blk 2, Lots 13 – 16
 - Redesign four lots into four attached townhomes, recreation lot for indoor pickle ball court and two detached small homes on the south side of Picotee.
 - Purpose – Create architecturally exceptional small homes that are financially accessible to singles, couples and small families. This also fits into the overarching plan to densify the land use/site plan as one approaches the town center.
 - Pickleball Court – This is an important amenity for the homeowners in Woodbury. We plan to start with a court and no building and construct the building within two years. We think the indoor space will be very popular during our relatively long winters, etc.

W O O D B U R Y

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

5.13.25

Re: Woodbury – Parking in the NB Zone

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

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

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

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

Best regards,

Mark Wintz

Mark Wintz
Woodbury Development, LLC



Received 05-13-2025

Lot Type	Uses	Average Lot Size	Minimum Setbacks			Off Street Parking	Encroachments or Exceptions
			Front	Sides	Rear		
Village Lots - Phase Two Not included in Phase One	Single Family Detached	4,800 +	7'	5'	5'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Garages doors shall be set back to 7'. At front, side and side street setbacks, porches, bays and appendages may encroach up to 3'.
Village - Neighborhood Business	SF Detached, Neighborhood Business, three lots or less attached	4,000 +	7'	5'	5'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Same as Village lots. Additionally, side setbacks between lots may be reduced to zero feet.
Cottage Lots - Phase One	Single Family Detached	4,800 +	7'	5'	5'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Garages doors shall be set back to 7'. At front, side and side street setbacks, porches, bays and appendages may encroach up to 3'.
Fort Russell - Phase One	Single Family Detached	6,600 +	7'	5'	5'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Garages doors shall be set back to 7'. At front, side and side street setbacks, porches, bays and appendages may encroach up to 3'.
Garden/Perimeter - Phase One	Single Family Detached	16,000 +	10'	7'	10'	Minimum 2 enclosed and off-street spaces	Setback on garages to be a minimum of 20'
Carriage Houses - ADUs - Phase One	Accessory Units	One, two and three car garages	varies			1 additional off-street space	None

Note: Eaves are permitted to encroach into setbacks and required open space.

Summary of Lot Specifications ORIGINAL PUD

Woodbury Neighborhood

Lot Type	Uses	Average Lot Size	Minimum Setbacks			Off Street Parking	Encroachments or Exceptions
			Front	Sides	Rear		
Village - Neighborhood Business	SF Attached, SF Detached, Neighborhood Business	400+	0'	0'	0'	Minimum of 1 unassigned off-street space	
Small Lots outside NB zone - Adjoining or across a street from NB	SF attached and detached	400+	0'	0'	0'	Minimum of 1 assigned off-street space provided by parking pad, carport or garage	
Cottage Lots	Single Family Detached	4,800 +	5'	5'	5'	Minimum 2 off-street spaces provided by parking pad, carport or garage.	Garages doors shall be set back to 7'. At front, side and side street setbacks, porches, bays and appendages may encroach up to 3'.
Garden Lots	Single Family Detached	6,600 +	5'	5'	5'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Garages doors shall be set back to 7'. At front, side and side street setbacks, porches, bays and appendages may encroach up to 3'.
Estate Lots	Single Family Detached	16,000 +	5'	5'	5'	Minimum 2 enclosed and off-street spaces	
Carriage Houses - ADUs	Accessory Units	Above or attached to a garage or house or standing alone.	Same as zone in which it is located			1 additional off-street space required for ADU's over 600 sf	None

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

Summary of Lot Specifications - PUD Amendment - Spring 2025

WOODBURY PHASE 1 SITE MODIFICATIONS

WINTZ COMPANY/ SPRING, 2025



WOODBURY SITE OVERVIEW



Limits of phase 1



WOODBURY PHASE 1 MODIFICATIONS



WOODBURY PHASE 1 PARKING PLAN



Parking stall count:

A. Public parking spaces (blue): 148

B. Designated parking spaces (orange): 61

C. Temporary parking (green): 41



PHASE 1

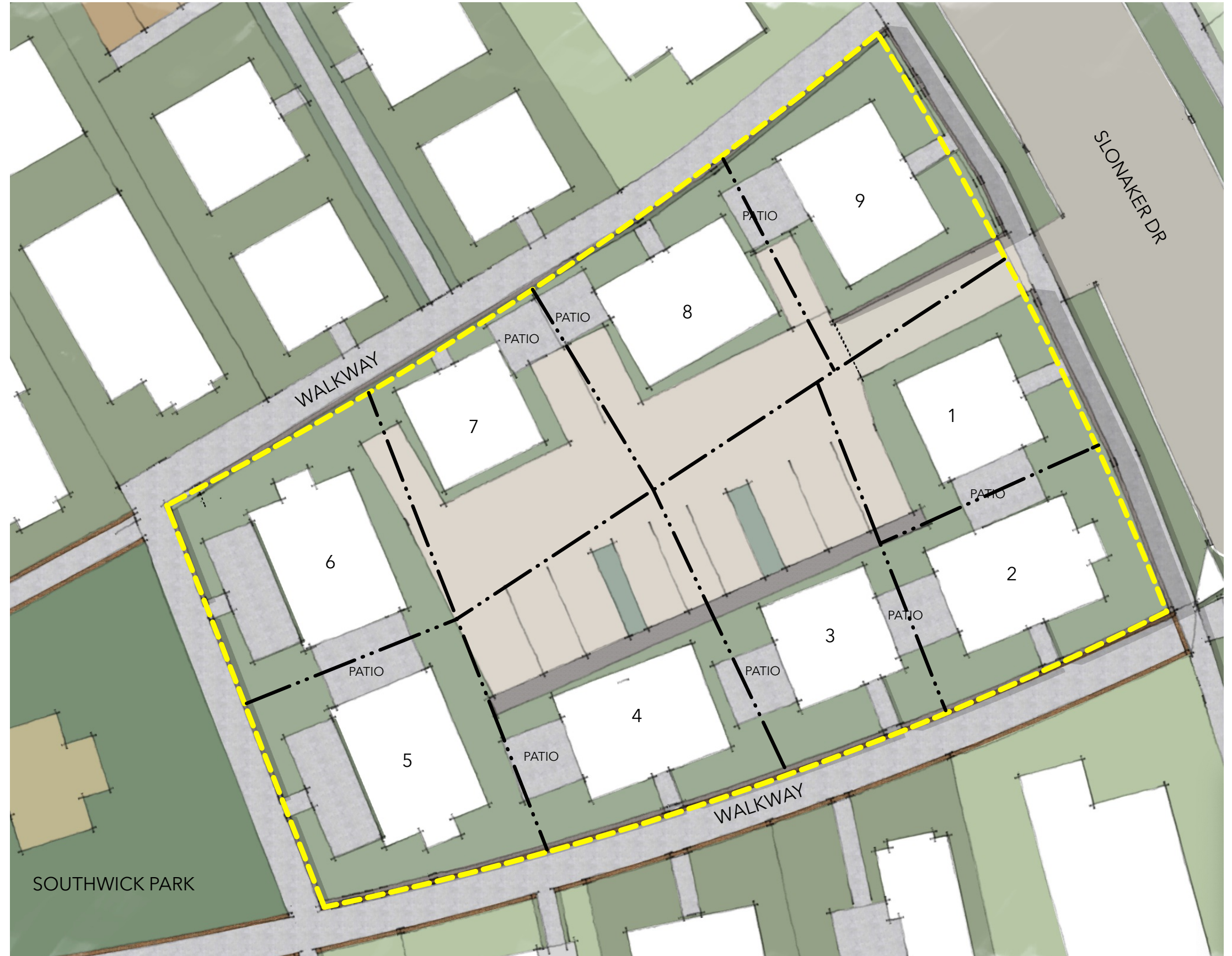
SOUTHWICK COURT SITE PLAN

SOUTHWICK COURT SETBACKS:

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

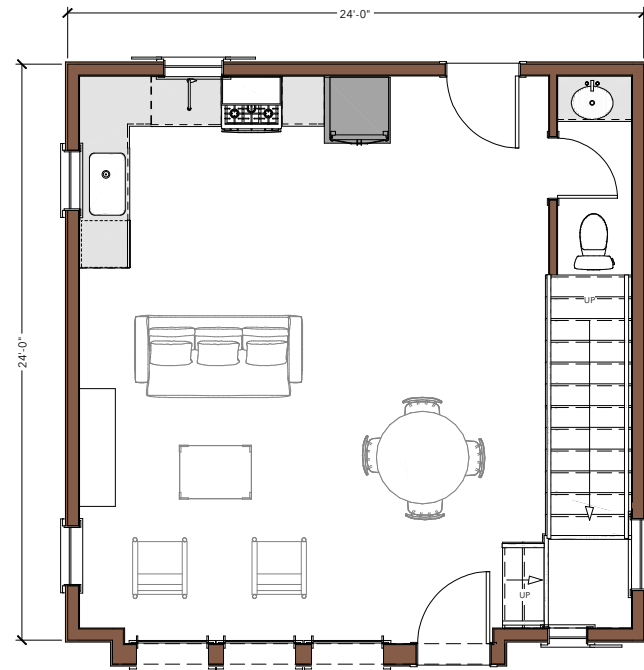
PARKING:

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

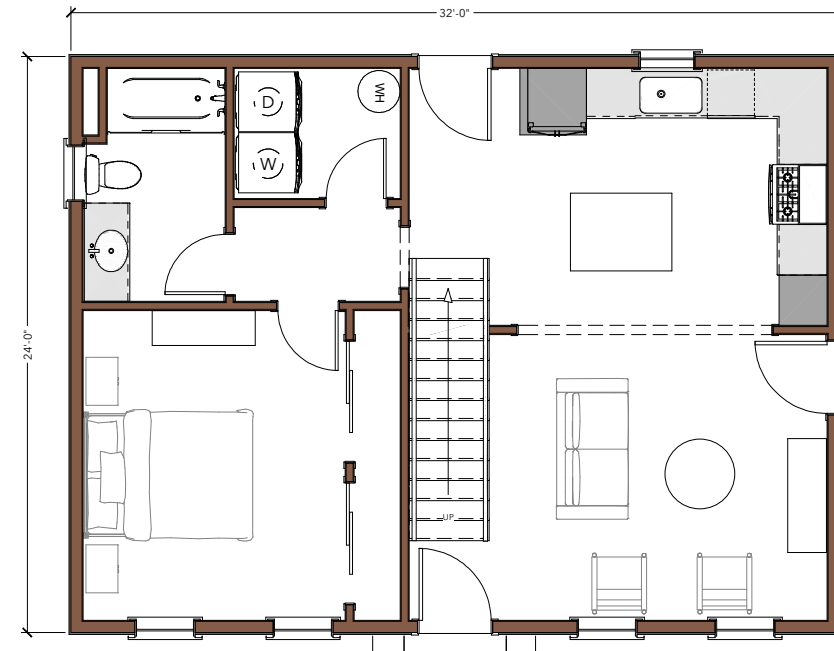


SOUTHWICK COURT TYP. FLOOR PLANS

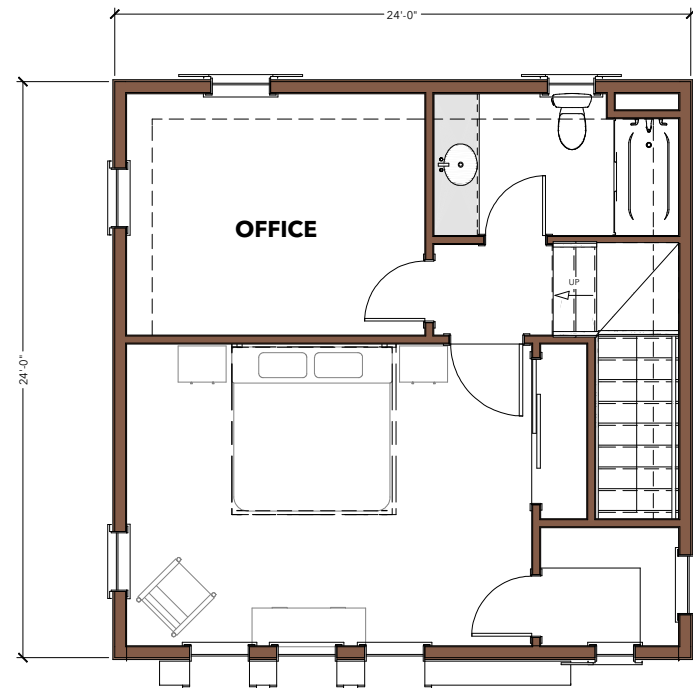
3) 24X24 UNITS
1ST FLOOR



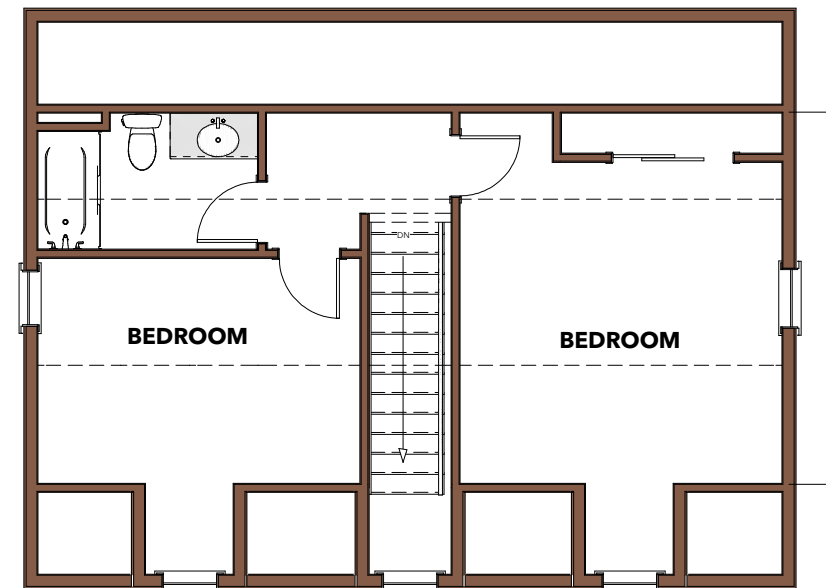
6) 24X32 UNITS
1ST FLOOR



2ND FLOOR



2ND FLOOR



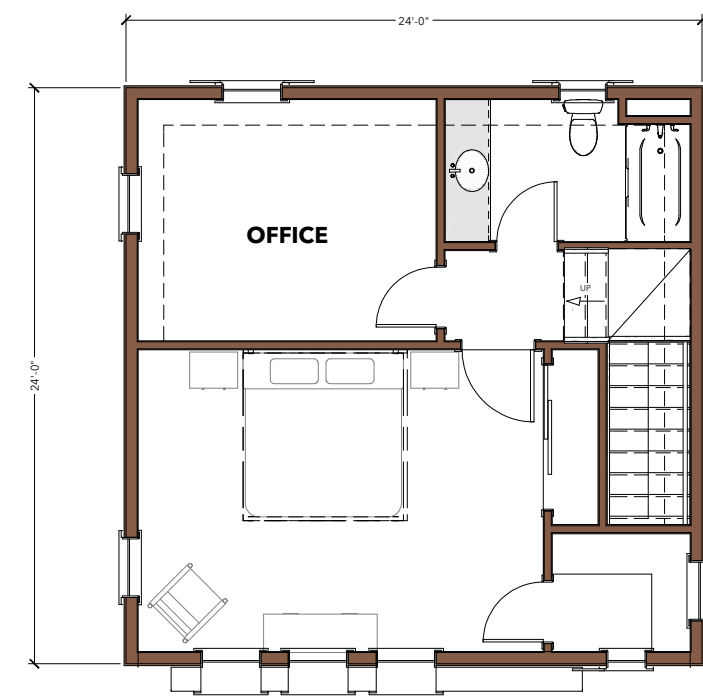
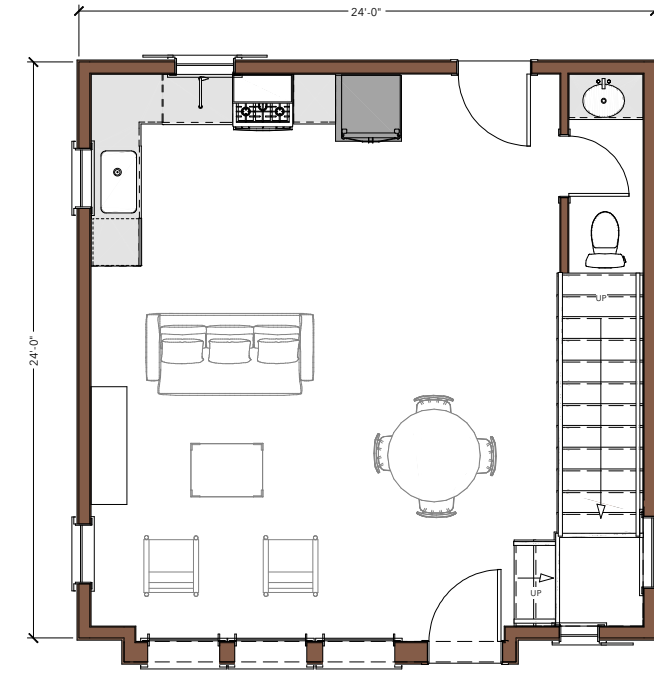
In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

SOUTHWICK COURT RENDER



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

THE WILLOWS SITE PLAN - FOUR COTTAGES

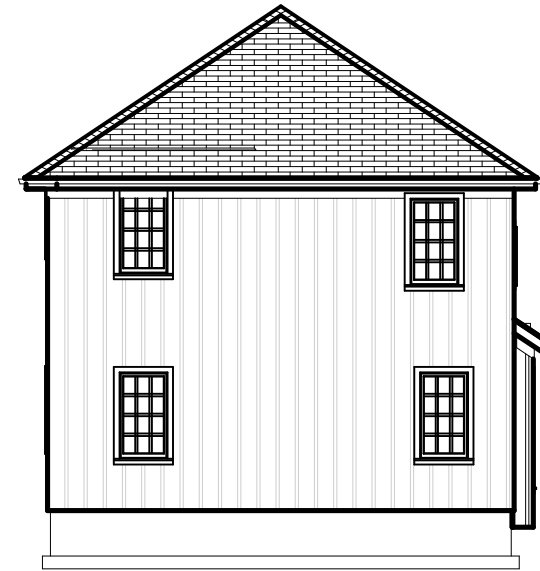


In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

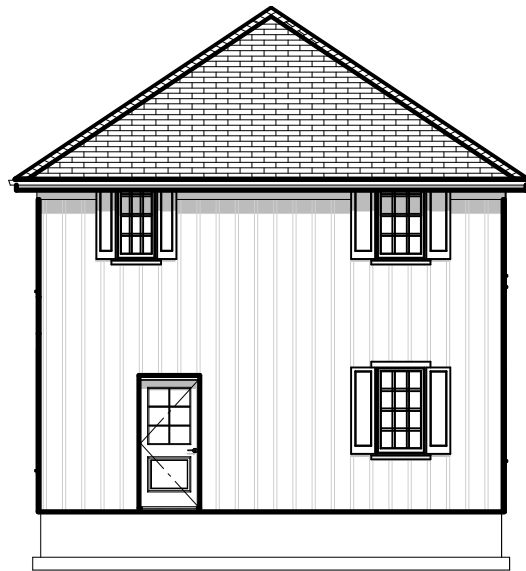
THE WILLOWS ELEVATIONS - FOUR COTTAGES



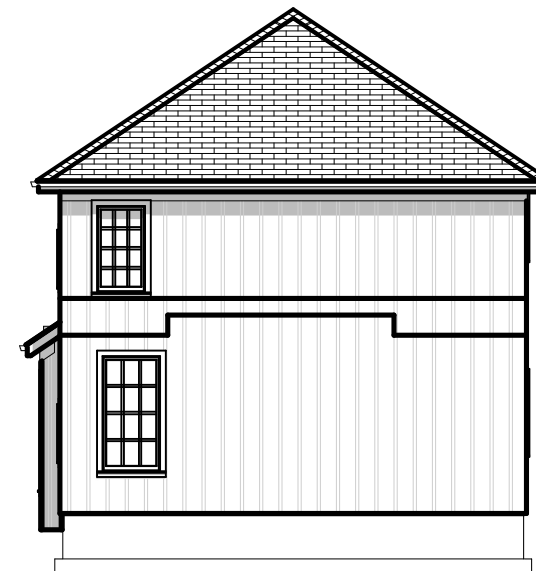
EXTERIOR ELEVATION FRONT



EXTERIOR ELEVATION LEFT



EXTERIOR ELEVATION BACK



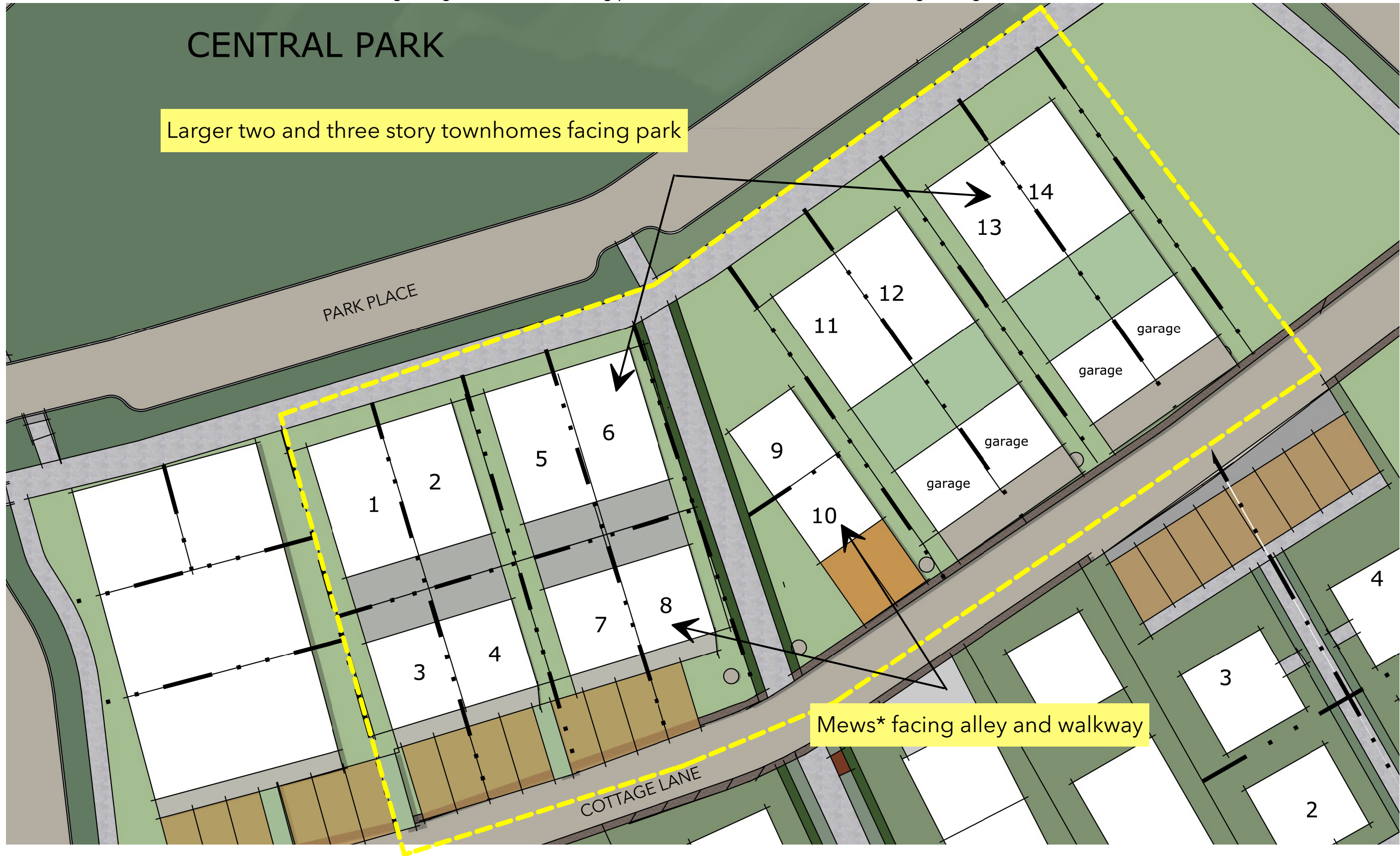
EXTERIOR ELEVATION RIGHT

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

Received 05-13-2025

CENTRAL PARK TOWNHOMES SITE PLAN

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

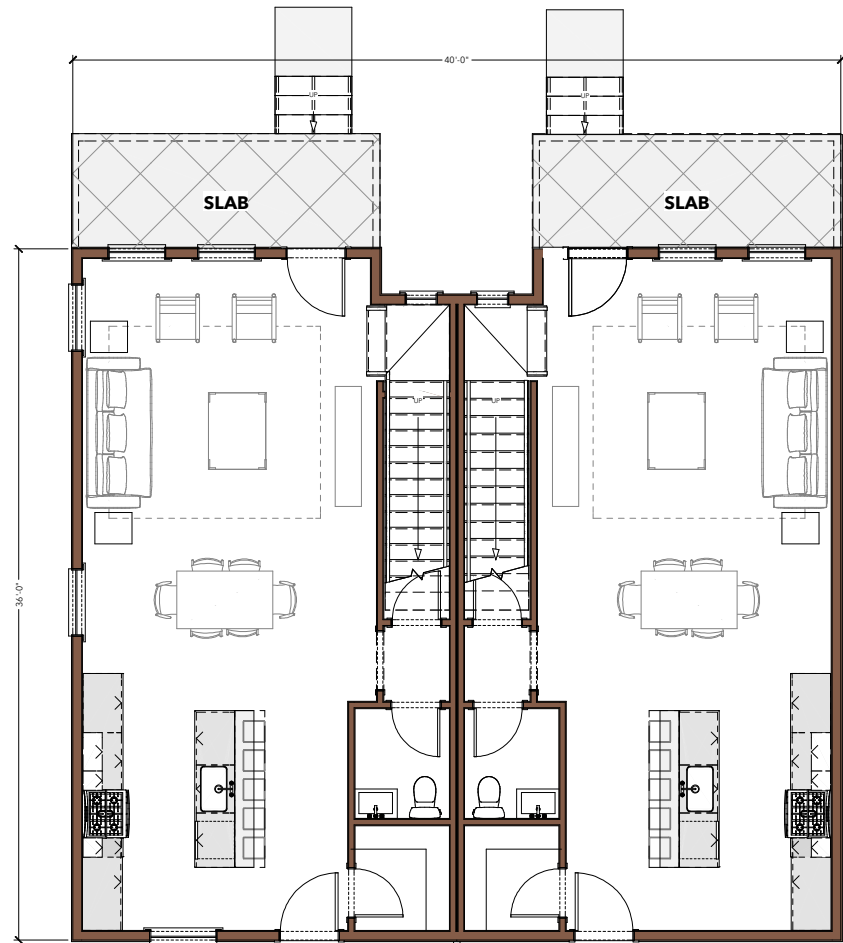


Larger two and three story townhomes facing park

Mews* facing alley and walkway

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

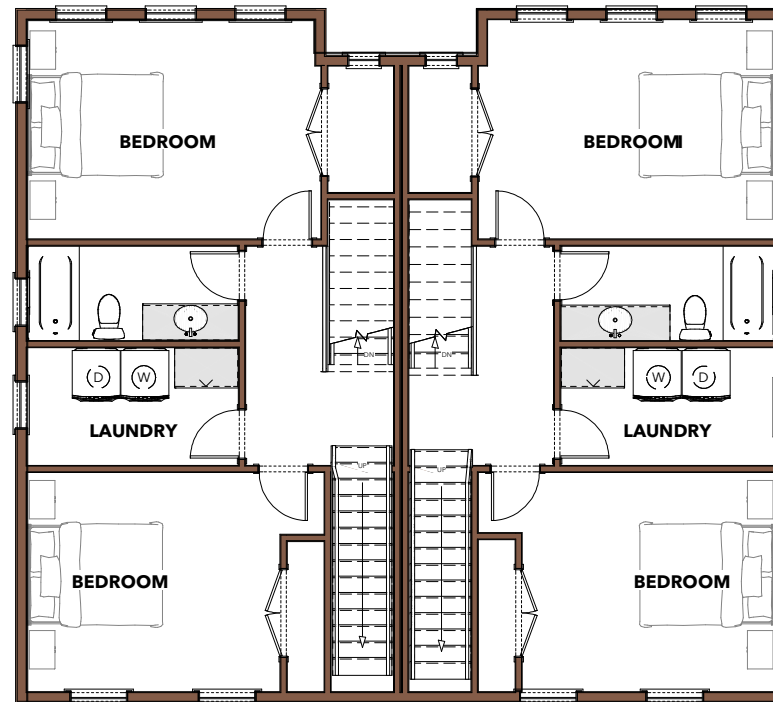
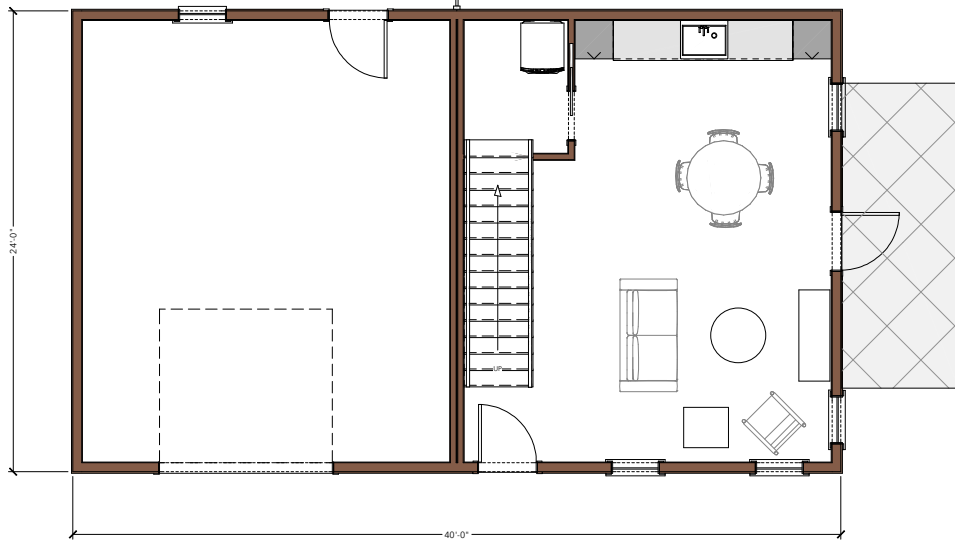
TOWNHOMES - TYPICAL FLOOR PLANS



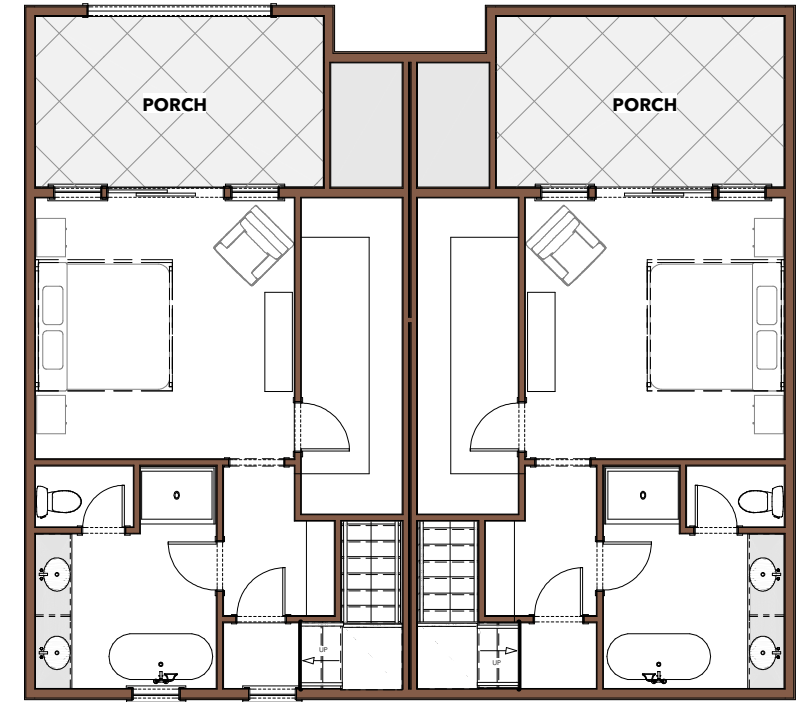
1ST FLOOR

example of townhome with garage

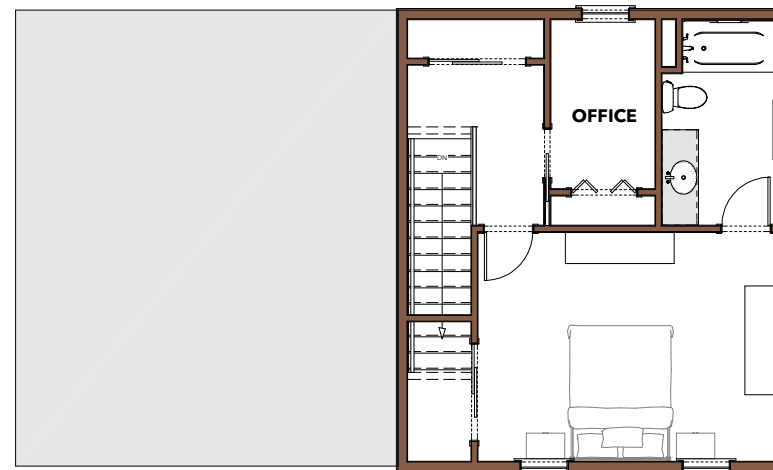
example of townhome with second unit



2ND FLOOR



3RD FLOOR

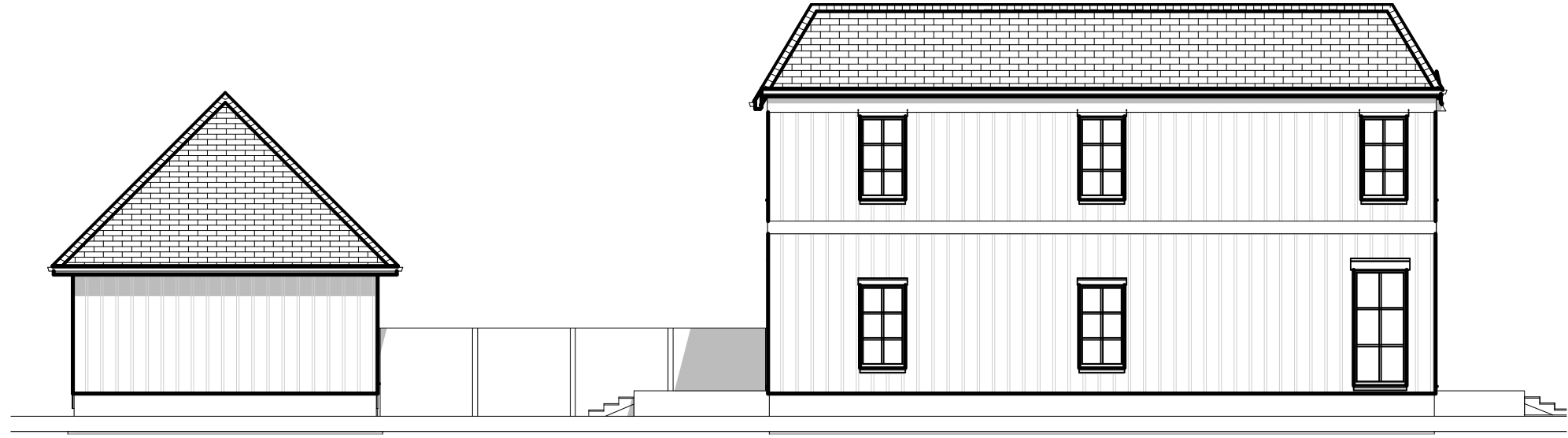


In an effort to improve the design of the neighborhood and maintain an engaging diversity of architecture, floor plans and elevations may vary and be subject to change.

TOWNHOMES - EXAMPLE ELEVATIONS



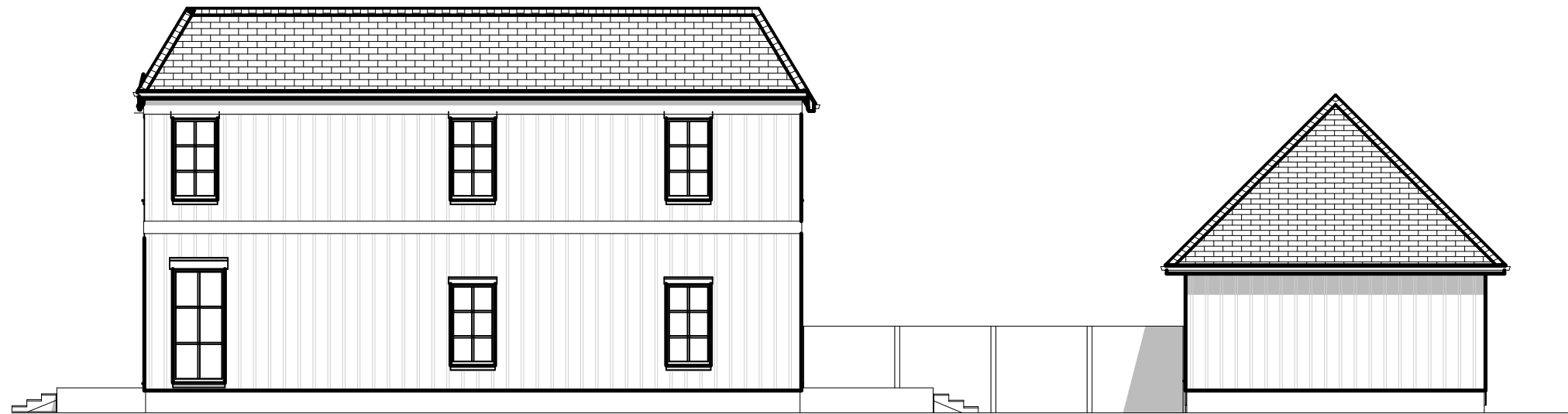
FRONT



RIGHT



BACK



LEFT

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

TOWN CENTER SITE PLAN



Awnings



Narrow Storefronts

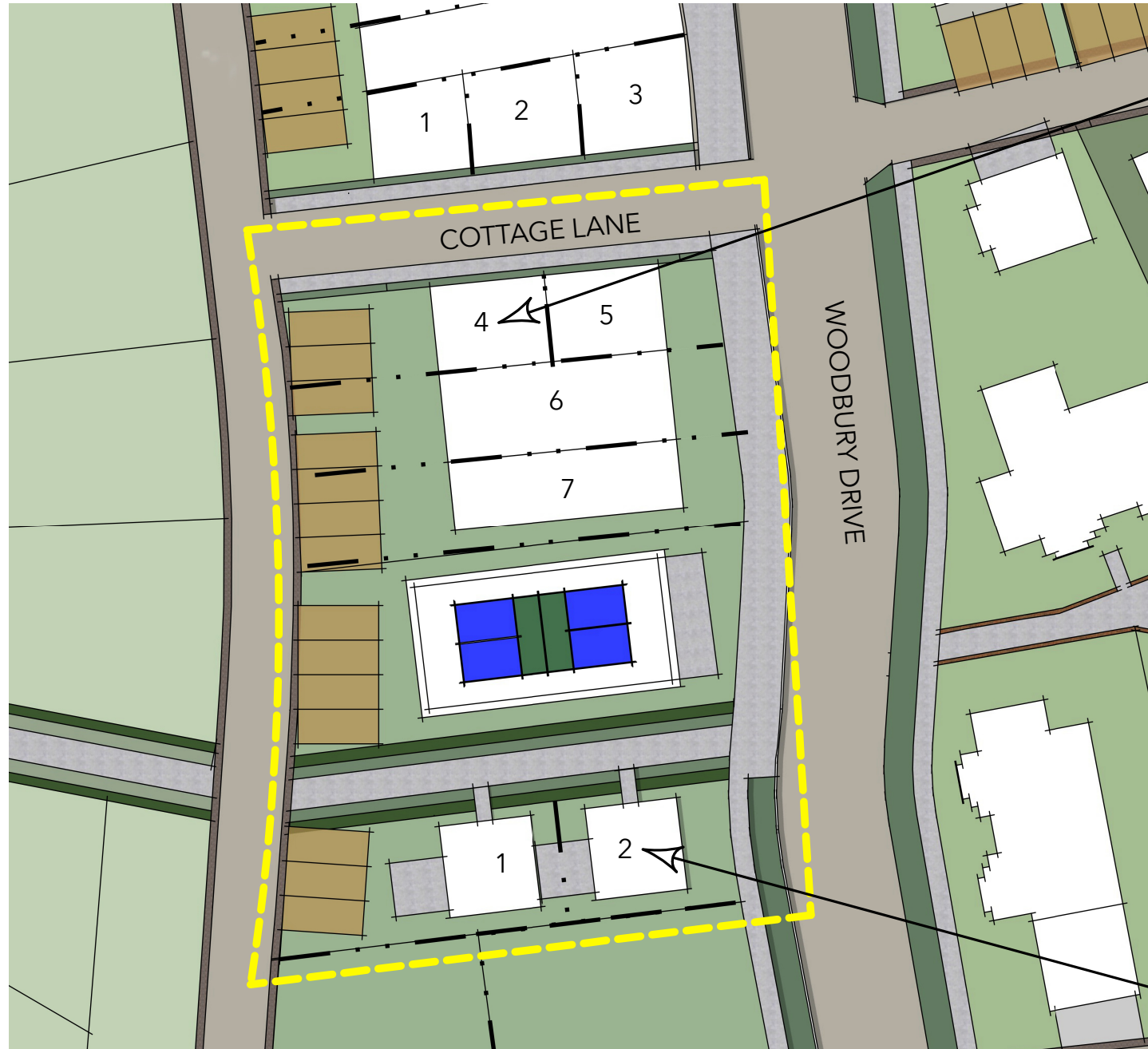


Local retailers

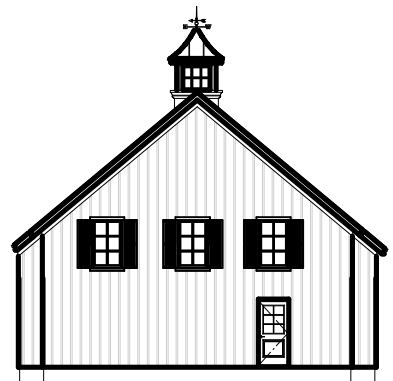
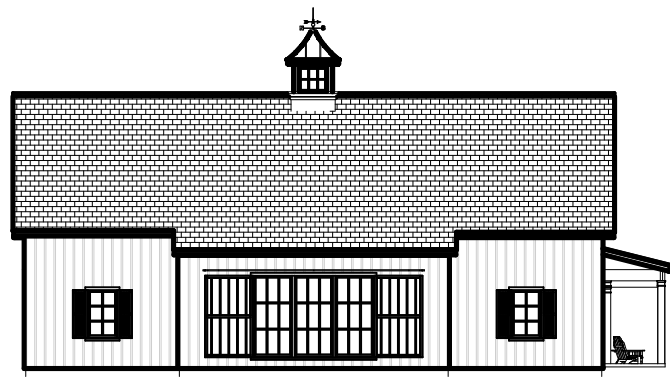
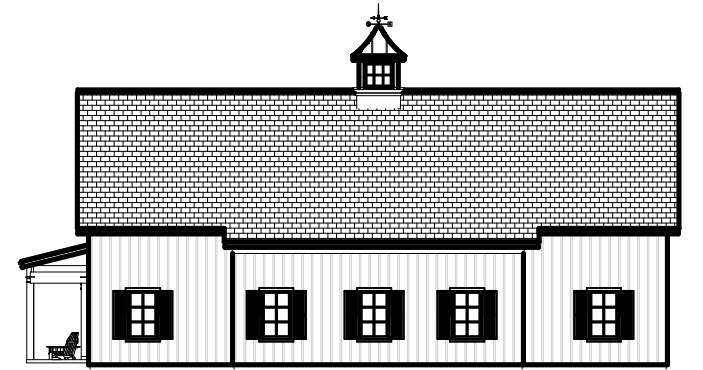


Nighborhood business will consist of retail or offices on the ground floor with offices or apartments above.
Building heights range from two to three stories.

WOODBURY DR. TOWNHOMES, RECREATION & COTTAGES



TOWNHOMES - SIMILAR TO CENTRAL PARK TOWNHOMES



INDOOR PICKLEBALL COURT

COTTAGES SIMILAR TO SOUTHWICK COURT 24'X24' COTTAGES



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

LUP2025-0015

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

APPLICATION FOR PRELIMINARY SUBDIVISION PLAT

(Please type or print plainly with blue ink.)

APPLICANT:

Name: Levi Wintz Phone: 208-596-7690
 Address: 1004 Dairy Lane Moscow ID Email: levi@wintzcompany.com

OWNER: (if other than applicant)

Name: Woodbury Land, LLC Phone: _____
 Address: _____ Email: _____

ENGINEER/SURVEYOR:

Name: Scott Sumner Phone: 208-596-7912
 Address: 405 SE Brelsford Drive, Ste C, Pullman, WA 99163 Email: scott@syntierengr.com

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

PROPERTY:

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

PROJECT DESCRIPTION:

Please describe the concept of the proposed subdivision and approximate percentage (%) of each proposed new land use (i.e. 75% single-family residential; 20% multi-family; 5% commercial). Also include any proposed park land and the acreage:

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

SEWER AND WATER MAIN OVERSIZING REIMBURSEMENT POLICY:

Oversizing of utilities will not be eligible for reimbursement from the City unless a written request is submitted to the City Engineer prior to approval of the project construction drawings and written approval of such a request is issued by the City Engineer.

PRELIMINARY PLAT CHECKLIST - Please provide the following information:

- _____ 1. Subdivision name
- _____ 2. Location: Section, Township, Range
- _____ 3. Subdivider's name & address
- _____ 4. Engineer/surveyor name & address
- _____ 5. Date of subdivision
- _____ 6. Reference to adjoining subdivisions with names
- _____ 7. North arrow
- _____ 8. Scale, not less than 1 in. = 60 ft.
- _____ 9. Existing and proposed right-of-way or public tracts with widths and names
- _____ 10. Lot and block layout with numbering and dimensions
- _____ 11. Existing zoning designation, or proposed if a rezone is requested
- _____ 12. All existing and proposed easements of record stating width and purpose
- _____ 13. Location of any existing open spaces or permanent structures
- _____ 14. General layout of sewer and water utilities
- _____ 15. Proposed phasing, if any
- _____ 16. Acreage breakdown with gross and net (less right-of-way)
- _____ 17. Plan/profile of proposed street grades
- _____ 18. Existing Topography*
- _____ 18. Proposed finished grading plan*
- _____ 19. Location of any delineated wetlands and/or water bodies and, if applicable, the floodway and 100-year floodplain (BFE data must be included if the plat is ≥5 acres or ≥50 lots)
- _____ 20. Vicinity sketch

*5' max. contour interval (except for slopes >50% may have 10' interval). Areas with existing slopes ≥ 20% shall be shaded or clearly indicated on the plans.

APPLICATION SUBMITTAL:

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

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

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

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


Signature of Applicant

6/4/2025
Date

Signature of Property Owner (if different)

Date

EXHIBIT A
Legal description

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

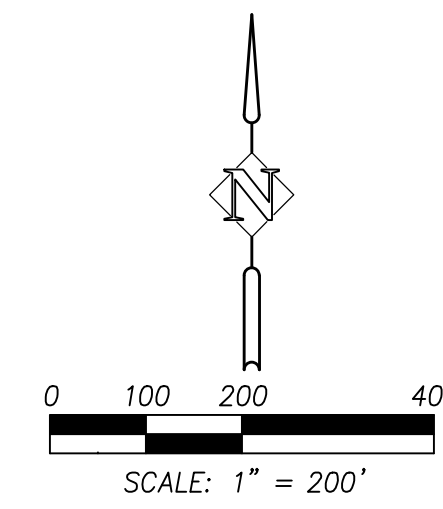
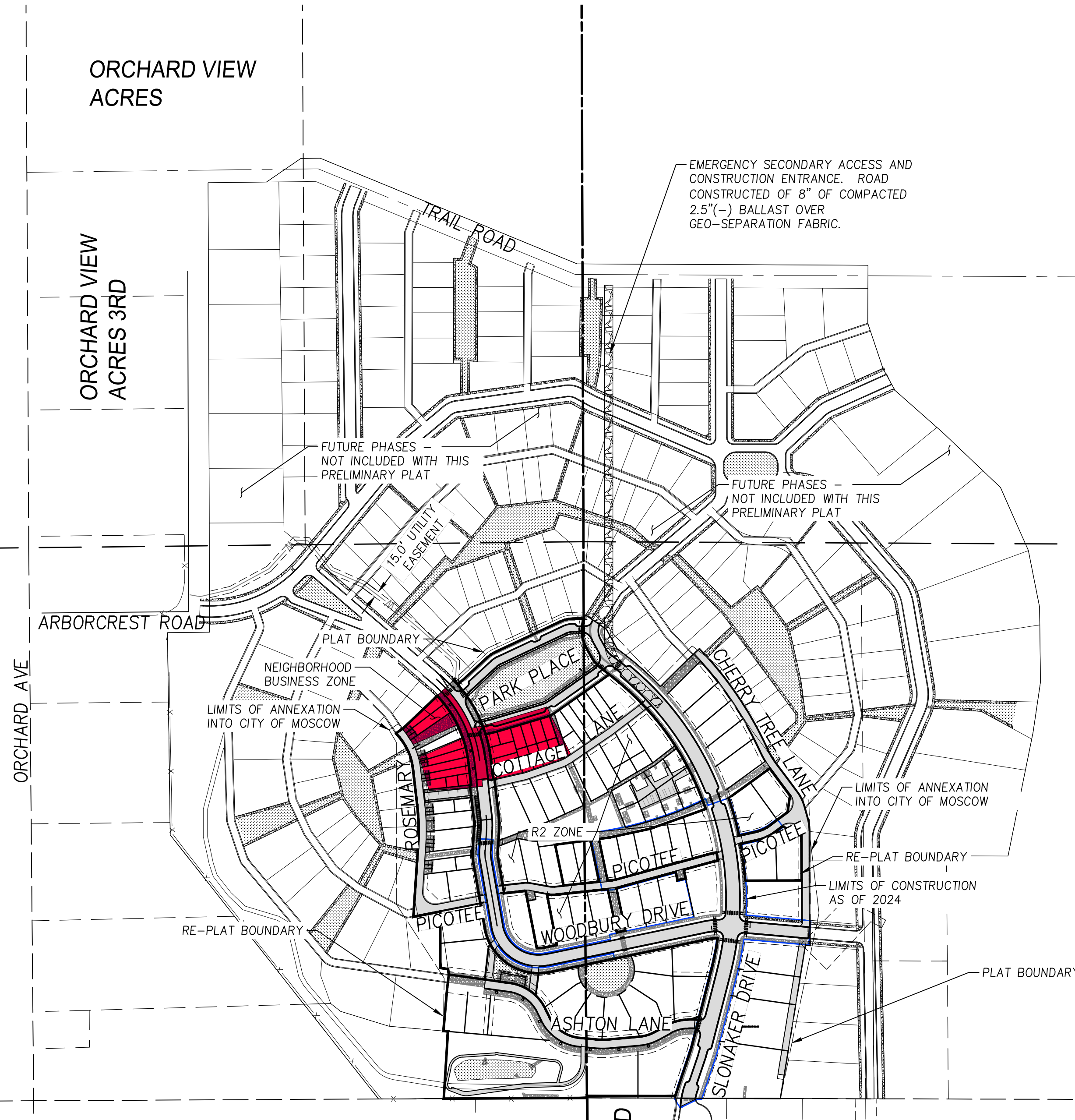
BEGINNING at the Northwest corner of the Southwest Quarter of the Southwest Quarter (SW1/4SW1/4) of said Section 4, said point being North $00^{\circ}33'28''$ West a distance of 1322.72 feet from the Southwest corner of said Section 4; thence along the North line of the Southeast Quarter of the Southeast Quarter (SE1/4SE1/4) of said Section 5 South $89^{\circ}42'12''$ West a distance of 340.66 feet; thence departing said North line North $03^{\circ}36'03''$ East a distance of 160.19 feet; thence North $84^{\circ}54'56''$ West a distance of 10.83 feet; thence North $00^{\circ}48'15''$ West a distance of 125.90 feet; thence North $32^{\circ}54'25''$ West a distance of 209.16 feet; thence North $02^{\circ}50'51''$ East a distance of 444.46 feet; thence North $52^{\circ}06'30''$ East a distance of 185.86 feet; thence North $64^{\circ}58'42''$ East a distance of 302.87 feet; thence South $47^{\circ}29'32''$ East a distance of 236.88 feet; thence North $44^{\circ}10'38''$ East a distance of 122.94 feet; thence South $52^{\circ}37'35''$ East a distance of 93.86 feet; thence South $33^{\circ}59'44''$ East a distance of 362.10 feet; thence South $02^{\circ}01'38''$ East a distance of 101.20 feet; thence South $06^{\circ}49'06''$ East a distance of 178.24 feet; thence South $11^{\circ}52'56''$ West a distance of 450.41 feet; thence along said North line North $89^{\circ}49'43''$ West a distance of 460.08 feet to the POINT OF BEGINNING.

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

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

PRELIMINARY REPLAT OF WOODBURY FIRST ADDITION

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



OWNER
WOODBURY LAND LLC
1004 DAIRY LANE
MOSCOW, ID 83843

SITE ADDRESS
SLONAKER DRIVE
MOSCOW, ID 83843

FLOOD_ZONE DESIGNATIONS
FLOOD_ZONE C
PANEL NUMBER 160086 0240 D
PANEL 240 OF 275

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

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

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

LAND SURVEYOR
SYNTIER ENGINEERING, INC
JASON VON LINDERN, PLS

LAND USE ZONING
MEDIUM DENSITY RESIDENTIAL - R3
NEIGHBORHOOD BUSINESS - NB

LEGAL DESCRIPTION OF REPLATTED WOODBURY PLAT

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

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

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

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

BEGINNING AT A POINT ON THE WEST LINE OF SAID WOODBURY DRIVE BEING SOUTH 06°38'21" EAST A DISTANCE OF 2.60 FEET FROM THE SOUTHEAST CORNER OF LOT 17, BLOCK 2 OF WOODBURY FIRST ADDITION;
THENCE NORTH 83°55'13" EAST A DISTANCE OF 3.00 FEET TO THE TERMINUS OF THIS LINE.

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

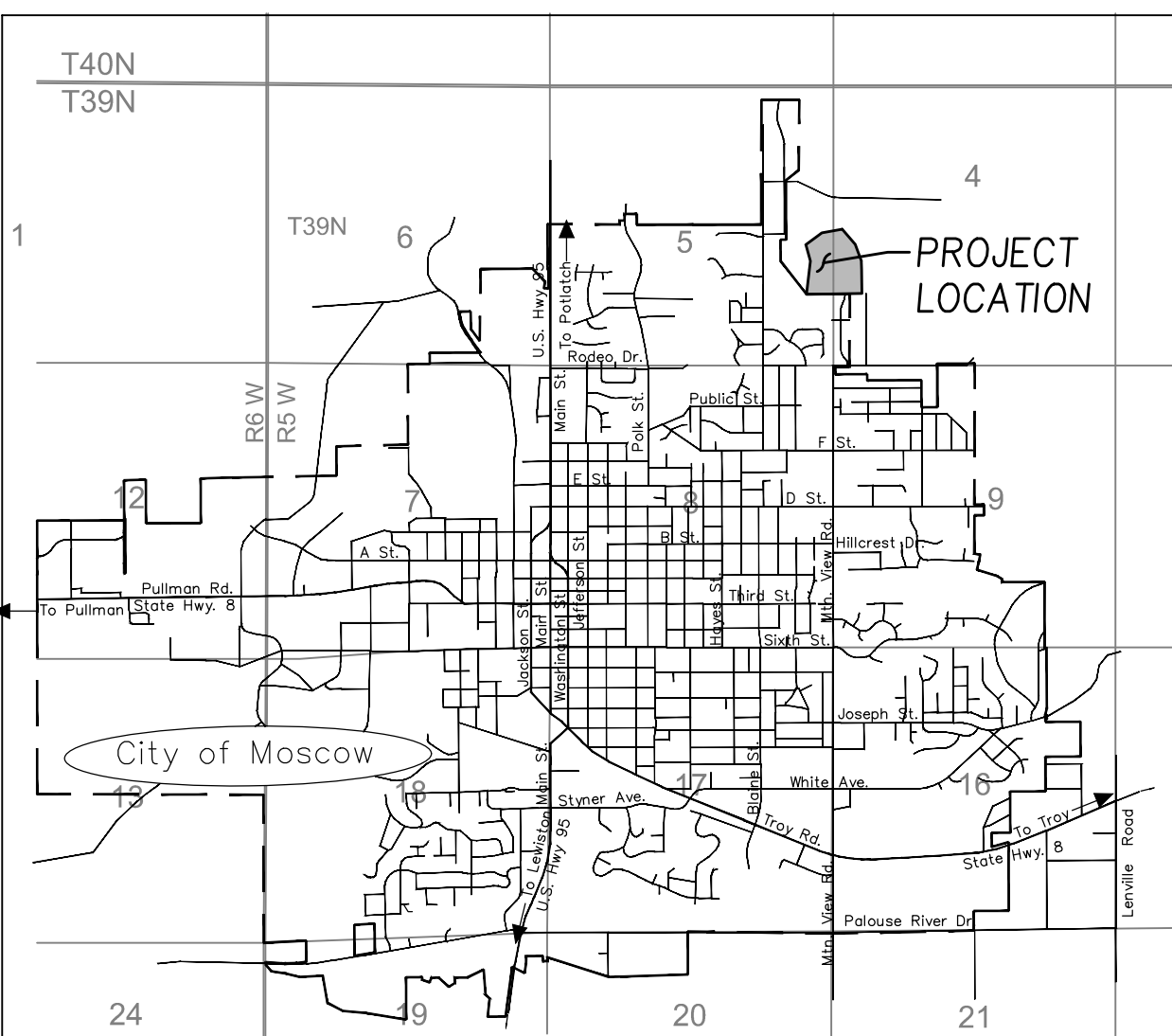
BEGINNING AT THE SOUTHWEST CORNER OF LOT 10, BLOCK 2, WOODBURY FIRST ADDITION, AS SHOWN BY THE RECORDED PLAT, INSTRUMENT NUMBER 630759, RECORDS OF SAID LATAH COUNTY;

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

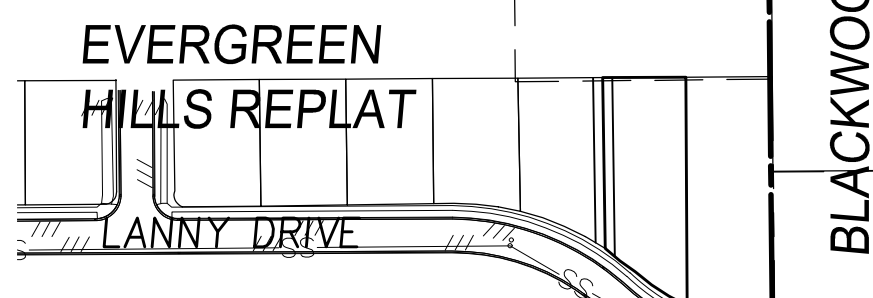
THENCE NORTH 00°00'02" EAST A DISTANCE OF 134.11 FEET TO THE NORTHWEST CORNER OF LOT 11 OF SAID BLOCK 2;

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

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



VICINITY MAP

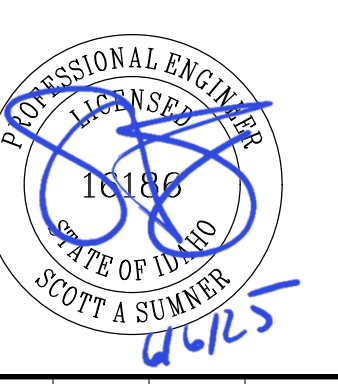


SHEET INDEX

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

COVER SHEET
WOODBURY 2025 PRELIMINARY PLAT
MOSCOW, IDAHO

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



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

NO.	DESCRIPTION	DATE	R	E	V	I	S	I	O	N	S

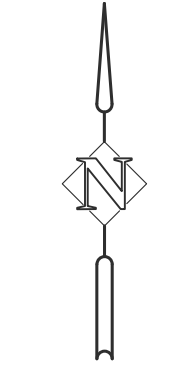
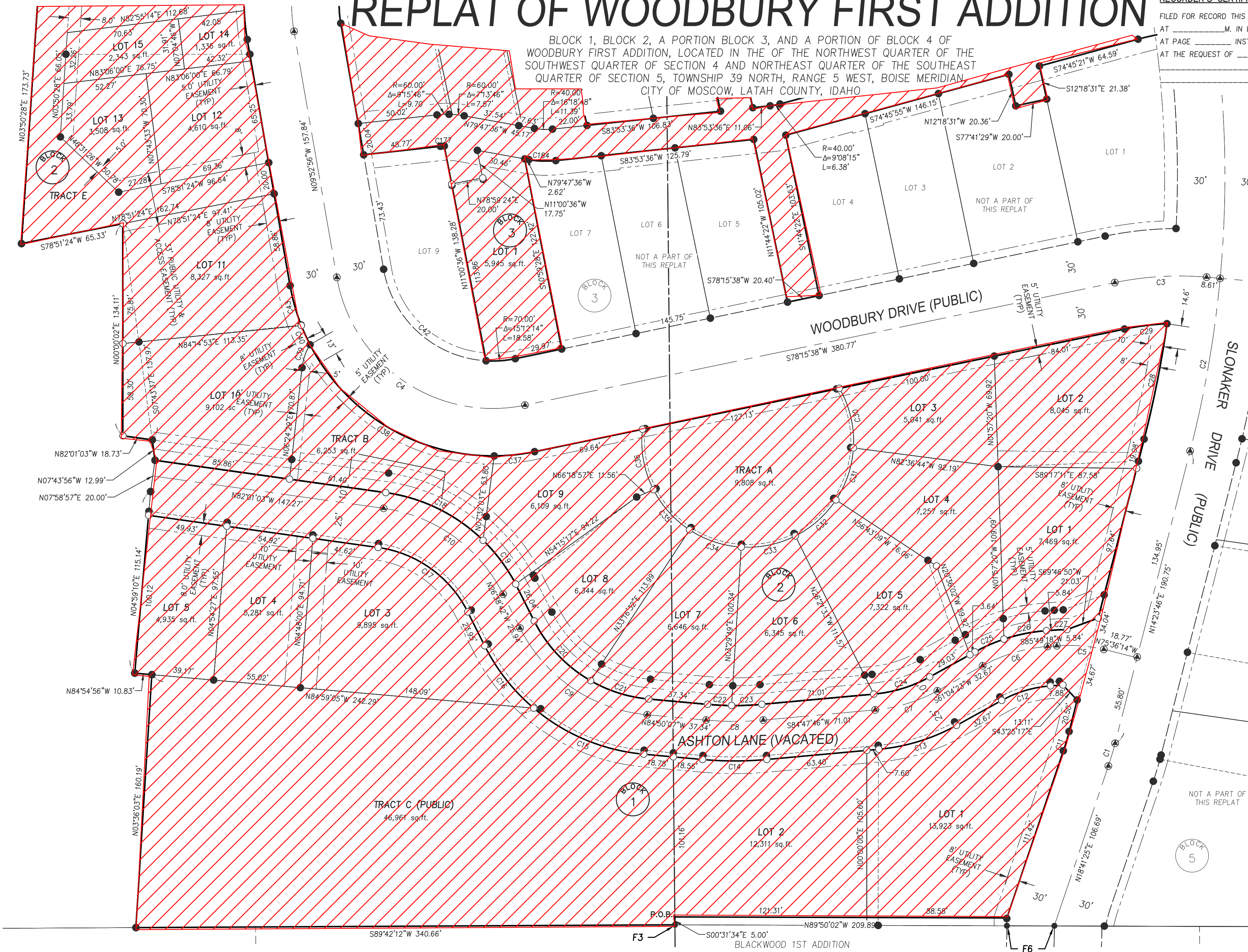
SHEET NO.
C1.0
1 OF 10
JOB NO. WNZ-03

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

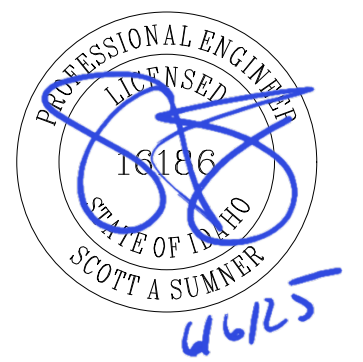
REPLAT OF WOODBURY FIRST ADDITION

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

RECORDER'S CERTIFICATE:
FILED FOR RECORD THIS _____ DAY OF _____ 20____
AT _____ M. IN BOOK _____ OF _____
AT PAGE _____ INSTRUMENT NUMBER _____
AT THE REQUEST OF _____
LATAH COUNTY RECORDER
DEPUTY



0 20 40 80
SCALE: 1" = 40'



PRELIMINARY PLAT ONLY

	By	Date	Scale: 1"=40'
Surveyed	CBB	08/24	Date: April 16, 2025
Drawn	TMH	04/25	Drawing Name
Checked	JMV	04/25	WNZ03-PLAT 2025.DWG
Approved			
Accepted			Sheet 3 of 5

SYNTIER
Engineering, Inc.

For:
WOODBURY LAND LLC
1004 DAIRY LANE
MOSCOW, IDAHO

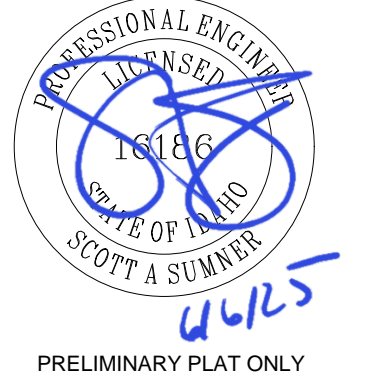
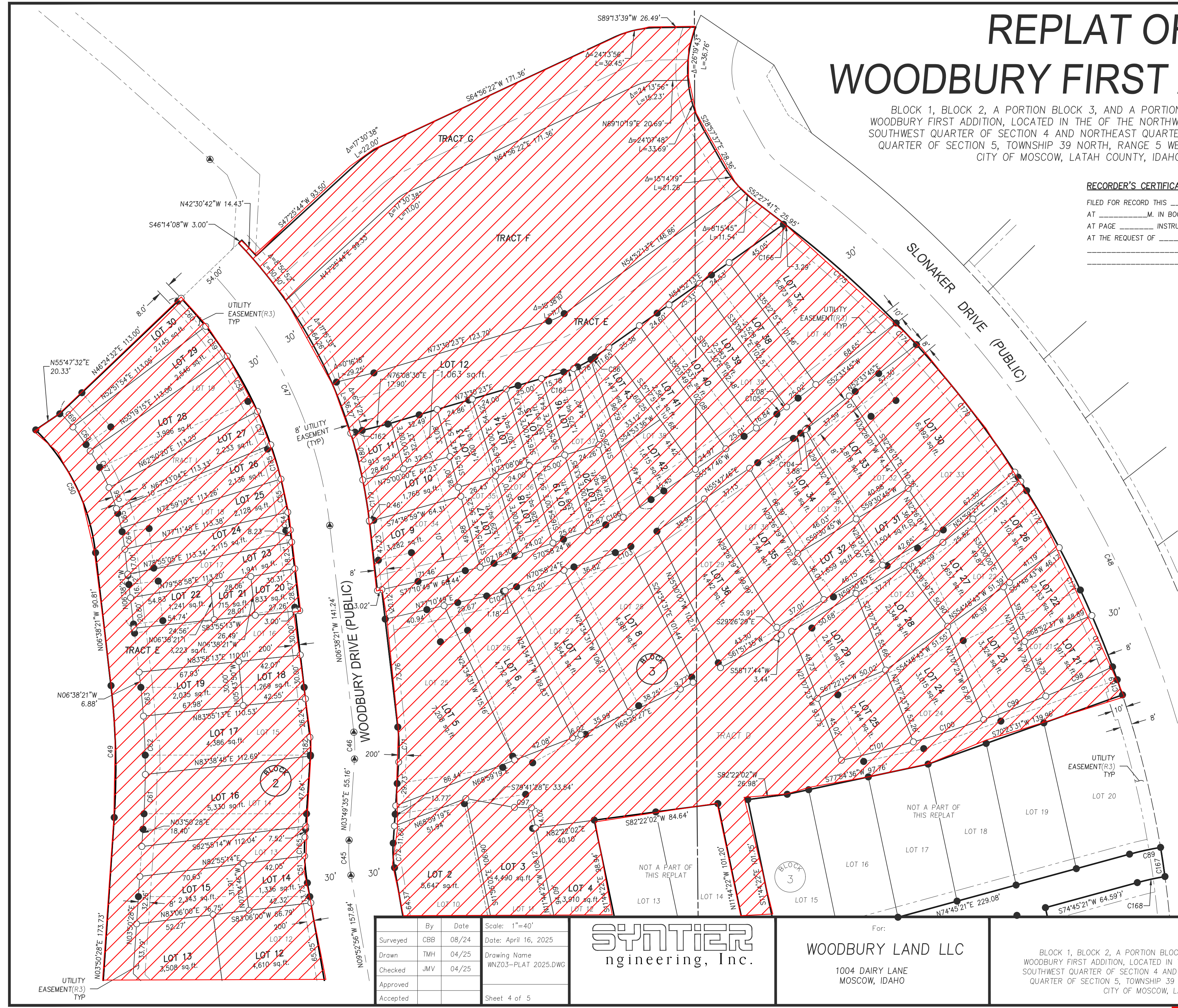
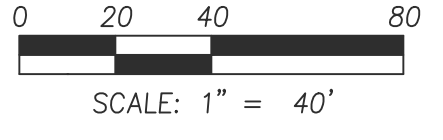
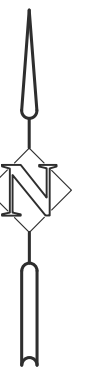
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AT THE REQUEST OF _____ LATAH COUNTY RECORDER
_____ DEPUTY



By	CBB	Date	08/24	Scale: 1"=40'
Drawn	TMH	Date	04/25	Date: April 16, 2025
Checked	JMV	Drawing Name	WNZ03-PLAT 2025.DWG	
Approved				
Accepted				Sheet 4 of 5

SYNTIER
engineering, Inc.

For:
WOODBURY LAND LLC
1004 DAIRY LANE
MOSCOW, IDAHO

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

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

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

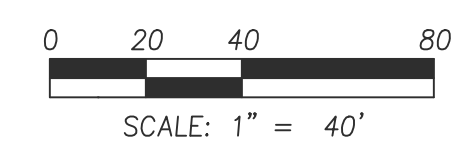
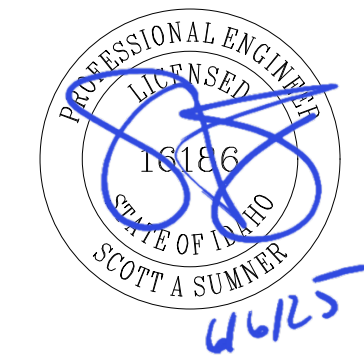
CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C43	26.32	130.00	011°35'55"	S15°40'53"E	26.27
C177	2.46	40.00	003°31'20"	S85°28'32"W	2.46
C184	19.71	61.89	018°14'42"	N86°51'46"W	19.63

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

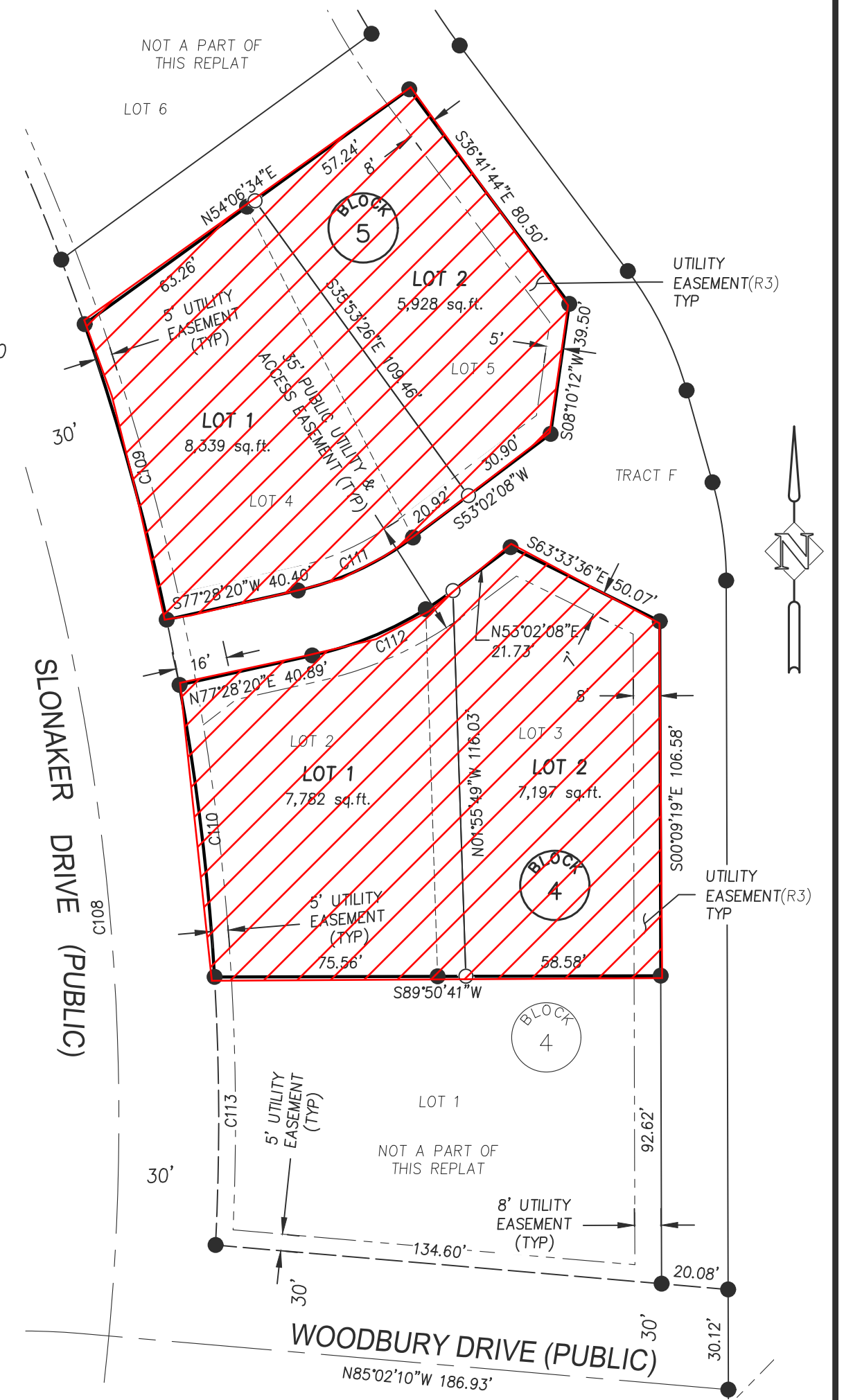
CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C45	23.93	100.00	013°42'31"	N03°01'40"W	23.87
C46	18.27	100.00	010°27'56"	N01°24'23"W	18.24
C47	194.38	300.00	037°07'29"	N25°12'06"W	191.00
C49	89.63	490.00	010°28'49"	N01°23'57"W	89.50
C50	94.43	140.00	038°38'47"	N25°57'45"W	92.65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

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

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



PRELIMINARY PLAT ONLY

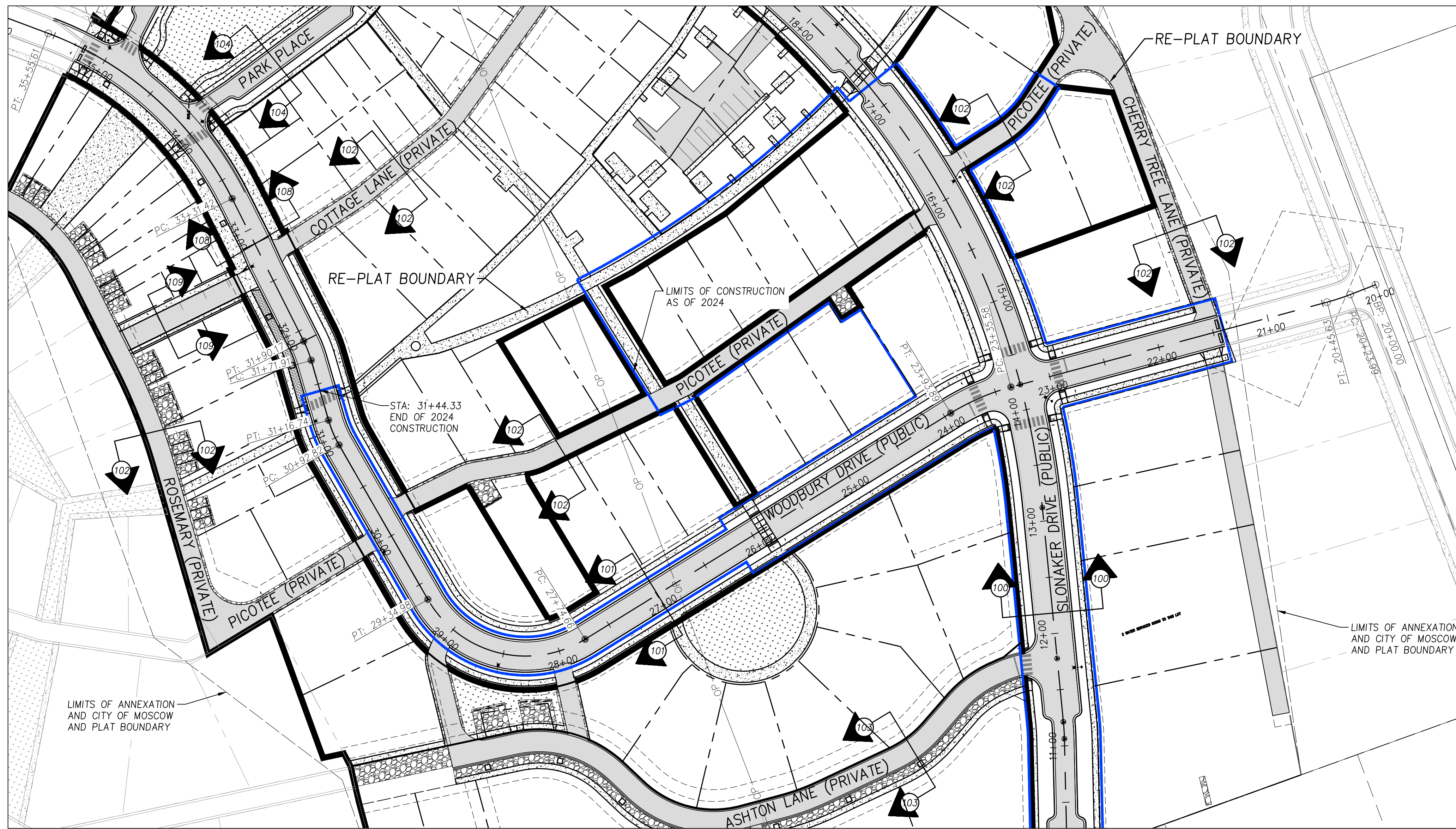


By	Date	Scale: 1"=40'
Surveyed	CBB 08/24	Date: April 16, 2025
Drawn	TMH 04/25	Drawing Name
Checked	JMV 04/25	WNZ03-PLAT 2025.DWG
Approved		
Accepted		Sheet 5 of 5

SYNTIER
Engineering, Inc.

For:
WOODBURY LAND LLC
1004 DAIRY LANE
MOSCOW, IDAHO

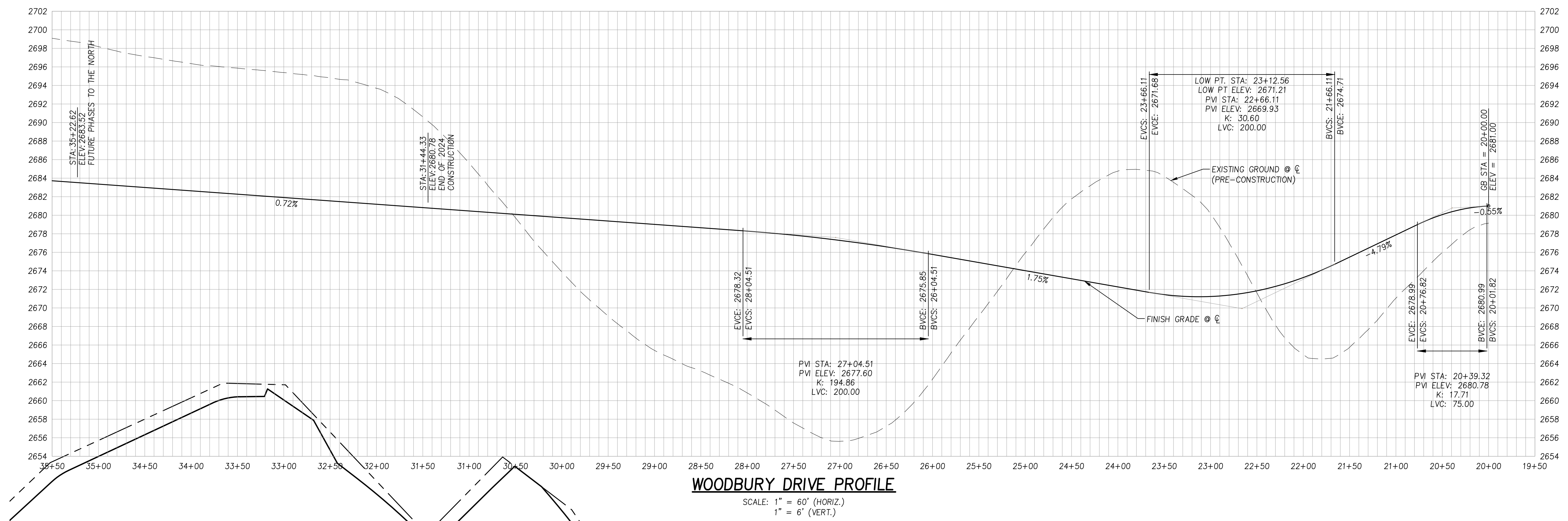
BLOCK 1, BLOCK 2, A PORTION BLOCK 3, AND A PORTION OF BLOCK 4 OF WOODBURY FIRST ADDITION, LOCATED IN THE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 AND NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 39 NORTH, RANGE 5 WEST, BOISE MERIDIAN, CITY OF MOSCOW, LATAH COUNTY,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



PLAT NOTES

- 100 CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C5.3.
- 101 CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C5.3.
- 102 CONSTRUCT PRIVATE ALLEY PER TYPICAL ALLEY SECTION, SHEET C5.3.
- 103 CONSTRUCT STREET PER ASHTON LANE ROAD SECTION, SHEET C5.3.
- 104 CONSTRUCT ONE WAY LOOP PER PARK PLACE ROAD SECTION, SHEET C5.3.
- 105 CONSTRUCT LOCAL STREET PER NORTHERN WOODBURY DRIVE ROAD SECTION, SHEET C5.3.
- 109 CONSTRUCT STREET PER COTTAGE CONNECT ROAD SECTION, SHEET C5.3.

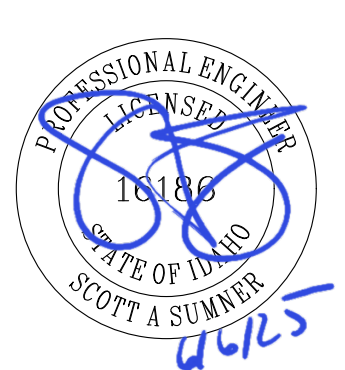
WOODBURY DRIVE PLAN



WOODBURY DRIVE PROFILE

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

SPATIUM
Engineering, Inc.
405 SE Bresford Drive, Suite C, Moscow, WA 99163
www.spatiumeng.com 509.339.6187



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

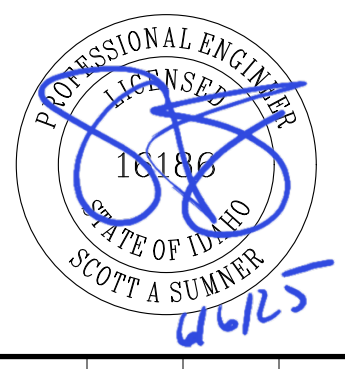
DATE	NO.	DESCRIPTION

SHEET NO.
C5.1
8 OF 10
JOB NO. WNZ-03

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

ROAD SECTIONS
WOODBURY 2025 PRELIMINARY PLAT

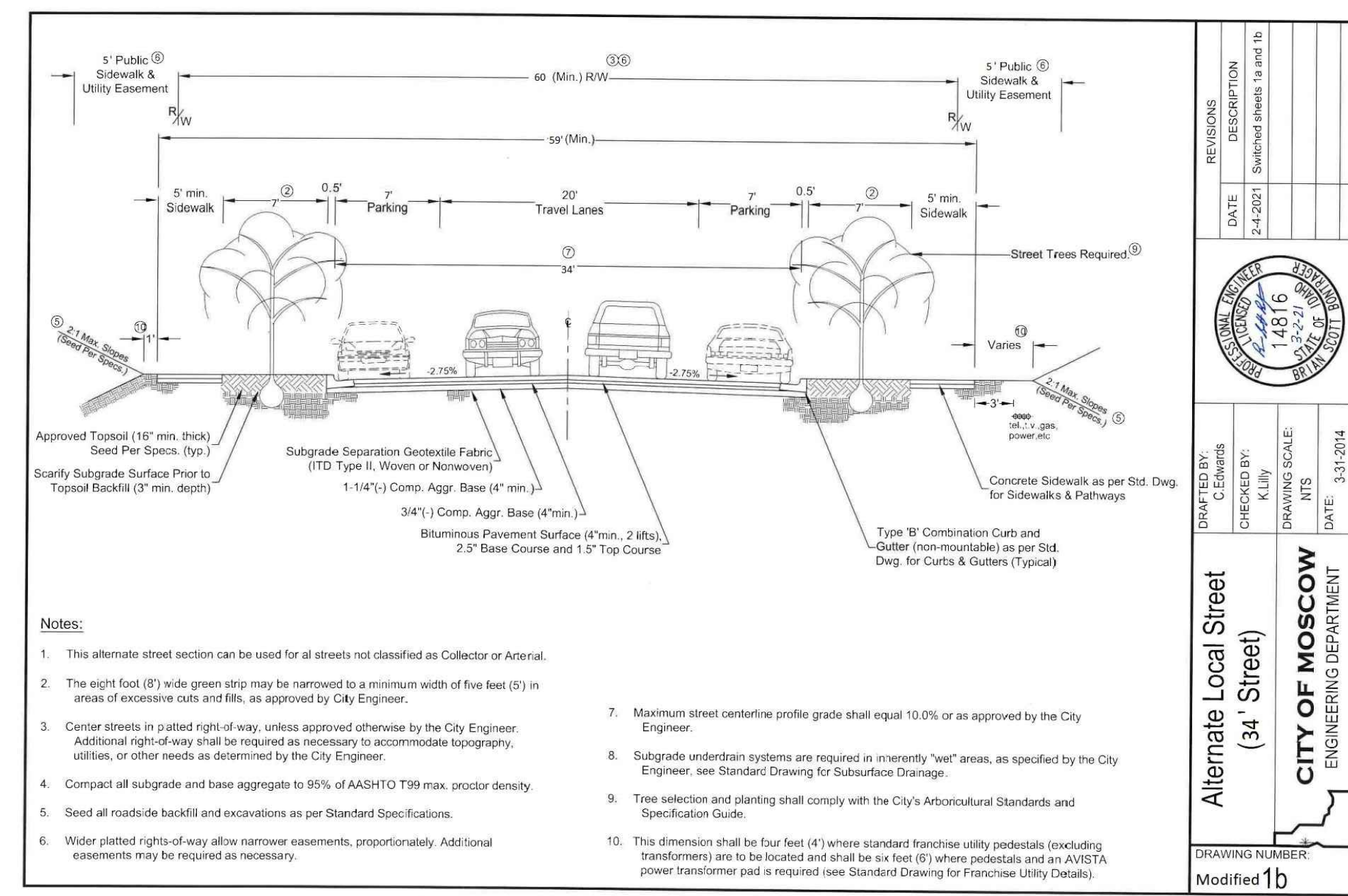
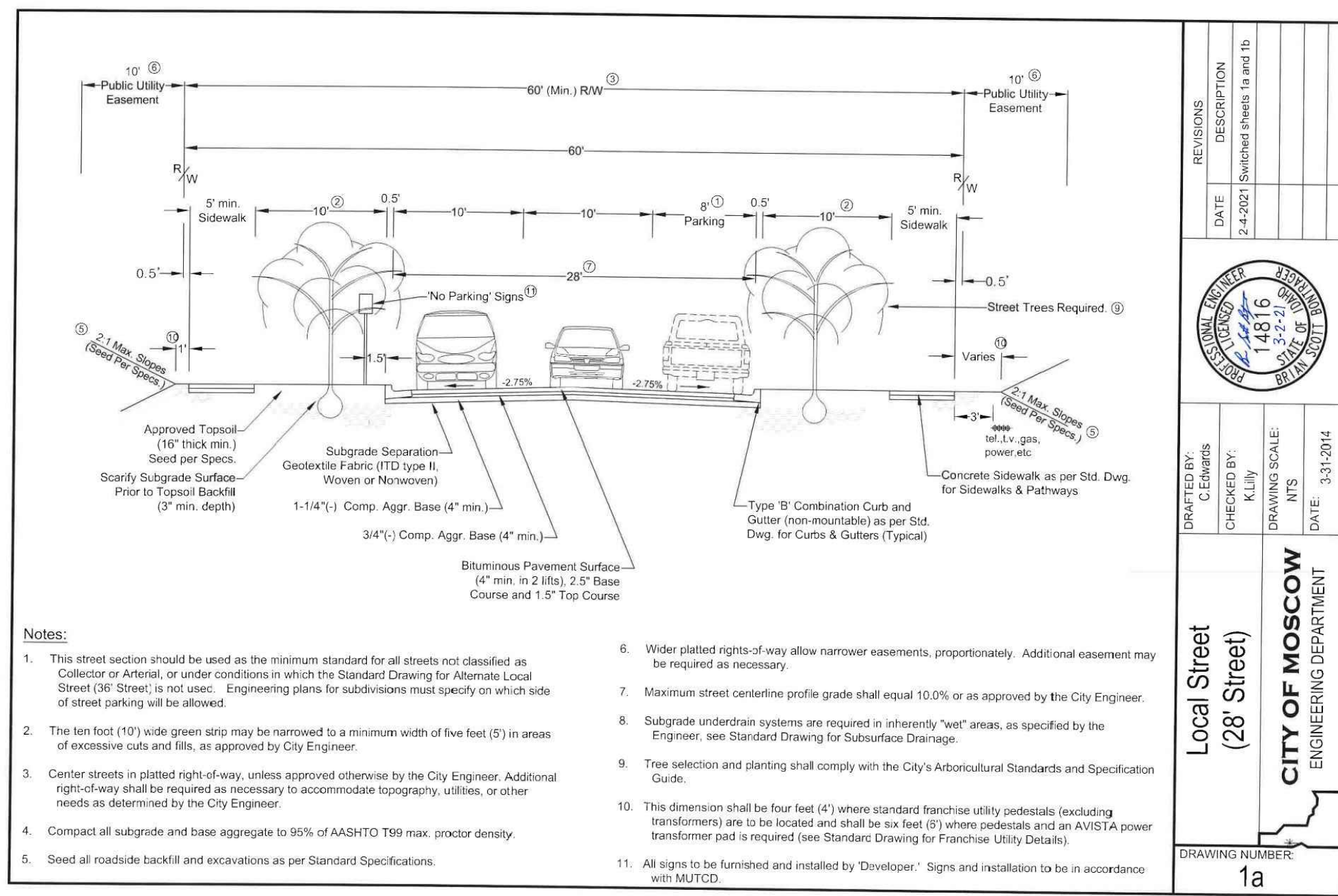
SPATIUM
Engineering, Inc.
405 SE Brewster Drive, Suite C, Portland, WA 99163
www.spatiumeng.com 509.339.6187



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

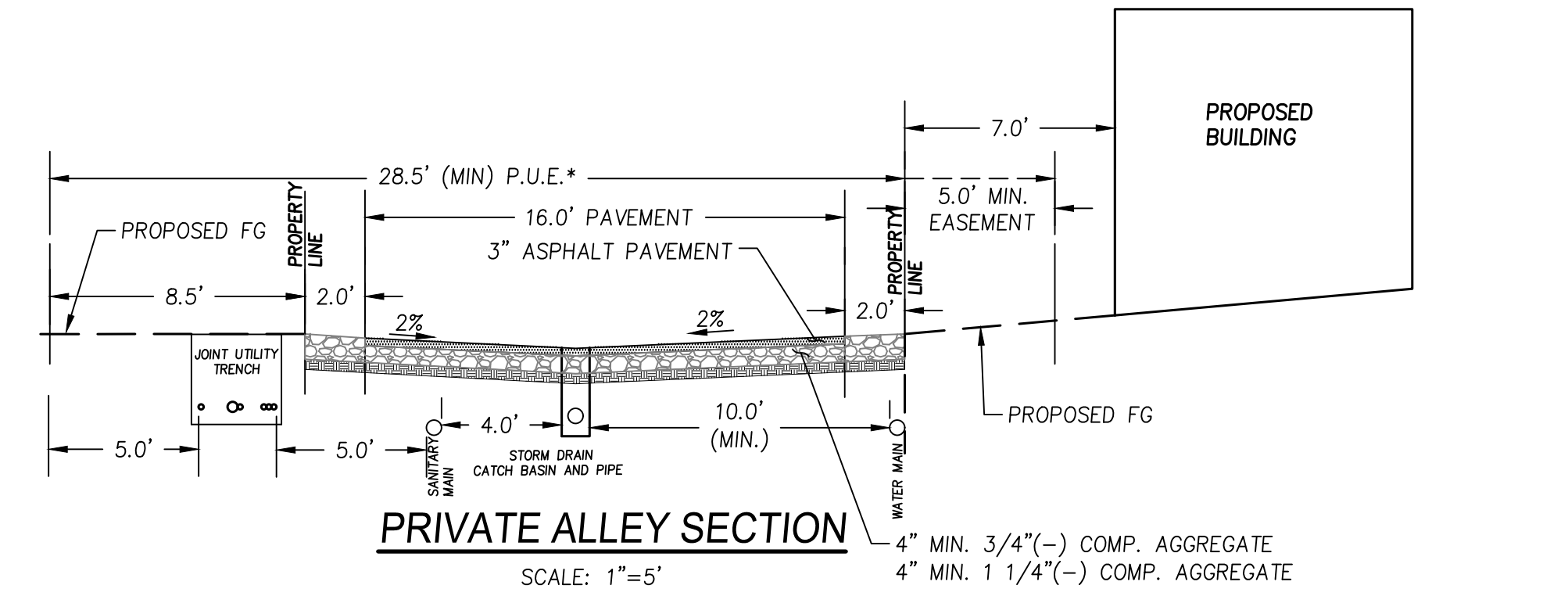
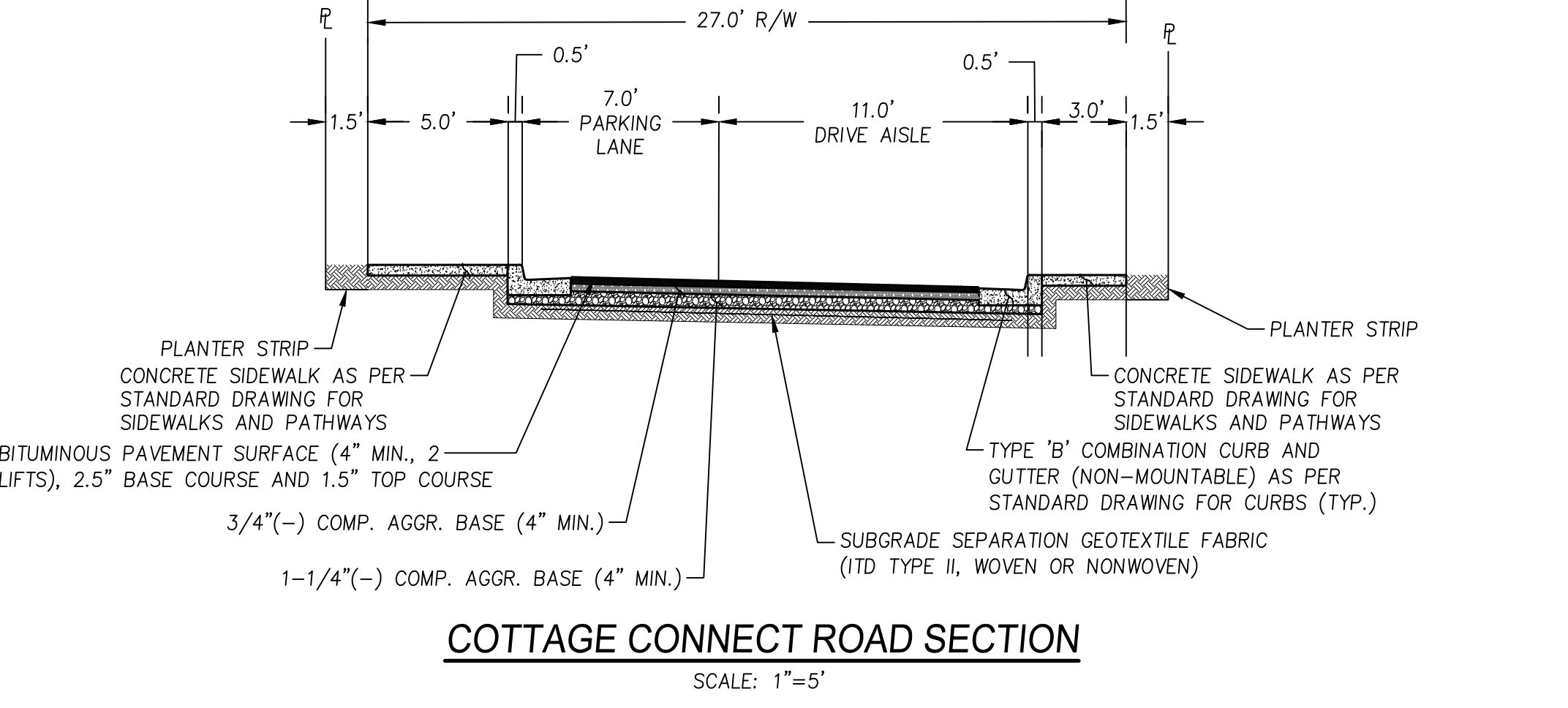
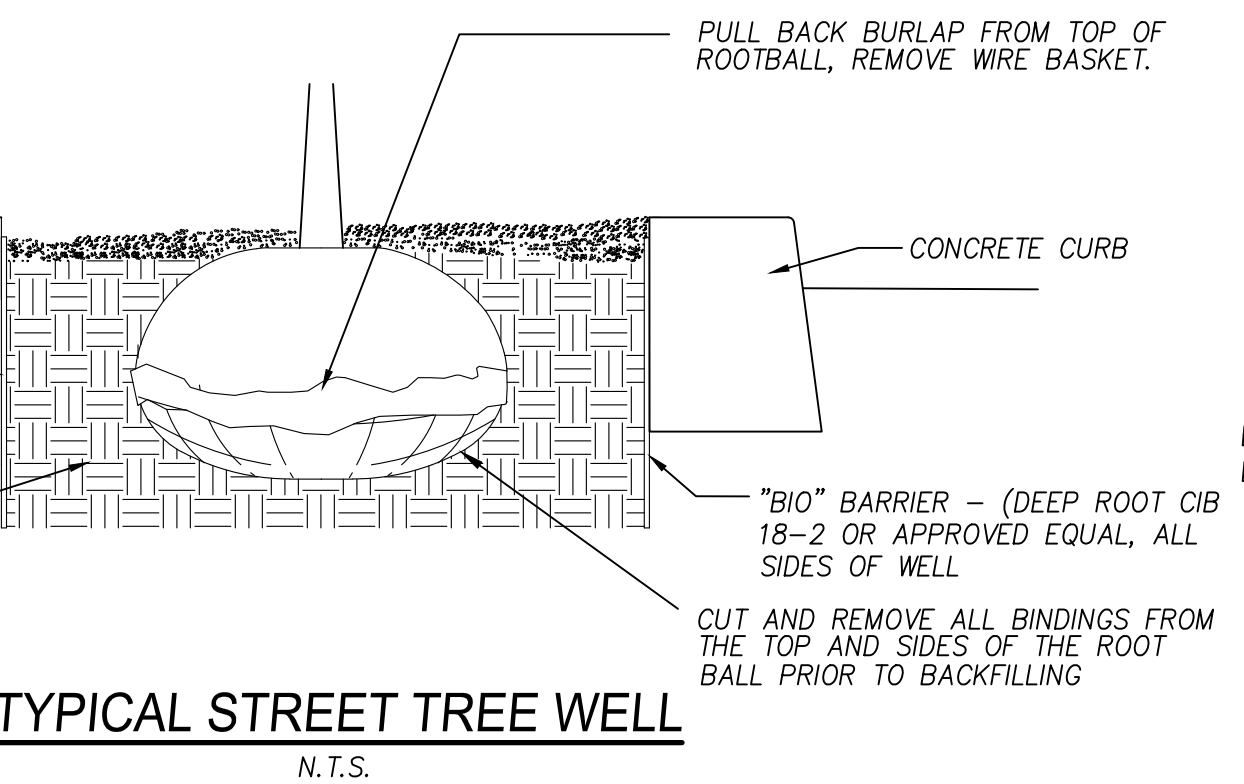
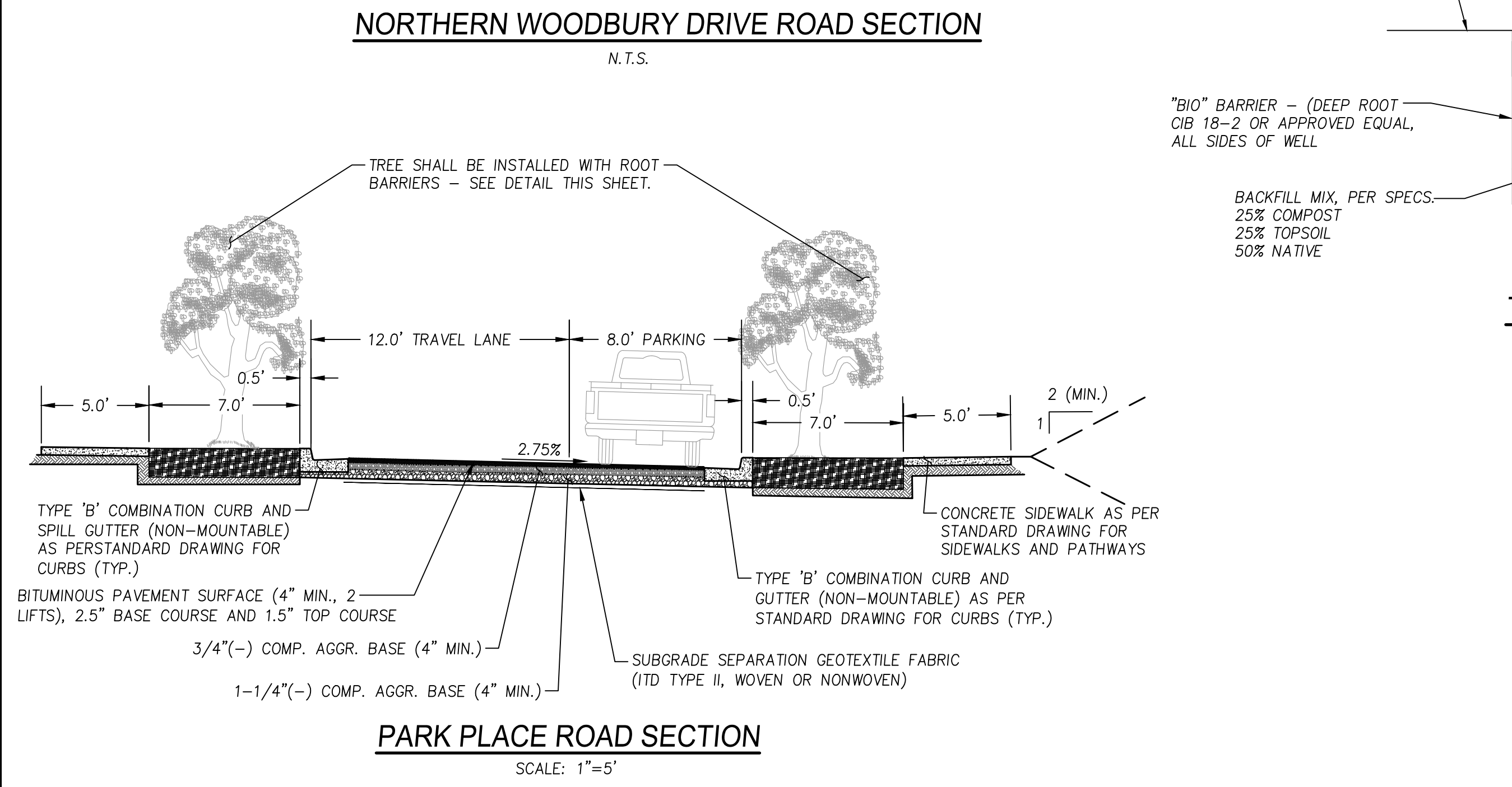
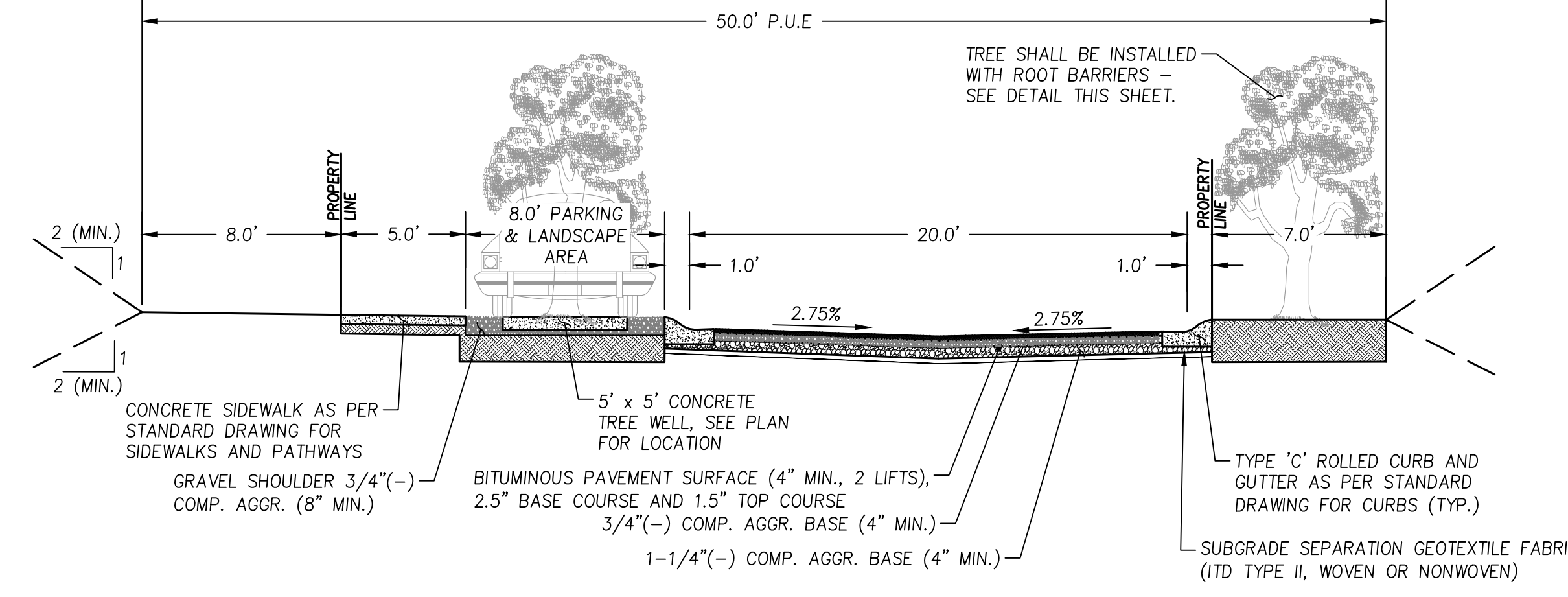
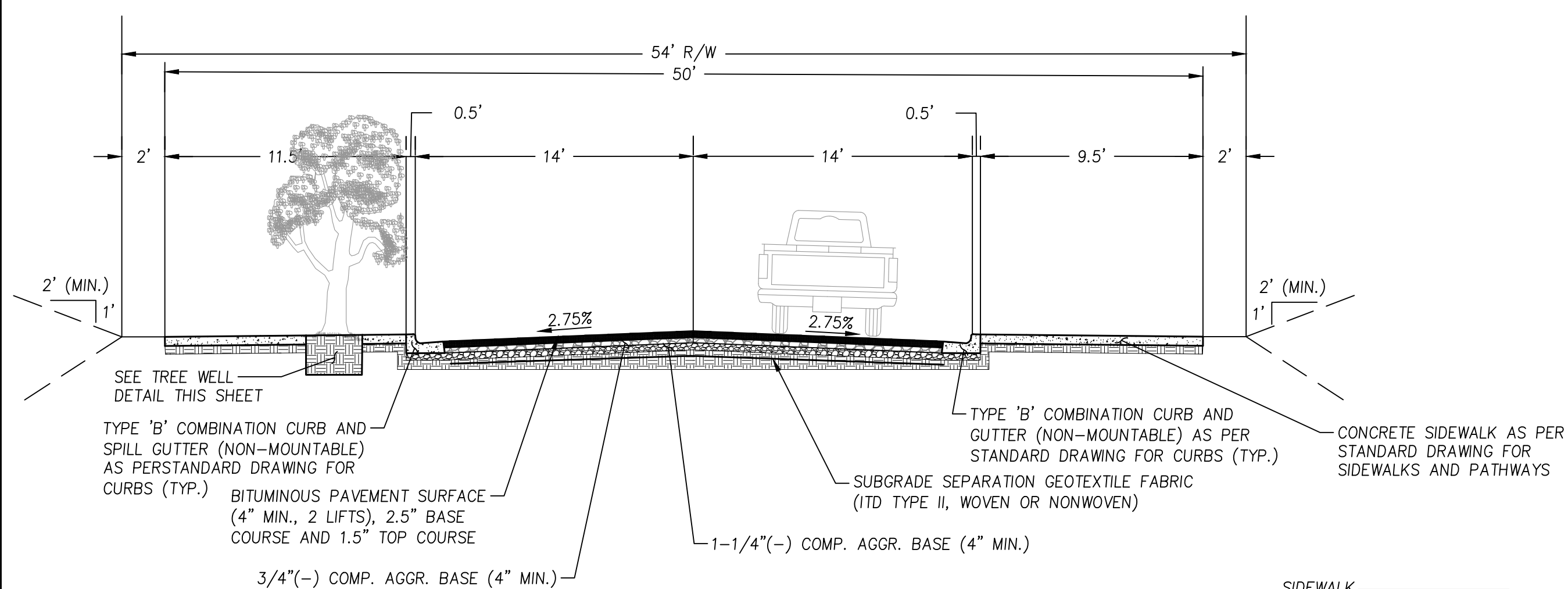
NO.	DESCRIPTION	DATE	R	E	V	I	S	I	O	N	S

SHEET NO.	C5.3
OF	10
JOB NO.	WNZ-03

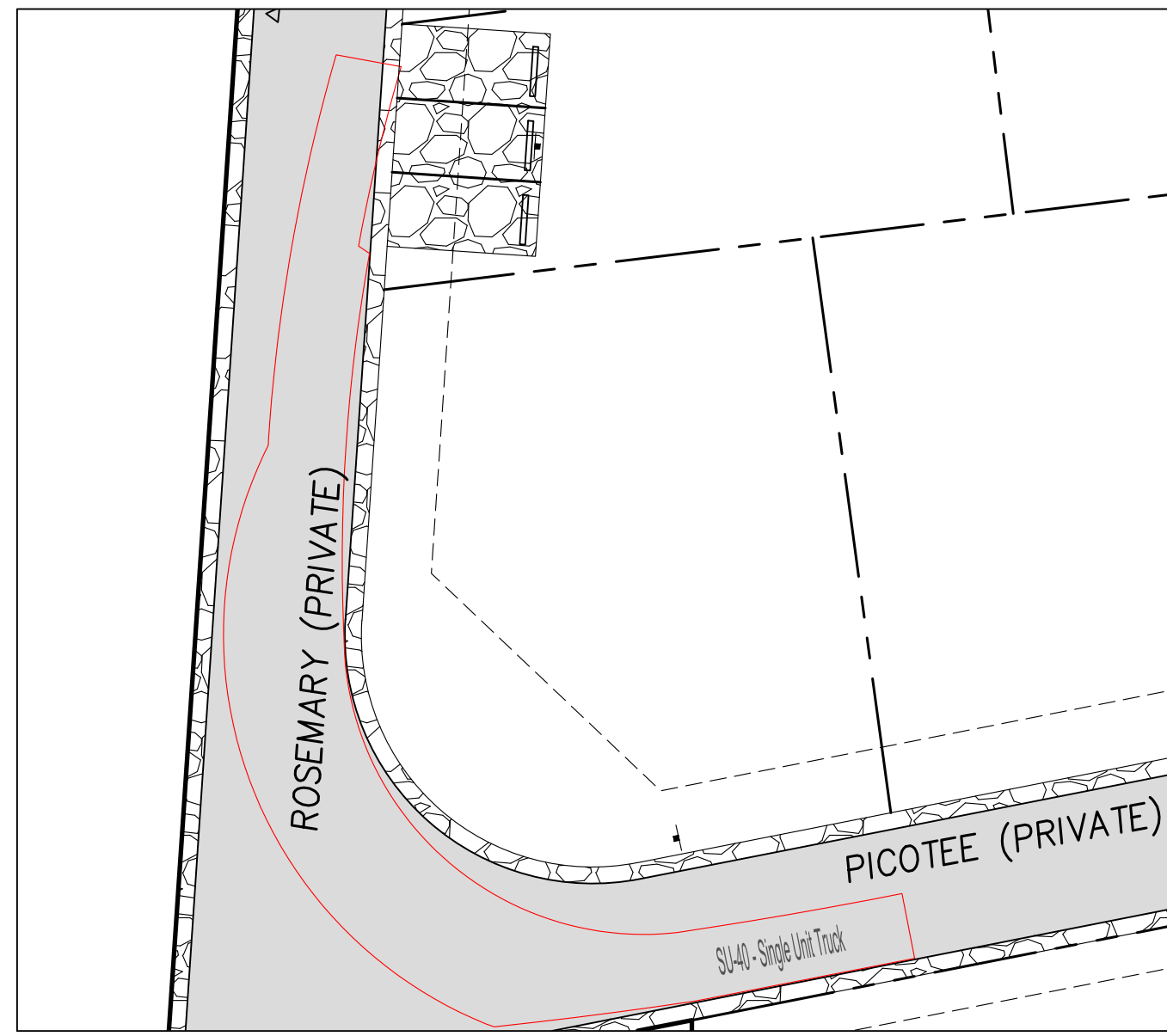


- Notes:**
- This street section should be used as the minimum standard for all streets not classified as Collector or Arterial, or under conditions in which the Standard Drawing for Alternate Local Street (36' Street) is not used. Engineering plans for subdivisions must specify on which side of street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

- Notes:**
- This alternate street section can be used for all streets not classified as Collector or Arterial.
 - The eight foot (8') wide green strip may be narrowed to a minimum width of five feet (5') in areas of excessive cuts and fills, as approved by City Engineer.
 - Center streets in platted right-of-way, unless approved otherwise by the City Engineer. Additional right-of-way shall be required as necessary to accommodate topography, utilities, or other needs as determined by the City Engineer.
 - Compact all subgrade and base aggregate to 95% of AASHTO T99 max. proctor density.
 - Seed all roadside backfill and excavations as per Standard Specifications.
 - Wider platted rights-of-way allow narrower easements, proportionately. Additional easements may be required as necessary.
 - Maximum street centerline profile grade shall equal 10.0% or as approved by the City Engineer.
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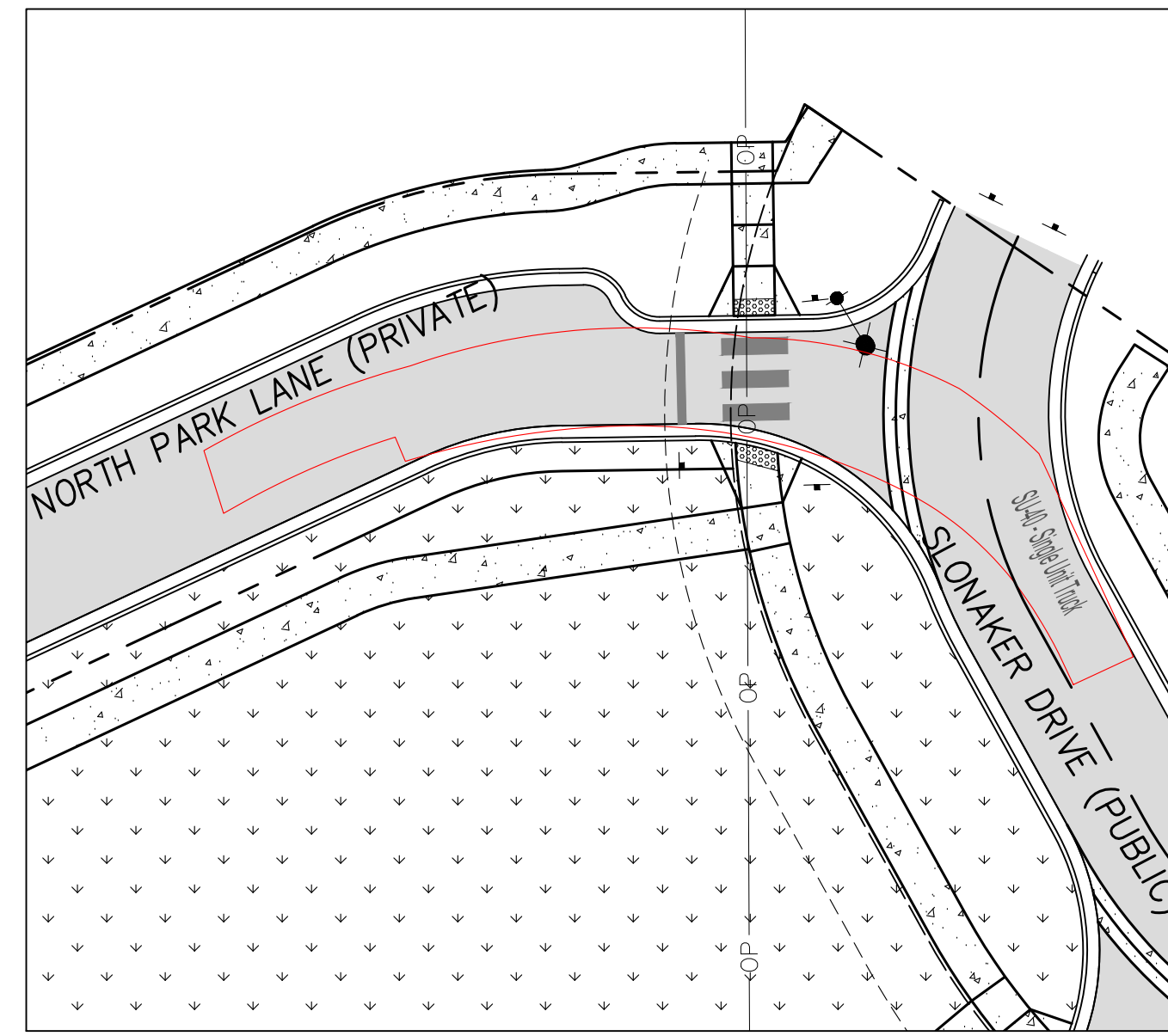


P:\WNZ-03\Stonaker_Development\WNZ03-DVGS\Sheets\Preliminary Plat\Phase 1\WNZ03-C5.3-ROAD SECTIONS.dwg



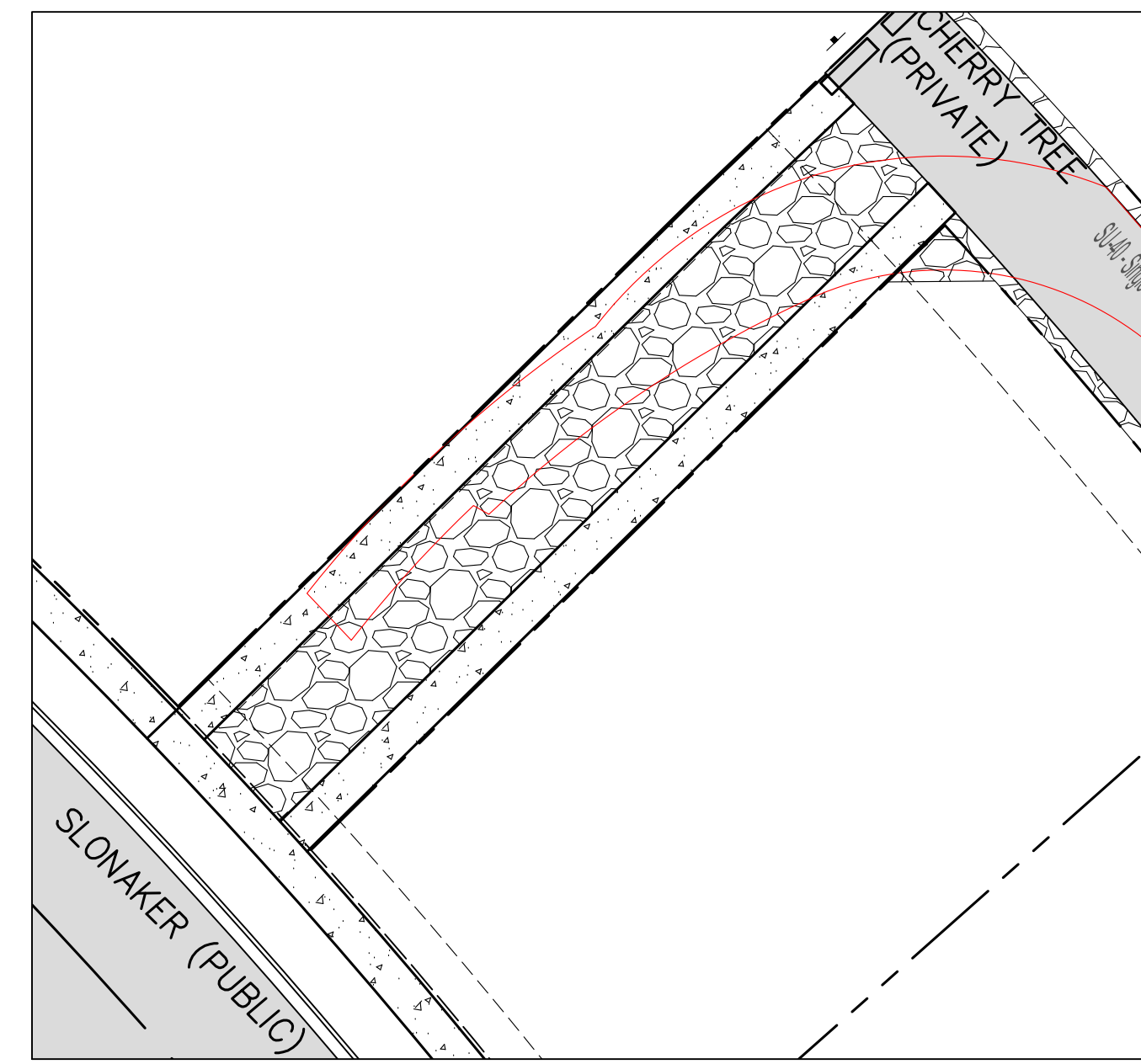
1- PICOTEE RT ROSEMARY

SCALE: 1" = 20'



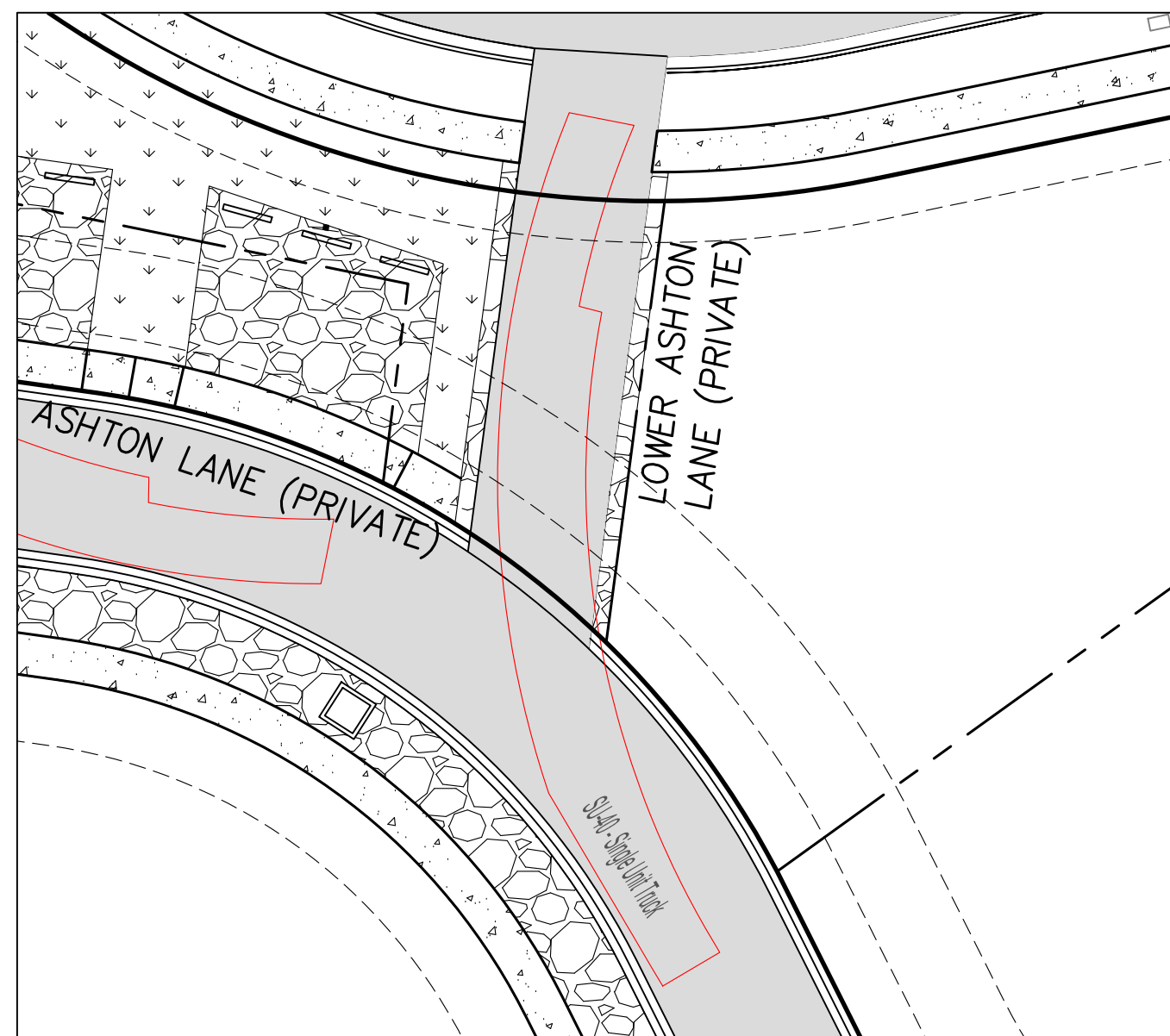
2 -SLONAKER LT NORTH PARK PLACE

SCALE: 1" = 20'



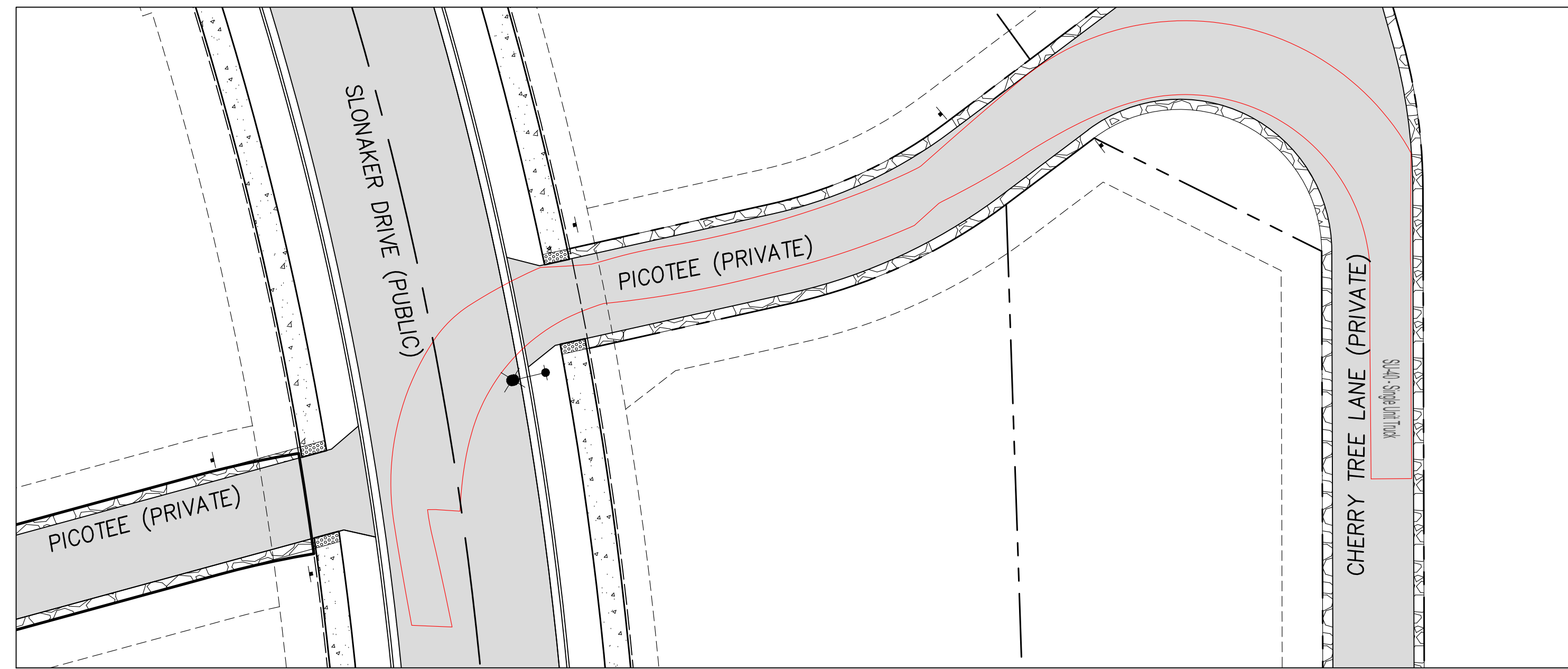
3 - CHERRY TREE LT TO TEMP FIRE ACCESS

SCALE: 1" = 20'



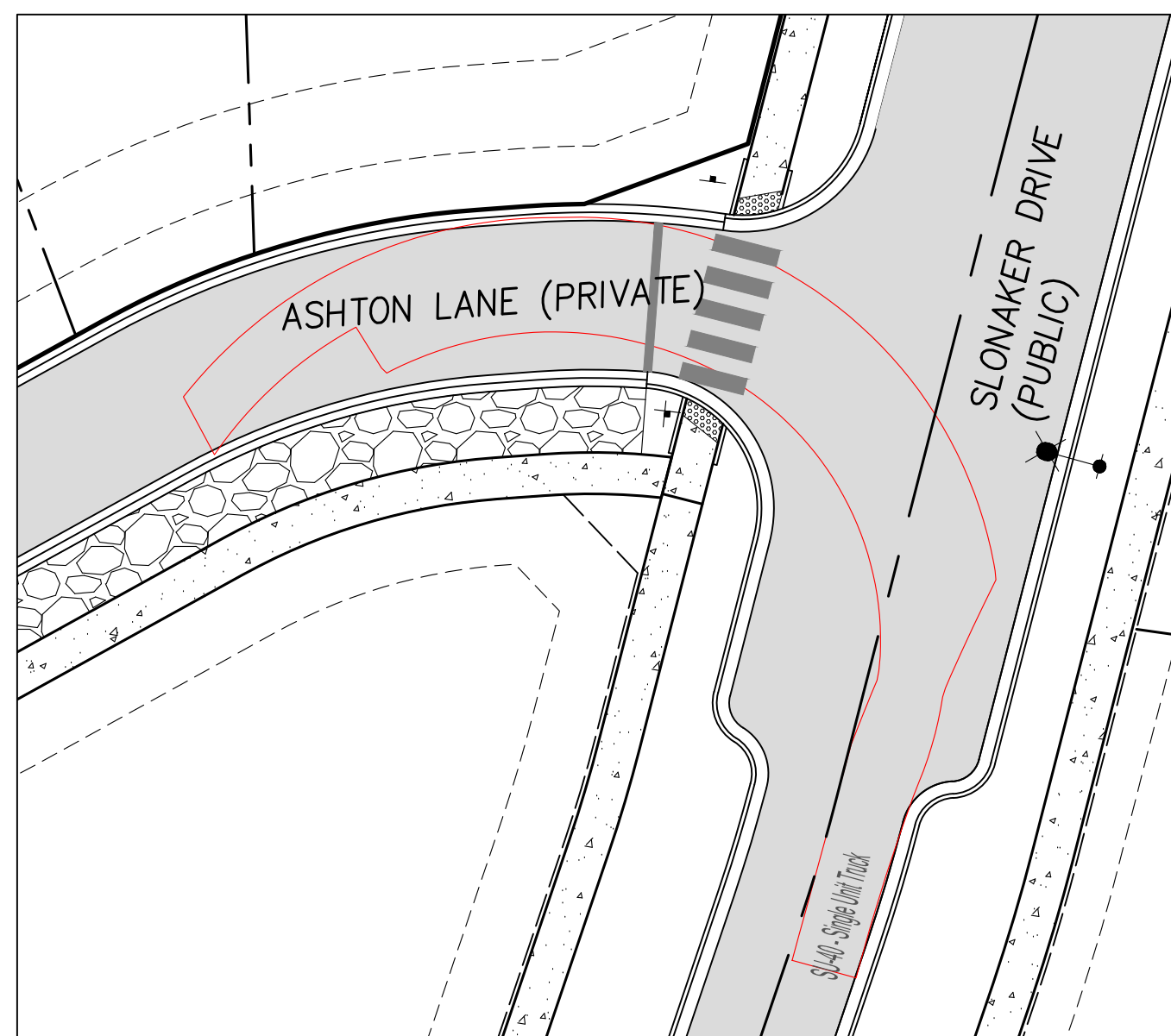
4 - ASHTON LANE RT LOWER ASHTON LANE

SCALE: 1" = 20'



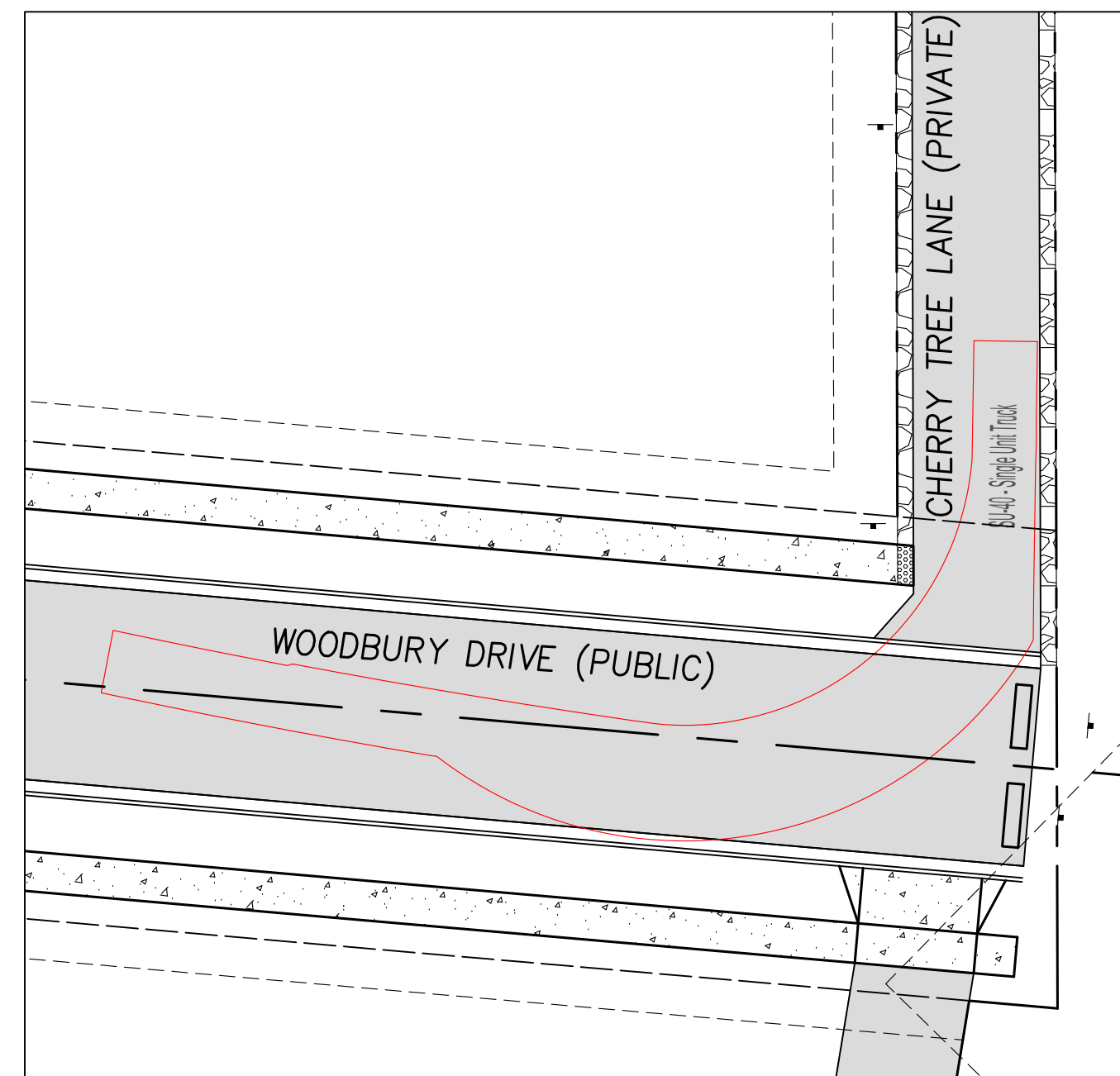
5 - CHERRY TREE LT PICOTEE LT SLONAKER

SCALE: 1" = 20'



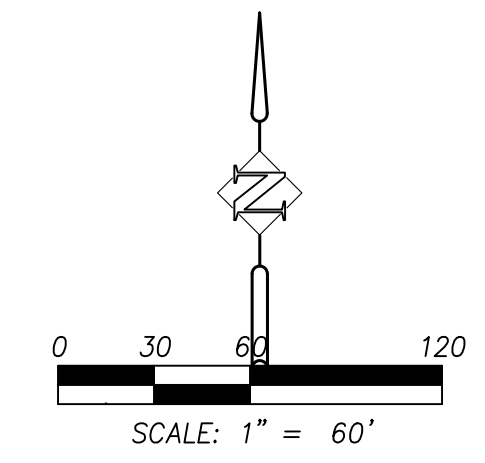
6 - SLONAKER LT ASHTON LANE

SCALE: 1" = 20'



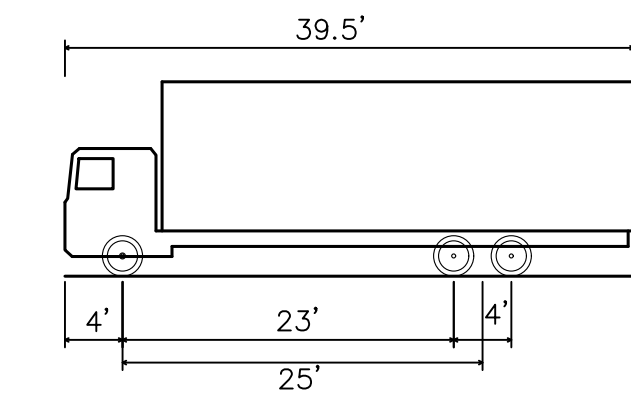
7 - CHERRY TREE RT WOODBURY

SCALE: 1" = 20'



FIRE TRUCK NOTES:

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

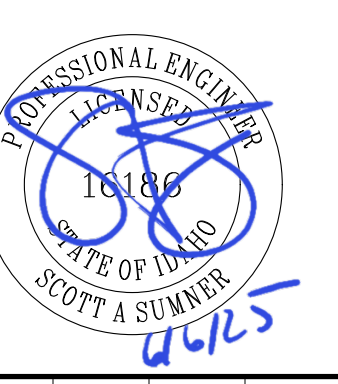


OVERALL LENGTH 39.5'
 OVERALL WIDTH 8.000 FT
 OVERALL BODY HEIGHT 13.500 FT
 MIN BODY GROUND CLEARANCE 1.367 FT
 TRACK WIDTH 8.000 FT
 MAX STEERING ANGLE (VIRTUAL) 31.80'

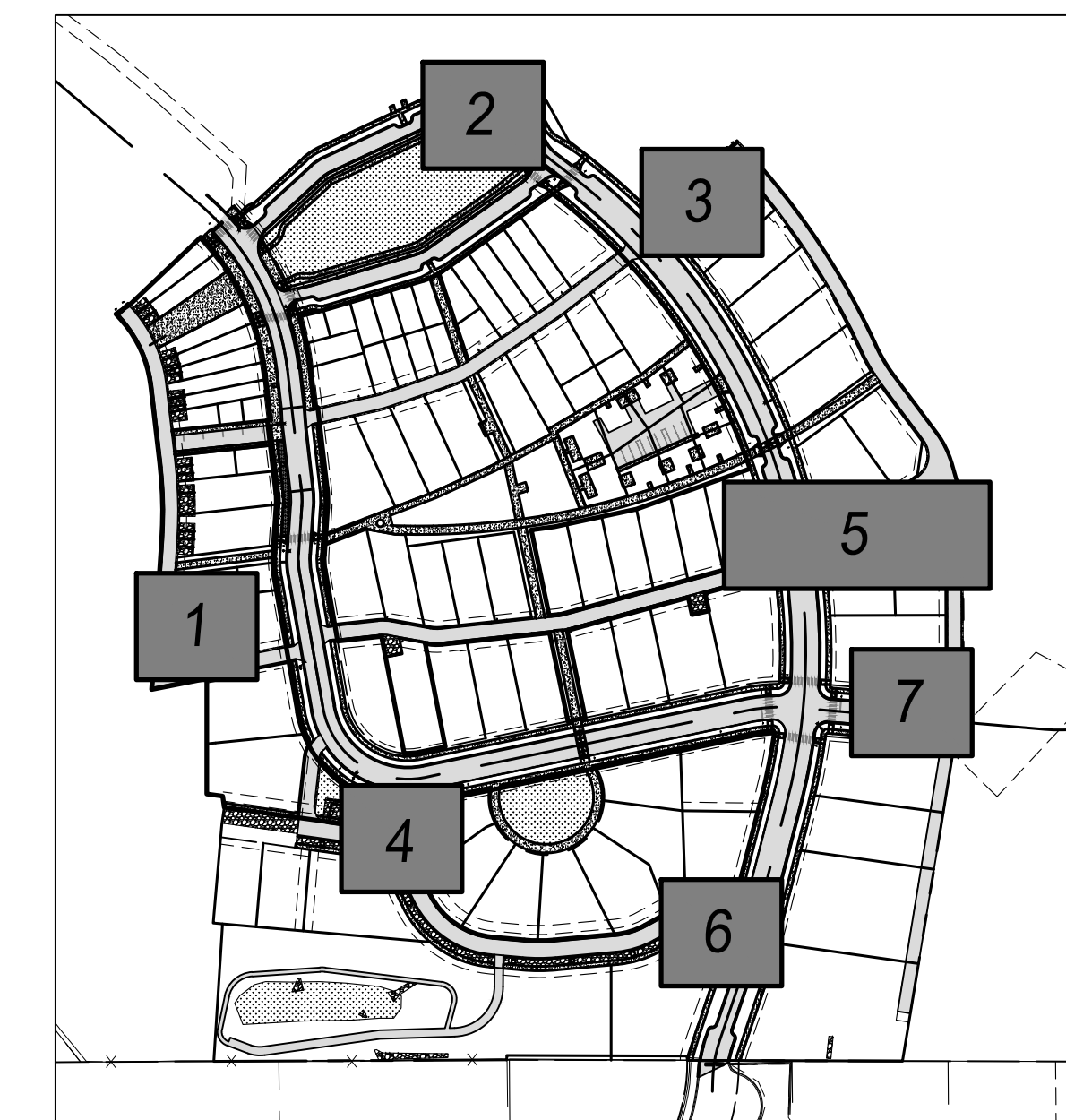
SU-40 - SINGLE UNIT TRUCK

FIRE TRUCK ACCESS
WOODBURY 2025 PRELIMINARY PLAT

SPANTIER
 Engineering, Inc.
 405 SE Brewster Drive, Suite C, Moscov, WA 99163
 www.spantiereng.com 509.339.6187



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



KEYMAP

NO.	DATE	DESCRIPTION

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

**City of Moscow
Engineering Dept.**

Memo

To: Michael Ray, Planning Manager

From: Bob Buvel, Senior Civil Engineer

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

Date: June 17, 2025

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

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

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

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

2. Because of the increased density and subsequent increase in overall impervious area of the development, the Woodbury stormwater report will need to be revised and any necessary modifications to the existing detention pond will need to be completed with the next phase of the development.
3. The sanitary system as designed should be sufficient to serve the additional lots however the additional demand will exacerbate the issue downstream of Slonaker and the planned Lanny connection should be required with the next phase of the development.
4. The proposed re-plat shows the Woodbury Drive ROW width decreasing from Sixty feet (60') to Fifty-Four feet (54') north of Cottage Lane. The proposed re-plat indicates that Woodbury will continue to be a public street. The Woodbury ROW shall stay 60' wide if it is going to be a public street.

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

Regards,

Bob Buvel