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From: L Tate
Sent: Tuesday, March 22, 2022 9:43 PM
To: Dan Carlson
Cc: Ian Ehram
Subject: Tate - Site Plan parking details

Hi,

Ian let me know he's fine tuned the parking layout and count. He will send that to the City and cc me. I've cc'd him here.

Here is the narrative on the applicant's request and some context. I'm happy to present and share these details as part of my presentation. I'm thinking the bullet points below would act as a good menu or options for the Council

Are we confident the target # is 59 parking requirements?

Applicant requests a slight reduction from the required parking requirements. Considering the Site Plan's eight Live-Work units, the applicant asks for a reduction to seven parking spaces per unit, totalling 56 stalls for the site plan, which is a reduction from the 7.4 parking spaces per unit, or 59 in total, per the code calculations.

There are some unique attributes to this project that are worth noting. The primary use: Commercial shop bays with offices, with a contributory, value-added use of a loft residence above the office. The residential component is relatively minor in intensity and also minor in square footage. Each Live-Work unit has between 2900 and 3330 sq ft in gross building area. which includes a modest Loft apartment of 800 to 1000 sq ft.

Considering the target market of tenancy and use, there likely is redundant parking within the calculations. A resident who is occupying the Loft and has their shop & office on the ground floor are using the less parking stalls, and not using duplicative stalls, at least not simultaneously.

In the alternative scenario where some Loft residents are not working on-site, the conventional wisdom and metrics are applicable where residents tend to be away from home during most of the normal business hours and home in the evenings, nights and early mornings. Business operators and visitors near exclusively occupy ground level shops and offices during daytime business hours. These symbiotic relationships lend themselves well.

Note: Each 50-foot deep shop bay could potentially house four full-size vehicles, parked tandem. The site plan calculates two parking stalls inside each shop bay, **and does not count** the space in front of each garage door as parking.

- It is the responsibility of the owner to ensure parking does not overflow onto roadways or adjacent properties.
- In a future scenario, if parking is forecasted to be (or becomes) problematic, parking spaces would be assigned as a term of a lease.
- "No Parking" signage shall be present to ensure parking doesn't block vehicular access into garages.
- As typical with industrial and commercial leases, interior and exterior parking shall be specified and limited, stipulated within a lease.
- Site plan includes ample designated parking for numerous motorcycles and bikes.
- Customer / Visitor spaces shall be identified on site.

I'm happy to abbreviate or provide further detail.

Thanks for the consideration.

Lawson

2 attachments

 **2021.03.23 Tate Site Stormwater and Grading Plan.pdf**
9699K

 **2021.03.22 Stormwater Memo and calcs.pdf**