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City of Sandpoint Planning Dept.
Attn: Bill Dean & Daren Fluke
1123 Lake Street
Sandpoint, ID 83864

February 28, 2025

RE: CUP24-004 Samuelson Multi-Family - Waiver Requests

Mr. Dean,

The purpose of this letter is to provide a description of the two (2) waivers being requested for CUP24-004 Samuelson Multi-Family project and the reasoning for the requests along with a brief overview of the developers of this project.

Boyd Wilson was established in 1982. Boyd Wilson is a family-owned commercial real estate developer, owner, operator and property management company. Boyd Wilson has a proven long-term business model based on a robust pipeline of opportunistic developments, strategic expansion and reinvestment in existing properties. Boyd Wilson currently owns and manages more than 3,200 apartment homes concentrated in Central Pennsylvania. Norris D Boyd, a founding partner, has made his home in the Northwest for over 28 years and is very excited to be working on a project in Sandpoint.

Hess Home Builders was established in 1964. Hess Home Builders has been constructing homes and developing neighborhoods of the highest standard throughout the Central Pennsylvania region since 1964. For every home Hess builds, they incorporate years of residential construction know-how, open and productive communication, and an incredible attention to detail. Hess Home Builders has developed more than 3,400 single-family homes and apartments.

Since 2012, Boyd Wilson and Hess Home Builders have partnered to develop 454 apartment units with an additional 751 units currently in the development pipeline of which includes Samuelson Avenue (CUP24 – 0004 Samuelson Multi-Family).

The waiver requests are as follows:

- 1. A waiver request for City Code 9-4-2-3.H.3.c stating that, “Bike racks shall be provided and shall include space for at least two (2) bikes per unit.”**

There are 156 units proposed, therefore 312 bike parking spaces would be required by this Code. The applicant is requesting a waiver to reduce this requirement by 75 spaces down to 237 total - a 25% reduction. The applicant has provided reasoning for this request below:

We feel that the number of bike racks is excessive and will create a cluttered appearance on the grounds and become a maintenance problem. The prospect of an apartment resident having 2 bicycles that they are willing to store outside year-round is inappropriate. Our management experience indicates that expensive bicycles will be typically stored in the apartment. Though this practice is not ideal from a management standpoint, it is the reality.

According to the development standards Samuelson Avenue would require 312 bike parking stalls for 156 units. 100 of the 156 units are one-bedroom apartments. We feel it is appropriate to assume that at least 75% of these will be occupied by a single person and likely will have only one bike to secure. That would reduce the total requirement down to 237. In addition, to reduce the clutter on the grounds we are setting aside one garage in each building to house 20 bicycles in a secure, weatherproof facility. This would reduce the exterior parking of bikes by another 80 parking spaces. These interior parking spaces would be included in the overall count of parking spaces. Therefore, the request is to reduce the total number of bike parking spaces to 237 with 80 of them in secure facilities.

2. A waiver request for City Code 9-4-2-3.H.9.a stating that, "Parking areas shall be separated from primary buildings by a landscaped buffer of at least fifteen feet (15') in width."

There is a fifteen (15) foot buffer proposed between the primary buildings and parking area, however, ten (10) feet is landscaping and five (5) feet is concrete sidewalk. The applicant is requesting a waiver to reduce the landscape buffer to 10 feet with a 5 foot sidewalk - a 33% landscape reduction. The property is burdened with a 20 foot drainage easement on the west property boundary forcing the buildings to be placed further east and thus narrowing up the parcel and parking area. Adding an additional 5 feet of landscape buffer in front of each building would narrow up the drive/parking areas by 10 feet. This would ultimately eliminate the northern landscape median. The landscape medians provide safety and security for both vehicle and pedestrian traffic. In the winter when striping may not be visible, the median helps to provide traffic flow direction and protect pedestrians within the development. The medians also serve as ideal locations for the central mailbox units so that they can be monitored by video surveillance for security purposes. Section 9-5-12.F.1 of the Code also requires that parking "be divided into smaller areas interconnected by landscaped aisles to reduce vehicle speed and protect pedestrians. No parking space shall be more than sixty feet (60') from a landscaped area". Please consider allowing a 10 foot landscape buffer instead of a 15 foot buffer for this site to allow for both pedestrian and vehicle safety.

Thank you for your consideration of these requests.

Please let me know if you have any questions.

Sincerely,



Nicole Costello, P.E.
Clearwater Engineering, LLC
Applicant Representative