



**INTERNATIONAL DESIGN GROUP**  
**A R C H I T E C T U R E ■ I N T E R I O R D E S I G N**

**JB Pastor Building**  
**(Design Review Application DR 23-140)**

**4. UP 21-113 Response:** Through multiple iterations of the design for the JB Pastor project we have arrived at the current proposed design for this mixed-use project based on the site constraints. The initial concept for the JB Pastor project anticipated a mixed-use project encompassing all three of the above referenced parcels with a below grade parking structure to accommodate the parking requirements. That iteration of the project assumed the existing community room building associated with the savings and loan building would be demolished.

The current iteration of our proposed JB Pastor project now includes the development of a mixed-use project encompassing all of parcels 010-145-024 and 010-145-012 and partial development of parcel 010-145-023. The parcel being partially developed now maintains the historic savings and loan community building, the associated historically significant ornamented concrete wall, with the required preservation buffer along the perimeter of the community building.

As a result of the site constraints associated with maintaining the historic savings and loan building and related historic site improvements along with the required buffer, we have now modified our proposed JB Pastor project to reduce the overall area of the proposed commercial space at the ground level and the overall area of residential apartments at the second level. Additionally, the site constraints due to the historic community room building and associated site improvements do not allow for the required area needed to accommodate all the required parking in an underground parking structure since we cannot feasibly excavate under the existing community room building and if we were to excavate around the historic building and site improvements we may risk damage to these important historical assets.

Our current plan proposes at-grade parking in the northeast corner of the site under the proposed residential units. To maximize the available parking, we have proposed car lifts and are able to provide 12 of the 18 required parking spaces onsite. As part of our application, we are requesting the satisfaction of the additional required 6 parking spaces that are not provided on site through the granting of a use permit and the payment of in-lieu fees. We believe it is not practical to provide all of the required on-site parking due to the reasons we have highlighted. As we understand it, the in-lieu fees will be deposited into a specific fund and used by the City to acquire and/or develop off-site parking available to the public.

There are 10 parking spaces provided by utilizing a car lift system. We intend to utilize 8 of these spaces for the 8 residential units being provided onsite. As such tenants of these residents will be trained in the operation of the car lift system to allow them to easily access and utilize the provided car lifts in a safe and efficient manner. The remaining 2 spaces provided by the car lift

system will be assigned to commercial tenants and / or available for use by the residential tenants that may own more than one vehicle. Additionally, there will be one at-grade standard parking space for use by the commercial units and one available accessible Van parking space to accommodate the accessible parking requirements for the proposed development.