

315 E. Dale Parking Analysis



Facts per DP Submittal:

- 2,290 sq. ft. structure (per County Assessor)
 - Owner has provided an appraisal that indicates the structure is 1,942 sq. ft. of livable space plus a 70 sq. ft. enclosed porch to total 2,012 sq. ft.
- Parking the entire structure at office rate (1 per 400) equates to 5.725 parking stalls using original square footage (2,290 sf).
 - Using revised square footage equates to 5.03

Analysis using parking reductions:

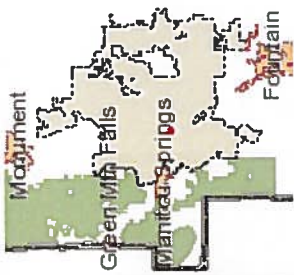
- On-Street Parking Credit per 7.4.204.B.
 - Conditions in subsection 1 are met:
 - Dale allows parking
 - Property is 40' wide

- Scope/scale of proposed use is reasonable and will not generate significant off-site impacts on adjacent properties.
 - Requirements of subsection 2:
 - Project Statement - The subject property, 315 E. Dale St., is exceptionally small at roughly 4,000 sf. ft. and has a relatively high percent of lot coverage at roughly 40%. These factors result in restricted ability to provide off-street parking stalls. While the proposed office use fits well with the surrounding uses and the existing building, some reliance on on-street parking is reasonable. While the on-street stalls on E. Dale St. are well utilized the norm in this area is to share and rely on both public on-street parking as well as private off-street parking.
 - Parking Plan – see attached map. The public parking stalls on E. Dale St. are well utilized. Staff visited the area on multiple occasions at multiple times of day (see photo exhibit). While use rates were high, there were often vacant stalls somewhere on the block. Given the small size of the office and the presence of three off-street parking stalls, Staff finds that the expected off-site impacts are minimal and that the overall request is appropriate.
 - Additional on-site parking – all opportunities to increase the number of on-site parking have been explored. It should be noted that there is the ability to park a fourth vehicle on-site within the existing detached garage; this stall, however, cannot be counted as it is considered a “tandem” stall blocked by the southern-most external stall.
 - Given the site’s lot width and proximity to the public alley, Staff finds that 1 on-street stall may be utilized to meet off-street parking requirements.
- Parking Reductions per 7.4.204.C. allow the Manager to reduce the minimum number of off-street parking stalls for the following:
 - Within 400’ of a transit stop – to be determined, but likely not
 - Within 400’ of a designated bike route – yes, Weber is a designated bike route and is less than 200’ from the subject property.
 - Within 400’ of public parking – no
 - Shared parking agreement – no
- **SUMMARY** – 5% reduction in on-site parking is granted. This would reduce the required 5.03 down to 4.7785
 - One of those 4.7785 stalls may be on Dale St., meaning that 3.7785 stalls are required on site; **this figure is rounded upward to 4 stalls.**



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118.1
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Legend

- Parcels
- National Forest
- Parks
- Military
- Towns
- County Boundary
- Addresses
- Roadway Labels
- Roadway_Patch Labels
- Hospital Labels
- School Labels
- Park Labels
- Airport Labels
- Military Labels
- Railroad Labels
- Roadway
- Interstate
- Major Roads
- Roadway_Patch
- Interstate
- Major Roads
- Creek Labels
- City Boundary
- National Forest Labels
- County Boundary
- CityAerials2016

Notes

FIGURE 11