OFF-STREET PARKING
STANDARDS MANUAL

DEPARTMENT OF COMMUNITY & NEIGHBORHOODS | PREPARED BY THE PLANNING DIVISION

The standards of this manual can change, to ensure latest version of the manual visit: www.slc.gov/planning/zoning

Version 2.3 | 09.03.2025

1.1 GENERAL OFF-STREET PARKING DIMENSIONS

1.1.1 All off-street parking designs shall conform to these accompanying standards and be approved by the Transportation Director or his/her designee.

1.1.2 The dimensions for parking spaces and associated aisles by the Transportation Division and are set forth in **Table 1** of this manual.

1.1.3 Stalls shall be striped to **80%** of the vehicle projection to encourage pulling further into the stall.

1.1.4 Stalls that do not meet the dimensional standards shall not be allowed in new uses or developments.

1.1.5 Requests for parking angles other than those shown on **Table 1** of this manual may be approved by the City Transportation Director or the Planning Director, or their designee.

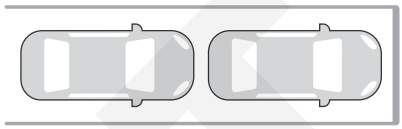
1.1.6 If a public alley is used as a parking aisle additional space shall be required on the lot to provide the full width of aisle as required on **Table 1** of this manual.

1.1.7 Tandem parking is allowed for single-family dwellings, two-family dwellings, twin homes, townhomes, multi-family dwellings, apartments, and accessory dwelling units in all zones.

1.1.8 The dimensions of parking spaces in a valet-attended parking lot may be modified with approval of the Transportation Director or the Planning Director, or their designees, as an administrative modification under **21A.44.090**.

1.1.9 Parking spaces in an automated parking garage may be exempt from the off-street parking dimensions found in this **Table 1** if the design is approved by the City Transportation Director or the Planning Director, or their designees, as an administrative modification under **21A.44.090**.

TANDEM PARKING



REGULAR PARKING

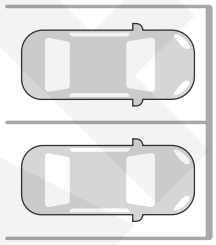


FIGURE 1
DIAGRAMMATIC LEGEND FOR TABLE 1

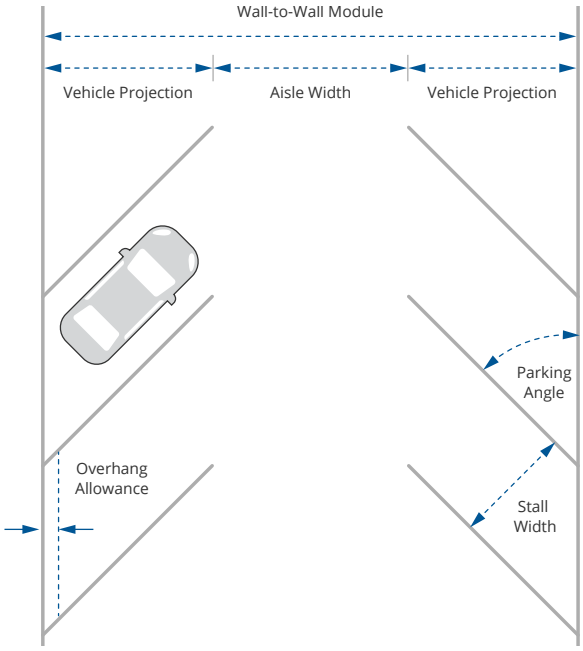


TABLE 1 | OFF-STREET PARKING DIMENSIONS

Parking Angle	Stall Width	Vehicle Projection	Aisle Width	Wall-to-Wall Module Width	Interlock Reduction	Overhang Allowance
0	22’ 0”	8’ 3”	12’ 8”	29’ 2”	0’ 0”	2’ 0”
45	8’ 3”	16’ 10”	14’ 11”	48’ 7”	2’ 3”	2’ 0”
50	8’ 3”	17’ 5”	15’ 6”	50’ 4”	2’ 0”	2’ 0”
55	8’ 3”	17’ 11”	16’ 2”	52’ 0”	1’ 10”	2’ 1”
60	8’ 3”	18’ 3”	16’ 10”	53’ 4”	1’ 7”	2’ 2”
65	8’ 3”	18’ 6”	17’ 9”	54’ 9”	1’ 4”	2’ 3”
70	8’ 3”	18’ 7”	18’ 7”	55’ 9”	1’ 1”	2’ 4”
75	8’ 3”	18’ 6”	20’ 1”	57’ 1”	0’ 10”	2’ 5”
90	8’ 3”	17’ 6”	24’ 10”	59’ 10”	0’ 0”	2’ 6”
0	22’ 0”	8’ 6”	11’ 11”	28’ 11”	0’ 0”	2’ 0”
45	8’ 6”	16’ 10”	14’ 2”	47’ 10”	2’ 3”	2’ 0”
50	8’ 6”	17’ 5”	14’ 9”	49’ 7”	2’ 0”	2’ 0”
55	8’ 6”	17’ 11”	15’ 5”	51’ 3”	1’ 10”	2’ 1”
60	8’ 6”	18’ 3”	16’ 1”	52’ 7”	1’ 7”	2’ 2”
65	8’ 6”	18’ 6”	17’ 0”	54’ 0”	1’ 4”	2’ 3”
70	8’ 6”	18’ 7”	17’ 10”	55’ 0”	1’ 1”	2’ 4”
75	8’ 6”	18’ 6”	19’ 4”	56’ 4”	0’ 10”	2’ 5”
90	8’ 6”	17’ 6”	24’ 1”	59’ 1”	0’ 0”	2’ 6”
0	22’ 0”	8’ 9”	10’ 8”	28’ 2”	0’ 0”	2’ 0”
45	8’ 9”	16’ 10”	13’ 5”	47’ 1”	2’ 3”	2’ 0”
50	8’ 9”	17’ 5”	14’ 0”	48’ 10”	2’ 0”	2’ 0”
55	8’ 9”	17’ 11”	14’ 8”	50’ 6”	1’ 10”	2’ 1”
60	8’ 9”	18’ 3”	15’ 4”	51’ 10”	1’ 7”	2’ 2”
65	8’ 9”	18’ 6”	16’ 3”	53’ 3”	1’ 4”	2’ 3”
70	8’ 9”	18’ 7”	17’ 1”	54’ 3”	1’ 1”	2’ 4”
75	8’ 9”	18’ 6”	18’ 7”	55’ 7”	0’ 10”	2’ 5”
90	8’ 9”	17’ 6”	23’ 4”	58’ 4”	0’ 0”	2’ 6”
0	22’ 0”	9’ 0”	9’ 5”	27’ 5”	0’ 0”	2’ 0”
45	9’ 0”	16’ 10”	12’ 6”	46’ 4”	2’ 3”	2’ 0”
50	9’ 0”	17’ 5”	13’ 3”	48’ 1”	2’ 0”	2’ 0”
55	9’ 0”	17’ 11”	13’ 11”	49’ 9”	1’ 10”	2’ 1”
60	9’ 0”	18’ 3”	14’ 7”	51’ 1”	1’ 7”	2’ 2”
65	9’ 0”	18’ 6”	15’ 6”	52’ 6”	1’ 4”	2’ 3”
70	9’ 0”	18’ 7”	16’ 4”	53’ 6”	1’ 1”	2’ 4”
75	9’ 0”	18’ 6”	17’ 10”	54’ 10”	0’ 10”	2’ 5”
90	9’ 0”	17’ 6”	22’ 7”	57’ 7”	0’ 0”	2’ 6”

1.2 DRIVE AISLES

1.2.1 Maneuverability around the end of the aisles (aisle cross-overs) is dependent on the minimum acceptable turning radius of the vehicle.

For one-way traffic, the minimum inside radius is **18 feet** and the minimum outside radius is **28 feet**. For two-way traffic, the minimum inside radius is **18 feet** and the minimum outside radius is **36 feet**.

If perimeter parking is provided, then the cross-over aisle dimension shall be the greater of that required for access to the stall or that required for turning.

1.2.2 Where no physical curb stops or wheel stops are provided adjacent to parking stalls, the required drive aisle width shall be increased by one foot to accommodate vehicle overhang.

1.3 PARALLEL PARKING

1.3.1 Parallel parking spaces shall comply with the dimensional standards provided in **Figure 3: Parallel Parking Dimensional Standards**.

1.4 PARKING STALLS ADJACENT TO COLUMNS OR SIDEWALKS

1.4.1 The stall width for parking spaces located adjacent to walls or columns, where door opening is impacted, shall be one foot **(1')** wider to accommodate door opening clearance and vehicle maneuverability.

FIGURE 2
AISLE DIMENSIONAL STANDARDS

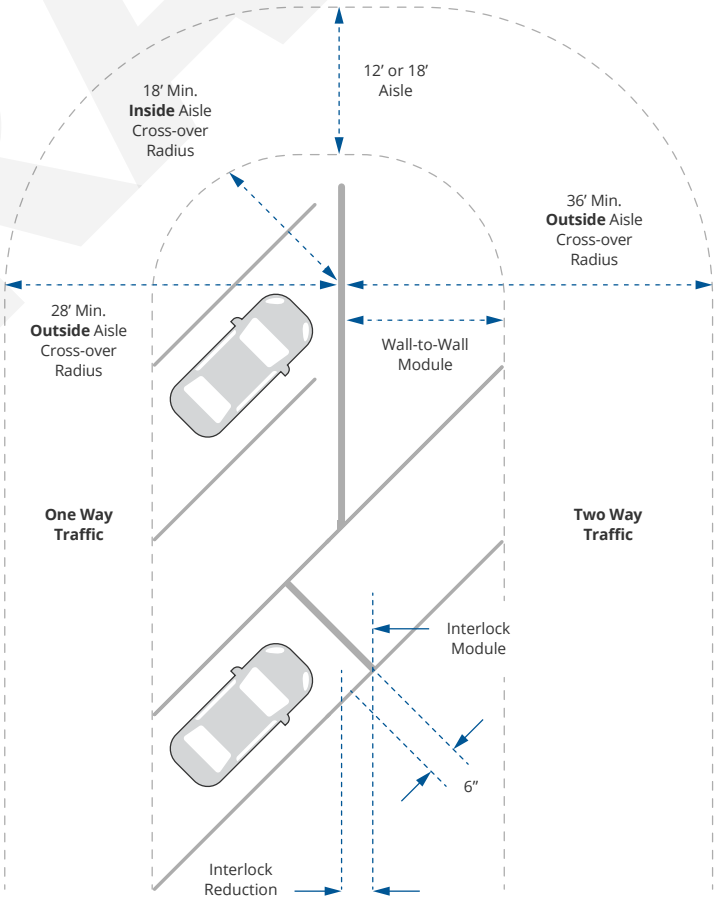


FIGURE 3
PARALLEL PARKING
DIMENSIONAL STANDARDS

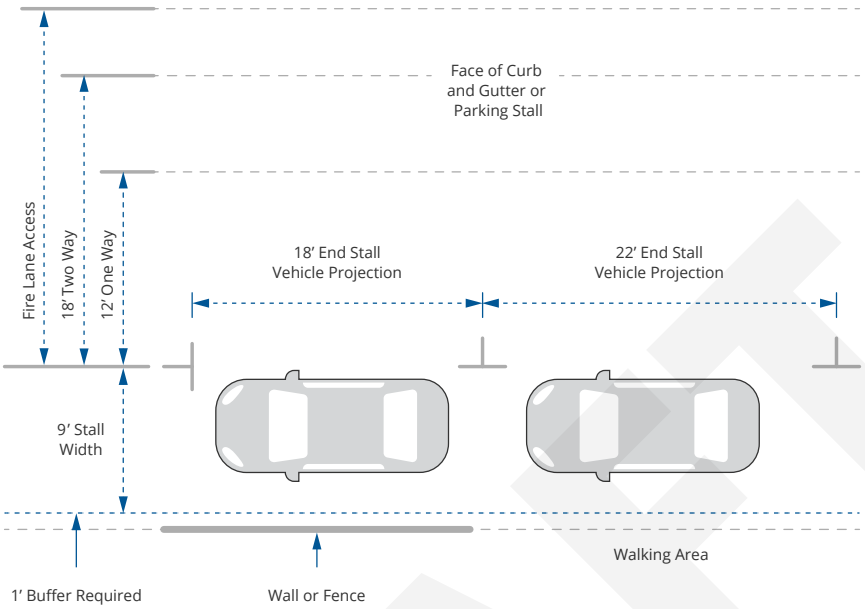
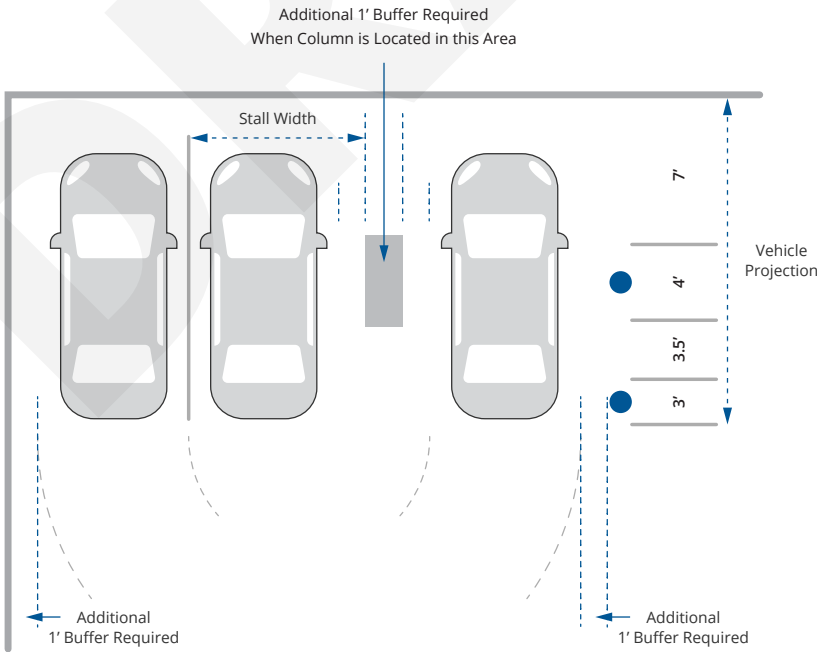


FIGURE 4
DIMENSIONAL STANDARDS FOR
PARKING ADJACENT TO COLUMNS
OR SIDE WALLS



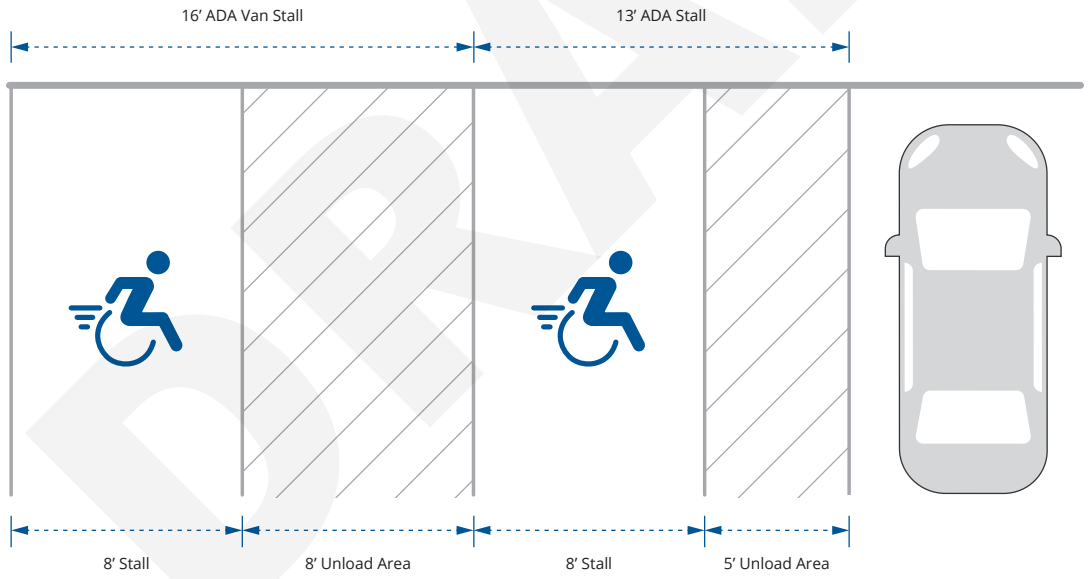
1.5 ADA PARKING

1.5.1 The first ADA (handicap) stall shall be van accessible, sixteen feet **(16')** wide (eight foot **(8')** stall and eight foot **(8')** unload area).

1.5.2 The standard ADA stalls after that shall be a minimum of thirteen feet **(13')** wide (eight foot **(8')** stall and five foot **(5')** unload area).

1.5.3 The number and design of accessible parking spaces shall be pursuant to the International Building Code (IBC) as adopted in the Salt Lake City Code and the Americans with Disabilities Act (ADA), as amended.

FIGURE 5
ADA PARKING



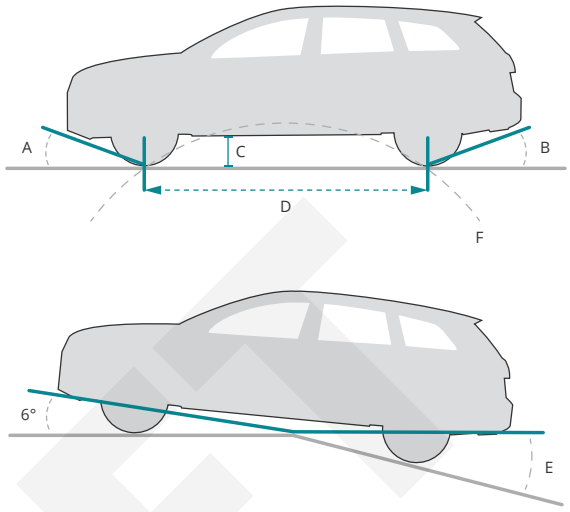
2.1 MAXIMUM DRIVEWAY SLOPES AND CRITICAL ANGLES

2.1.1 Driveways leaving a public right-of-way should not exceed a maximum slope of eight percent **(8%) or (4.57°)** from gutter to property line.

2.1.2 The slope should be transitioned beyond the property line no more than a maximum of sixteen percent **(16%) or (9.09°)** average grade to the parking pad.

2.1.3 Driveways cross-slopes of four percent **(4%)** to six percent **(6%) or (2.3° to 3.4°)** maximum.

FIGURE 6
DIAGRAMMATIC LEGEND FOR TABLE 2

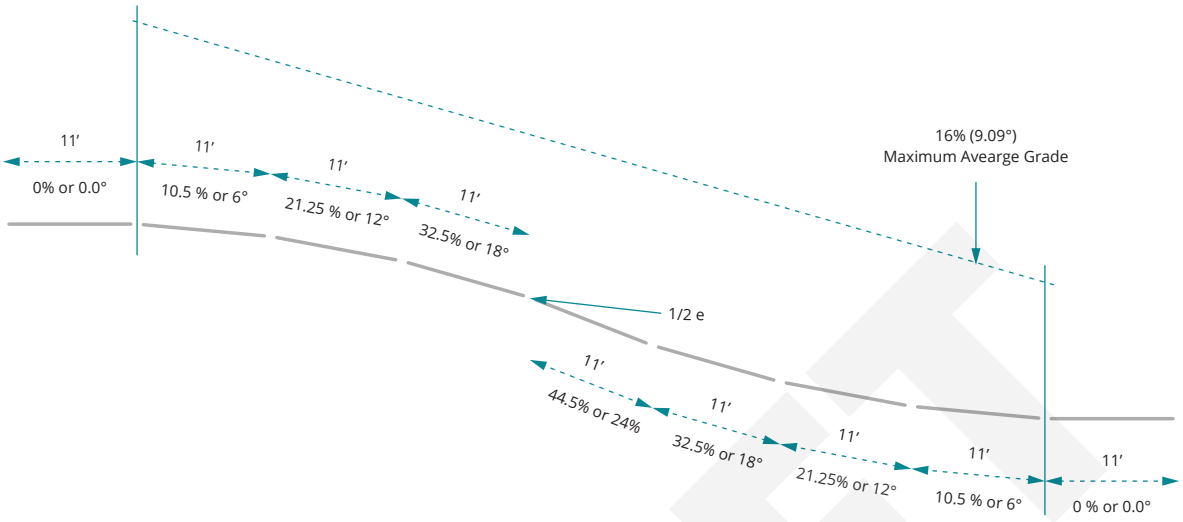


A) Maximum Approach Angle
B) Maximum Departure Angle
C) Minimum Running Ground Clearance
D) Design Vehicle Wheel Base
E) Maximum Ramp Breakover Angle
F) Crest of Curve Arc

TABLE 2
DRIVE SLOPES AND CRITICAL ANGLES

Driveway Slope & Angle Requirements	Stall Width
A) Maximum Approach Angle	20.2° = 36.8%
B) Maximum Departure Angle	9.2° = 16.2%
C) Minimum Running Ground Clearance	4.3”
D) Design Vehicle Wheelbase	10.8’ (Salt Lake City Design = 11’)
E) Maximum Ramp Breakover Angle	8.2° (Salt Lake City Design = 10.5% (6°))
F) Crest of Curve Arc	Design Vehicle Wheelbase ÷ Maximum Ramp Breakover Angle (Salt Lake City Design = 1.05)

FIGURE 7
DRIVEWAY SLOPE



2.2 VISUALLY CLEAR SIGHT ZONE AREAS AT VEHICULAR INTERSECTIONS

2.2.1 Bushes, trees, and other types of vegetation as well as walls and fences can visually block pedestrians, bicyclists, and cars from being seen by drivers. To provide the needed visibility for safety, vegetation should be kept trimmed within the clear sight zone areas on both sides of a vehicular intersection as illustrated in **Figures 8 and 9**.

2.2.2 A clear sight zone area is achieved when vision is not blocked between thirty inches **(30")** and seven feet **(7')** above ground within the sight distance triangle area and between the sidewalk and the street.

2.2.3 Sight distance triangle areas are defined in the zoning ordinance **Section 21A.62.040**.

2.2.4 A new proposed driveway needs to provide a five foot **(5')** clearance in the park strip between the edge of driveway and edge of obstacle such as trees, poles and fire hydrants as illustrated in **Figure 9**.

FIGURE 8
CLEAR SIGHT ZONE
PERSPECTIVE FROM SIDEWALK

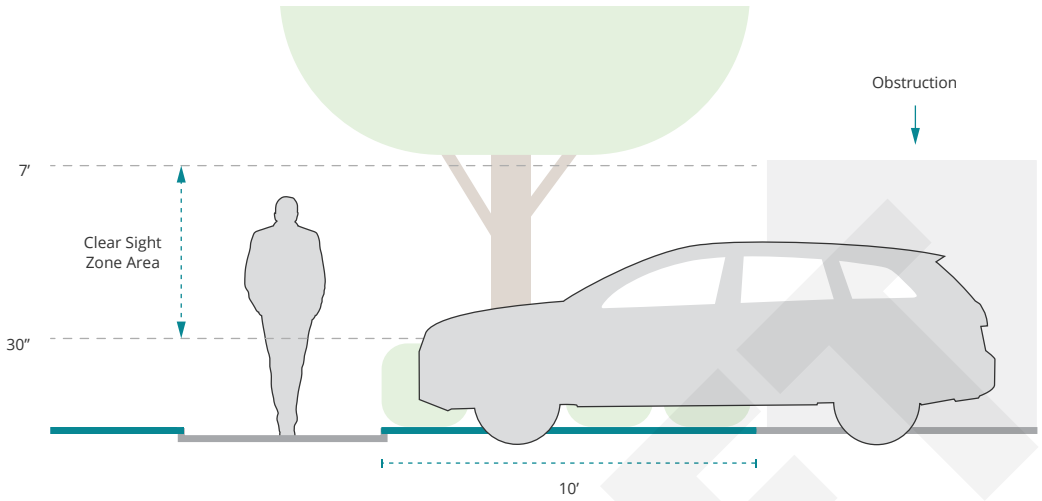
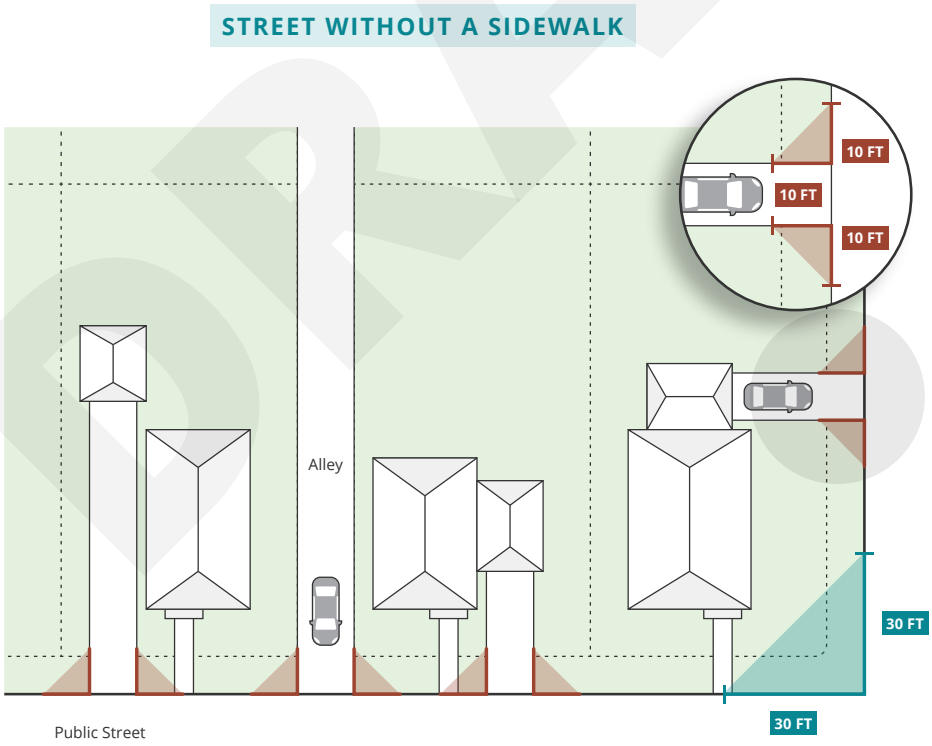


FIGURE 9
CLEAR SIGHT
ZONE DIMENSIONS

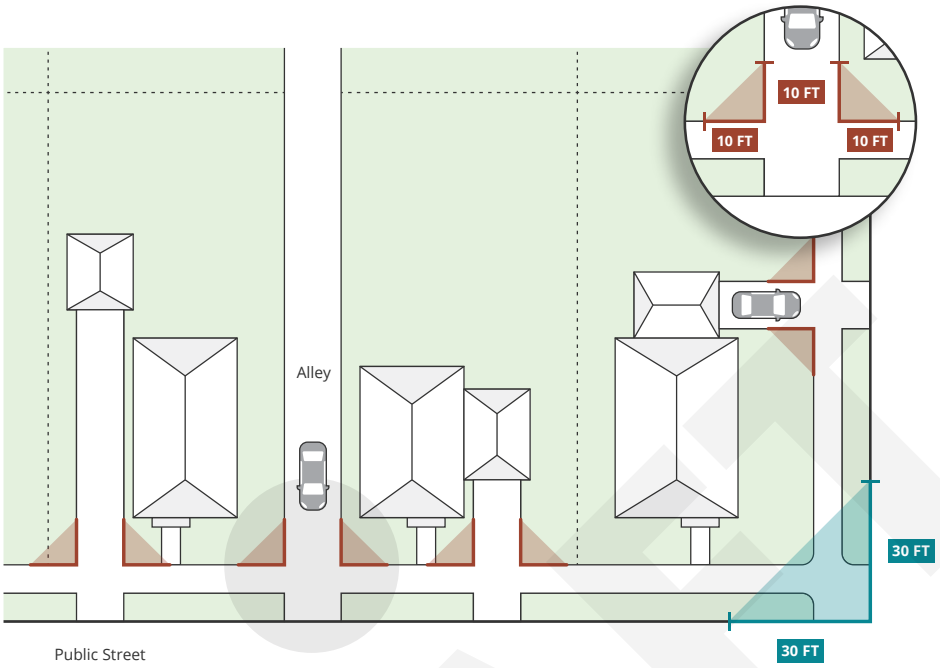


Alley/Driveway Intersections (10 ft*)

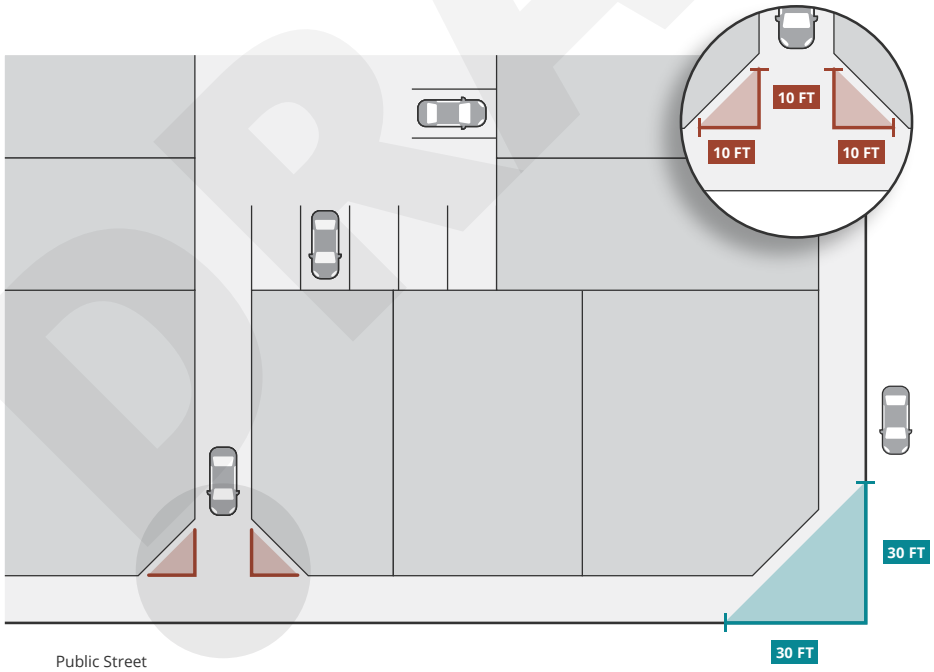
Corner Lot/Street Intersection (30 ft**)

*Structures in clear zone areas restricted to 30 inches in height.
**Structures in clear zone areas restricted to 3 ft in height.

STREET WITH A SIDEWALK



EXAMPLE OF CITY BLOCK WITH BUILDINGS



Alley/Driveway Intersections (10 ft*)

Corner Lot/Street Intersection (30 ft**)

*Structures in clear zone areas restricted to 30 inches in height.
**Structures in clear zone areas restricted to 3 ft in height.

2.3 STANDARDS FOR ACCESSORY PARKING

2.3.1 Access to additional parking shall be provided by either;

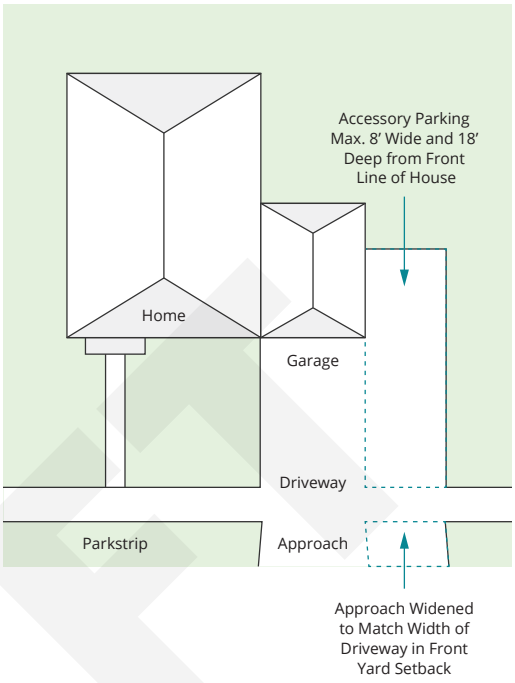
A

The drive approach may be widened to match the width of the driveway, as long as it complies with the minimum and maximum widths listed in **Table 21A.44.060-C**. If a wider approach is needed, a Design Review is required.

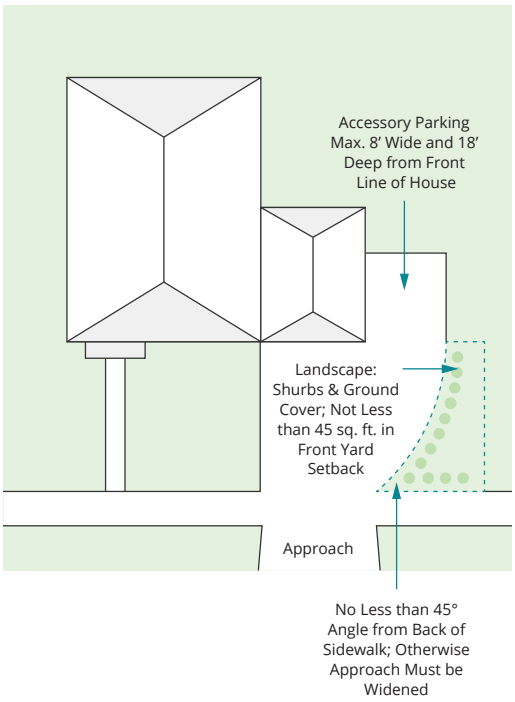
B

A driveway taper from the sidewalk at no less than a forty five degree (**45°**) angle with the remnant area in the front yard area landscaped with a minimum of shrubs and ground cover, provided that this option is not allowed if the remnant landscaped area is less than forty five (**45**) square feet or if curb, gutter and sidewalk are not present.

OPTION A



OPTION B



3.1 MATERIALS[1]

3.1.1 All driveways, parking areas or lots, and loading berths shall be improved and maintained as hard surface according to the following standards:

A

Materials used for driveway and parking areas for manufacturing, commercial or multi-family residential uses are limited to the following:

1) **Concrete:** Minimum four inch **(4")** depth that covers the entire area used for access, maneuvering, and parking;

2) **Asphalt:** Minimum two and one-half inch **(2 ½")** depth that covers the entire area used for access, maneuvering, and parking; or

3) **Masonry or stone pavers** rated for vehicle weight that cover the entire area used for access, maneuvering, and parking.

B

Materials used for driveway and parking areas for any single-family, two-family, or twin home uses are limited to the following:

1) **Concrete:** Minimum four inch **(4")** depth that covers the entire area used for access, maneuvering, and parking;

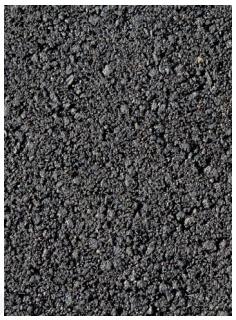
2) **Asphalt:** Minimum two and one-half inch **(2 ½")** depth that covers the entire area used for access, maneuvering, and parking; or

3) **Masonry or stone pavers** rated for vehicle weight that cover the entire area used for access, maneuvering, and parking;

4) **Sod block**

DRIVEWAY SURFACE MATERIALS

Concrete



Asphalt

Sod Block

Masonry

Stone Paver

3.1.2 **Driveway and parking spaces for single-family, two-family, townhome, or twin home uses can be formed as a continuous pad or as drive strips designed to accommodate the wheels of the vehicle.**

A

Each drive strip should be between sixteen inches **(16")** and twenty four inches **(24")** wide.

1 *The standards for acceptable hard surface materials include concrete, asphalt, brick, stone, turf block, or other surface approved by the City Engineer that is suitable for vehicle traffic.*

B

The interior space between the drive strips may be filled with ground cover, landscaping or gravel, but not dirt or road base.

3.1.3 Surface Materials for Recreational Vehicle Parking [2]

A

The accessory parking area for a recreational vehicle shall be constructed with:

1) An approved hard surface material or drive strips as described in subsection **3.1.1 and 3.1.2** of this manual;

2) A gravel or crushed concrete surface as an alternative surface material, provided:

I) The gravel, crushed concrete, or recycled asphalt is at least four inches **(4")** deep, compacted, and is sized between half inch **(½")** to one and one half inch **(1 ½")**.

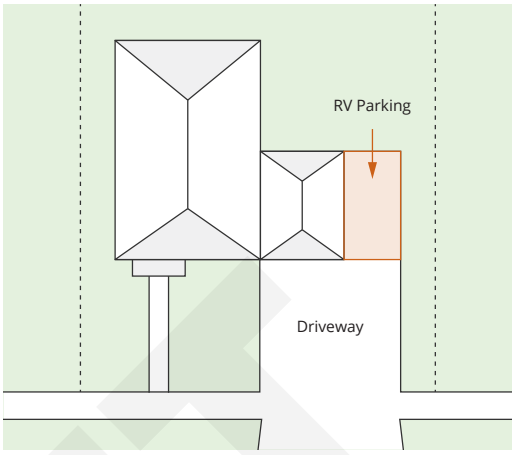
II) A poured concrete or masonry border with a minimum four inch **(4")** width and four inch **(4")** depth is constructed on all exterior sides of the surface with masonry being limited to either brick, stone or precast concrete.

III) Road-base or other materials shall not be substituted for gravel or crushed concrete.

IV) The surface material is properly maintained, kept free of weeds or other vegetation and is kept fully contained within the allowed area.

V) The portion of the driveway providing access to the accessory parking area is constructed with a material described in subsection **3.1.1** of this manual.

RECREATION VEHICLE PARKING



ALTERNATIVE SURFACE MATERIALS

Crushed Concrete

Gravel

BORDER MATERIALS

Poured Concrete

Masonry

2 Chapter 21A.44.060.C.2 *specifically addresses regulations for Recreational Vehicle Parking. Section 21A.44.060.C requires that driveway approaches serving recreational vehicle parking areas comply with the driveway design standards, including but not limited to width, turning radii, and surfacing requirements.*

4.1 BICYCLE RACKS LOCATION AND DISTRIBUTION

4.1.1 Bicycle parking must follow the standards in this manual and in Salt Lake City Code **Section 21A.44.090**. If your design is different from what's shown here, you must get approval from the Planning or Transportation Director.

4.1.2 **Except for multi-family uses that have provided a portion of their required bicycle parking spaces in an enclosed facility within a secure location, bicycle parking spaces, shall be:**

A

Located on the same lot as the principal use;

B

Located within a principal building or located outside a principal building in a location(s) that is no more than fifty feet **(50')** from the primary entrance of each principal building, and that does not interfere with pedestrian access to any primary entrance of a building;

C

Distributed to serve all buildings if the development has multiple buildings on one or more lots;

D

Where feasible, racks shall:

1) Be visible from within the building.

2) Be placed in parking garages if the garage is accessible, well-signed, and designed to provide secure, convenient access for both employees and visitors. Staffing may be required where visibility or security is otherwise limited.

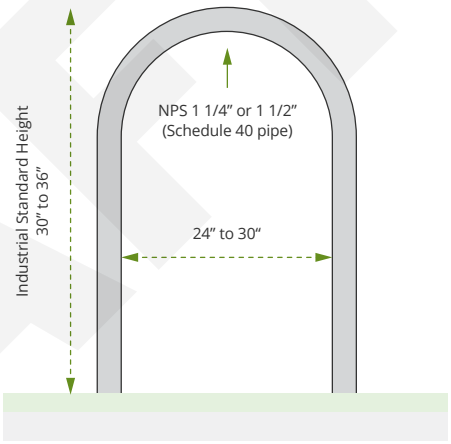
3) Be connected to the right-of-way, sidewalk or bicycle lane by a path that is clearly distinguished from the parking lot and drive lanes by color, materials, surface texture, or grade separation.

4.2 PREFERRED BICYCLE RACK

4.2.1 **Concrete Pier Foundations:** On private property, rack feet may be submerged in concrete without hardware

4.2.2 **Material:** Galvanized, paint over galvanization, powder-coated, or stainless steel.

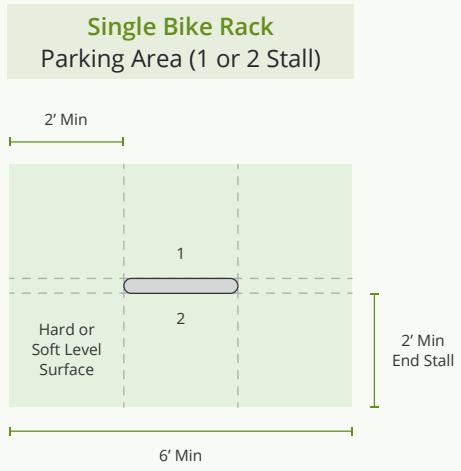
FIGURE 10
STANDARD DIMENSIONS FOR AN INVERTED "U" RACK (2 BIKE CAPACITY)



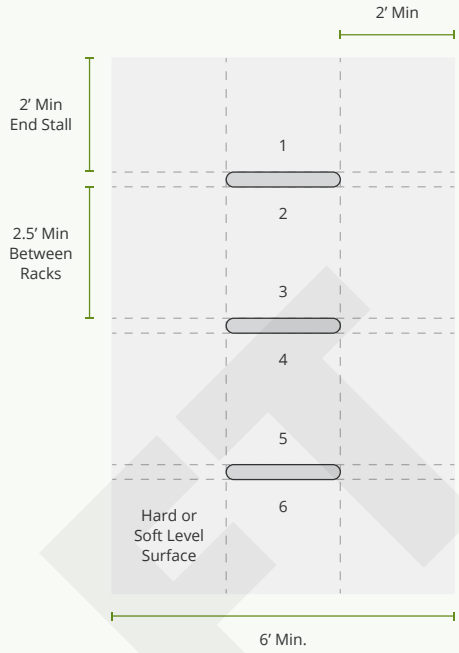
4.3 BICYCLE RACK PARKING AREA DIMENSIONS

4.3.1 Bicycle parking stall dimensions shall be provided as illustrated in **Figure 11: Bicycle Parking Area Dimensions**.

FIGURE 11
BICYCLE PARKING
AREA DIMENSIONS



Single Bike Rack
Parking Area (1 or 2 Stall)



Multiple Bike Rack

4.4 UNPERMITTED RACKS

4.4.1 The following racks do not meet the bicycle parking standard and will not be permitted.

FIGURE 12
UNPERMITTED BICYCLE RACKS

Toast | Comb | Wave

4.5 BICYCLE PARKING AREA OUTLINE

4.5.1 It is recommended that paint or pavers be used to outline the footprint and discourage intrusion of merchandise, motor vehicles, etc., into the bicycle parking area.

4.6 COVERED BICYCLE RACKS

4.6.1 It is recommended that bicycle racks be installed under an overhang or roof (pictured), with a seven foot **(7')** minimum overhead clearance. The roof should cover the entire bicycle area footprint.

4.7 CUSTOM RACK DESIGNS

4.7.1 **Bicycle racks shall be approved by the Transportation Division on a case-by-case basis and shall:**

A

Support the bicycle frame at two contact points;

B

Meet specifications for materials and diameter provided in **Section 4.1: Preferred Bicycle Rack**; and

C

Enable the frame and one wheel to be secured with a U-lock.

4.8 RACKS ON PUBLIC PROPERTY

4.8.1 Bicycle racks located on public property (sidewalk, park strip, etc.) may be reviewed and approved by a separate process established by the Transportation Division, Engineering Division, and the City's Real Estate Services.

4.5 | BICYCLE PARKING AREA OUTLINE

4.6 | COVERED BICYCLE RACKS


SALT LAKE CITY