



POLICY

of the Division of Transportation
Salt Lake City
Community & Economic Development

Section F1.c2

OFF-STREET PARKING

page 1 of 2

All off-street parking designs shall conform to the accompanying Standard Detail dimensions chart and be approved by the Transportation Engineer or his/her designee.

Parking angles between 0° and 45° or between 75° and 90° are not allowed. Other angles between 45° and 75° are allowed and the dimensions for those angles not shown shall be determined through interpolation.

Use of a public alley as aisle access to individual parking spaces is prohibited in residential zones and where zoning requires landscaped rear or buffer yards. Approval of the Planning and Zoning Division is required in all other areas. If a public alley is used as the aisle or access to adjoining parking spaces, the spaces or projection must be lengthened as necessary to provide a total alley or aisle width of 20 feet for 0° (parallel) through 75° angle parking and 23 feet for 90° angle parking. This requirement shall apply to all new uses and developments except single unit dwellings and duplexes.

Handicap stalls shall be a minimum of 13 feet wide. The minimum number of handicap stalls required is determined in U.B.C. Table No. A-31-A, Handicapped Parking Spaces Section 31.109 figure B, C, & D.

Maneuverability around the end of the aisles (aisle cross-overs) is dependent on the minimum acceptable turning radii of the vehicle. For one-way traffic, the minimum inside radius is 12 feet and the minimum outside radius is 25 feet. For two-way traffic, the minimum inside radius is 12 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.

Parking stalls adjacent to columns or side walls shall be one foot wider than the standard dimensions to accommodate door opening clearance and vehicle maneuverability.

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

One foot of aisle width shall be added to lots without curb stops.

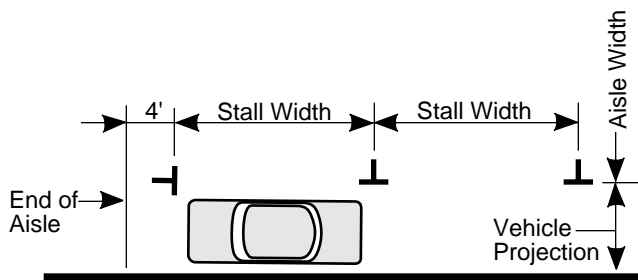
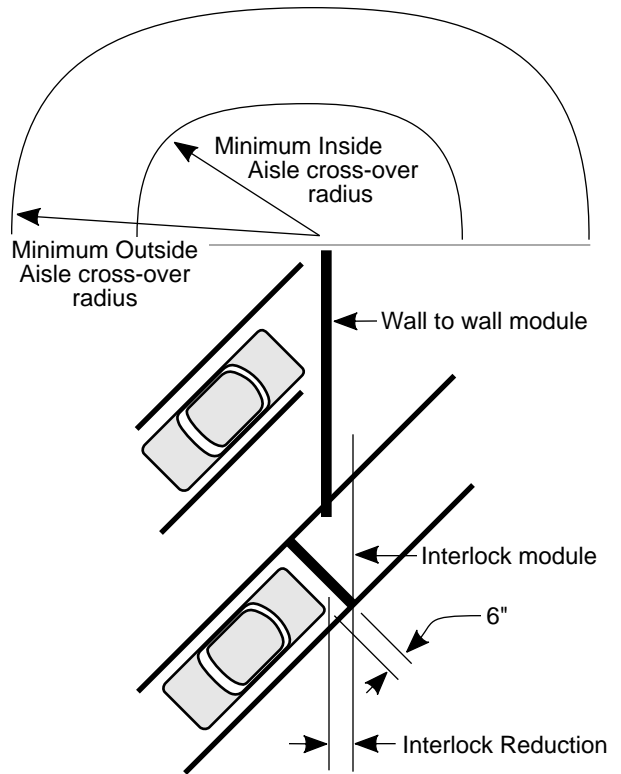
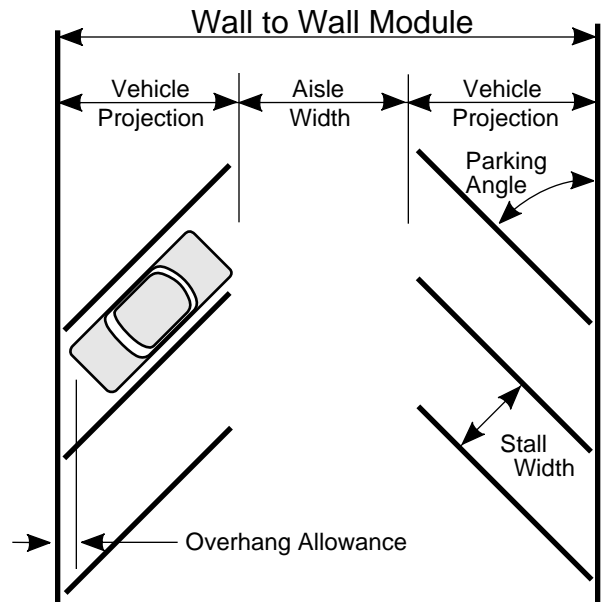
Substandard stalls shall not be allowed in new uses or developments even when they are not needed to meet parking requirements. Designated compact car stalls shall not be allowed. The dimensions given in the policy are for a 'one size fits all' design.

Parking lots should make provisions for the secure parking of bicycles.

Driveway widths shall meet the criteria of the city zoning ordinance and city site development ordinance. The Transportation Division will review and approve the number and location of driveways. In general, the number of driveways shall be kept to a minimum and the distance from adjacent intersections maximized.

STANDARD DETAIL - FOR PARKING STALLS

Parking Angle	Stall Width	Vehicle Projection	Aisle Width	Wall to Wall Module Width	Interlock Reduction	Overhang Allowance
0	22'0"	8'03"	12'08"	29'02"	0'00"	2'00"
45	8'03"	16'10"	14'11"	48'07"	2'03"	2'00"
50	8'03"	17'05"	15'06"	50'04"	2'00"	2'00"
55	8'03"	17'11"	16'02"	52'00"	1'10"	2'01"
60	8'03"	18'03"	16'10"	53'04"	1'07"	2'02"
65	8'03"	18'06"	17'09"	54'09"	1'04"	2'03"
70	8'03"	18'07"	18'07"	55'09"	1'01"	2'04"
75	8'03"	18'06"	20'01"	57'01"	0'10"	2'05"
90	8'03"	17'06"	24'10"	59'10"	0'00"	2'06"
0	22'00"	8'06"	11'11"	28'11"	0'00"	2'00"
45	8'06"	16'10"	14'02"	47'10"	2'03"	2'00"
50	8'06"	17'05"	14'09"	49'07"	2'00"	2'00"
55	8'06"	17'11"	15'05"	51'03"	1'10"	2'01"
60	8'06"	18'03"	16'01"	52'07"	1'07"	2'02"
65	8'06"	18'06"	17'00"	54'00"	1'04"	2'03"
70	8'06"	18'07"	17'10"	55'00"	1'01"	2'04"
75	8'06"	18'06"	19'04"	56'04"	0'10"	2'05"
90	8'06"	17'06"	24'01"	59'01"	0'00"	2'06"
0	22'00"	8'09"	10'08"	28'02"	0'00"	2'00"
45	8'09"	16'10"	13'05"	47'01"	2'03"	2'00"
50	8'09"	17'05"	14'00"	48'10"	2'00"	2'00"
55	8'09"	17'11"	14'08"	50'06"	1'10"	2'01"
60	8'09"	18'03"	15'04"	51'10"	1'07"	2'02"
65	8'09"	18'06"	16'03"	53'03"	1'04"	2'03"
70	8'09"	18'07"	17'01"	54'03"	1'01"	2'04"
75	8'09"	18'06"	18'07"	55'07"	0'10"	2'05"
90	8'09"	17'06"	23'04"	58'04"	0'00"	2'06"
0	22'00"	9'00"	9'05"	27'05"	0'00"	2'00"
45	9'00"	16'10"	12'06"	46'04"	2'03"	2'00"
50	9'00"	17'05"	13'03"	48'01"	2'00"	2'00"
55	9'00"	17'11"	13'11"	49'09"	1'10"	2'01"
60	9'00"	18'03"	14'07"	51'01"	1'07"	2'02"
65	9'00"	18'06"	15'06"	52'06"	1'04"	2'03"
70	9'00"	18'07"	16'04"	53'06"	1'01"	2'04"
75	9'00"	18'06"	17'10"	54'10"	0'10"	2'05"
90	9'00"	17'06"	22'07"	57'07"	0'00"	2'06"



Date	Revisions
3/11/91	changed layout
2/10/94	Handicap reference change