

(2) or more existing or proposed uses on abutting sites, in cases of new development or major building renovation and repaving projects in office, commercial, mixed-use, and multi-story zoning districts, inter-parcel access for vehicles between abutting properties shall be provided so that access to individual properties can be achieved between adjacent developments as an alternative to forcing all movement onto abutting highways and public roads.

The location of vehicular connections across a property line should be mutually determined and constructed by both property owners. Connection of parking areas for vehicular access should typically be provided in the front portion of the site. In cases where it is not possible to provide the connection in front, it may be provided in the rear portion of the site. In the case of coordination problems or any factors preventing construction of an inter-parcel connection, the zoning director will after recommendation from the transportation department and the city engineer determine the location of connection to be constructed by property owners.

Section 17.2.6 Curb Cuts

Curb cuts for service drives, entrances, exits, and other similar facilities on public streets in other than E-1, E-2, R-1 and R-2 zoning districts shall not be located within thirty (30) feet of any intersection or within forty (40) feet of another curb cut. A curb cut shall be no greater than forty (40) feet in width and no closer than twenty (20) feet to any property line, unless approved by the city engineer. Service drives that serve commercial, office-professional, or industrial zoning districts shall not be allowed to pass through residential zoning districts, except when approved as part of a site plan for development in a mixed-use zoning district.

CHAPTER 17.3 OFF-STREET PARKING

Section 17.3.1 Off-Street Parking Required

Off-street automobile parking spaces shall be provided on every lot on which any building, structure, or use is hereafter established in all zoning districts, except as otherwise specifically exempted by this article. Required parking spaces shall be available for the parking of operable passenger vehicles for residents, customers, patrons, and employees, as appropriate given the subject use. The reuse of any structure, built prior to 1959, which is zoned C-1 (Central Commercial District) and located within the Historic District of Roswell, shall be exempt from off-street parking requirements.

(Ord. No. 2009-12-19, § 1, 12-14-2009)

Section 17.3.2 Location of Off-Street Parking Areas

All parking spaces required by this article shall be provided on the same lot with the main building or use which it serves. Upon demonstration that the parking spaces required by

this Article are not available and cannot reasonably be provided' on the same lot as the building, structure or use it serves, the zoning director may permit the required parking spaces to be provided on any lot a substantial portion of which is within eight hundred (800) feet of such building, structure, or use. This provision shall require submittal of evidence of ownership or valid agreement to lease the parking area off-site that is intended to be used to comply with this article.

In single-family residential zoning districts, parking in the front yard is allowed for each dwelling unit only within a hard-surfaced driveway (i.e., asphalt, concrete, gravel, or if approved by the city engineer, a turf-reinforced driveway). No parking shall be allowed in grass or lawn areas. The parking or storage of more than four (4) vehicles at a single-family residence in a manner visible from the public street shall be unlawful.

Section 17.3.3 Parking Plan Required

(a) Before any building permit is issued, the parking lot layout and area must be found by the zoning director to be in compliance with all requirements of this article. The building inspector shall not allow occupancy or use of a building until advised by the zoning director that parking facilities meet the requirements of this article.

(b) No permit shall be issued for any parking area, except those for detached, single-family residences, until the plans and specifications, including required location, entrances, exits, aisles, landscaping, screening, surface materials and drainage, have been submitted for review by the Roswell design review board or the historic preservation commission, whichever has jurisdiction, and are in compliance with this article. Plans shall include proper drainage and stormwater management, surface materials, curbing and screening as may be required, and with handicapped and loading or other special (i.e., compact, porous material) spaces also designated when required.

Section 17.3.4 Minimum and Maximum Onsite Parking Spaces

(a) Unless specifically provided otherwise in this article, on each lot where a building, structure, or use exists, each site shall be designed to provide and shall provide for off-street parking in the minimum amounts in table 17.3.1. Every such lot where a building, structure, or use exists shall not exceed the maximum amounts of parking specified in table 17.3.1.

(b) No existing or future off-street parking area shall be reduced in capacity to less than the minimum required number of spaces, or increased to more than the maximum permitted number of spaces, or altered in design or function to less than the minimum standards, unless specifically provided for in this article.

TABLE 17.3.2
HANDICAPPED PARKING REQUIREMENTS

Total Required Parking Spaces	Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100 over 1000

- (a) *Locations.* Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, or buildings with multiple entrances, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility.
- (b) *Dimensions.* Accessible parking spaces shall be at least nine (9) feet wide with a minimum five-foot-wide access aisle. For van spaces, the width of the parking space shall be at least eleven (11) feet wide with a minimum five-foot-wide access aisle. Parking access aisles shall be part of an accessible route to the building or facility entrance; two (2) accessible parking spaces may share a common access aisle.
- (c) *Signs.* Accessible parking spaces shall be designated as reserved by a sign showing the symbol of accessibility. Such signs shall be located so that they cannot be obscured by a vehicle parked in that space.

Section 17.3.6 Administrative Variances

The zoning director may allow parking at a rate of up to ten (10) percent above the maximum permitted number of spaces, or at a rate of no more than twenty (20) percent below the minimum required, on a case-by-case basis based upon the scale and impacts of the request, for good cause shown. The procedure for applying for administrative variances is specified in section 31.5.1 of this Zoning Ordinance. The applicant shall make said request in writing which shall include documentation from an acceptable industry publication (e.g., Institute of Transportation Engineers, Urban Land Institute, American Planning Association, etc.) or by a study prepared by a traffic engineer that documents parking requirements.

CHAPTER 17.4 OFF-STREET PARKING REDUCTION**Section 17.4.1 Reduction for Off-Site Arrangements**

Off-site parking may be used in combination to meet minimum parking space requirements; a reduction of required off-street parking spaces on a given site may be permitted by the zoning director in cases where additional off-street, off-site, parking area in sufficient quantity and availability in conformity with this article compensates for the reduction, subject to the following:

- (a) The property is under one (1) ownership, or a valid agreement exists between the two property owners for use of the parking area.
- (b) Off-site parking shall not exceed fifty (50) percent of the required parking for a building or buildings.
- (c) Off-site parking shall be located within eight hundred (800) feet of the building or buildings in which it is leased to serve.
- (d) Lease agreements, as applicable, must be of sufficient duration to serve the use or uses proposed to be partially served by the off-site leased parking.
- (e) Safe and convenient pedestrian access, such as a sidewalk or path, must exist or be provided from the structure or use to the off-site parking lot.

Section 17.4.2 Reduction for Mixed or Joint Use of Parking Spaces

When more than one (1) use is provided on a lot, and such uses operate more or less simultaneously, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses computed separately. The zoning director may authorize a reduction in the total number of required off-street parking spaces for two (2) or more uses jointly providing parking facilities when their respective hours of need of maximum parking do not normally overlap, provided that the developer submits sufficient data to demonstrate that the hours of maximum demand for parking at the respective uses do not normally overlap. The required spaces assigned to one use may not be assigned to another use at the same time, except that one-half ($1/2$) of the parking spaces required for churches, theaters or assembly halls whose peak attendance will be at night or on Sundays may be assigned to a use which will be closed at night or on Sundays.

Section 17.4.3 Reduction Adjacent to Transit

The zoning director may, in individual cases upon application, administratively authorize up to a ten (10) percent reduction in the required minimum number of parking spaces for projects that are within one thousand three hundred twenty (1,320) feet of a public transit

stop, provided that it can be shown that transit service will reduce the overall need for parking on the site proportional to the requested reduction in parking spaces, and subject to the following:

- (a) A transit shelter exists at the transit stop or is provided by the developer adjacent to or within the right-of-way abutting the property.
- (b) A pedestrian plaza of at least three hundred (300) square feet, open to the public, and connected via pedestrian walkways as required by this article and the transit shelter, is provided on site.
- (c) Provision of transit shelters and pedestrian plazas shall be coordinated with standards of the Atlanta Metropolitan Rapid Transit Authority (MARTA), Georgia Department of Transportation, and if applicable, the Georgia Regional Transportation Authority.

Section 17.4.4 Reduction for Demand Management

The zoning director may in individual cases administratively authorize a proportional reduction in the required minimum number of parking spaces for office, institutional, industrial, and public uses with fifty (50) or more employee parking spaces, if a formal carpool or van pool program is instituted. For purposes of this section, carpool is defined as two (2) or more persons per car, and vanpool is defined as five (5) or more persons per van. Any carpool or vanpool program shall provide at least five (5) spaces reserved for carpool or vanpool vehicles and shall be clearly marked "Reserved - Carpool/Vanpool Only" through signage or pavement marking. Designated carpool/vanpool spaces shall be the closest employee parking spaces to the building entrance normally used by employees except for any handicapped parking spaces provided. The applicant must agree that the parking preferences will be enforced.

The zoning director may also proportionally reduce the off-street parking requirements of this article if the applicant provides some of the following programs:

- (a) *Ridematch*. Applicant may participate in public ridematch programs using employees' private vehicles, and park and pool lots.
- (b) *Fleetrade*. Applicant may purchase vans or cars for business use and allow use by groups of employees for commuting.
- (c) *Flex-Time*. Applicant may agree to adjust work schedules to reduce peak hour impacts.

Section 17.4.5 Reduction for On-Street Parking

The zoning director may in individual cases administratively authorize a reduction in the minimum number of parking spaces for projects that are directly served by on-street parking approved by the city engineer.