

2.5.5 Design criteria.

A. Parking Space Area Requirements. Including aisles, entrances and exits, each required off-street parking area, lot or other facility shall contain a minimum of 300 square feet of space for each vehicle to be accommodated. Not less than 80% of the parking spaces required by this Ordinance shall be standard parking spaces (9 feet by 19 feet). The dimensions of parking spaces and aisles shall be in accordance with the Parking Standards Illustration (Table 2.3). ~~)-In order to reduce impervious area, projects using runoff reduction measures may use alternative off street parking dimensions as specified in Table 2.3.a.~~

Accessible parking shall be designed and provided in accordance with the requirements of the Georgia Accessibility Code for Buildings and Facilities.

B. Permitted Percentage of Compact Car Parking Spaces. Up to 20% of the parking spaces required by this Ordinance may be compact car parking spaces (8 feet by 16 feet). Compact spaces shall be located on the periphery of the parking lot wherever possible.

C. Minimum Parking Bay Width. The minimum width for 90 degree parking bays shall be 60 feet for standard spaces and 54 feet for compact spaces- ~~), except for projects using runoff reduction measures, as noted in 2.5.5.A above.~~

D. Off-street parking lots, whether public or private, shall be graded to insure proper drainage, surfaced with concrete or asphalt on an approved base and maintained in good condition free of weeds, dust, trash and debris. A gravel surface may be used for parking when such parking is in excess of code requirements and located within 700' of a waterway.

E. Tree Preservation. To allow an existing or new development to preserve healthy existing trees within or adjacent to a parking lot, the number of required off-street parking spaces may be reduced by up to twenty percent (20%).

~~EF.~~ Within residential districts, gravel parking in existence as of 01/01/01 may remain. Such gravel parking areas shall accommodate a maximum of two vehicles and shall be contained on three sides by landscape timbers.

~~FG.)~~ Pervious paving materials for parking areas are allowed as part of an approved stormwater management plan for the site with a long-term maintenance agreement.

~~FH.~~ Parking Lot Landscaping. See, Sec. 2.3.5.

~~I.)~~ Multifunctional Functional Runoff Reduction Measures. To encourage multifunctional runoff reduction measures and provide incentives for their use, bioretention areas, vegetated swales, planter boxes, rainwater harvesting systems, and other vegetated BMPs may be used to meet the perimeter island, interior island, and median island landscaping requirements of this Chapter, and may be constructed in the designated landscape areas if part of an approved storm water management plan for the site and if screening functions are maintained.

([Ord. No. 718](#), § 17(Exh. C), 12-14-2015)

2.5.6 Public street access.

A. *Access to Parking Lots.* A plan of entrances, exits and storm water drainage shall be submitted to the Department of Community Development and approved prior to the issuance of a development permit for off-street parking lots, whether public or private. Installation of entrances, exits and drainage

systems shall have been completed prior to the issuance of a certificate of occupancy. All curb cut locations as well as widths shall comply with the Alpharetta Standard Drawings.

- B. *Driveways and Curb Cuts.* Local structures may have access points to parking lots as needed to fit the development, in accordance with professional traffic engineering practice. In general, curb cuts shall be spaced 300 feet apart and be located at least 300 feet away from a street intersection.
- C. *Vision Clearance.* In all districts no fence, wall, shrubbery or other obstruction to vision between the heights of 2½ feet and 10 feet above the finished grade of streets shall be erected, permitted or maintained within 20 feet of the intersection of the right-of-way lines of streets.

([Ord. No. 718](#), § 17(Exh. C), 12-14-2015)

2.5.7 Electric Vehicle Charging Stations.

All developments requiring 100 or more vehicle parking spaces shall provide electric vehicle charging stations. One (1) electric vehicle charging station for every 25 required vehicle parking spaces shall be required.

([Ord. No. 718](#), § 17(Exh. C), 12-14-2015)

2.5.8 Number of bicycle parking spaces required.

A. Residential Uses.

Dwelling, 'For-Rent':

One (1) bicycle space for every two (2) units.

B. Business Uses.

Retail, Office, Hotel, Place of Assembly, Entertainment:

One (1) bicycle space for every 25 required vehicle parking spaces.

C. Public and Semipublic Uses.

Schools (public/private):

One (1) bicycle space for every ten (10) employees, plus one (1) space for every four (4) students.

D. Miscellaneous/Other.

To be determined by the Transportation Engineer and/or Zoning Administrator.

([Ord. No. 718](#), § 17(Exh. C), 12-14-2015)

2.5.9 Prohibited parking.

- A. Except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer, no person shall:
 - 1. Park a vehicle, except temporarily for the purpose of and while actually engaged in loading or unloading of property or passengers, in acceleration or deceleration lane; or
 - 2. Park a vehicle overnight in a cul-de-sac located in a residential district.
 - 3. Park a vehicle on an unpaved surface in any commercial district, the front yard of a residence or the side yard if the side yard faces the street, except as provided for in Subsection 2.5.5(E).

UDC Changes
Article II
Section 2.5.5

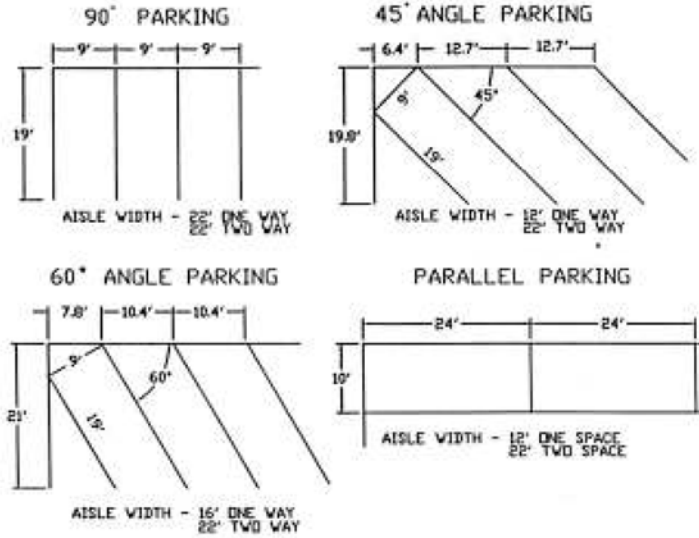
- B. The City may, but is not required to, post no parking signs in areas where parking is prohibited in Paragraph 'A' above, and the failure to post signs shall not excuse any person from compliance with Paragraph 'A'.
- C. Paragraph 'A' of this section shall not apply to the driver of any vehicle which is disabled while on the roadway in such a manner and to such extent that is impossible to avoid stopping and temporarily leaving such disabled vehicle in such position.
- D. No inoperable vehicle shall be parked or stored on a street within a residential district. An automobile or other vehicle shall be deemed inoperable if it meets any one of the following criteria:
 - 1. It does not meet the Official Code of Georgia requirements for operating on a public street;
 - 2. It is extensively damaged, such damage including but not limited to any of the following: missing wheels, tires, motor or transmission;
 - 3. It is not operable on the public streets because it is not currently registered with the Georgia Department of Motor Vehicles;
 - 4. It is not capable of being operated on a public street due to missing or inoperable mechanical or electronic parts; or
 - 5. It has been continuously parked in the same location for a period of thirty (30) consecutive days.

[\(Ord. No. 718](#), § 17(Exh. C), 12-14-2015)

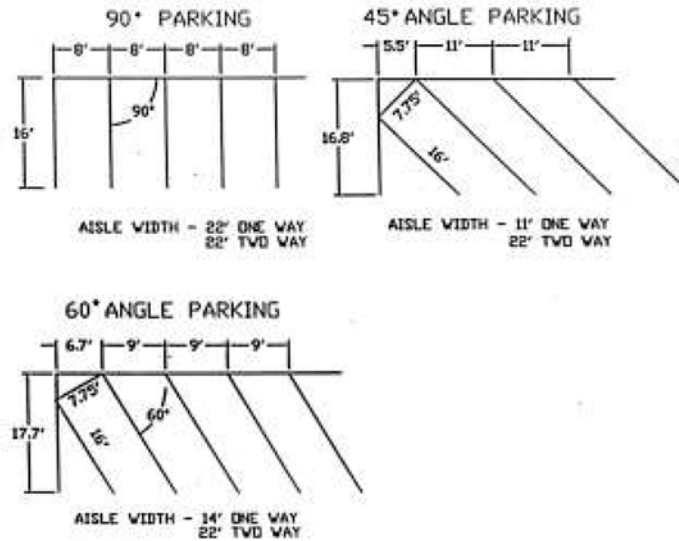


TABLE 2.3 - PARKING LOT STANDARDS

STANDARD STALL DIMENSIONS



COMPACT CAR STALL DIMENSIONS



NOTES:

1. FIRE LANES SHALL BE A MINIMUM OF TWENTY-FOUR (24) FEET.
2. DIMENSIONS SHOWN FOR PARKING STALLS ARE MINIMUM. COLUMNS & OTHER OBSTRUCTIONS WILL BE ALLOWED IN THE FRONT TWO (2) FEET AND REAR FIVE (5) FEET OF THE LENGTH OF THE STALL, AND SHALL NOT INTRUDE MORE THAN SIX (6) INCHES INTO THE WIDTH OF THE STALL.
3. REFERENCE CITY OF ALPHARETTA STANDARD PLANS FOR CONSTRUCTION DETAILS.

Footnotes:

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Editor's note— [Ord. No. 718](#), § 17(Exh. C), adopted Dec. 14, 2015, repealed the former § 2.5 (2.5.1—2.5.9), and enacted a new 2.5 (2.5.1—2.5.9) as set out herein. The former § 2.5 pertained to similar subject matter and derived from the original codification and Ord. No. 675, § 1, adopted June 3, 2013.

Table 2.3.a Alternative Criteria for Off-Street Parking

The following are recommended alternative criteria for offstreet parking design to reduce impervious area of the site.

<u>Angle</u>	<u>Base Module</u>	<u>Vehicle Projection</u>	<u>Aisle Width</u>	<u>Single Loaded Module</u>	<u>Wall to Interlock</u>	<u>Interlock to Interlock</u>	<u>Curb to Curb</u>	<u>Overhang</u>
<u>θ</u>	<u>M₁</u>	<u>VP</u>	<u>A</u>	<u>M₂</u>	<u>M₃</u>	<u>M₄</u>	<u>M₅</u>	<u>Overhang</u>
<u>30</u>	<u>41'-2"</u>	<u>15'-1"</u>	<u>11'-0"</u>	<u>26'-1"</u>	<u>37'-6"</u>	<u>33'-10"</u>	<u>38'-8"</u>	<u>1'-3"</u>
<u>45</u>	<u>47'-0"</u>	<u>17'-7"</u>	<u>11'-10"</u>	<u>29'-5"</u>	<u>44'-0"</u>	<u>41'-0"</u>	<u>43'-6"</u>	<u>1'-9"</u>
<u>60</u>	<u>51'-6"</u>	<u>19'-0"</u>	<u>13'-6"</u>	<u>32'-6"</u>	<u>49'-4"</u>	<u>47'-2"</u>	<u>47'-2"</u>	<u>2'-2"</u>
<u>90</u>	<u>59'-0"</u>	<u>18'-0"</u>	<u>23'-0"</u>	<u>41'-0"</u>	<u>59'-0"</u>	<u>59'-0"</u>	<u>54'-0"</u>	<u>2'-6"</u>

<u>Angle</u>	<u>Low Turnover</u>		<u>Medium Turnover</u>		<u>High Turnover</u>		<u>Interlock</u>	
	<u>Width Projection</u>	<u>Interlock</u>	<u>Width Projection</u>	<u>Interlock</u>	<u>Width Projection</u>	<u>Interlock</u>		
<u>θ</u>	<u>WP</u>	<u>I</u>	<u>WP</u>	<u>I</u>	<u>WP</u>	<u>I</u>	<u>I</u>	
<u>30</u>	<u>16'-6"</u>	<u>3'-7"</u>	<u>17'-0"</u>	<u>3'-8"</u>	<u>16'-6"</u>	<u>3'-9"</u>	<u>18'-0"</u>	<u>3'-11"</u>
<u>45</u>	<u>11'-8"</u>	<u>2'-11"</u>	<u>12'-0"</u>	<u>3'-0"</u>	<u>12'-4"</u>	<u>3'-1"</u>	<u>12'-9"</u>	<u>3'-2"</u>
<u>60</u>	<u>9'-6"</u>	<u>2'-1"</u>	<u>9'-10"</u>	<u>2'-2"</u>	<u>10'-1"</u>	<u>2'-2"</u>	<u>10'-5"</u>	<u>2'-3"</u>
<u>90</u>	<u>8'-3"</u>	<u>0'-0"</u>	<u>8'-6"</u>	<u>0'-0"</u>	<u>8'-9"</u>	<u>0'-0"</u>	<u>9'-0"</u>	<u>0'-0"</u>

Source: Urban Land Institute. (2010). The Dimensions of Parking, Fifth Edition. National Parking Association.

Notes: Recommendations assume (1)on-way traffic for Ailes less than 90 degrees, and two-way traffic for 90 degree parking; (2)double loaded aisles; and (3)a design vehicle that is 6'7" by 17'3".