

Sec 5.2 OFF-STREET PARKING, LOADING AND LANDSCAPING

5.2.1 Purpose. The purpose and intent of this section is to ensure the provision of off-street parking, loading, queuing and on-site circulation facilities in proportion to the demand created by each use. By requiring such facilities, it is the intent of this section to ensure the provision of functionally adequate, aesthetically pleasing and safe off-street parking, loading, queuing and circulation areas. It is the intent of this regulation to provide standards for the layout and maintenance of display or parking areas, and to provide space for the use of landscape beautification and natural plant growth for developments where off-street parking and open-lot sales, display and service areas are provided. The intent of this ordinance is to regulate all required off-street parking, except for fee simple developments with common parking.

5.2.1 General Requirements. The standards of this section shall apply to all new development or existing development that is modified.

(A) New Buildings or a change of use. Off-street parking and loading facilities shall be provided for any new building constructed, for any new use established or any change in occupancy in an existing building.

(B) Additions and enlargements with no change of use. Off-street parking and loading facilities shall be provided for any addition to or enlargement of an existing building, existing use or existing manner of operation that would result in additional parking and loading spaces being required. The additional parking and loading spaces shall be required only in proportionate amount to the extent of the addition, enlargement, or change, not for the entire building. Renovations or additions to vehicular use areas shall provide landscape improvements in accordance with this section. Existing vegetation shall be preserved and incorporated into the landscaping for the vehicular use area. Creation of 5,000 sq. ft. or more of impervious surfaces shall meet the requirements of the Bartow County Stormwater Management Ordinance.

5.2.2 Location of required parking. All buildings, structures, and uses of land shall provide, on the same lot with the principal use, off-street parking and loading spaces in an amount sufficient to meet the needs caused by the uses of the land. The location of off-street parking spaces shall not interfere with normal traffic flow or with operation of queuing and backup areas. Loading areas shall not obstruct pedestrian pathways. Each parking space shall be accessible from a driveway and maneuvering and turning areas shall be provided so that no vehicle will be required to back into a public street.

(A) Adjacent parking lots serving nonresidential or mixed-use buildings shall provide for future interconnectivity. Future interconnectivity provisions for parking lots serving residential development is optional.

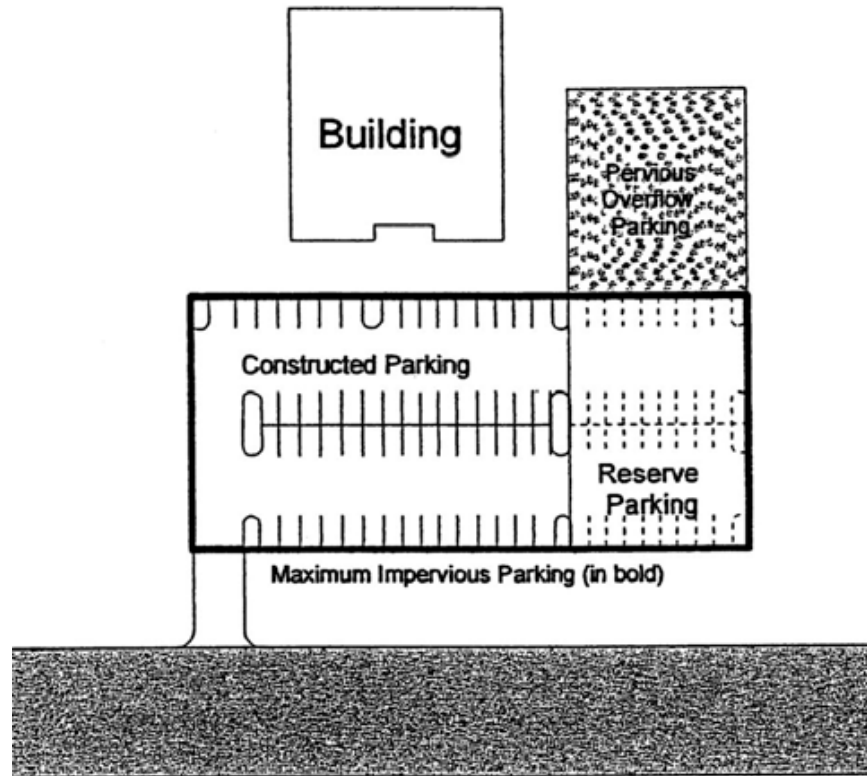
(B) Location on other property. If the required automobile parking spaces cannot be reasonably provided on the same lot on which the principal use is conducted, such spaces may be provided on adjacent or nearby property within a similar zoning district, provided a major portion lies within **twelve hundred (1,200) feet** of the main entrance to the principal use for which such parking is provided per the approval of the Engineering Department.

5.2.3 Use of required off-street parking areas. Off-street parking spaces shall be provided for the use of residents, customers, patrons, and employees. Required parking spaces shall specifically not be used for the storage, sale or display of goods or materials or for the sale, repair, or servicing of vehicles. All vehicles parked within off-street parking areas shall be registered and operable. Delivery vehicles shall utilize loading areas and not required parking spaces.

- (A) Required off-street parking and loading spaces associated with newly erected or altered buildings or newly established uses of land shall be a continuing obligation of the owner of said building or land so long as the structure or use exists or its use requiring vehicle parking or loading facilities continues. In addition, it shall be unlawful for: 1) said owner to discontinue, change or dispense with, or to cause the discontinuance, or change of the required vehicle parking or loading spaces (apart from the discontinuance, sale or transfer of the building or use) without establishing alternative vehicle parking or loading spaces which meet the requirements of and are in compliance with this ordinance, or 2) any person to use a building or lot without providing vehicle parking or loading spaces which meet the requirements of and are in compliance with this ordinance.
- (B) The minimum required dimensions for regular parking spaces, handicapped parking spaces, loading spaces and access/circulation drives are set forth in [Section 5.3](#), Table 3, off-street parking area design and construction standards.
- (C) The maximum number of off-street parking and loading spaces shall be calculated based on the schedule of standards in Table 1 of the Development Regulations, maximum off-street parking and loading standards. However, in an effort to reduce the amount of impervious area on developed sites, the actual number of parking and loading spaces constructed shall be determined by the owners' engineer. In any event the minimum number of parking spaces provided shall be no less than 50 percent of the maximum number as identified in Table 1. The minimum number of required handicapped parking spaces is presented in Table 2.
- (D) Reduced, shared, or off-site parking for single-family residential districts shall be prohibited. For all other districts, the applicant may request a reduction of parking standards based on the following criteria:
 - (1) Reduction of parking requirements through a shared parking arrangement may be permissible only through the permission of the Engineering Department provided the arrangement shall avoid conflicting parking demands and provide for safe pedestrian circulation and access.
 - (2) Parking Plan drawn to scale indicating location of proposed parking spaces shall be provided.
 - (3) A shared or off-site parking calculation projection shall be provided that demonstrates that each use will have adequate parking provisions at all times.

- (4) For contiguous properties sharing parking spaces under this provision, cross easements shall be filed establishing access to the parking spaces in perpetuity.
 - (5) A reduction in the number of parking spaces that would otherwise be required for each of the various uses on a multiple-use property must be clearly shown on the development plan. If shared or off-site parking is proposed for a combination of contiguous properties, a plan must be submitted covering all of the properties that will be sharing the parking spaces.
 - (6) A written agreement among all owners of record shall be provided and held on file with the Engineering Department.
- (E) For any use not listed in Table 1, the standards for the most similar use shall be applied. The county engineer shall determine the proper required number of spaces by classifying the use among the uses specified. In making a determination, any evidence of actual parking and loading demands shall be considered as well as other reliable traffic engineering and planning information that is available to ensure sufficient parking and loading spaces are provided to meet the needs caused by the uses of the land. If the number of parking and loading spaces are less than the maximum number calculated in Table 1, the owner shall reserve area on the site which will provide for the installation of additional spaces up to the maximum number. The reserve area shall be accessible from the driveway serving the constructed parking area. In the interim, the reserved parking site shall remain a grassed landscaped area. Based on accident reports, traffic studies, and other information related to the development, the County Engineer may require the owner to install additional parking spaces to ensure public safety. If it is deemed by the county engineer that adequate parking has not been provided to serve the particular land use, additional parking shall be installed no later than ninety (90) days from the date of official notice from the County Engineer. Enforcement procedures shall be as provided in these Regulations. The cost for the installation of additional parking and/or associated traffic studies, required by the County Engineer, shall be borne by the owner.
- (F) Stormwater quality and quantity requirements of the stormwater management ordinance shall be satisfied for all parking areas. Additional parking spaces, which exceed the maximum number calculated in Table 1, shall be constructed to allow the infiltration of stormwater by utilizing a permeable typical section with a pervious surface course. The pervious typical section and surface shall be designed in accordance with Section 3.3.8 of the Georgia Stormwater Management Manual. Striping and/or curbing may be excluded in the overflow parking area upon review and approval by the County Engineer. The type of pervious material, conditions of the property, and the type of land use shall be considered in the decision to exclude the striping and/or curbing.
- (G) The maximum designated parking areas, constructed parking areas, and overflow parking areas, if applicable, shall be denoted on the approved construction plan and the approved final "as-built" as shown in Figure 1.

Figure 1: Denoting Parking Areas on Plans



(H) Off street parking and loading spaces shall be provided in accordance with the following schedule of standards in Table 1, Table 2, and Table 3.

Table 1: Maximum Off-street parking and loading standards

Use	Parking	Loading
Apartment or other multi-family use (excluding duplex)	2 spaces per dwelling unit + 0.25 guest parking spaces per unit for all dwelling units with common parking areas	N/A
Appliance sales	1 space per 200 sf of GFA	B
Automotive or machinery sales and service garage	1 space per 400 sf of GFA + 1 space per employee	A
Automotive paint or body shop	1 space per 250 sf of GFA	N/A
Bank or financial institution	1 space per 200 sf of GFA	N/A
Beauty, barber shop, and personal services	3 spaces per operator	N/A
Boarding or rooming house	1 space per bedroom with a maximum of 2 spaces	N/A

Use	Parking	Loading
Bowling alley	2 spaces per lane + 1 space per 250 sf of non bowling recreation area	C
Church or place of worship	1 space per 45 sf of main assembly area if fixed seats (pews) or 1 space per 21 sf if moveable seats (chairs)	N/A
Club or organization hall	1 space per 100 sf of assembly space + 1 space per 2 employees 1 space per 2 students + 1 space per 4 seats in auditorium and	N/A
College or university	gymnasium + 1 space per 300 sf of administrative and educational office space	C
Communications tower	1 space + 1 additional space for each 1,000 sf of equipment building	N/A
Day care center		
Less than 100 capacity	5 transient spaces + 1 space per employee	N/A
100 or more capacity	10 transient spaces + 1 space per employee	N/A
Duplex	2 spaces per dwelling unit	N/A
Entertainment, indoor (except bowling alleys)	1 space per 250 sf of GFA	C
Entertainment, outdoor	10 spaces per acre	N/A
Fraternity or sorority house	1 space per bedroom with a maximum of 2 spaces	N/A
Funeral home or mortuary	1 space per 3 seats in chapel or 1 space per 50 sf of public area, whichever is greater	1 for each hearse, ambulance, and nonpassenger vehicle
Furniture, or carpet sales	1 space per 200 sf of display area + 1 space per 750 sf of indoor storage area	B
Gasoline service station	2 spaces per gas pump + 3 spaces for each service bay + 1 space for each attendant	N/A
Golf course	4 spaces per hole	N/A
Greenhouse or nursery	1 space per 10,000 sf + 1 space per employee	B

Use	Parking	Loading
Hospital	1 space per 3 beds + 1 space for each staff member + 1 space for each employee on the greatest shift	C
Hotel or motel	1 space per guest room + 1 space per 2 employees on the greatest shift	C
Inns, bed and breakfast inns; and similar	One space for each two rental rooms	N/A
Kennel, commercial	1 space per 300 sf of cage and retail area	N/A
Library or museum	1 space per 400 sf of GFA + 1 space per employee	A
Lounge, bar or tavern	1 space per 2 occupant capacity	C
Manufacturing and processing, basic industry	1 space per 1,000 sf	A
Medical or dental office or clinic	6 spaces per practitioner	N/A
Mobile home park	2 spaces per dwelling unit	N/A
Nursing or convalescent facility	1 space per 4 beds + 1 space per employee	D
Office, business or professional	1 space per 200 sf of GFA	N/A
Public assembly or amusement without fixed seats	1 space per 200 sf of floor area devoted to public use	N/A
Public assembly (including theaters and auditoriums)	1 space per 3 seats + 1 space per employee	N/A
Restaurant, fast food	1 space per 3 seats + 1 space for each employee on the greatest shift	C
Restaurant, general and specialty	1 space per 80 sf, including outdoor seating areas + 1 space per employee on the greatest shift	C
Retail store	1 space per 200 sf of GFA	A
School, elementary	1 space per classroom + 1 space per employee	C
School, secondary	0.25 spaces per student enrollment + 1 space per employee	C

Use	Parking	Loading
Self-service storage facility	1 space per 75 storage bays + 1 space per employee + 2 customer spaces	N/A
Shopping center, community or regional	1 space per 200 sf of GLFA	B
Single-family residence, townhouse cluster	2 spaces per dwelling unit	N/A
Small item service and repair shop	1 space per 250 sf of GFA	N/A
Stable, commercial	1 space per 300 sf within stable + 1 space per 3 animal stalls	N/A
Swimming pool, private community or public	1 space per 50 sf of pool area	N/A
Tennis court, private community or public	1.5 spaces per court	N/A
Utility, public or private	1 space per 10,000 sf + 1 space per employee	N/A
Vehicle sales and rental	1 space per 500 sf of enclosed area + 1 space per 4,500 sf of outdoor sales, rental, and display area + 1 space per service bay + 1 space per employee	A
Warehouse	1 space per 2,000 sf + 1 space per employee	2 spaces for the first 5,000 sf of GFA + 1 space for each additional 10,000 sf or fraction thereof
Wholesale store	1 space per 400 sf of GFA + 1 space per full-time employee	A

sf = square feet N/A = Not Applicable

GFA = Gross (total) floor area in square footage of a building footprint

GLFA = Gross leasable floor area

Loading Space Ratio The letter shown in the loading column of the schedule shall correspond to the following ratios:

- a. Standard **"A"**: 1 space for the first 5,000 sf of floor area + 1 space for each additional 30,000 sf of floor area.
- b. Standard **"B"**: 1 space for the first 10,000 sf of GFA + 1 space for each additional 15,000 sf of floor area.
- c. Standard **"C"**: 1 space for the first 10,000 sf of GFA + 1 space for each additional 100,000 sf of floor area.
- d. Standard **"D"**: 1 space per 50 beds for all facilities containing 20 or more beds. The number of handicapped spaces required may be included within the overall total number of parking spaces required based on the maximum calculation in Table 1 and, if applicable, the number above the maximum spaces required. The maximum number of handicapped spaces shall comply with the following table.

Table 2: Handicapped Accessible Spaces Required

Total Parking Requirements*	Accessible Spaces Required	Van Accessible Spaces Required
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	1
101 to 150	5	1
151 to 200	6	1
201 to 300	7	1
301 to 400	8	1
401 to 500	9	2
501 to 1,000	2% of total	1 in every 8 accessible spaces
1,001 and over	20 + 1 per 100 over 1,000	1 in every 8 accessible spaces

**Note-- Per Table 1.*

Note-- Designated "van" accessible spaces are not required if all accessible spaces comply with "universal parking design".

Table 3: Summary of Parking Design Requirements

Type of Drive and Parking	Parking Space Dimensions	Minimum Driveway Widths
One-way drive and perpendicular or angle parking	Regular 9' × 18'	16'
	Accessible 8' × 18'*	
	Universal 11' × 18'*	
Two-way drive and perpendicular or angle parking	Regular 9' × 18'	24'
	Accessible 8' × 18'*	
	Universal 11' × 18'*	
One-way drive or two-way drive and parallel parking	Regular 9' × 22'	16' (one-way) 24' (two-way)
	Accessible 8' × 24'*	
	Universal 11' × 24'*	

**Note-- Shall meet access aisle requirements.*

Sec 5.3 OFF-STREET PARKING AREA DESIGN AND CONSTRUCTION STANDARDS.

- 5.3.1 Parking facilities shall be designed and located on the site in a manner that results in minimal visual impact along the street. Location, landscaping, earthwork, and buffering should all be implemented as necessary to reduce the negative visual impacts of parking facilities on the aesthetic quality of the street.
- 5.3.2 There shall be safe, adequate, and convenient arrangement of pedestrian pathways, bikeways, roads, driveways, and off-street parking and loading spaces within parking areas. Streets, pedestrian walks, parking areas, and open space shall be designed as integral parts of an overall design which shall be properly related to existing and proposed buildings, adjacent uses, and landscaped areas.
- 5.3.3 Parking facilities shall be maintained in a clean, safe, sanitary and attractive condition. Parking spaces and driving lanes shall be clearly defined and maintained as such. Parking lots shall not be operated when any damage impairs the drivability of the parking lot.
- 5.3.4 All off-street parking, loading or open-lot sales areas established pursuant to this section shall be designed, constructed and continuously maintained in accordance with the following standards:
- (A) Access. Adequate ingress and egress to such areas for vehicles shall be provided by means of clearly limited and defined paved drives. Each parking space shall have appropriate access to a street or an alley. Only dwelling units with no more than two units shall be allowed backward egress from a driveway onto a local street. In all other cases, maneuvering and access aisle area shall be sufficient to permit vehicles to enter and leave the vehicular use area in a forward motion.
 - (B) Stacking. Adequate off-street stacking lanes or queuing areas shall be provided for vehicles entering the vehicular use area so as to avoid backup and congestion on adjacent public streets. A minimum queuing distance of twenty (20) feet is required between the property line and the first parking space.
 - (C) Parking access aisles. Adequate aisle width in vehicular use areas shall be provided for vehicle bypass and maneuvering areas to ensure efficient on-site circulation. See Table 3 for minimum requirements regarding aisle widths.
 - (D) Pedestrian circulation. Structures, vehicular circulation lanes, parking spaces, driveways, and open spaces shall be designed to provide logical, impediment free pedestrian movement. The site shall be arranged so that pedestrians moving between buildings are not unnecessarily exposed to vehicular traffic. Where off-street parking spaces directly face a structure, and are not separated from the structure by an access aisle, a paved pedestrian walkway shall be provided between the front of the structure and the parking spaces. The walkway shall be a minimum of four (4) feet in width, exclusive of vehicle overhang, and shall be separated from the parking space by concrete wheel-stops or continuous curbing. If the pedestrian walkway adjacent to parking spaces is six (6) feet, six (6) inches wide with continuous curbing,

then wheel stops shall not be required. There shall be a pedestrian walkway a minimum width of four (4) feet connecting ground level parking to the public sidewalks and to all building entrances. This provision shall not apply to residential vehicular use areas.

1. Surface parking lots shall include a pedestrian circulation system that provides access from the parking area to the building entrance, major bus stops or other critical access points. The circulation system shall be adequately lit and appropriately signed and marked. Shrub material taller than two-feet in height is not recommended along pedestrian walkways within surface parking lots.
- (E) Drainage of vehicular use areas. Areas used for display or parking shall be drained so as to eliminate surface water, unless the area or some portion of it is approved as a retention area by the Engineering Department. Drainage is encouraged in infiltration swales located in the landscaped islands. See Section 4.6 Stormwater Drainage Facilities of these Regulations. The drainage design shall be reviewed and approved by the Engineering Department prior to the issuance of a permit.
- (F) Paving standards. (cross Check with current Sec 4.4) All parking lots, access ways, storage lots, loading or open lot sales shall be paved and constructed of a minimum of **four (4) inches of concrete or two (2) inches of asphaltic concrete on six (6) inches of graded aggregate base (gab), or a base and surface material of equivalent durability as certified by the developer's engineer.** Such paved areas shall be maintained in good condition by the owner to prevent any hazards, such as cracked asphalt or potholes. Responsibility for pavement failure occurring as a result of inadequate alternative base and surface material design shall fall on the certifying engineer. The following are exceptions to the above paving standards:
- (1) Storage lots serving facilities within an industrial or light industrial zoning district may be constructed of six (6) inches of graded aggregate at a minimum provided the following requirements are met:
 - (a) The storage area is setback a minimum of one hundred (100) feet from a public right-of-way excluding interstate highway rights-of-way.
 - (b) Clearly limited and defined vehicular drives for ingress and egress to the storage area are provided; drive widths shall not exceed thirty (30) feet.
 - (c) A vegetated buffer twenty (20) feet in width and consisting of evergreen plants is installed along the perimeter of the storage lot. The vegetative buffer shall create a visual screen that is seventy-five (75) percent or more opaque and reaches a height of six (6) feet within two (2) years.
 - (d) Water and other dust control measures shall be applied during the installation of graded aggregate.
 - (2) Drives serving unmanned facilities may be constructed of six (6) inches of graded aggregate provided the required drive, from the edge of the

public roadway for a distance of one hundred (100) feet, meets the paving standards of this section.

- 5.3.5 Standard parking space dimensions and marking. Each required regular parking space shall measure a minimum of eight (8) feet, six (6) inches wide by eighteen (18) feet deep for perpendicular or angle parking, and a minimum of nine (9) feet by twenty-two (22) feet for parallel parking. Each parking space shall be delineated with white, street marking paint with stripes four (4) inches wide on each side for the required length of the parking or loading space.
- 5.3.6 Compact parking spaces. Developments where thirty (30) or more parking spaces are provided shall be required to have a minimum of five (5) compact parking spaces. Compact parking spaces shall be identified by pavement markings and/or by appropriate signage and shall not be less than eight (8) feet wide by fifteen (15) feet deep.
- 5.3.7 All parking space dimensions and markings shall be designed to conform to the geometric design standards of the Institute of Transportation Engineers (ITE).
- 5.3.8 Handicapped parking space standards. Handicapped-Accessible parking spaces shall meet the following requirements:

Table 4: Handicapped Parking Requirements

Location	Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible building entrance.
	In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances.
	All van accessible spaces (and universal spaces when provided) may be grouped on one level of a parking structure. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance to the facility.
"Standard" accessible space	Accessible spaces shall have the following minimum dimensions: Parking space width: ninety-six (96) inches; eight feet (8.0 feet) Access aisle width: sixty (60) inches; five feet (5.0 feet).
"Van" accessible spaces	Van accessible spaces shall have the following minimum dimensions: Parking space width: ninety-six (96) inches; eight feet (8.0 feet). Access aisle width: ninety-six (96) inches; eight feet (8.0 feet).
"Universal" accessible spaces	Universal parking design spaces shall have the following minimum dimensions: Parking space width: one hundred thirty-two (132) inches; eleven feet (11.0 feet). Access aisle width: sixty (60) inches; five feet (5.0 feet).
Access aisles	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. Parked vehicle overhangs shall not reduce the clear width of an accessible route. Each access aisle shall have diagonal stripes, painted(blue), four (4) inches in width and twenty-four (24) inches apart.

Signage	Accessible parking spaces shall be designated as reserved by a sign showing the International Symbol of Accessibility.
	"Van" accessible spaces shall have an additional sign stating "Van Accessible" below the symbol of accessibility. (This additional sign is not required when all "universal" accessible spaces are provided.) Accessible passenger loading zones shall be identified by a sign showing the International Symbol of Accessibility. Signs shall be located so that they cannot be obscured by a vehicle parked in the space.

- 5.3.9 Loading space dimensions. Each required loading space shall measure a minimum of ten (10) feet in width and thirty (30) feet in length, with a fourteen (14) foot overhead clearance, except that loading spaces to be utilized by wholesale and industrial operations shall be a minimum of fifty (50) feet in length.
- 5.3.10 Landscaping and curbing. Landscaped areas shall be provided and maintained around the perimeter and within the area used for parking, loading or open-lot sales as set forth in Section 5.2. Wheel-stops or continuous curbing shall be placed two and one half (2.5) feet back from walls, poles, structures, pedestrian walkways or landscaped areas.
- 5.3.11 Lighting. If a vehicular use area is to be open for use after dark, it shall be lighted. Lighting shall be arranged and designed so that no source of light is directed toward any adjoining or nearby land used or classified for residential use. Lighting shall be designed to shield public streets and all other adjacent lands from direct or distracting glare, or hazardous interference of any kind. Lighting shall be arranged so as not to conflict with tree heights at maturity.
- (A) Parking lot lighting shall be provided throughout after dark parking facilities to equal a minimum of one-fifth (0.2) footcandle of light. A footcandle of light is a uniformly distributed flux of one (1) lumen on a surface of one (1) square foot in area. Where applicable, public street lighting may be utilized to either partially or totally fulfill the lighting requirements; however, where such street lighting is removed, it shall be the responsibility of the parking facility to independently provide these required levels of illumination.
 - (B) Parking lots adjacent to residential buffer areas shall reduce light spillage onto residential properties by providing cutoff luminaires which have a maximum ninety (90) degree illumination.
 - (C) Parking deck lighting fixtures at a maximum of seven (7) feet above grade shall not be visible from any public right-of-way.
- 5.3.12 Signs. Traffic control signs and other pavement markings shall be installed and maintained as necessary to ensure safe and efficient traffic operation of all vehicular use areas.
- 5.3.13 Parking Decks and Structures. The following regulations shall apply to all parking decks and parking structures:

- (A) Parking deck facades shall conceal automobiles from visibility from any public right-of-way or private drive or street that are open to the general public, and shall have the appearance of a horizontal storied building.
- (B) All parking decks and parking structures shall have pedestrian walkways a minimum width of four (4) feet connecting ground level parking to the public sidewalks and to all building entrances.
- (C) All parking decks and parking structures shall have a landscape strip a minimum width of six (6) feet immediately contiguous to the parking facility for the whole of the exterior perimeter of the parking facility containing at least one (1) understory or overstory tree, as appropriate, and additional shrubs, groundcover, or sod as specified in the landscape installation requirements of this section.

5.3.14 Plan approval required. Plans for the layout and design of all areas to be used for parking, loading or open-lot sales must be approved by the Engineering Department for compliance with the Development Regulations.