

density, scale, bulk, area, type of activity and location. Parking studies must document the source of all data used to develop recommended requirements.

27-12.40 Allowed Motor Vehicle Parking Reductions

27-12.40-A. Transit-Served Locations

The community development director may authorize up to a reduction in the number of off-street parking spaces required for nonresidential uses located within 1,500 feet of the pedestrian entrance of a commuter rail station or bus rapid transit stop in accordance with the administrative permit provisions of [Article 23](#). The extent of reduction may not exceed 3 spaces or 25%, whichever is greater.

27-12.40-B. Motorcycle Parking⁸⁴

In parking lots containing over 20 motor vehicle parking spaces, motorcycle or scooter parking may be substituted for up to 5 automobile parking spaces or 5% of required motor vehicle parking, whichever is less. For every 4 motorcycle or scooter parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle and scooter space must have a concrete surface and minimum dimensions of 4 feet by 8 feet. This provision applies to existing and proposed parking lots.

27-12.40-C. Bicycle Parking

Uses that provide bicycle parking and storage spaces are eligible for a reduction of required motor vehicle parking, in accordance with Sec. [27-12.50](#).

27-12.40-D. Car-Share Service⁸⁵

1. For any development, one parking space or up to 5% of the total number of required spaces, whichever is greater, may be reserved for use by car-share vehicles. The number of required motor vehicle parking spaces is reduced by one space for every parking space that is leased by a car-share program for use by a car-share vehicle. Parking for car-share vehicles may be provided in any non-required parking space.
2. For any residential or mixed-use development that (a) is required to provide 50 or more parking spaces to serve residential dwelling unit and (b) provides one or more spaces for car-share vehicles, the number of required parking spaces may be reduced by 4 spaces for each reserved car-share vehicle parking space. No reduction of required visitor parking spaces is allowed.

27-12.40-E. Shared Parking

1. Sharing parking among different users can result in overall reductions in the amount of motor vehicle parking required. Shared parking is encouraged as a

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means of conserving scarce land resources, reducing stormwater runoff, reducing the heat island effect caused by large paved areas and improving community appearance.

2. Shared parking facilities are allowed for mixed-use projects and for multiple uses with different times of peak parking demand, subject to approval by the community development director. Applicants proposing to use shared parking as a means of reducing overall motor vehicle parking requirements must submit:
 - a. The names and addresses of the uses and of the owners or tenants that are sharing the parking;
 - b. The location and number of parking spaces that are being shared;
 - c. A shared parking analysis;
 - d. A legal instrument such as an easement or deed restriction guaranteeing access to the parking for the shared parking users.
3. The required shared parking analysis must be based on the latest edition of the Urban Land Institute's (ULI) shared parking model or be prepared by registered engineer in the State of Georgia with expertise in parking and transportation. The shared parking analysis must demonstrate that the peak parking demands of the subject uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses.
4. Shared parking may be located off site, provided that at least 75% of the required number of parking spaces for the subject use must be located on-site. Off-site parking is subject to the regulations of Sec. [27-12.60-C](#).
5. Required residential parking and accessible parking spaces (for persons with disabilities) may not be shared and must be located on site.

27-12.40-F. Alternative Compliance⁸⁶

The motor vehicle parking ratios of this article are not intended to prevent development and redevelopment or to make development and redevelopment economically impractical. In order to allow for flexibility in addressing the actual expected parking demand of specific uses, alternative compliance parking ratios may be approved through the special exception process (See [Article 22](#)) only if:

1. the applicant submits a parking study, prepared and sealed by a registered professional engineer in the State of Georgia with expertise in parking and transportation demonstrating that the motor vehicle parking ratios of Sec. [27-12.20](#) do not accurately reflect the actual parking demand that can reasonably be anticipated for the proposed use; and
2. The zoning board of appeals determines that the proposed reduced parking ratios are not likely to cause adverse impacts on traffic circulation and safety or on the surrounding area.

⁸⁶ Under the existing zoning ordinance, parking ratios can be reduced if approved as a special exception (§27-1572).