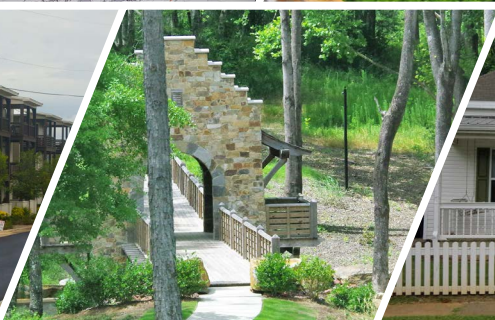
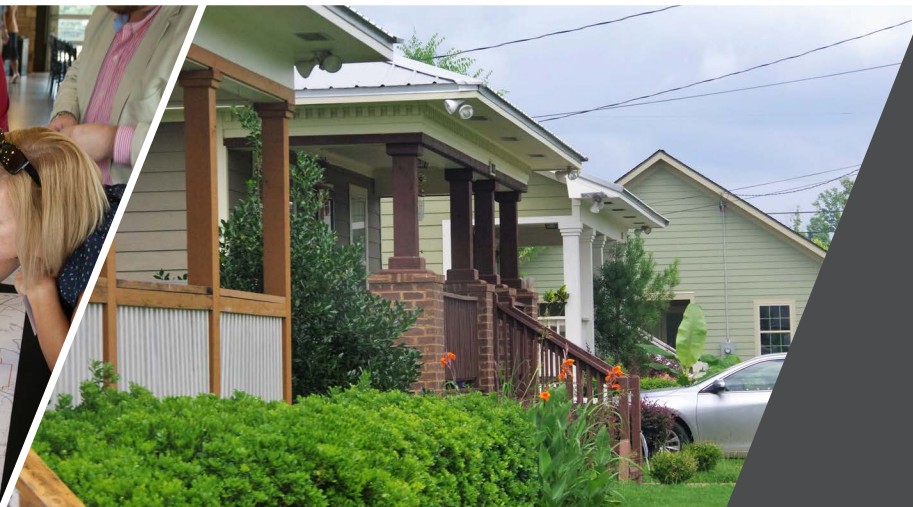




Tuscaloosa Zoning Ordinance

Special Call Meeting | October 2022

Development Standards: Off-Street Parking and Loading, Fences and Walls, Exterior Lighting



FRAMEWORK

Creating a dynamic guide for Tuscaloosa

SEC. 24-6.2. OFF-STREET PARKING, BICYCLE PARKING, AND LOADING STANDARDS⁷⁰⁴

SEC. 24-6.2.1. PURPOSE AND INTENT⁷⁰⁵

The purpose of these off-street parking, bicycle parking, and loading standards is to ensure that development provides adequate facilities to accommodate the vehicular and bicycle parking needs and loading activities on the development site. In particular, the intent of these standards is to:

- a. Ensure adequate facilities for off-street vehicular parking and loading and bicycle parking in proportion to the generalized parking and loading demand of the different zoning districts and different uses allowed by this Ordinance;
- b. Allow flexibility in how developments meet minimum parking requirements;
- c. Avoid requiring that excessive amounts of space be devoted for parking, thereby making development more efficient, preserving existing buildings, reducing the amount of unneeded impervious surfaces, and supporting more pedestrian-friendly development;
- d. Minimize the visual impact of off-street parking and loading facilities by regulating the permitted location of parking spaces and loading bays and requiring screening in appropriate locations;
- e. Ensure that off-street parking and loading areas do not encroach on or interfere with the public use of streets and alleys by pedestrians and that such parking and loading areas provide for safe crossings by pedestrians; and
- f. Improve the quality of development design in the City.

SEC. 24-6.2.2. APPLICABILITY⁷⁰⁶

The standards in this section shall apply to development outside the IU and IP districts as follows:

- a. All new development shall provide off-street vehicular and bicycle parking spaces and off-street loading areas in accordance with the standards of this section.
- b. If an existing structure or use is expanded or enlarged (in terms of the number of dwelling units or floor area), any additional off-street vehicular and bicycle parking spaces and off-street loading areas that are required shall be provided in accordance with the requirements of this section as applied only to the expanded or enlarged part of the structure or use.
- c. If an existing use in the Residential or Industrial use classifications is changed to a use in the Commercial use classification, off-street vehicular and bicycle parking spaces and off-street loading areas shall be provided in accordance with the requirements of this section.

⁷⁰⁴ This section establishes standards for the off-street motor vehicle parking, off-street bicycle parking, and loading facilities provided in development. The off-street vehicle parking standards include general rules for surfacing, lot design, dimensions, and other parking lot development standards. They also include minimum off-street parking requirements for most districts, along with a number of options that allow applicants to reduce the minimum parking requirement by demonstrating through a parking study that additional parking is unnecessary or by taking advantage of a menu of specific parking-reduction options. Standards for vehicle stacking lanes for parking lots and drive-throughs are also included to reduce conflicts between vehicles and pedestrians, and to minimize the impact of lengthy vehicle queues on the public street network. The off-street bicycle parking standards establish minimum requirements in certain zoning districts and standards bicycle parking spaces. Finally, off-street loading standards are included to ensure adequate space and facilities for the loading and unloading of goods. These standards generally implement Framework action CO 2.1, Improve opportunities for alternative modes of transportation, specifically pedestrians and bicycles.

⁷⁰⁵ These purpose statements are new.

⁷⁰⁶ The applicability provisions are new.

SEC. 24-6.2.3. TIMING OF REVIEW

Review for compliance with the standards of this section shall occur during review of a development application for a planned development (Sec. 24-3.4.3), a conditional use permit (Sec. 24-3.4.4), a special exception use permit (Sec. 24-3.4.5), or a land development permit (Sec. 21-218), as appropriate.

SEC. 24-6.2.4. PARKING PLAN REQUIRED⁷⁰⁷

All development applications subject to review for compliance with the standards of this section which propose more than ten off-street parking spaces shall include a parking and loading plan. The plan shall accurately designate the number and location of required vehicular parking spaces, accessible parking spaces, delivery/pick-up/rideshare spaces, access aisles, driveways, bicycle parking spaces, and loading facilities, as applicable. The plan shall also illustrate how the vehicular and bicycle parking and loading facilities relate to the uses or structures they are designed to serve, including how they coordinate with the vehicular, pedestrian, bicycle, and transit circulation systems within and adjacent to the development.

SEC. 24-6.2.5. GENERAL PARKING AND LOADING STANDARDS

a. Use of Parking or Loading Area⁷⁰⁸

Parking lots required by this section shall be used solely for the parking of registered motorized vehicles in good operating condition. At all times, adequate parking shall be made available to accommodate the uses on the site. Required parking spaces and loading berths shall not be utilized for any activities other than parking or loading, including any accessory or temporary use identified in this Ordinance, unless otherwise authorized by this Ordinance.

b. Parking Site

Except as otherwise provided by Sec. 24-6.2.7.c, Off-Site Parking, all off-street parking required by this section shall be provided on the site of the principal use that the parking serves.

c. Surfacing

All parking areas shall be surfaced with hard, dustless, and bonded surface materials such as asphalt cement concrete, Portland cement, brick, stone, or pavers that are approved by the City Engineer.⁷⁰⁹

d. Location, Arrangement, and Design⁷¹¹

1. Safe and Convenient Access

- i. Off-street parking lots and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of access, provide ample clearance, and support the safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles using the space or berth.
- ii. Parking lots shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk unless approved by the Office of City Engineer.

⁷⁰⁷ This is a new provision which requires that development applications include plans with sufficient information to demonstrate that each development complies with the standards of this section.

⁷⁰⁸ This includes new provisions and also carries forward the prohibition on reduction of parking spaces in Sec. 24-121(c) of the current Zoning Ordinance.

⁷⁰⁹ This builds on the surfacing standards in the first half of the second sentence of Sec. 24-121(c). Previous pavement is allowed with City Engineer approval, consistent with current practice. The current code allows the use of crushed stone, gravel, or dirt for certain driveways in single-family districts only if the driveways used similar materials prior to May 27, 2008. That allowance has been removed and such surfaces will be considered nonconforming uses.

⁷¹¹ This builds on the standards in Sec. 24-121(c) of the current Zoning Ordinance and includes new guidance regarding design, circulation, and parking lot markings.

- iii. Except for off-street parking lots accommodating four or fewer vehicles, parking lots shall be arranged so an automobile may be parked or un-parked without moving another and so that no vehicle is required or encouraged to back out from the lot directly onto the street.⁷¹² In single-family, duplex, and multifamily dwellings only (but not student multifamily dwellings), tandem parking may be used when two back-to-back parking spaces are assigned to or owned by the lessee or owner of a single dwelling unit.

2. Design⁷¹³

- i. Parking lots, drive aisles, pedestrian walks, landscaping, and open space shall be designed as integral parts of an overall development plan and shall be properly related to existing and proposed buildings.
- ii. All off-street parking and loading spaces shall provide curbs, wheel stops, or similar devices that prevent vehicles from overhanging on or into public right-of-way, walkways, adjacent land, or required landscaping areas.

3. Circulation⁷¹⁴

Buildings, parking lots, loading areas, landscaping, and open spaces shall be designed so that pedestrians moving from parking areas to buildings and between buildings are minimally exposed to vehicular traffic.

4. Parking Lot Access and Egress⁷¹⁵

- i. All driveways or drive aisles used for vehicles to access and exit a parking area from a public or private street shall be constructed in accordance with the location requirements and geometric standards established by the Office of the City Engineer.
- ii. Drive aisles and driveways shall not be used to meet the minimum off-street parking requirements in Sec. 24-6.2.6, Off-Street Parking Standards, except that the driveway of a single-family detached, or duplex, dwelling may be counted as one or more parking spaces for a dwelling unit if the Director of Planning determines the size and configuration of the driveway is adequate to support both parking and site access uses.
- iii. Cross access shall be provided in accordance with Sec. 24-6.1.6.f, Cross-Access Requirement.

e. Dimensional Standards

The following standards apply to all off-street parking lots serving four or more vehicles, except for parking lots serving single-family detached or duplex uses.

1. General⁷¹⁶

Standard vehicle parking spaces and aisles shall comply with the minimum dimensional standards established in Table 6-1: Minimal Dimensional Standards for Parking. The

⁷¹² The first half of this provision is carried forward from the first sentence in Sec. 24-121(c) of the current Zoning Ordinance.

⁷¹³ The first provision is new. The second provision builds on the two-foot distance requirement for back-of-curb in Sec. 24-121(c) of the current Zoning Ordinance and requires facilities to prevent cars from overhanging pedestrian facilities as well.

⁷¹⁴ This incorporates the general purpose of Sec. 24-312, Pedestrian access, of the mixed-use districts in the current Zoning Ordinance. Other provisions relating to safe pedestrian access through a development site are included in Sec. 24-6-1 and elsewhere in this section.

⁷¹⁵ This carries forward Sec. 24-121(d) of the current Zoning Ordinance.

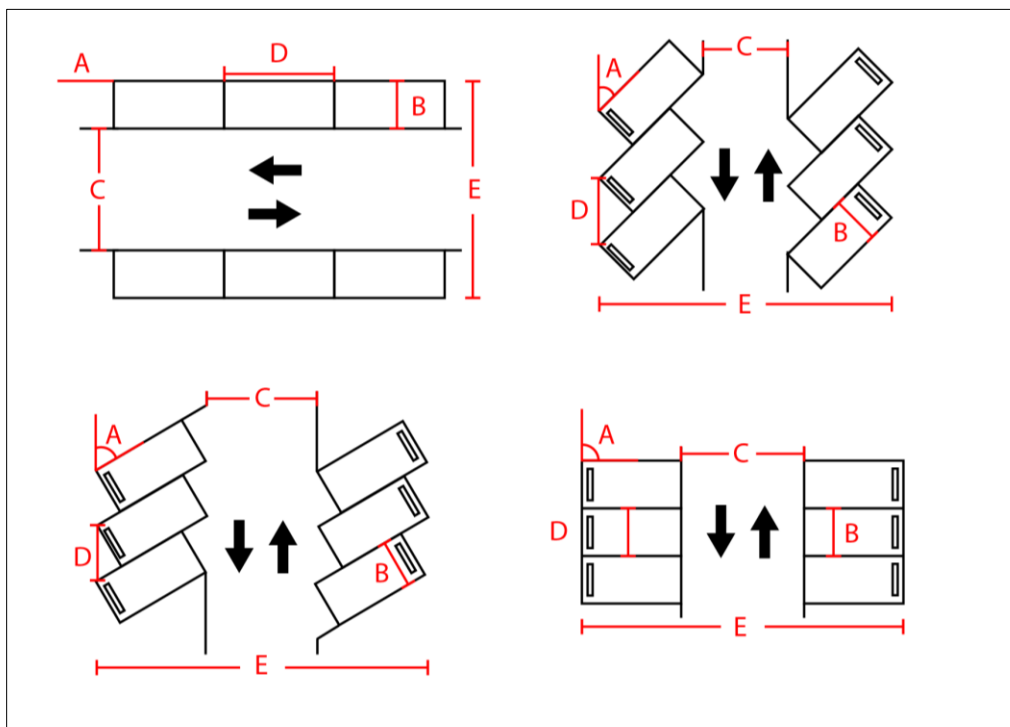
⁷¹⁶ This builds on the standards in Sec. 24-122(b) and Figure I of the current Zoning Ordinance. The dimensional graphic has been updated and minimum dimensional standards increased in accordance with best practice to accommodate the larger size of modern vehicles. For example, minimum stall width for non-parallel parked spaces is 9 feet, up from 8.5 feet, and two-way aisle width is now 24 feet. We have clarified that the dimensional standards apply to all parking lots, although, like the current ordinance, this code does not prescribe a specific design. The aisle length maximums have been removed and replaced with the new design standards for large parking lots.

minimum dimensional standards are illustrated in Figure 6-1: Measurement of Parking Space and Aisle Dimensions.

Table 6-1: Minimal Dimensional Standards for Parking

PARKING ANGLE (DEGREE)	STALL WIDTH (FT)	AISLE WIDTH (FT) TWO WAY / ONE WAY	STALL LENGTH ALONG CURB (FT)	DOUBLE ROW + AISLE, CURB TO CURB (FT) TWO WAY / ONE WAY
A	B	C	D	E
0 (parallel)	8	22 / 11	22	38 / 27
45	9	24 / 12	13	62 / 50
60	9	24 / 15	10	59 / 50
90	9	24 / 24	9	60 / 60

Figure 6-1: Measurement of Parking Space and Aisle Dimensions



2. Marking⁷¹⁷

Except where gravel or similar surfacing is used, each required parking lot and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, parking, and storage of vehicles. Such markings shall include striping, directional arrows, and lettering on signs and in handicapped-designated areas. All such surface markings shall be maintained to be readily visible at all times.

⁷¹⁷ New standard requiring that parking spaces be marked except where gravel or similar loose materials are used.

f. Exterior Lighting

Lighting in parking lots and loading areas shall comply with the standards of Sec. 24-6.6, Exterior Lighting Standards.

g. Landscaping

Parking lots and loading areas shall be landscaped in accordance with the standards of Sec. 24-6.3, Landscape and Buffer Standards.

h. Drainage⁷¹⁸

Parking lots and loading areas shall be graded and drained in accordance with applicable City standards.

i. Large Parking Lots⁷¹⁹

Parking lots that contain 200 or more spaces shall comply with the following additional standards:

1. Primary Drive Aisle

Primary drive aisles within parking lots shall be designed to appear as an extension of the public street network extending from the public right-of-way along the full length of the primary façades of structures being served by the drive. Each primary drive aisle shall comply with the following standards

- i. Have a cross section that can accommodate two travel lanes;
- ii. Include a sidewalk or curb-delineated pedestrian passageway along the front façade of a building when the drive aisle is aligned parallel to that building façade; and
- iii. Provide street trees along both sides of the primary drive aisle with a maximum spacing of 50 feet on-center. Small-maturing trees may be used adjacent to the building façade within 40 feet of building entrances.

2. Pedestrian Pathways

The parking lot shall be visually and functionally segmented into smaller lots with landscape islands and strips through the use of fully-separated, improved pedestrian pathways that (see Figure 6-2: Example of Pedestrian Pathways):

- i. Are provided, at a minimum, every six parallel parking rows (every three sets of back-to-back parking stalls) or every 200 feet, whichever is the lesser dimension (see);
- ii. Are enhanced with planted landscaping strips;
- iii. Include, to the maximum extent practicable, a pathway aligned with and perpendicular to the primary entrance into the building served by the parking lot;
- iv. Are paved with asphalt, cement, or other comparable material;
- v. Are of contrasting color or materials and are adequately illuminated when crossing drive aisles;
- vi. Follow applicable state and federal requirements and at a minimum are at least five feet wide when located within planting strips, and ten feet wide when crossing drive aisles; and
- vii. Connect to all existing or planned adjacent transit and pedestrian facilities.

⁷¹⁸ This builds on the drainage standards for driveways in certain residential districts in Sec. 24-125(d) of the current Zoning Ordinance and applies them to all parking facilities.

⁷¹⁹ These are new standards that establish design requirements for larger parking lots to reduce their visual impact and improve safety for pedestrians within the parking lot, including those accessing the site from their parked cars.

Figure 6-2: Example of Pedestrian Pathways

3. Pick-up and Drop-Off Areas⁷²⁰

The parking lot shall include designated areas for pick-up and drop-off by visitors, taxis, or other mobility service providers. The designated pick-up and drop-off area shall not interfere with or block the movement of vehicles, pedestrians, or bicycles within the parking lot.

j. Special Provisions in Specific Zoning Districts⁷²¹

The following standards apply to uses in the SFR-E, LR, SFR-1, SFR-2, DP, DHE, and R districts that are not located in a historic district.

1. Limitations on Surfacing in the Front Yard

In the front yard of a lot, the surfacing of any area used for parking shall comply with the following standards:

- i. The surfacing shall consist of any permeable or non-permeable material that complies with subsection c above and the City's Land Development Manual Technical Standards, and shall not consist of grass or other vegetation; and
- ii. The maximum width of the surfaced area is 20 feet, except that adjacent to the entry of an enclosed garage or carport, the surfaced area may be no wider than the width of the garage or carport entrance.

2. Parking Restrictions

The parking of vehicles or trailers in the front yard of a lot is permitted only in areas surfaced in accordance with subsection 1 above, except as follows:

- i. Authorized emergency vehicles are permitted to park anywhere in the front yard while responding to an emergency;
- ii. Delivery, contractor, and similar vehicles are permitted to park anywhere in the front yard while work is taking place on the site; and
- iii. On properties that have no rear yard access for parking because of a narrow side yard or lack of a rear alley or street, parking is permitted anywhere between the principal building

⁷²⁰ These are new standards that are intended to provide for safe accommodations for the variety of take-out, delivery, and rideshare services offered today. As this is a rapidly changing topic in mobility, specific standards regarding the number of such areas, stacking distances, and the like, have not been included.

⁷²¹ This generally carries forward Sec. 24-125 of the current Zoning Ordinance with restructuring for clarity. The purpose statement has not been carried forward and any necessary definitions have been incorporated into the definitions section. The regulation declaring that paved parking areas that existed before a certain date shall be deemed nonconforming uses has been removed as surplusage.

and the front lot line if the property has less than 40 feet of street frontage or has a dwelling that is set back less than 30 feet from the street.

k. Special Provisions in Residential Districts⁷²³

In a residential district, parking of recreational vehicles, construction equipment, boats, boat trailers, utility trailers, other types of trailers, buggies, wagons, tractors, street sweepers and cases or boxes used for transportation of recreational or construction equipment, whether occupied by such equipment or not, is permitted only in accordance with Sec. 24-5.4.4.k, Temporary Parking of Trailers, Construction Equipment, and Major Recreational Equipment in a Residential District.

l. Special Provisions in Historic Districts⁷²⁴

1. Except as provided in subsection 2 below, in historic districts, neither vehicular parking nor surfacing with any material other than grass or other vegetation is permitted in the front yard of a property or on the public right-of-way adjacent to a front yard, unless a variance permit is granted in accordance with Sec. 24-3.4.8, Variance Permit. If a variance permit is granted, the parking area may be accessed with a driveway up to ten feet in width.
2. The following vehicles may park in the front yard of a property in the historic district:
 - i. Authorized emergency vehicles; and
 - ii. Delivery, contractor, and similar vehicles while work is taking place on the site, when necessary to facilitate the work.

SEC. 24-6.2.6. OFF-STREET PARKING STANDARDS

a. Applicability⁷²⁵

1. Except for development in the D, DP, DHE, R, IU, and IP districts, all development shall provide off-street vehicular parking in accordance with this section.
2. Development in the D, DP, DHE, and R districts are subject to the maximum parking standards in this section.

⁷²³ This references the limitation in Sec. 24-44 of the current Zoning Ordinance that has been carried forward as a temporary use.

⁷²⁴ This carries forward the prohibition on parking in the front yard of historic districts in Sec. 24-124 of the current Zoning Ordinance. Sec. 24-124(e) authorizes the city historic preservation commission to grant the variance, which has been changed in this draft to the ZBA for consistency with other variance procedures.

⁷²⁵ This carries forward the parking exemptions in the current Zoning Ordinance for the BC and I districts in Sec. 24-122(b) and (c) of the current Zoning Ordinance. The elimination of minimum parking requirements for additional districts around downtown is intended to help foster redevelopment of existing sites and encourage development patterns which encourage walkability and support transit. This provision as included in this draft is intended to foster discussion around parking requirements in these districts. The statements in the current Zoning Ordinance that property owners are “encouraged” to provide the amount of parking required in other districts (in Sec. 24-122(b) with respect to the BC district, and Sec. 24-224(b) with respect to the BNU district) have not been carried forward.

b. Minimum Number of Off-Street Parking Spaces Required⁷²⁶**1. General⁷²⁷**

- i. The minimum number of off-street parking spaces required by each development is established as follows. First, the Minimum Off-Street Parking Tables—Table 6-2: Minimum Off-Street Parking for Agricultural and Residential Uses, Table 6-3: Minimum Off-Street Parking for Institutional Uses, Table 6-4: Minimum Off-Street Parking for Commercial Uses, and Table 6-5: Minimum Off-Street Parking for Industrial Uses—establish the minimum number of off-street parking spaces based on the principal use(s) involved and the extent of development. If a site includes more than one principal use (e.g., a restaurant and residential dwellings), the minimum number of off-street parking spaces shall be calculated by adding the minimum parking required for each use.
- ii. Second, reductions in the number of required off-street parking spaces authorized through other provisions in this section and Ordinance (see Sec. 24-6.2.7, Off-Street Parking Alternatives) are calculated and applied.
- iii. Interpretation of the off-street vehicular parking space standards for principal uses with variable parking demands or for unlisted principal uses shall be in accordance with subsection e below.

2. Minimum Off-Street Parking for Agricultural and Residential Uses

For uses within the Agricultural Use Classification or the Residential Use Classification, the required minimum number of off-street parking spaces is set forth in Table 6-2: Minimum Off-Street Parking for Agricultural and Residential Uses.

⁷²⁶ Off-street parking requirements have been consolidated into five unified parking tables. Each parking table follows the same hierarchy of principal uses in the principal use tables in Sec. 24-5.2, Principal Uses, and lists parking requirements for all of the principal uses listed in the principal use tables. The tables update the minimum off-street parking standards in Sec. 24-122 of the current Zoning Ordinance and the standards that apply to special exception uses in Sec. 24-91. The second column of each parking table, labeled “Current Standards,” identifies the minimum parking standards in the current Zoning Ordinance for the land use that most corresponds to the land use in this Ordinance. This information is provided only to facilitate staff and public review of this draft and will not be included in the adopted version of the Ordinance.

In the current Zoning Ordinance, uses that are not specifically listed in the minimum parking standards table are assigned a minimum of one parking space per 120 square feet of building floor area. Those parking requirements are listed in the current column of the tables as “other.” Uses that are new in this draft and not derived from current uses are listed as “new use.” Footnotes indicate the parking ratios required for mixed-use districts in Sec. 24-306 of the current Zoning Ordinance; the catch-all parking ratio required for uses not specifically listed in the mixed-use district standards is one parking space per 300 square feet of gross floor area.

Two sets of minimum parking standards are provided: one set for districts where the development standards call for walkable and mixed-use development, and another set for all other districts.

⁷²⁷ The updated ordinance includes a more robust selection of parking reduction options than the current Zoning Ordinance.

Table 6-2: Minimum Off-Street Parking for Agricultural and Residential Uses

PRINCIPAL USE CATEGORY/TYPE	CURRENT STANDARDS	PROPOSED STANDARDS
Agricultural		
Farm and Agricultural Operations	other	No minimum
Residential		
Household Living⁷²⁸		
Dwelling, Single-Family Detached	2/du (1/bedroom in R-4U) ⁷²⁹	MRU and MFRU districts: 1/bedroom All other districts: 2/du
Dwelling, U-Single	1/bedroom	1/bedroom
Dwelling, Townhouse	1/bedroom + 7 percent of total number of bedrooms, rounded to next highest whole number (1/bedroom in R-4U) ⁷²⁹	MRU and MFRU districts: 1/bedroom, plus 1 guest space for every 5 du All other districts: 2/du, plus 1 guest space for every 5 du
Dwelling, U-Rowhouse	1/bedroom	1/bedroom
Dwelling, Duplex	2/du (1/du in R-4U) ⁷²⁹	MRU and MFRU districts: 1/bedroom All other districts: 2/du
Dwelling, U-Duplex	1/bedroom	1/bedroom
Dwelling, Triplex	1/bedroom + 7 percent of total number of bedrooms, rounded to next highest whole number	MRU and MFRU districts: 1/bedroom All other districts: 2/du
Dwelling, U-Triplex	1/bedroom	1/bedroom
Dwelling, Quadplex	1/bedroom + 7 percent of total number of bedrooms, rounded to next highest whole number	MRU and MFRU districts: 1/bedroom All other districts: 2/du
Dwelling, Multifamily	1/bedroom + 7 percent of total number of bedrooms, rounded to next highest whole number ⁷²⁹	1/du (up to 1 bedroom) 2/du (2+ bedrooms)
Dwelling, Multifamily Student	1/bedroom	1/bedroom
Dwelling, Mobile Home	2/du (parking spaces on a private street may be counted)	2/du
Group Living⁷³⁰		
Assisted Living Facility	new use	1/4 residents
Continuing Care Retirement Development	New use	1/4 residents
Drug Rehabilitation Facility	new use	1/4 residents
Fraternity or Sorority House	other	No minimum ⁷³¹

⁷²⁸ In the mixed-use districts, at Sec. 24-306 of the current Zoning Ordinance, and the mixed residential districts, at Sec. 24-360, single-family and two-family dwellings require 2 parking spaces per dwelling unit, while other household living types require 1 parking space per bedroom. In the RDD district, 1 parking space per bedroom is required for multifamily and multifamily student development.

⁷²⁹ In the RMF-2 district, a single-family, two-family, townhouse, triplex, quadplex, or multifamily dwelling is required to provide 1 space per bedroom plus 7 percent of the total number of bedrooms, rounded to the next higher whole number, except that when a site is being redeveloped and providing more spaces than was provided before redevelopment, only 1 space per bedroom is required. In the BC district, 1.5 parking spaces per dwelling unit in an apartment is required. Sec. 24-91(a) of the current Zoning Ordinance.

⁷³⁰ In the mixed-use districts, at Sec. 24-306 of the current Zoning Ordinance, and the mixed residential districts, at Sec. 24-360, group living uses require 1 parking space per bedroom.

⁷³¹ There is no minimum off-street parking requirement for this use because it is only permitted in the IU district, which has no minimum parking requirements.

Table 6-2: Minimum Off-Street Parking for Agricultural and Residential Uses

PRINCIPAL USE CATEGORY/TYPE	CURRENT STANDARDS	PROPOSED STANDARDS
Group Home	1/individual and 1/staff member, maximum 7	0.5/bedroom
Group Housing, Supportive	new use	0.5/bedroom + 2
Sober Living Facility	new use	0.5/bedroom
NOTES: sf = square feet. Measured as square feet of gross floor area, unless otherwise specified du = dwelling unit Measurements per bedrooms, residents, etc. based on design capacity		

3. Minimum Off-Street Parking for Institutional Uses

For uses within the Institutional Use Classification, the required minimum number of off-street parking spaces is set forth in Table 6-3: Minimum Off-Street Parking for Institutional Uses.

Table 6-3: Minimum Off-Street Parking for Institutional Uses⁷³²

PRINCIPAL USE CATEGORY/TYPE	CURRENT STANDARDS	PROPOSED STANDARDS
Community Services⁷³³		
Animal Shelter	new use	2/1,000 sf
Club or Lodge	1/120 sf BFA	3/1,000 sf
Correctional Facility	new use	1 per 6 inmates, design capacity
Cultural Facility	other	3/1,000 sf
Day Care Center ⁷³⁴	other	2/1,000 sf
Government Facility	other	Variable
Public Safety Facility	new use	Variable
Religious Institution	1/5 seats or 1/100 lineal inches of pew space	1/5 seats, or 3/1,000 sf interior area if no seats
Education		
College or University	other	Variable
School, K-12	Private school: 2/classroom for elementary school, 3/classroom for junior high, 8/classroom for senior high (Sec. 24-91(29))	Based on design capacity: 1/6 students (Grades K-9) 1/2 students (Grades 10-12)
School, Vocational	1/120 sf gross BFA	4/1,000 sf
Health Care		
Hospice	new use	1/3 patients

⁷³² In the mixed-use districts, at Sec. 24-306 of the current Zoning Ordinance, and the mixed residential districts, at Sec. 24-360, places of worship require 1 parking space per 4 seats in the main assembly room, while all other public or institutional uses require 1 parking space per 300 square feet of gross floor area.

⁷³³ In the mixed residential districts, at Sec. 24-360 of the current Zoning Ordinance, neighborhood services require 1 parking space per 500 square feet of gross floor area. Neighborhood services are defined in Sec 24-357(b) as “to day care center, laundry or dry cleaning, personal service, restaurant without lounge, retail sales or service, artisanal business, and professional or real estate office.”

⁷³⁴ In the mixed-use districts, at Sec. 24-306 of the current Zoning Ordinance, and the mixed residential districts, at Sec. 24-360, child care centers require 1 parking space per employees plus 1 per 12 children.

Table 6-3: Minimum Off-Street Parking for Institutional Uses⁷³²

PRINCIPAL USE CATEGORY/TYPE	CURRENT STANDARDS	PROPOSED STANDARDS
Hospital	2/bed	3.5/1,000 sf
Medical or Dental Clinic	6/doctor or dentist	2.5/1,000 sf
Nursing Home	0.6/bed	1/4 beds
Personal Care Home	0.6/bed	1/4 beds
Parks and Open Space		
Cemetery/Graveyard	other	No minimum
Community Garden	new use	No minimum
Greenway	new use	No minimum
Park	other	No minimum
Utilities, Transportation, and Communication		
Aerodrome	other	Variable
Parking Facility	other	No minimum
Passenger Station, Rail or Bus	1/100 sf BFA	2/1,000 sf office area
Railroad Facility	other	2/1,000 sf office area
Railroad Terminal	other	2/1,000 sf office area
Truck Terminal	other	2/1,000 sf office area
Utility, Major	other	2/1,000 sf office area
Utility, Minor	other	2/1,000 sf office area
NOTES:		
sf = square feet. Measured as square feet of gross floor area, unless otherwise specified		
du = dwelling unit		
Measurements per room, bedrooms, residents, etc. based on design capacity		

4. Minimum Off-Street Parking for Commercial Uses

For uses within the Commercial Use Classification, the required minimum number of off-street parking spaces is set forth in Table 6-4: Minimum Off-Street Parking for Commercial Uses.

Table 6-4: Minimum Off-Street Parking for Commercial Uses

PRINCIPAL USE CATEGORY/TYPE	CURRENT STANDARDS	PROPOSED STANDARDS
Animal Care		
Kennel	other	4/1,000 sf
Pet Grooming	new use	3/1,000 sf
Veterinary Clinic	other	3/1,000 sf
Business Services		
Broadcasting Studio	other	3/1,000 sf
Catering	other	3/1,000 sf
Conference or Training Center	new use	2.5/1,000 sf

Table 6-4: Minimum Off-Street Parking for Commercial Uses

PRINCIPAL USE CATEGORY/TYPE	CURRENT STANDARDS	PROPOSED STANDARDS
Contractors Office	3, in addition to any truck parking or 1/employee on the maximum shift, plus 1 per company vehicle stored overnight on the premises, whichever is greater	2.5/1,000 sf office area
Data Center	new use	2/1,000 sf office area
Office	1/250 sf BFA ⁷³⁵	3/1,000 sf
Research and Development	other	3/1,000 sf
Food and Beverage Services		
Bar or Tavern	1/100 sf gross BFA, 1/300 sf in RDD (Sec 24-239)	3.5/1,000 sf
Brewpub	1/300 sf in RDD (Sec 24-239)	3.5/1,000 sf
Coffee House	other	3.5/1,000 sf
Gastropub	other	3.5/1,000 sf
Restaurant, Quick-service	1/120 sf BFA	3.5/1,000 sf
Restaurant, Sit-down	1/100 sf gross BFA, 1/300 sf in RDD (Sec 24-239)	3.5/1,000 sf
Wine Bar	1/300 sf in RDD (Sec 24-239)	3.5/1,000 sf
Lodging⁷³⁶		
Bed and Breakfast	1 per guest room, plus 2 per proprietor, discretionary (Sec. 24-91(3))	1/guest room + 2
Hotel	1/room, plus 2, plus 1/120 sf of customer service area in restaurant, bar, or meeting rooms. Extended stay motel: 1/unit, plus 3 for staff (Sec. 24-91(9.1))	1/guest room, plus 1/250 sf restaurant space or meeting area
Recreational Vehicle (RV) Park	other	No minimum
Short-Term Rental	1/2 adults counting towards occupancy limit, on driveway or within parking area (Sec. 24-91(39.5, 39.7, 39.8))	See Sec. 24-5.2.4.c.4.iv, Short-Term Rental ⁷³⁷
Recreation and Entertainment		
Event Space	other	4/1,000 sf
Marina	1/boat docking space, plus 1/employee, plus parking for any restaurant	1/boat slip, plus parking for accessory use (e.g. restaurant)
Recreation, Indoor	Bowling alley: 4/alley, plus parking for any restaurant, etc.	2/1,000 sf
Recreation, Outdoor	other	1/5 seats
Theater or Auditorium	1/4 persons, based upon facility design capacity	1/4 seats
Theater, Drive-in	other	2.5/1,000 sf enclosed area
Tobacco or Vape Shop	1/120 sf BFA (other retail)	3/1,000 sf
Retail Sales and Services		
Check Cashing	1/120 sf BFA (other retail)	3/1,000 sf
Convenience Store	1/120 sf BFA (other retail)	3/1,000 sf

⁷³⁵ Standard for *Bank, business or professional office (except where otherwise specified)*.

⁷³⁶ In the mixed-use districts, at Sec. 24-306 of the current Zoning Ordinance, lodging uses require 1 parking space per guest room

⁷³⁷

Table 6-4: Minimum Off-Street Parking for Commercial Uses

PRINCIPAL USE CATEGORY/TYPE	CURRENT STANDARDS	PROPOSED STANDARDS
Financial Institution	1/250 sf BFA	3/1,000 sf
Funeral Home	20/chapel or parlor, plus 1/funeral vehicle, plus 1/employee	1/4 persons capacity
Laundromat	1/2 washing machines and/or dry-cleaning machines, discretionary (Sec. 24-91(16))	3/1,000 sf
Laundry and Dry-cleaning Retail Facility	1/120 sf BFA	3/1,000 sf
Liquor Store	1/120 sf BFA (other retail)	3.5/1,000 sf
Personal Services ⁷³⁸	1/120 sf BFA (other pers. Svc.)	2.5/1,000 sf
Pharmacy	1/120 sf BFA	3/1,000 sf
Plant Nursery	1/120 sf BFA (other retail)	3/1,000 sf
Retail Sales	1/120 sf BFA (other retail); 1/240 sf customer service area plus 1/employee on most numerous shift (furniture and major appliance store), 1/300 sf in RDD (Sec 24-239)	3/1,000 sf
Self-Service Storage	3 for leasing office	3 per leasing office
Sexually-oriented Business	1/120 sf BFA (other pers. Svc.)	3/1,000 sf
Tattoo Establishment	1/120 sf BFA (other pers. Svc.)	2.5/1,000 sf
Vehicle-Mounted or Tent-Sheltered Retail	1/120 sf BFA (other retail)	3.5/1,000 sf only as a principal use; no minimum as an accessory use
Vehicle Sales and Service		
Automobile Wash	other	2 stacking or drying spaces/stall
Heavy Vehicle and Farm Equipment Sales and Rental	1/240 sf customer service area plus 1/employee on most numerous shift (motor vehicle sales)	4/1,000 sf
Heavy Vehicle Fuel Station	new use	2/1,000 sf
Heavy Vehicle Repair	new use	4/1,000 sf
Light Vehicle Fuel Station	1/employee plus 1/auto service bay	2/1,000 sf
Light Vehicle Repair	1/employee plus 1/auto service bay	4/1,000 sf
Light Vehicle Sales and Rental	1/240 sf customer service area plus 1/employee on most numerous shift (motor vehicle sales)	2.5/1,000 sf
Mobile Home Sales	other	3/1,000 sf
Ride-hailing or Taxi Service	new use	No minimum
NOTES: sf = square feet. Measured as square feet of gross floor area, unless otherwise specified. Measurements per room, bedrooms, residents, etc. based on design capacity Variable = minimum off-street parking determined in accordance with subsection e below.		

⁷³⁸ Sec. 24-91(25) of the current Zoning Ordinance adds as a discretionary standard “In addition to the parking spaces intended for tenants, parking spaces should be provided for cooks, waitresses, hairdressers, or other employees as applicable. Any truck loading berths needed for the delivery of supplies should also be provided.”

5. Minimum Off-Street Parking for Industrial Uses

For uses within the Industrial Use Classification, the required minimum number of off-street parking spaces is set forth in Table 6-5: Minimum Off-Street Parking for Industrial Uses.

Table 6-5: Minimum Off-Street Parking for Industrial Uses

PRINCIPAL USE CATEGORY/TYPE	CURRENT STANDARDS	PROPOSED STANDARDS
Extraction or Production		
Artisanal Production	Industrial other ⁷³⁹	0.8 per employee on maximum shift, plus one per company vehicle stored overnight on the premises
Brewery	other	
Extractive Operations	Industrial other	No minimum
Manufacturing, Heavy	Industrial other	0.8 per employee on maximum shift, plus one per company vehicle stored overnight on the premises
Manufacturing, Light	Industrial other	
Slaughterhouse or Stockyards	Industrial other	
Industrial Services		
Laundry and Dry-cleaning Plant	new use	0.8 per employee on maximum shift, plus one per company vehicle stored overnight on the premises
Warehousing, Freight Movement, and Wholesale		
Barge Terminal	Industrial other	0.8 per employee on maximum shift, plus one per company vehicle stored overnight on the premises
Food Storage and Processing	Industrial other	
Warehouse	Industrial other	
Wholesale Sales	1/120 sf customer service area, plus 1/employee	
Waste-Related Uses		
Composting Facility	Industrial other	0.8 per employee on maximum shift, plus one per company vehicle stored overnight on the premises
Recyclables Processing Center	new use	
Salvage or Junkyard	Industrial other	
Waste Disposal	Industrial other	
NOTES: sf = square feet. Measured as square feet of gross floor area, unless otherwise specified.		

c. Maximum Number of Off-Street Parking Spaces Permitted⁷⁴⁰

Except for parking provided in a structured parking facility or in accordance within Sec. 24-6.2.7.a.1, Parking Study, the maximum number of off-street parking spaces that development may provide is as follows:

1. In the D district, 80 percent of the minimum number of off-street parking spaces required in Table 6-2: Minimum Off-Street Parking for Agricultural and Residential Uses, Table 6-3: Minimum Off-Street Parking for Institutional Uses, Table 6-4: Minimum Off-Street Parking for Commercial Uses, and Table 6-5: Minimum Off-Street Parking for Industrial Uses.

⁷³⁹ In the current Zoning Ordinance, the minimum parking required for *Industrial activity, warehouse, and the like* is 0.8 spaces per employee on the maximum shift, plus one for each company vehicle stored overnight on the premises. This standard is listed as “Industrial other” in the current standards column of this table..

⁷⁴⁰ These new provisions establish maximum parking standards for development in the districts that are intended to be more urban and walkable, and where excess parking may have particular negative impacts on the quality of the urban fabric and the pedestrian experience. The maximum parking provisions may also help reduce the incidence of building teardowns for the purpose of freeing up space for additional parking.

2. In the DP, DHE, and R districts, 100 percent of the minimum number of off-street parking spaces required in Table 6-2: Minimum Off-Street Parking for Agricultural and Residential Uses, Table 6-3: Minimum Off-Street Parking for Institutional Uses, Table 6-4: Minimum Off-Street Parking for Commercial Uses, and Table 6-5: Minimum Off-Street Parking for Industrial Uses.

d. Electric Vehicle Parking Spaces⁷⁴¹

Parking lots having more than 50 parking spaces shall designate two percent of the parking spaces, rounded up to the nearest whole number, as electric vehicle (EV) parking spaces, in accordance with the following requirements:

1. Parking spaces that are designated as accessible in accordance with the Building Code shall not count towards the number of required EV parking spaces. Any EV charging stations provided to serve accessible parking spaces shall be accessible to disabled persons who may use the spaces.
2. EV parking spaces shall be reserved for parking and charging of electric vehicles only. Each EV parking space shall be posted with signage indicating the space is for parking only by electric vehicles only while the vehicles are being charged.
3. At least one EV parking space shall be adjacent to a parking space designated as accessible and the EV charging station shall be operable by disabled persons using the EV charging station from the adjacent accessible parking space.
4. Time limits may be placed on the number of hours that an electric vehicle is allowed to charge or park.
5. Signage shall be provided to indicate the EV parking spaces are reserved for the use of electric vehicles.
6. EV charging stations shall comply with the standards in Sec. 24-5.3.4.g, Electric Vehicle Charging Station.
7. New parking lots and structures for multifamily uses shall provide underground conduit that is adequate to support the installation of electric vehicle charging stations for 25 percent of the parking spaces in the lot or structure.

e. Variable or Unlisted Uses⁷⁴²

An applicant proposing to develop a principal use or uses listed as “variable” in the Minimum Off-Street Parking Tables (Table 6-2 through Table 6-5) or that is not listed as a principal use shall specify in the application materials the proposed amount of required vehicular parking, using one of the three methods below. After receiving the application, the Director of Planning shall determine the amount of required off-street vehicular parking using the applicant’s methodology or one of the other methods listed below, and may require that the applicant prepare a study as described in subsection 3 below:

1. Apply the minimum off-street parking space standard for the listed use that the Director of Planning deems most similar to the proposed use;

⁷⁴¹ These are new standards that require two percent of parking spaces in lots with more than 50 spaces be designed as EV parking spaces and include general standards to regulate the EV parking. The standards require that during construction of parking lots and structures for multifamily uses, conduit be included that can later be used for the wiring needed to support installation of electric chargers adequate to support 25 percent of the lot or structure’s parking spaces, to address future demand from residents of multifamily buildings to convert to the use of electric cars by accommodating the future installation of at-home charging capacity.

⁷⁴² This is a new procedure. It replaces the current regulations, which establish general minimum parking requirements based on overall square footage for unlisted uses, and which generally impose high minimum parking standards that may result in overparking of development.

2. Establish the minimum off-street parking space standard by reference to standard parking resources published by the Institute for Transportation Engineers (ITE), Urban Land Institute (ULI), National Parking Association, or the American Planning Association (APA); or
3. Conduct a parking demand study to demonstrate the appropriate minimum off-street parking space standard. The study shall estimate parking demand based on the recommendations of the ITE, ULI, or another acceptable source of parking demand data. This demand study shall include relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.

SEC. 24-6.2.7. OFF-STREET PARKING ALTERNATIVES⁷⁴³

a. General

The Director of Planning may authorize modifications to the minimum or maximum off-street vehicular parking standards established in this Ordinance in accordance with this Sec. 24-6.2.7. An applicant who proposes an alteration in off-street vehicular parking standards shall submit an alternative parking plan using one of the two following methods:

1. Parking Study⁷⁴⁴

An applicant may provide a parking study that results in an alternative parking plan.⁷⁴⁵ Based on the study, the Director of Planning may allow up to a 60 percent reduction in the minimum off-street vehicular parking requirements established in Sec. 24-6.2.6, Off-Street Parking Standards, or allow up to a 25 percent increase in the maximum number of off-street vehicular parking spaces established in Sec. 24-6.2.6.c, Maximum Number of Off-Street Parking Spaces Permitted. The parking study shall:

- i. Either:
 - (a) Use professionally accepted methods of transportation engineering and off-street parking demand which are prepared and sealed by a registered professional engineer or landscape architect; or
 - (b) Provide data regarding actual parking demand at other examples of the same or similar business in contexts similar to the proposed use; and

⁷⁴³ These are new standards that provide multiple opportunities for proposed development to reduce the amount of off-street parking required for the development in accordance with Sec. 24-6.2.6.b. As discussed in footnotes below, several alternatives build on provisions that existed in the mixed-use and mixed residential districts, namely the use of on-street parking to offset off-street parking requirements, and valet or tandem parking. Multiple new opportunities are provided as well, including a procedure for reducing parking requirements in mixed-use developments with use that have peak parking demands at different times of day; a process for allowing off-site and shared parking to substitute for on-site parking; an incentive program that encourages the installation of bicycle parking by allowing it to offset vehicular parking; and a new opportunity to defer building up to 25 percent of the required parking if the applicant can demonstrate the parking may not be necessary. In addition, an applicant may produce a parking study using commonly accepted professional methods that demonstrates that different off-street parking requirements are appropriate for the development. This section replaces the *Decrease in required parking* provisions in Sec. 24-91(8) of the current Zoning Ordinance and the authority given the Board of Adjustment to modify parking standards in Sec. 24-122(a).

⁷⁴⁴ This new provision allows the Director of Planning to approve a reduction (or increase) in the amount of parking provided by a development following submission of a professional parking demand study which demonstrates, to the Director's satisfaction, that a reduction in the minimum parking requirements or increase in the maximum parking allowed is warranted due to the specific circumstances of the development. It also incorporates the discretion provided to the Board of Adjustment to reduce parking requirements in Sec. 24-91 of the current Zoning Ordinance.

⁷⁴⁵ These are new standards which provide an applicant significant flexibility to demonstrate that a reduction of the minimum off-street parking otherwise required by this Ordinance, or an increase in the maximum off-street parking allowed, as appropriate given the specific circumstances of a development proposal.

- ii. Demonstrate that the required parking ratios do not accurately apply to the specific development proposal or that other options to satisfy the parking demand are available.

2. Menu of Parking Reduction Options

An applicant may provide an alternative parking plan which utilizes one or more of the following methods to reduce the number of off-street vehicular parking spaces required by Sec. 24-6.2.6, Off-Street Parking Standards. Multiple methods may be stacked to decrease the minimum off-street parking requirement by the amount specified for each method below:

i. Mixed-Use Development

Reduction of up to 40 percent (see subsection b below).

ii. Off-Site Parking

Reduction of up to 40 percent (see subsection c below).

iii. On-Street Parking

Reduction of up to 12 parking spaces (see subsection d below).

iv. Valet Parking

Reduction of up to 60 percent for a hotel use or 50 percent for a restaurant use (see subsection e below).

b. Mixed-Use Development⁷⁴⁶

An applicant for a development containing more than one use may propose a reduction of up to 40 percent of the minimum number of required off-street vehicular parking spaces for the development based on a comprehensive analysis of parking demand for each use by time of day. The request shall include an analysis that includes discussion of the size and type of the uses proposed to share off-street parking spaces, the composition of their tenants, the types and hours of their operations, the anticipated peak parking and traffic demands they generate, and the anticipated rate of turnover in parking space use.

c. Off-Site Parking⁷⁴⁷

An applicant may propose to provide up to 40 percent of the required off-street vehicular parking in an off-site parking lot, in accordance with the following standards:

1. Location

All off-site vehicular parking spaces shall be located within a maximum walking distance of the primary pedestrian entrances, measured by the actual distance to walk from the shared parking area to the primary pedestrian entrance(s) using a route that complies with subsection 2 below. The maximum walking distance from off-site parking shall be 800 feet to a residential use, and 1,200 feet to all other uses.

2. Access and Signage

- i. Adequate and safe pedestrian access shall be provided by a paved pedestrian path protected by a landscape buffer or a curb separation and elevation from the street grade. The pedestrian access shall not cross an arterial street unless pedestrian access across it is provided by appropriate traffic controls (such as a signalized crosswalk) or a grade-separated and lighted pedestrian route (such as a bridge or tunnel).

⁷⁴⁶ This is a new provision that allows for a reduction in parking for uses that have non-overlapping times of peak parking demand — e.g., a mixed-use development with offices and a movie theater. Note that Sec. 24--122(d), Shopping Centers, has not been carried forward.

⁷⁴⁷ This new provision allows for off-street parking (that is not required to be accessible) to be provided in a separate off-site parking facility. To ensure safe and convenient access from the parking lot to the use, the regulations include distance limitations and require that a safe lighted and signed pedestrian connection be provided. To ensure that adequate parking remains available, the regulations require that the applicant secure an agreement with the owner of the site on which vehicles will be parked that guarantees long-term availability of the parking.

- ii. Signage complying with the standards in Sec. 24-6.10, Signs and Billboards, shall be provided to direct the public to the shared parking spaces.

3. Adequate Number of Spaces

If the off-site parking is shared with other uses, the alternative parking plan shall include justification of the adequacy of shared parking among the proposed uses using the same factors evaluated for mixed-use development parking reductions in subsection b above.

4. Accessible Parking

Parking spaces required to be accessible to persons with disabilities shall not be provided off-site.

5. Agreement Required

- i. To ensure that any off-site parking permitted to satisfy minimum parking requirements remains available to the applicant's development, a written off-site parking agreement shall be required if land containing the off-site parking area is not on the same parcel as the land containing the principal use served or if multiple uses are sharing parking.
- ii. Written agreements used to comply with subsection i above shall:
 - (a) Include the owners of land containing the off-site parking area, as well as all owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces;
 - (b) If the agreement is for exclusive use of off-site parking by a single use, provide the owner of the served use the right to use the off-site parking area and shall specify that the parking spaces are for the exclusive use of the served use, including any customers and employees;
 - (c) If the agreement is for use of shared parking by multiple users, provide all parties the right to joint use of the shared parking area and shall ensure that as long as the off-site parking is needed to comply with this section, land containing either the off-site parking area or the served use will not be transferred except in conjunction with the transfer of land containing the other; and
 - (d) Have a minimum duration of 15 years.
- iii. An attested copy of an approved and executed agreement shall be recorded in the office of the Probate Judge of Tuscaloosa County before a building permit for any use to be served by the off-site parking area may be issued.
- iv. The agreement shall be considered a restriction running with the land and shall bind the heirs, successors, and assigns of the landowner.
- v. A violation of the agreement shall constitute a violation of this Ordinance and shall be subject to enforcement accordingly.
- vi. No use served by the off-site parking may be continued if the off-site parking becomes unavailable to the use permanently or for longer than 30 days, unless substitute off-street parking spaces are provided in accordance with this Ordinance.

6. Unavailability of Shared Parking

If shared parking is no longer available due to the expiration or termination of a shared parking agreement, the Director of Planning may require the owner of the use requiring parking to comply with the terms of this section, including requiring that the applicant enter into a new shared parking agreement or otherwise provide additional off-street vehicular parking.

d. On-Street Parking⁷⁴⁸

An applicant may propose to substitute up to 12 required off-street vehicular parking spaces for on-street vehicular parking spaces in a one-to-one ratio, provided:

1. The on-street parking space is on a street that is adjacent to the development;
2. Pedestrian access is provided via an accessible pedestrianway to the primary entrance(s) of the development;
3. The on-street parking space is not reserved for people with disabilities;
4. The on-street parking space remains open for use by the general public, and no sign or markings are used to claim the use of the space is exclusive to the applicant's tenants, customers, or clients;
5. The distance between the on-street parking space and one of the primary entrances of the development does not exceed 400 feet, measured along the shortest pedestrian route;
6. The on-street parking space is not in use by another use to offset its off-street vehicular parking requirements in accordance with this section; and
7. The on-street parking meets the standards of the Office of City Engineer and the the City's Transportation Standards.

e. Valet Parking⁷⁴⁹

An applicant may propose to use valet and tandem parking to meet a portion of the minimum number of off-street parking spaces required for commercial uses in accordance with the following standards:

1. Maximum Reduction

The minimum number of required off-street vehicular parking spaces may be reduced by up to 60 percent for a hotel use, and up to 50 percent for a restaurant use.

2. Vehicle Storage Location

The applicant shall identify where the vehicles will be parked and demonstrate that the proposed valet parking area has sufficient capacity to store the vehicles.

3. Drop-Off and Pick-Up Area

- i. The development shall provide a designated drop-off and pick-up area, which may be located adjacent to the building served, but shall not be located in public right-of-way, in an on-street parking space, in a fire lane, or where its use would impede vehicular and/or pedestrian circulation, cause queuing in a public street, or impede an internal drive aisle serving the development.
- ii. Drop-off and pick-up areas shall not be allowed to use sidewalks for any stationing of vehicles.

4. Valet Parking Agreement

- i. Valet parking shall be established and managed only in accordance with a valet parking agreement that:

⁷⁴⁸ This builds on the "bay parking" offset for off-street parking in Sec. 24-121(e) and the on-street parking credit in the mixed-use districts in Sec. 24-308 of the current Zoning Ordinance, with additional standards ensuring good pedestrian access from the parking space to the use. The specific standards regarding bay (angled) parking have not been carried forward.

⁷⁴⁹ This builds on the valet and tandem parking options in the mixed-use districts in Sec. 24-309 and the mixed residential districts in Sec. 24-361 of the current Zoning Ordinance. Additional standards are included to ensure that there is an agreement for the provision of valet spaces to reduce the possibility that the City will approve a project with valet parking and the valet parking will discontinue after the use begins operation.

- (a) Has a minimum duration of ten years and includes provisions ensuring that a valet parking attendant will be on duty during hours of operation of the uses served by the valet parking.
- (b) Is submitted to the Director of Planning for review and approval before it is executed.
- ii. An attendant shall be provided to park vehicles during all business hours of the use utilizing the valet parking.
- iii. No use served by valet parking may be continued if the valet service becomes unavailable, unless substitute off-street parking spaces are provided in accordance with this Ordinance.
- iv. An attested copy of an approved and executed agreement shall be recorded in the office of the Probate Judge of Tuscaloosa County before issuance of a building permit for any use to be served by the valet parking.
- v. A valet parking agreement approved in accordance with this section shall be considered a restriction running with the land and shall bind the heirs, successors, and assigns of the landowner. A violation of the agreement shall constitute a violation of this Ordinance and shall be subject to enforcement accordingly.

SEC. 24-6.2.8. STACKING STANDARDS⁷⁵⁰

a. Drive-throughs and Similar Facilities

1. Required Number of Stacking Spaces

Uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 6-6: Minimum Stacking Spaces for Drive-Through and Similar Facilities.

Table 6-6: Minimum Stacking Spaces for Drive-Through and Similar Facilities

USE OR ACTIVITY	NUMBER OF STACKING SPACES (MINIMUM) [1]	MEASURED FROM
Automobile Fuel Sales	1	Each end of outermost gas pump island
Day Care Center	6	Primary location for child pick-up and drop-off
Financial Institution with drive-through facility; or, Automated Teller Machine (ATM) as an accessory use	3 per lane	Teller window or ATM machine
Food and Beverage Services use, with drive-through	6 per lane [2]	Pickup window
Other Commercial uses with a drive-through	3 per lane	Pickup window
Hospital	3	Building entrance
Nursing Home	3	Building entrance
Automobile Wash, automatic	4 per bay	Bay entrance
Automobile Wash, self-service	2 per bay	Bay entrance

⁷⁵⁰ This section builds on the stacking standards that apply in the mixed-use districts in Sec. 24-311 of the current Zoning Ordinance. The standards in this section are designed to ensure that adequate space is provided on-site to accommodate anticipated vehicle queuing for drive-throughs and cars searching for parking spaces so they do not impact traffic on streets or block sidewalks. In addition, provides the Director of Planning the discretion to require additional stacking spaces for food and beverage services uses that have been shown to have greater need for space for vehicles to queue, and for additional flexibility for oil change/lubrication uses.

Table 6-6: Minimum Stacking Spaces for Drive-Through and Similar Facilities

USE OR ACTIVITY	NUMBER OF STACKING SPACES (MINIMUM) [1]	MEASURED FROM
Vehicle Sales and Service Use with oil change/lubrication service	[3]	Bay entrance
School, K-12	Determined by the Director of Planning based on a parking demand study prepared by the applicant which evaluates, among other factors, the percentage of student population expected to be of driving age and whether school bus service will be provided	
Other	Determined by the Director of Planning based on standards for comparable uses, or based on a parking demand study	
<p>NOTES</p> <p>[1] If a single queue splits into multiple pickup areas (for example, a drive-through restaurant queue that splits into two order boards and pick-up windows), the total number of stacking spaces required shall equal the minimum required for each lane multiplied by the number of "measured from" destinations (in this example, the drive-through restaurant would require a total of 12 stacking spaces).</p> <p>[2] The Director of Planning may require additional stacking spaces upon determining that there is a reasonable possibility that the listed minimum number will result in queuing that will interfere with pedestrian or vehicular traffic on adjacent streets or with internal circulation on the development site. The determination may be based on drive-through stacking at similar establishments in other locations in the City or in other jurisdictions.</p> <p>[3] At least three stacking spaces shall be provided per bay, except that only one stacking space per bay is required if the use provides nearby areas for vehicles to wait that do not interfere with vehicular or pedestrian circulation on the site.</p>		

2. Stacking Space Standards

All required stacking spaces shall:

- i. Be a minimum of ten feet wide and 20 feet long;
- ii. Be contiguous end-to-end;
- iii. Not impede onsite or offsite vehicular traffic movements or movements into or out of off-street parking spaces;
- iv. Not impede onsite or offsite bicycle or pedestrian traffic movements; and
- v. Be separated from access aisles and other vehicular surface areas by raised medians, if necessary for traffic movement and safety.

b. Parking Lot Entrances⁷⁵¹

Parking lots for all uses other than attached residential dwellings or dwellings with fewer than five units in a single building shall be designed to provide stacking lanes measured between the edge of the street right-of-way and the first entrance into the parking area, in accordance with the minimum stacking lane distances established by the Office of City Engineer.

SEC. 24-6.2.9. BICYCLE PARKING STANDARDS⁷⁵²

a. Minimum Bicycle Parking Required

1. Applicability

Bicycle parking shall be provided in the districts specified in this section and in accordance with the requirements of this section in:

- i. All new development; and

⁷⁵¹ References stacking lane requirements established by the OCE.

⁷⁵² These are new standards for bicycle parking.

- ii. Any individual expansion or alteration of a building that existed on [redacted] [insert the effective date of this Ordinance] if the expansion increases the floor area of all buildings in the development by 50 percent or more, or involves 50 percent or more of the floor area of all buildings in the development, as measured over any five-year period, provided no bicycle parking is required if the building has a gross floor area of less than 5,000 square feet after the expansion or alteration.

2. Minimum Bicycle Parking in the DP, DHE, R, NC, and UC districts

- i. Except as provided in subsection ii below, development in the DP, DHE, R, NC, and UC districts shall provide bicycle parking in accordance with Table 6-7: Minimum Bicycle Parking in the DP, DHE, R, NC, and UC Districts, to the maximum extent practicable.

Table 6-7: Minimum Bicycle Parking in the DP, DHE, R, NC, and UC Districts

PRINCIPAL USE	MINIMUM BICYCLE PARKING SPACES
Agricultural	
Farm and Agricultural Operations	No minimum
Residential	
Dwelling, Multifamily	1/10 dwelling units, or 16 spaces, whichever is less
Dwelling, Multifamily Student	1/20 bedrooms, or 16 spaces, whichever is less
Use types in the Residential use classification not listed above	No minimum
Institutional	
Club or Lodge	1/2,000 sf assembly area or 10 spaces, whichever is less
Cultural Facility	1/2,000 sf gross floor area or 10 spaces, whichever is less
Religious Institution	1/1,000 sf assembly area or 10 spaces, whichever is less
School, K-12	1/10 students planned capacity
Use in the Health Care category	1/2,000 sf gross floor area, or 10 spaces, whichever is less
Parking Facility (as a standalone principal use)	1/20 parking spaces
Passenger Station, Rail or Bus	1/40 projected a.m. peak period daily riders
Use types in the Institutional use classification not listed above	No minimum
Commercial	
Office	1/2,000 sf gross floor area,
Uses in the Business Services use category not listed above	1/4,000 sf gross floor area, or 10 spaces, whichever is less
Uses in the Food and Beverage Services use category	1/2,000 sf gross floor area, or 10 spaces, whichever is less
Event Space	1/4,000 sf gross floor area, or 10 spaces, whichever is less
Theater or Auditorium	1/40 seats, or 10 spaces, whichever is less
All uses in the Retail Sales and Services use category	1/2,000 sf gross floor area, or 10 spaces, whichever is less
Use types in the Commercial use classification not listed above	No minimum
Industrial	
Artisanal Production	1/4,000 sf gross floor area, or 10 spaces, whichever is less

Table 6-7: Minimum Bicycle Parking in the DP, DHE, R, NC, and UC Districts

PRINCIPAL USE	MINIMUM BICYCLE PARKING SPACES
Use types in the Industrial use classification not listed above	No minimum

- ii. The Director of Planning may reduce the amount of minimum bicycle parking required to be provided in accordance with Table 6-7 by two spaces for each U-rack installed by the City and available for public use that is located within 100 feet of a main entrance to the development.

b. Bicycle Parking Standards⁷⁵³

All bicycle parking spaces installed in the City shall comply with the following standards:

1. Bicycle racks shall be high-quality, inverted “U”-type construction or be attached to the building. Alternative high-quality bicycle parking racks that support the bicycle at two points of contact to the bicycle wheels and frame may be approved by the Director of Planning. Adequate on-site lighting shall be provided near the bicycle parking spaces to illuminate them if they are accessible to bicyclists after sunset.
2. If internal to a building, the rooms in which bicycles are stored shall be lockable and contain systems for locking to allow for at least two points of contact to the bicycle wheels and frame.
3. If serving a building with one use, all bicycle parking spaces shall be located within 75 feet of a public entrance to the building for which the space is required, measured along the most direct pedestrian access route.
4. If located in an area serving multiple uses, all bicycle parking spaces shall be located within 150 feet of a public entrance to the building or buildings for which the space is required, measured along the most direct pedestrian access route.
5. If located in an area with direct access to the Riverwalk via a pedestrianway or similar facility, at least half of the required bicycle parking shall be visible from and accessible using the closest access point along the Riverwalk.

SEC. 24-6.2.10. OFF-STREET LOADING STANDARDS

a. Minimum Number of Off-Street Loading Berths

1. Except as provided in subsection 2 below, all new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development’s uses in a safe and convenient manner. Table 6-8: Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 6-8: Minimum Number of Off-Street Loading Berths, the Director of Planning shall establish a minimum number of loading berths based on the use most similar to the proposed use.

⁷⁵³ These are basic bicycle parking standards.

Table 6-8: Minimum Number of Off-Street Loading Berths⁷⁵⁴

PRINCIPAL USE	SIZE	MINIMUM NUMBER OF LOADING BERTHS
Multifamily dwelling	Between 100 and 300 dwelling units	1
	Each additional 200 dwelling units or major fraction thereof	add 1
Multifamily student dwelling	Between 200 and 400 bedrooms	1
	Each additional 400 bedrooms or major fraction thereof	add 1
Hospital, Medical or Dental Clinic, Nursing Home, Business Services use, Food and Beverage Services use, Hotel use, and Theater or Auditorium	At least 10,000 and up to 100,000 sf	1
	Each additional 100,000 sf	add 1
Retail Sales and Services, or a mix of Retail Sales and Services with Business Services use, Food and Beverage Services use, Hotel use, and Theater or Auditorium	At least 5,000 but less than 20,000 sf	1
	At least 20,000 but less than 120,000 sf	2
	Each additional 80,000 sf	add 1
Warehousing, Freight Movement, and Wholesale Sale uses	Less than 15,000 sf	1
	At least 15,000 but less than 50,000 sf	2
	At least 50,000 sf	3
	Each additional 50,000 sf	add 1
All other Industrial uses	Less than 50,000 sf	2
	At least 50,000 but less than 150,000 sf	4
	At least 150,000 but less than 250,000 sf	5
	At least 250,000 but less than 500,000 sf	6
	Each additional 100,000 sf	add 1

2. The Director of Planning may approve a reduction in the minimum number of off-street loading berths required by Table 6-8: Minimum Number of Off-Street Loading Berths if the applicant submits a study prepared by a registered professional engineer or landscape engineer that uses professionally accepted methods of transportation engineering which demonstrates an appropriate number of loading facilities for the development that is different from what is required by this Ordinance.⁷⁵⁵

b. Dimensional Standards for Loading Areas and Berths

1. Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial, distribution, or warehousing uses (see Figure 6-3: Loading Area Configuration). For all other uses, a berth as short as 33 feet may be allowed. The Director of Planning may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.
2. Each loading berth shall have at least 15 feet of overhead clearance.

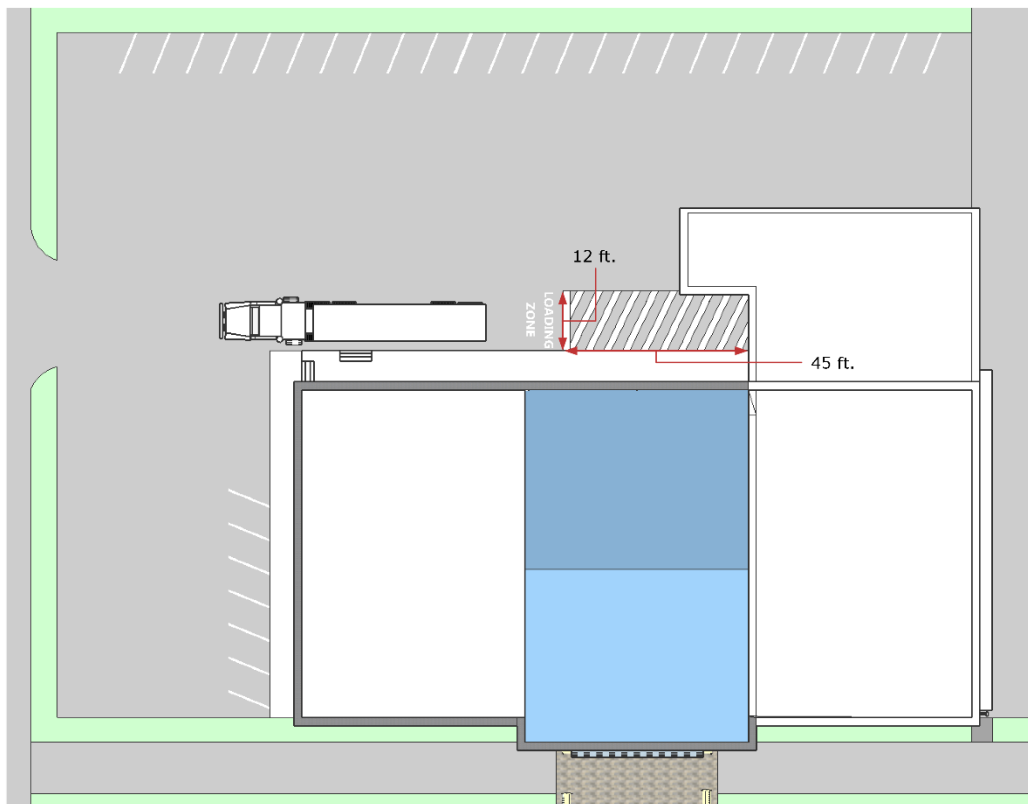
⁷⁵⁴ This updates the off-street loading standards in Sec. 24-132(b) of the current Zoning Ordinance to reflect the current understanding of loading berth requirements.

⁷⁵⁵ This allows for administrative adjustment of off-street loading berth standards, similar to the process proposed for off-street parking. In the current Zoning Ordinance, the Board of Adjustment is granted power to make reductions. This provision does not preclude a reduction through the variance permit process for any hardships particular to a site if the applicant cannot demonstrate a reduced level of loading demand.

c. Location and Arrangement of Loading Areas

1. Except in the D, DP, DHE, R, UC, and NC districts, to the maximum extent practicable, loading areas should be located to the rear of the building housing the use they serve (see Figure 6-3: Loading Area Configuration). In the D, DP, DHE, R, UC, and NC districts, loading areas shall be located to the rear or side of the building housing the use they serve.
2. Each loading berth should be located adjacent to the building's loading doors, in an area that promotes its practical use, and be accessible from the interior of the building it serves.
3. Each loading berth shall be directly accessible from a street or alley without crossing or entering any other required off-street loading space.
4. Each loading berth shall be arranged so that all vehicle maneuvers for loading and unloading occur entirely within the property lines of the site and do not obstruct or interfere with use of any parking space, parking lot aisle, or public right-of-way.
5. Each loading berth shall be screened from view from the right of way with, at a minimum, screening equivalent to the requirement for the perimeter of parking lots in Sec. 24-6.3.6.c, Parking Lot Perimeter Landscaping Standards.

Figure 6-3: Loading Area Configuration



SEC. 24-6.5. FENCE AND WALL STANDARDS⁷⁸⁶

SEC. 24-6.5.1. PURPOSE

The standards in this section regulate the location, height, materials, and design of fences and walls in order to:

- a. Ensure the safety, security, and privacy of land;
- b. Maintain visual harmony within neighborhoods and throughout the City;
- c. Protect adjacent lands from the indiscriminate placement of fences and walls; and
- d. Ensure that fences and walls are appropriately maintained.

SEC. 24-6.5.2. APPLICABILITY⁷⁸⁷

- a. Except as otherwise provided in subsection b below, all fences and walls are subject to the standards in this section. Additional standards for fences and walls may apply to specific uses (see Article 24-5, Use Regulations), in specific zoning districts (see Article 24-4, Zoning Districts), or as a part of the development standards in this article (e.g., parking standards, landscape and buffer standards).
- b. The following are exempt from the standards in this section:
 1. Fences and walls in the OS, IU, and IP districts;
 2. Customary fencing enclosing athletic fields, tennis courts, playgrounds, and similar recreational areas;
 3. Fences and walls installed by a public entity along a public roadway;
 4. Fences and walls required for structural support of a principal or accessory structure;
 5. Fences around stormwater retention and detention ponds;
 6. Temporary fences and barricades around construction sites;
 7. Fences for tree protection (temporary and permanent);
 8. Landscaping berms installed without fences; and
 9. Fences and walls necessary for soil erosion and control.

SEC. 24-6.5.3. TIMING OF REVIEW

Review for compliance with the standards of this section shall occur during review of a development application for a planned development (Sec. 24-3.4.3), a conditional use permit (Sec. 24-3.4.4), a special exception use permit (Sec. 24-3.4.5), or a land development permit (Sec. 21-218), as appropriate.

⁷⁸⁶ This section consolidates provisions regulating fences and walls in the current Zoning Ordinance (primarily Secs. 24-101 and 24-102). Specific provisions that are carried forward are identified in the footnotes below. All other provisions in this section are new, including a section stating the purpose of the fence and wall standards, standards for materials and design, maintenance requirements, and provisions allowing an applicant to propose and the Director of Planning to approve modifications to the height and materials and design standards when needed to address security concerns on the site.

⁷⁸⁷ The provision allowing modification for these standards as a special exception, in Sec. 24-102 of the current Zoning Ordinance, has been removed. The administrative adjustment and security plan provisions in this draft provide flexibility to modify the standards.

SEC. 24-6.5.4. LOCATION

- a. Except as otherwise provided this section, fences and walls are allowed anywhere on a lot, or on a property line between privately-owned lots.⁷⁸⁸
- b. Fences and walls are prohibited within a Sight Triangle.
- c. Fences and walls shall not be located in any street right-of-way.⁷⁸⁹
- d. Fences and walls shall be set back at least ten feet from the curb line of abutting streets.⁷⁹⁰
- e. A fence shall not be installed so it blocks or diverts a natural drainage flow onto or off of any other land, unless it is subject to an approved stormwater management plan.

SEC. 24-6.5.5. HEIGHT⁷⁹¹

- a. Except as otherwise provided in subsections b and c below, fences and walls shall not exceed the following heights above the grade on the abutting land:
 - 1. In Residential districts on lots with uses that are not multifamily dwellings, four feet when placed within the minimum front setback and eight feet when placed elsewhere on the lot;
 - 2. In Residential districts on lots with multifamily dwellings, six feet when placed within the minimum front setback and eight feet when placed elsewhere on the lot;
 - 3. In Business districts, eight feet; and
 - 4. In Industrial districts, ten feet.
- b. On corner lots in Residential districts, a fence or wall no more than eight feet in height may be placed within the minimum setback of one of the front yards.
- c. A retaining wall may exceed the maximum heights in subsections a and b above if the Director of Planning determines it does not unreasonably impede visibility of street traffic and from vehicles exiting driveways.

SEC. 24-6.5.6. MATERIALS AND DESIGN

- a. The following materials shall not be used in fences and walls:
 - 1. Fabric, rolled plastic, or plastic tarps;
 - 2. Fiberboard;
 - 3. Plywood;
 - 4. Sheet metal;
 - 5. In the MFR, MFRU, Business, and Institutional districts, chain link on fences located in the front yard;
 - 6. Razor wire, concertina wire, and similar security fencing materials; and
 - 7. Barbed wire or above ground electrically charged wire, except for the confinement of livestock as part of an agricultural use.

⁷⁸⁸ Builds on current provision in definition of "Yard" in Sec. 24-5 of the current Zoning Ordinance.

⁷⁸⁹ Carried forward from Sec. 24-102 of the current Zoning Ordinance.

⁷⁹⁰ Carried forward from Sec. 24-102 of the current Zoning Ordinance.

⁷⁹¹ Revised to allow multifamily dwellings to have fences up to six feet tall in front setback, and eight feet tall in one front setback on corner lots in Residential districts. New limit of eight feet in business districts.

- b. In Residential districts, fences located in the front setback on a lot other than a corner lot shall have a minimum of 50 percent of the fence area open and unobstructed through the use of wrought iron, pickets, chain link, or other customary fencing materials.⁷⁹² On a corner lot in a Residential district where the predominant pattern of development consists of single-family dwellings, this requirement shall not apply along a frontage adjacent to a street classified as a collector street or greater in the Major Street Plan of Tuscaloosa.
- c. On sites with a multifamily dwelling or multifamily student dwelling where a fence or wall is visible from off-site locations, if one side of the fence or wall has visible support framing and the other does not, or one side of a wall has a more finished surface than the other, then the side of the fence without support framing and/or with a more finished surface shall face the exterior of the lot (see Figure 6-6: Finished Side Facing Exterior).

Figure 6-6: Finished Side Facing Exterior



SEC. 24-6.5.7. MAINTENANCE

Fences and walls shall be maintained in good repair and in a safe and attractive condition. Maintenance of fences and walls shall include, but not be limited to, the replacement of missing, decayed, or broken structural or decorative elements and the repair of deteriorated or damaged fence materials, such as weathered surfaces visible from adjacent lands, sagging sections, and posts that lean more than 15 degrees from vertical.

SEC. 24-6.5.8. SECURITY EXEMPTION

The following security exemption is available to landowners on property with non-residential uses only in Business and Industrial districts:

- a. A landowner in need of heightened security may submit to the Director of Planning a security exemption plan proposing a fence or wall taller than the height permitted by this section or proposing the use of barbed wire, razor wire, concertina wire, or electrically-charged wire atop a fence or wall for security reasons.
- b. The Director of Planning may approve, or approve with conditions, the security exemption plan upon finding the location, condition, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage than surrounding land, or represent a significant hazard to public safety without:
 - 1. A taller fence or wall than the height permitted by this section; or

⁷⁹² This provision is carried forward from Sec. 24-102 of the current Zoning Ordinance.

- 2.** Use of barbed wire, razor wire, concertina wire, or electrically-charged wire, whichever is included in the plan.
- c.** If the Director of Planning finds the applicant fails to demonstrate compliance with subsection b above, the security exemption plan shall not be approved, at which time the applicant may apply for a variance from the standards of this section in accordance with Sec. 24-3.4.8, Variance Permit.

SEC. 24-6.6. EXTERIOR LIGHTING STANDARDS⁷⁹³

SEC. 24-6.6.1. PURPOSE

The purpose of this section is to regulate exterior lighting to:

- a. Ensure it is designed and installed to maintain adequate lighting levels for users of the site;
- b. Prevent excessive light spillage and glare directed at adjacent property, neighboring areas, and motorists;
- c. Curtail light pollution, reduce skyglow, and preserve the nighttime environment for the enjoyment of residents and visitors;
- d. Conserve energy and resources to the greatest extent possible; and
- e. Ensure the safety and security of persons and property.

SEC. 24-6.6.2. APPLICABILITY

- a. Except as otherwise provided by subsection b below, the standards of this section apply to:
 1. All new development;
 2. Expansions or alterations of a building if the expansion increases the building's floor area by 50 percent or more, or the alteration involves 50 percent or more of the building's floor area (including interior alterations); and
 3. Expansions of a parking lot if the expansion increases the number of parking spaces by 50 percent or more over a two year period.
- b. The following lighting is exempted from the standards of this section:
 1. Lighting in the IU and IP districts;
 2. Lighting exempt under state or federal law;
 3. FAA-mandated lighting associated with a utility tower or airport;
 4. Lighting for public monuments and statuary;
 5. Lighting solely for signage (see Sec. 24-6.10, Signs and Billboards);
 6. Lighting for outdoor athletic field uses such as ball diamonds, football fields, soccer fields, other playing fields, tennis courts, and similar uses, provided that maximum illumination from such lighting measured at any property line shared with a lot outside the development containing a residential use is not brighter than 2.0 footcandles;
 7. Temporary lighting for circuses, fairs, carnivals, and theatrical and other performance areas, provided such lighting is discontinued upon completion of the performance;
 8. Temporary lighting of construction sites, provided such lighting is discontinued upon completion of the construction activity;
 9. Temporary lighting for emergency situations, provided such lighting is discontinued upon abatement of the emergency situation;
 10. Security lighting controlled and activated by motion sensor devices for periods of ten minutes or less;
 11. Underwater lighting in swimming pools, fountains, and other water features;

⁷⁹³ This section consolidates and updates exterior lighting standards in multiple sections of the current Zoning Ordinance (e.g., Secs. 24-294 and 24-223).

12. Holiday or festive lighting;
13. Streetlights owned, operated, or maintained by the City that are located within a street right-of-way or other easement granted to the City; and
14. Outdoor lighting fixtures that do not comply with provisions of this section on [redacted] *[insert the effective date of this Ordinance]*, provided they are brought into compliance with this section when they become unrepairable.

SEC. 24-6.6.3. TIMING OF REVIEW

Review for compliance with the standards of this section shall occur during review of a development application for a planned development (Sec. 24-3.4.3), a conditional use permit (Sec. 24-3.4.4), a special exception use permit (Sec. 24-3.4.5), or a land development permit (Sec. 21-218), as appropriate.

SEC. 24-6.6.4. FIXTURE TYPE AND CONFIGURATION

- a. All exterior luminaries, including security lighting, shall be full cut-off fixtures that are directed downward (see Figure 6-7: Full Cut-Off Fixtures), except as provided in subsection b below. In no case shall lighting be directed above a horizontal plane through the lighting fixture.
- b. Decorative lighting intended to enhance the appearance of a building, monument, and/or landscaping may cast light upward against a surface or landscape feature but not towards the sky. Any such decorative lighting shall not exceed 1,600 lumens for any single fixture.

Figure 6-7: Full Cut-Off Fixtures



- c.** All outdoor lighting fixtures shall have a correlated color temperature no greater than 4000K. Light sources shall be color-correct types such as Halogen, LED, or metal halide.
- d.** All outdoor light fixtures and light elements shall be energy efficient, as defined in subsection e below. The Director of Planning may allow exceptions to this requirement if the applicant demonstrates any of the following:
 - 1.** An energy efficient fixture or light element is not reasonably available that meets the necessary functional requirements;
 - 2.** Available energy efficient fixtures or light elements are not cost-effective over the life of the product, taking energy cost savings into account; or
 - 3.** The use of an energy efficient fixture or light element is unreasonable or impractical for other reasons.

- e. For purposes of subsection d above, an energy efficient light fixture or light element shall meet one of the following criteria:
 1. Is in the upper 25 percent of efficiency for all similar products as designated by the U.S. Department of Energy’s Federal Energy Management Program; or
 2. Meets Department of Energy and Environmental Protection Agency criteria for use of the Energy Star trademark label.
- f. Except as otherwise provided for specific site features below, the height of exterior light fixtures shall not exceed:
 1. In all Residential districts, 20 feet; and
 2. In all other districts, 25 feet.
- g. Service connections for all freestanding light fixtures must be installed underground.

SEC. 24-6.6.5. LIGHT UNIFORMITY

The ratio of maximum to minimum lighting levels on a given site or parcel of land in all developed areas designed for outdoor activity (such as parking areas or sidewalks) as measured in footcandles at ground level, shall not exceed fifteen-to-one (15:1) for Residential uses excluding multifamily dwelling uses, or ten-to-one (10:1) for multifamily dwelling uses and all nonresidential and mixed-use developments.

SEC. 24-6.6.6. LIGHT TRESPASS

- a. All light fixtures shall be designed and oriented so as to not direct glare onto adjacent properties, streets, or sidewalks.
- b. Except for street lighting, all exterior lighting and fixtures, and indoor lighting and fixtures that are visible from outside the building, shall be designed, located, and directed so that the illumination measured in footcandles at ground level at any point on a lot line does not exceed the maximum illumination levels in Table 6-15: Maximum Illumination Levels (see Figure 6-8: Maximum Illumination Levels at Lot Lines).

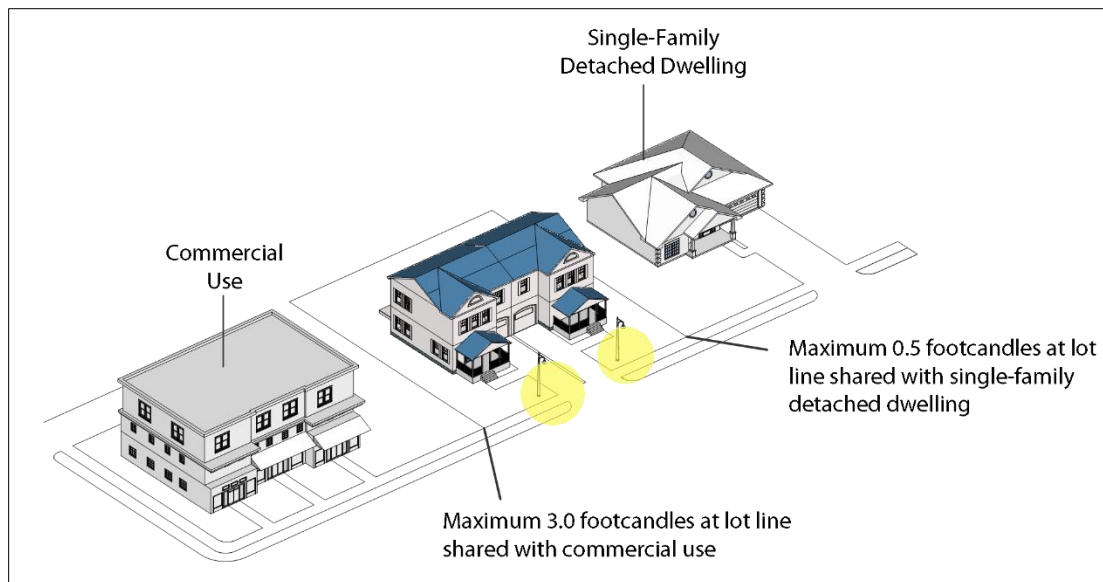
Table 6-15: Maximum Illumination Levels

USE OF ADJACENT PROPERTY	ZONING OF ADJACENT PROPERTY	MAXIMUM ILLUMINATION AT LOT LINE (FOOTCANDLES) [1]
Household Living uses, except those listed below Vacant land	Any Residential district	0.5
Group Living uses, multifamily dwellings, multifamily student dwellings, live work dwellings Institutional uses, except those listed below	Any zoning district	1.0
Commercial uses, except those listed below	Any zoning district	3.0
Commercial uses in the Vehicle Sales and Service category Institutional uses in the Utilities, Transportation, and Communication category and the following Institutional uses: animal shelters, correctional facilities, government facilities, public safety facilities, vocational schools Industrial uses All other uses not listed above	Any zoning district	5.0
NOTES		

Table 6-15: Maximum Illumination Levels

USE OF ADJACENT PROPERTY	ZONING OF ADJACENT PROPERTY	MAXIMUM ILLUMINATION AT LOT LINE (FOOTCANDLES) [1]
<p>[1] Illumination measurement shall be made at the lot line of the land upon which light is to be measured. If measurement on private property is not possible or practical, light level measurements may be made at the boundary of the public street right-of-way that adjoins the land. Measurements shall be made at finished grade (ground level), with the light-registering portion of the meter held parallel to the ground. Illumination measurements shall be taken with a light meter that has been calibrated within the previous two years.</p>		

Figure 6-8: Maximum Illumination Levels at Lot Lines



SEC. 24-6.6.7. PROHIBITED LIGHTING

The following are prohibited:

- a. Cobra-head-type fixtures having dished or drop lenses or refractors containing sources that are not incandescent;
- b. Light fixtures that imitate an official highway or traffic control light or sign;
- c. Light fixtures that have a flashing or intermittent pattern of illumination, except for holiday or festive lighting or as otherwise allowed by Sec. 24-6.10, Signs and Billboards; and
- d. Searchlights, except when used by federal, state or local authorities, or where they are used to illuminate alleys, parking garages, and working (maintenance) areas, so long as they are shielded and aimed so that they do not result in lighting on any adjacent lot or public right-of-way exceeding 2.0 foot candles.

SEC. 24-6.6.8. SPECIFIC SITE FEATURES

a. Off-street Parking Areas

Maintained average horizontal illuminance values in parking lots shall not exceed 4.0 foot candles.

b. Sports or Performance Venues

Lighting fixtures for outdoor sports areas, athletic fields, and performance areas shall be equipped with a glare control package (e.g., louvers, shields, or similar devices) and aimed so that their beams are directed and fall within the primary playing or performance area.

c. Pedestrian Area Lighting

1. Except for pedestrian bollard lamps, light fixtures outside of parking lots for sidewalks, walkways, trails, and bicycle paths shall comply with the following standards:
 - i. Provide at least 1.0 footcandles of illumination, but not exceed 2.0 footcandles;
 - ii. Have a maximum height of 15 feet; and
 - iii. Be placed a maximum of 100 feet apart.
2. Pedestrian bollard lamps shall be mounted no higher than four feet above grade and shall not exceed 900 lumens for any single lamp.

d. Flood Lights, Wall Packs, and Flood Lamps

Except for single-family dwellings, flood lights, wall packs, and flood lamps on the exterior of a building shall be fully shielded (e.g., true cut-off type bulb or light source not visible from off-site) to direct the light vertically downward and shall not exceed 1,600 lumens for any single fixture.

e. Canopy

Areas under a canopy shall be designed so as not to create glare off-site. Acceptable methods to address this include one or both of the following:

1. A recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the canopy that provides a full cutoff or fully-shielded light distribution; or
2. A surface mounted fixture incorporating a flat glass that provides a full cutoff or fully-shielded light distribution.

f. Decorative and Landscape Lighting

Outdoor light fixtures used for decorative effects shall comply with the following standards:

1. Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature.
2. Decorative lighting fixtures shall not exceed 1,600 lumens for any single fixture.

SEC. 24-6.6.9. SECURITY EXEMPTION

- a. A landowner in need of heightened security may submit to the Director of Planning a security exemption plan proposing exterior lighting that deviates from the standards in this section for security reasons.
- b. The Director of Planning may approve, or approve with conditions, the security exemption plan upon finding all of the following:
 1. The proposed deviation from the standards is necessary for the adequate protection of the subject land, development, or the public;
 2. The condition, location, or use of the land, or the history of activity in the area, indicates the property or any materials stored or used on it are in significantly greater danger of theft or damage, or members of the public are at greater risk for harm than on surrounding property without the additional lighting; and
 3. The proposed deviation from the standards is the minimum required, and will not have a significant adverse effect on neighboring lands.

- c.** If the Director of Planning finds the applicant fails to demonstrate compliance with subsection b above, the security exemption plan shall not be approved, at which time the applicant may apply for a variance from the standards of this section in accordance with Sec. 24-3.4.8, Variance Permit.