

ORDINANCE NO. _____

SECTION 1. BE IT ORDAINED by the Council of the City of Birmingham that Title 1, Chapter 5: Off-street Parking and Loading Regulations of the City of Birmingham Zoning Ordinance, Ordinance No. 15-133, as amended, is hereby amended to read as follows:

Article I. Off-Street Parking

Section 1. Purpose.

The primary purpose of these provisions is to create a vibrant and livable City by fostering a multimodal and sustainable transportation network, regulating off street parking, and requiring bicycle parking infrastructure. Further, these provisions are intended to insure safe, convenient, and efficient on-site traffic circulation, and encourage attractive and harmonious arrangement of parking and loading facilities which enhance the environmental design of Birmingham's communities.

Section 2. Applicability.

- A. Parking and loading required. Any development occurring after the effective date of this Ordinance shall comply with all off-street parking and loading requirements of this Article, except as provided for changes to existing development in Sec. 2 (B) below.
- B. Change in legally nonconforming development.
 - 1. Developments with legally nonconforming parking and loading areas on the effective date of this Article shall not increase the level of nonconformance by increasing the number of existing parking or loading spaces.

Section 3. Definitions.

Any other provision in this Ordinance to the contrary notwithstanding for the purposes of this Article, the following words, terms and phrases shall have the meanings ascribed to them in this Section. Unless specifically defined herein or in Chapter 1, Article III of this Ordinance, words or phrases used in these provisions shall be interpreted so as to give them the meaning they have in common usage and to give this Article its most reasonable application. When not inconsistent with the context, words used in the present tense shall include the future tense, words in the plural number shall include the singular number, and words in the singular number shall include the plural number.

- 1. **Access driveway.** That portion of a parking area that consists of a travel lane that accesses a public street bounded on either side by an area that is not part of the parking space.
- 2. **Alternative work schedules.** Allowing for employees to work schedules other than 8am to 5pm Monday through Friday.

3. **Automobile Parking, Structure.** A building or a portion of a building used for the parking or storing of motor vehicles in an enclosed structure. Such parking shall be for the use of licensed, operable vehicles only and is not intended to include merchandise, vehicles for sale or vehicle repair.
4. **Automobile Parking, Surface Lot.** An unenclosed site or a portion of a site, devoted to the off-street parking of vehicles on a temporary basis. Such parking shall be for the use of licensed vehicles only and is not intended to include merchandise, vehicles for sale or vehicle repair.
5. **Bicycle Lane.** A protected/unprotected lane with a minimum dimension of 3-foot-wide and designed to accommodate non-motorized vehicles. This lane movement typically coincides with the flow of traffic, and it can be signed or striped.
6. **Bicycle Locker.** Small completely enclosed facility in which to lock a single bicycle inside.
7. **Bicycle Parking Facility.** A designated area identified for parking (racks, stands) and storage facilities (lockers, cages) allowing cyclists to park their bicycles safely, conveniently and in an orderly way.
8. **Bicycle Parking Space.** Parking accommodation for one bicycle to a city approved bicycle rack or bicycle lockers.
9. **Bicycle Rack.** City approved fixture that parks at least two bicycles
10. **Bicycle Routes.** Streets designated for bicycle travel and shared with motor vehicles. The routes are signed or appropriately demarcated.
11. **BR.** Bedroom or guest accommodations.
12. **Carpool Incentives.** Providing programs that incentivize or organize carsharing or providing dedicated off-street carpool parking.
13. **Carshare.** A service that offers users access to a network of vehicles at designated self-service parking locations.
14. **Carshare Incentives.** Providing credits to employees that participate in a carshare program.
15. **Carshare Parking.** An off-street parking space reserved for parking a vehicle associated with a carshare or another motorized vehicle sharing program.
16. **Common parking area.** In the case of a townhouse development, a parking area held in common ownership or control through a condominium or homeowners' association and shared by all residents of the same development for guest or resident parking.
17. **Commuter Information Display.** A digital display that can be viewed either in a common area or near a transit bus stop that display the next arrival time of a transit bus at the location or the nearest bus stop. The display may also include information regarding other forms of alternative transportation, including available micromobility devices nearby or the availability of microtransit trips to the location.

18. **Designated parking space or area.** A designated parking space or area shall be any space or area that is marked, set aside, or designated as a parking space as a requirement, or condition, of a development plan.
19. **Enrollment capacity.** Projected school enrollment capacity based on maximum student-teacher ratio and number of available classrooms for teaching.
20. **Furnishing Zone.** The section of the sidewalk between the curb and the through zone (unobstructed portion of the sidewalk at least 5 feet wide) in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree pits, and bicycle parking are provided.
21. **Guaranteed ride home.** Providing a service that guarantees an employee can be transported home in the event of an emergency if that employee does not have a vehicle at the site.
22. **Living area.** The finished and heated floor area of a dwelling.
23. **Loading area.** That area used to satisfy the requirements of this Article for truck loading and unloading.
24. **Loading space.** An off-street space or berth used for the unloading or loading of commercial vehicles.
25. **Low Impact Development.** An approach to land development and redevelopment that employs principals such as preserving and re-creating natural landscape features and minimizes impervious surfaces to create functional and appealing site drainage systems that treat storm water as a resource rather than a waste product.
26. **Micromobility corral.** A parking facility that can accommodate a group of shared micromobility devices. A corral can be installed on-street in lieu of a single vehicle parking space.
27. **Micromobility Credits.** Providing infrastructure for a bike/scooter share program that serves the site to off-set need for additional parking as part of a TDM Plan.
28. **Parking aisle.** That portion of the parking area consisting of lanes providing access to parking spaces.
29. **Parking area.** An improved area on a lot exclusively used or designed for parking of operative motor vehicles, containing access driveways, parking aisles, and parking spaces, as depicted in Figure 1.05.101.

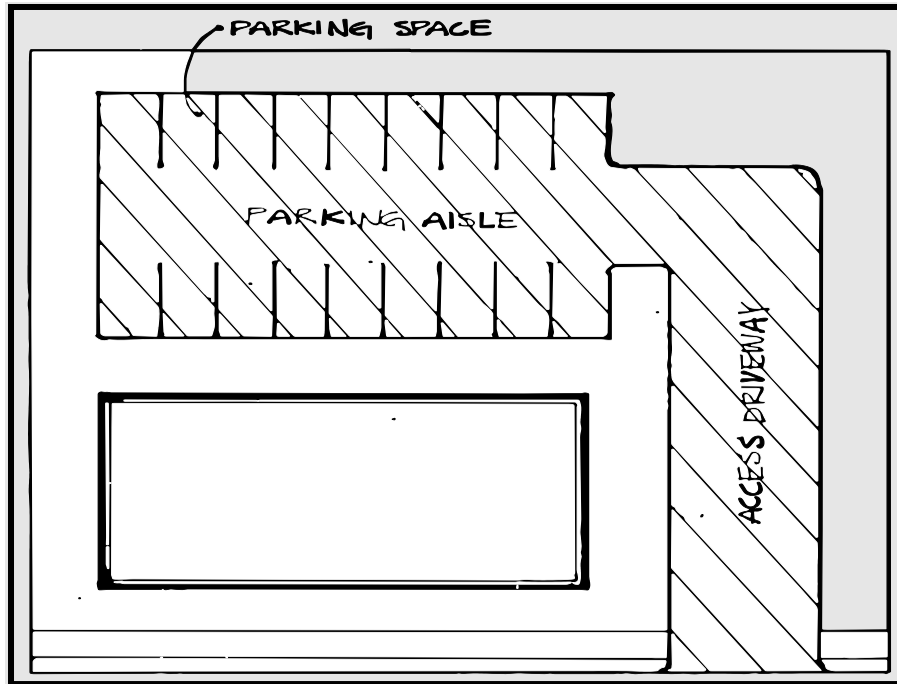


Figure 1.05.101. Parking Area Components shown above include: Parking aisle, access driveway, parking space and parking area shown as crosshatch pattern.

30. **Parking space.** That portion of the parking area set aside for the parking of one vehicle.
31. **Planned development.** One or more contiguous parcels designed under a cohesive and unified site plan that has been approved under the provisions of the Mixed Use District (MXD), Planned Recreation District (PRD), Health and Institutional District (HID or B-6), Planned Manufacturing District (I-3 or M-1A), Planned Residential District (D-6 or R-8) or any district with a “Q” Qualified overlay zone or other condition or action which requires Planning Commission approved site plan.
32. **Transportation Demand Management (“TDM”).** A collection of strategies that shift behavior away from single-occupancy vehicles to increase the efficiency of the transportation system by maximizing travel choices.
33. **TDM Plan** means an approved plan of strategies, including TDM supportive infrastructure and TDM programmatic strategies to maximize options for non-SOV travel modes for residents and visitors.
34. **TDM Strategies** means physical improvements, incentives, and subsidies that encourage the reduction of single-occupancy vehicle travel.
35. **Remote parking.** Parking area that is not located on the same lot as the principal use, but is within 1,000 feet of principal use or is accessible via a shuttle.
36. **Allowed parking.** The maximum number of parking spaces allowed for a principal use based on the Table 1.05.101 Allowed Off-street Parking Spaces Section 4, item O of this Ordinance.

37. **Shared parking.** Parking area where spaces are shared by two or more principal uses that experience parking demands at different times and is located on the same lot or on a lot within 1,000 feet.
38. **Sidepath.** A path marked for bicycle use that is adjacent to a roadway.
39. **Single Occupancy Vehicle (“SOV”)** means an automobile designed to accommodate more than one (1) person but is used to transport only one (1) person.
40. **Stacking space.** A space intended for the queuing of vehicles to a drive-through window or other intermittent stopping point, such as a fuel pump or automated teller machine.
41. **Streetscape Improvements.** Improvements to the streetscape located in the right-of-way that increase access to the site or provide infrastructure for bicyclists, pedestrians, or transit users. These improvements must be approved by the City Traffic Engineer.
42. **Subsidized bike/scooter purchases.** Providing payment for part or all of the purchase of a bicycle, scooter, or other alternative transportation device to employees or tenants.
43. **Substitute parking surface.** Any approved parking area surface other than asphalt or concrete, such as but not limited to compacted gravel, reinforced grass, or pavers.
44. **Taxi/TNC Loading Zone.** An area which paratransit, microtransit, taxi, or rideshare vehicles can allow passengers to board and alight. The area can be either on street with the permission of the City Traffic Engineer or off-street.
45. **Telework schedules.** Allowing for employees to work remotely.
46. **Transportation Network Company (TNC).** An entity that provides prearranged transportation services for compensation.
47. **Transit Passes.** Providing employees/tenants with transit fare.
48. **Transit Shelter/Infrastructure.** Infrastructure designed to allow transit riders the ability to sit or be covered from precipitation while waiting for a transit bus to arrive.
49. **Travel Planning Assistance.** A program in which the property owner provides maps and assistance to employees/tenants to travel using any of the following methods: transit, bicycle, walking, carpool, carshare, or bike/scooter share.
50. **Tuck Under Parking.** Parking spaces that are covered by the upper floors of a building and are accessible by an alley or parking area located at the rear of a building.

Section 4. Off-street surface parking spaces.

- A. **Applicability.** All uses shall conform to the maximum parking spaces allowed in the Table 1.05.101: Allowed Off-Street Parking Spaces. All plans submitted with a building permit application shall contain a table that clearly summarizes the allowed number of off-street parking spaces, the parking space maximum (e.g., 1 per 250 sf of GFA) for each use, the basis for determining the allowed number of spaces (e.g., GFA), and the number of spaces provided. Parking Structures are exempt from the maximum allowed spaces regulation as shown in Table 1.05.101.
- B. **Compliance.** All new parking lot surfaces within the City of Birmingham must meet the minimum City code requirements in regard to engineering, storm-water and landscaping, and shall be required to obtain a building permit for all parking areas including residential driveways (for landscaping requirements see chapter 6 Landscaping and Buffering of this ordinance).
- C. **Non-listed uses.** In situations where the allowed number of parking spaces cannot be readily determined by using Table 1.05.101, the Director or his or her designee is authorized to determine the parking space maximum by applying the maximum for a similar use listed in the same table.
- D. **Mixed-use development or Planned Development.** Lots and buildings containing more than one use listed on Table 1.05.101 shall provide parking in an amount not to exceed the total allowed number of spaces for all uses combined.
- E. **Transportation Demand Management Plans (TDM).** New development over 25,000 and 50,000 square feet of gross floor area or expansion of an existing building over 25,000 or 50,000 square feet of gross floor area must submit a transportation demand management plan to the Department of Planning, Engineering, and Permits. Full requirements for TDM Plans can be found in Article II, Section 7 of this Ordinance.
- F. **HID District Campuses.** New and existing campuses located in Health and Institutional (HID) zoning districts must provide a TDM plan as part of a campus master plan accounting for all buildings and facilities. New campuses shall submit a TDM plan along with their campus master plan and shall be reviewed by the Planning Commission. All existing campuses currently located in HID zoning districts must provide an updated TDM plan to the City of Birmingham for review by the Planning Commission at all campus master plan updates.
- G. **Fractional spaces.** When any requirement of these regulations results in a fraction of a dwelling unit or parking space the fraction if less than 0.5 shall be rounded down to the nearest whole number, and if equal to or greater than 0.5 shall be rounded up to the nearest whole number.
- H. **Use of parking spaces.** Designated off-street parking spaces, parking aisles, and access driveways shall be used exclusively for parking of operative motor vehicles

and circulation. No structure, sign, outdoor storage, shopping cart corral, sales display, vehicle sales, dumpster or any other use other than parking shall be permitted within a designated parking area.

- I. **Handicapped parking.** Handicapped parking spaces shall be provided in accordance with the then currently effective editions of the *International Building Code*, or any other building code adopted by the City hereafter and the *American National Standards Institute ANSI-A117.1 National Usability for Physically Handicapped People*. Spaces designated as handicapped parking only shall not be included in the maximum parking calculation.
- J. **Excess parking.** When a development includes parking in excess of the maximum allowed, then Low Impact Development techniques such as, bio-retention cells, vegetated swales, extended detention systems, infiltration trenches, tuck-under parking, pervious paving or dry wells, to reduce run-off at a rate as established in the *City of Birmingham-Post Construction Storm Water Design Manual* is required for those parking spaces which exceed the maximum number of spaces allowed as determined by the Director.
- K. **Pervious paving.** Porous paving blocks and pervious paving materials are permitted and encouraged as material for parking lots. Permeable solutions can be based on porous asphalt and concrete surfaces, concrete pavers (permeable interlocking concrete paving systems - PICP). Grass pavers are excluded for commercial uses. All designs shall be in accordance with design standards approved by the City Engineer (See Article I, Section 7. C. Surfacing of this chapter).
- L. **MU-D Mixed Use Downtown.** Maximum allowed Surface Parking spaces in the B-4 and MU-D districts shall be equal to one half of the allowed parking for uses per Table 1.05.101.
- M. **MU-H Mixed Use High.** Maximum allowed Surface Parking spaces in the B-3 and MU-H districts shall be equal to one half of the allowed parking for uses per Table 1.05.101.

O. Table of Allowed Off-Street Surface Parking Spaces

TABLE 1.05.101 OF ALLOWED OFF-STREET SURFACE PARKING SPACES		
Principal Use	Allowed Parking Spaces	Required Bicycle Parking Spaces
Residential Uses		
Residential Uses		
Dwelling, single family, manufactured, home, and two-family;	2 per DU	No Requirement
Dwelling: Townhouse		
No common parking areas available and all parking provided on individual lots	1 per DU	No Requirement
Common Parking areas available		
Dwelling, multi-family:		
1 BR	1 per DU	0.5 per DU
2 or more BR	1.5 per DU	0.5 per DU
Boarding or rooming house	1 per 3 residents	0.5 per resident
Dormitory	1 per 2 residents	0.5 per resident
Fraternity or sorority	1 per 2 residents	0.5 per resident
Communal Living Facility (not otherwise specified)	1 per 2 sleeping rooms	0.5 per sleeping room
Institutional Uses		
Principal Use	Allowed Parking Spaces	Required Bicycle Parking Spaces
Place of Worship	1 per 6 seats in the main sanctuary	1 space per 12 seats in the main sanctuary
Family day/night care home	None, except as allowed for dwelling	No Requirement
Family group day/night care home	3 inclusive of allowed spaces for dwelling	No Requirement

Adult or child care center	A maximum of 1 per employee plus 1 per 6 enrolled adults or 1 per 6 enrolled children	No Requirement
*Childcare as An Accessory Use	*No additional parking allowed; however, primary use parking maximums must be followed.	No Requirement
School: kindergarten, elementary, middle, or junior high	1 per classroom plus 1 per 500 square feet of GFA for office	1 space per 3,000 s.f. GFA
School: high school	1 per 6 classroom seats plus 1 per 500 square feet of GFA for office. Any overflow parking needed for a stadium use shall be pervious.	1 space per 3,000 s.f. GFA
Scientific testing, research lab or medical lab	1 per 500 sf of GFA	1 space per 3,000 s.f. GFA
School: college, university, business college, or technical college classroom building	1 per 6 seats per classroom at design capacity plus 1 per 400 sf of GFA of office area within each building plus additional spaces as may be allowed for other uses conducted within the same building.	1 space per 3,000 s.f. GFA
Hospital	1 per four beds	1 space per 3,000 s.f. GFA
Nursing, rehabilitation, convalescent	1 per 6 beds at licensed capacity	No Requirement
Library or museum	1 per 300 sf of GFA	1 space per 3,000 s.f. GFA
Post office	1 per 500 sf of GFA plus 1 per postal delivery vehicle	1 space per 3,000 s.f. GFA

Police or fire station	1 per 400 sf of GFA	1 space per 3,000 s.f. GFA
Recreational Uses		
Principal Use	Allowed Parking Spaces	Required Bicycle Parking Spaces
Auditorium or other public assembly hall or facility	1 per 6 persons at occupancy load or 1 per 6 fixed seats, whichever is greater.	1 space per 3,000 s.f. GFA
Public or semi-public facility (not otherwise specified)	1 per 300 sf of GFA	1 space per 3,000 s.f. GFA
Commercial amusement center, indoor	1 per 300 sf of GFA	1 space per 3,000 s.f. GFA
Gymnasium, stadium, arena	1 per 6 fixed seats	1 space per 3,000 s.f. GFA
Golf:		
Standard course	3 per hole	1 space per 9 holes
Stand-alone driving range	1 per 2 tees	1 space per 10 tees
Miniature or par three golf	3 per hole	1 space per 9 holes
Theater, movie, or performing arts	1 per 6 seats or seating spaces	1 space per 25 seating spaces
Fitness Center and recreation center	1 per 300 sf of GFA plus allowed parking for other facilities specified in this table	1 space per 3,000 s.f. GFA
Park and outdoor recreation/amusement, including racetracks	1 per 8 fixed seats used for spectators, picnic tables, and other facilities allowing seating plus allowed parking for other facilities specified in this table.	1 space per 3,000 s.f. GFA

Tennis, racquetball, handball, or basketball court	2 per court except basketball courts within a gymnasium shall not exceed the parking space maximum for a gymnasium	1 space per court
Skating rink	1 per 100 sf of rink area	1 space per 3,000 s.f. GFA
Pool hall or bingo hall	1 per 250 sf of GFA	1 space per 3,000 s.f. GFA
Event center	1 per 100 sf of GFA	1 space per 3,000 s.f. GFA
Commercial Uses		
Principal Use	Allowed Parking Spaces for surface lots.	Required Bicycle Parking Spaces
Indoor Recreation (not otherwise specified)	1 per 200 sf of GFA of enclosed area	1 space per 3,000 s.f. GFA
Large appliance or machinery sales or service, building supplies store, home improvement center, hardware store, furniture store or repair shop, upholstery shop, carpet sales, electronics repair and similar sales or servicing	1 per 500 sf of GFA plus 1 per company vehicle	1 space per 3,000 s.f. GFA
Hotel or motel	1 per 2 guest rooms plus additional allowed spaces for restaurant, night club, retail stores, personal service establishments, offices, and assembly rooms, as allowed elsewhere in this table	No Requirement

Restaurant including restaurants with drive-in/drive-through	1 per 250 sf of GFA plus 4 stacking spaces per each drive-through order window or pickup window	1 space per 3,000 s.f. GFA
Dance studio	1 per 500 sf of GFA	1 space per 3,000 s.f. GFA
Night club, tavern, dance hall, brew pub or bar	1 per 250 sf of GFA	1 space per 3,000 s.f. GFA
Office, business or professional (not otherwise specified)	1 per 500 sf of GFA	1 space per 3,000 s.f. GFA
Bed and breakfast inn (Historic bed and breakfast inn included)	1 per guest room plus 2 for the permanent residents	No Requirement
Bank or financial institution	1 per 400 sf of GFA plus 4 stacking spaces per drive-through window.	1 space per 3,000 s.f. GFA
Barber shop, beauty shop, manicurist, spa, or other personal service establishment	1 per 300 sf of GFA	1 space per 3,000 s.f. GFA
Funeral home	1 per 250 sf of GFA	No Requirement
Medical or dental clinic or office	1 per 400 sf of GFA	1 space per 3,000 s.f. GFA
Veterinary clinic or office, including animal boarding facility, animal daycare	1 per 400 sf of GFA, excluding GFA of kennels	1 space per 3,000 s.f. GFA
Car wash	2 stacking spaces per bay	No Requirement
Vehicle service, repair, or body shop including light truck repair	1 per 500 sf of GFA (Service bay spaces shall not be counted as parking spaces)	No Requirement
Express vehicle maintenance, quick-lube, and similar vehicle services	1 per 500 sf of GFA plus 2 stacking spaces per bay (Service bay spaces shall not be counted as parking spaces)	No Requirement

Laundromat	1 per 300 sf of GFA	1 space per 3,000 s.f. GFA
Vehicle and equipment sales including recreational and heavy equipment sales and service (all allowed spaces shall be identified as customer parking)	1 Per 500 sf of GFA	No Requirement
Helipad	3 Spaces per helicopter owned or operated	No Requirement
General retail business or service establishment (not otherwise specified)	1 per 400 sf of GFA	1 space per 3,000 s.f. GFA
Manufacturing and Industrial Uses		
Principal Use	Allowed Parking Spaces	Required Bicycle Parking Spaces
General industry, assembly, manufacturing and manufacturing specialized or similar establishment. Also included contractor yard, dairy factory, utility buildings, power plants and wastewater treatment plants.	1 per 1000 sf of GFA plus 1 per 400 sf of office area.	No Requirement
Urban farm (indoor and outdoor)	1 per 1000 sf of GFA plus 1 per 400 sf of office area.	1 space per 3,000 s.f. GFA
Distillery (including artisanal), brewery, and micro-brewery.	1 per 250 sf of GFA	1 space per 3,000 s.f. GFA
Printing and publishing, plumbing, electrical, or similar trade shop	1 per 500 sf of GFA	No Requirement
Warehousing, including office warehouse, wholesaling, and shipping	1 per 4000 sf of GFA plus 1 per 500 sf of office area.	No Requirement

Section 5. Bicycle Parking.

A. Requirements.

1. All uses shall conform to the minimum bicycle parking space requirements in the Table 1.05.101: Allowed Off-Street Parking Spaces. All plans submitted with a building permit application shall contain a table that clearly summarizes the required number of bicycle parking spaces, the bicycle parking space requirement (e.g., 1 per 3,000 sf of GFA) for each use, the basis for determining the required number of spaces (e.g., GFA), and the number of spaces provided.
2. Where bicycle parking is required, the minimum number of bicycle parking spaces provided shall be 2 spaces.
3. The maximum number of bicycle parking spaces required shall be 50 spaces.
4. If a micromobility corral does not exist on the block face of the development, the applicant may elect to construct or finance a micromobility corral on their block face in lieu of providing up to 25 bicycle parking spaces.

B. Placement.

1. At least twenty percent of bicycle parking shall be located within 100 feet of a primary building entrance and the remaining bicycle parking shall be within 100 feet of other entrances to the building. Up to 80 percent of bicycle parking may be located within a building.
2. Bicycle parking spaces shall be located in highly visible and well-lit areas to minimize theft and vandalism.
3. Bicycle parking facilities shall not interfere with any vehicular parking spaces or vehicular maneuvering area.
4. Bike rack or locker locations shall not impede pedestrian accessibility.
5. When parking spaces are provided in a structured parking garage, required bicycle parking spaces shall be located inside the garage on the ground level. Guest bicycle parking spaces shall be located near the primary building entrance. Alternative layout to maximize space may be administratively approved by the Director or his or her designee.
6. When located in the sidewalk, bicycle racks shall be placed in the furnishing zone and the rack and any bicycles parked at the rack shall not encroach on the ADA required dimensions of the sidewalk. All bicycle racks shall be approved by a civil construction permit or right of way use agreement.

C. Layout and Design for Bicycle Racks, as depicted in Figure 1.05.102.

1. Each bike rack shall be designed to accommodate bike parking for two bicycles per loop of the rack. Minimum spacing between parallel racks is 3'.
2. Racks shall be designed to support the bicycle's frame in two places.
3. The racks shall be constructed of durable materials to withstand permanent exposure to the elements. They must be able to accommodate cable locks and "U" locks.
4. Racks shall be embedded in concrete or surface mounted to a concrete slab.
5. All bicycle parking spaces must be hard-surfaced consisting of, at minimum, a compact gravel (as determined by the City Engineer) base.

D. Site Plan. The number of required and provided bicycle parking spaces shall be shown in a chart format on the building permit site plan. Also, the building permit's site plan shall include the parking lot with all parking spaces shown. A detail sheet shall show how to locate and install racks and/or lockers.



Two-bike

Two-bike

Multi-bike corral

Multi-bike corral

Figure: 1.05.102

The bicycle rack examples above are allowed as they have 2 contact points on the bicycle's frame when bicycles are parked at the rack as recommended by the manufacturer and are able to accommodate cable locks and "U" locks.

The bicycle rack examples below are NOT allowed because they have fewer than 2 bicycle frame contact points when bicycles are parked at the rack as recommended by the manufacturer, and are not able to accommodate "U" locks.



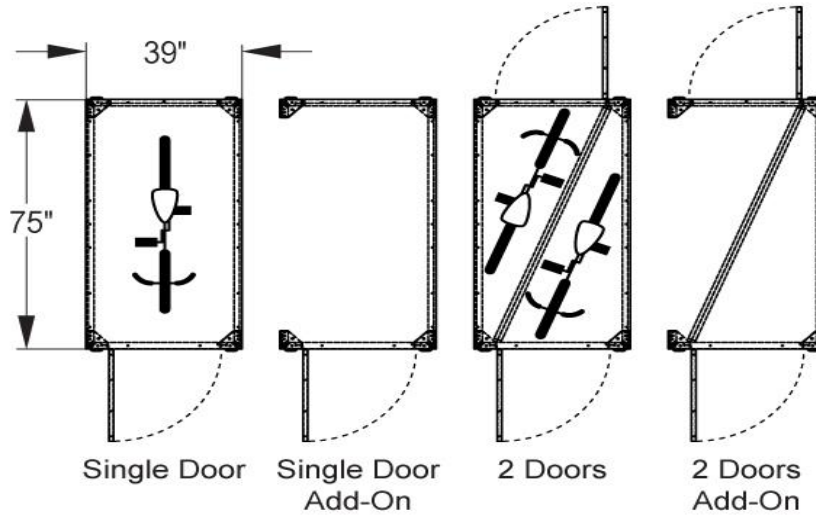
Multi-bike
(no frame contact)



Multi-bike
(no frame contact)

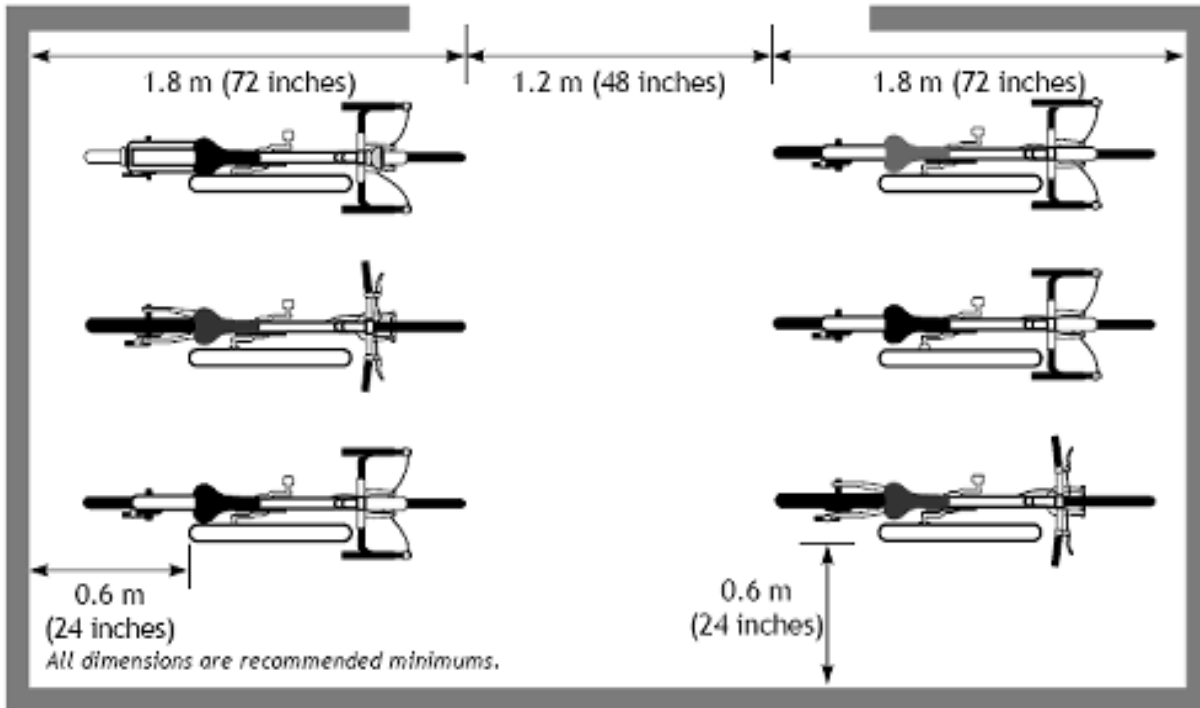
Bicycle Locker example:

Figure: 1.05.103



Bicycle Parking Rack Space Size and Access Aisles,

Figure: 1.05.104



Section 6. Off-street parking dimensional regulations.

A. **Parking space dimensions.** Allowed parking space and required stacking space dimensions shall be provided as shown in Figures: 1.05.106 and 1.05.107.

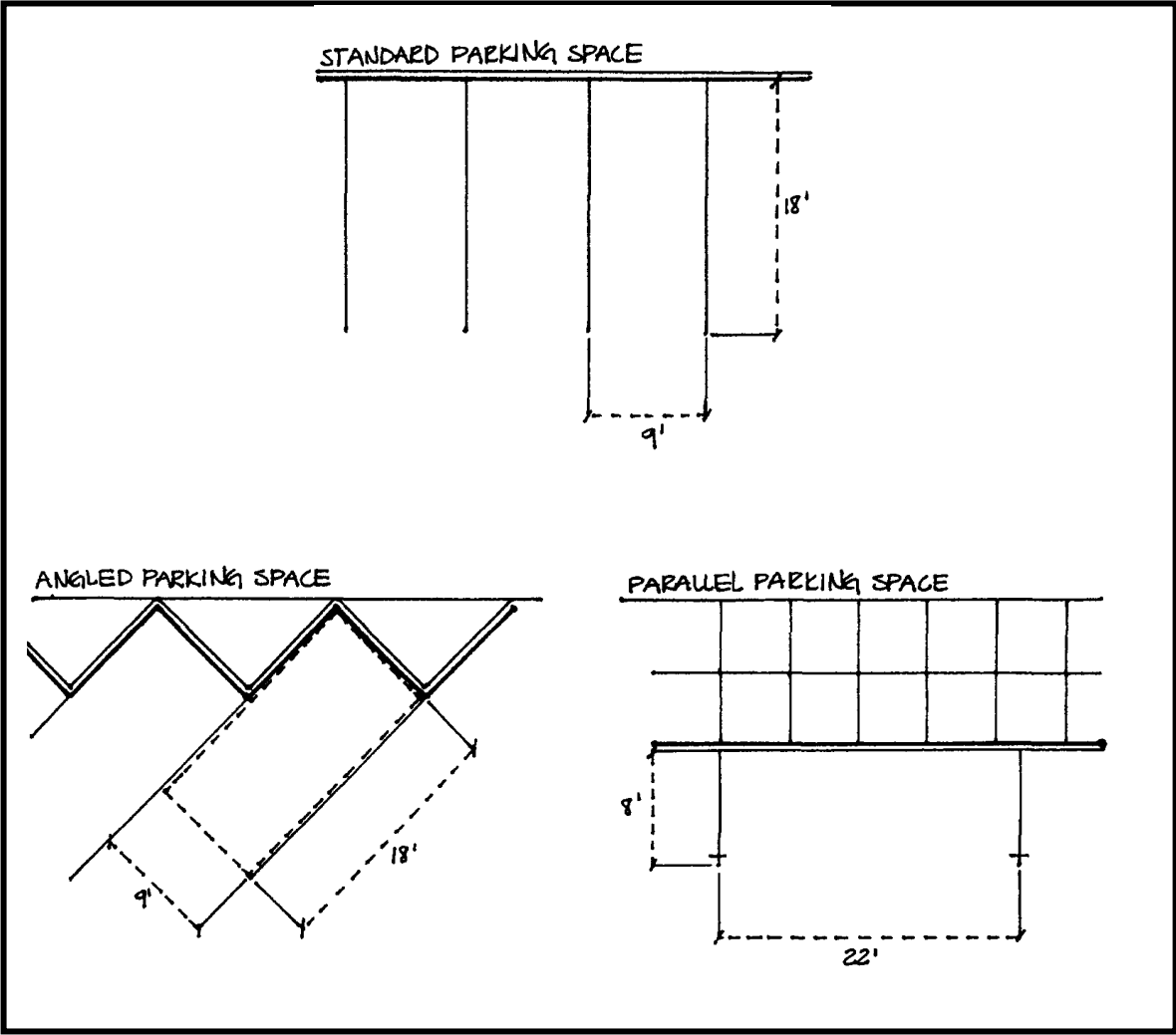
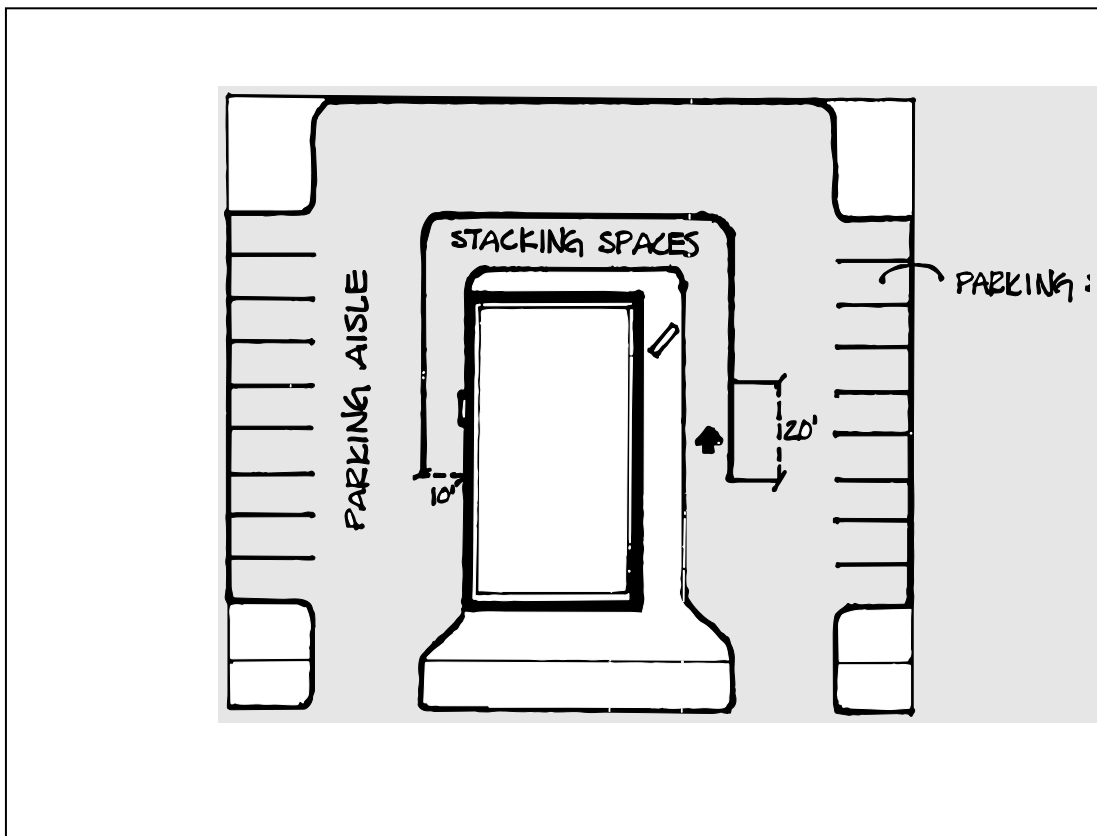


Figure: 1.05.106 Parking Space Dimensions for standard, angled and parallel parking spaces.

Figure: 1.05.107 Stacking Spaces shall be 10 feet wide and 20 feet long per space.



B. **Parking aisle dimensions.** Parking aisle widths shall conform to Table 1.05.103 that varies the width requirement according to the angle of parking as shown in Figures 1.05.108 and 1.05.109:

<i>TABLE 1.05.103 OF MINIMUM PARKING AISLE WIDTHS</i>					
Angle of Parking (degrees)					
TRAFFIC DIRECTION	Parallel	30	31-45	46-60	61-90
one-way	11'	12'	14'	19'	24'
two-way	22'	*	*	*24'	24'

*two-way traffic direction is prohibited, except for access to parallel spaces or spaces of 60 degrees or greater angle.

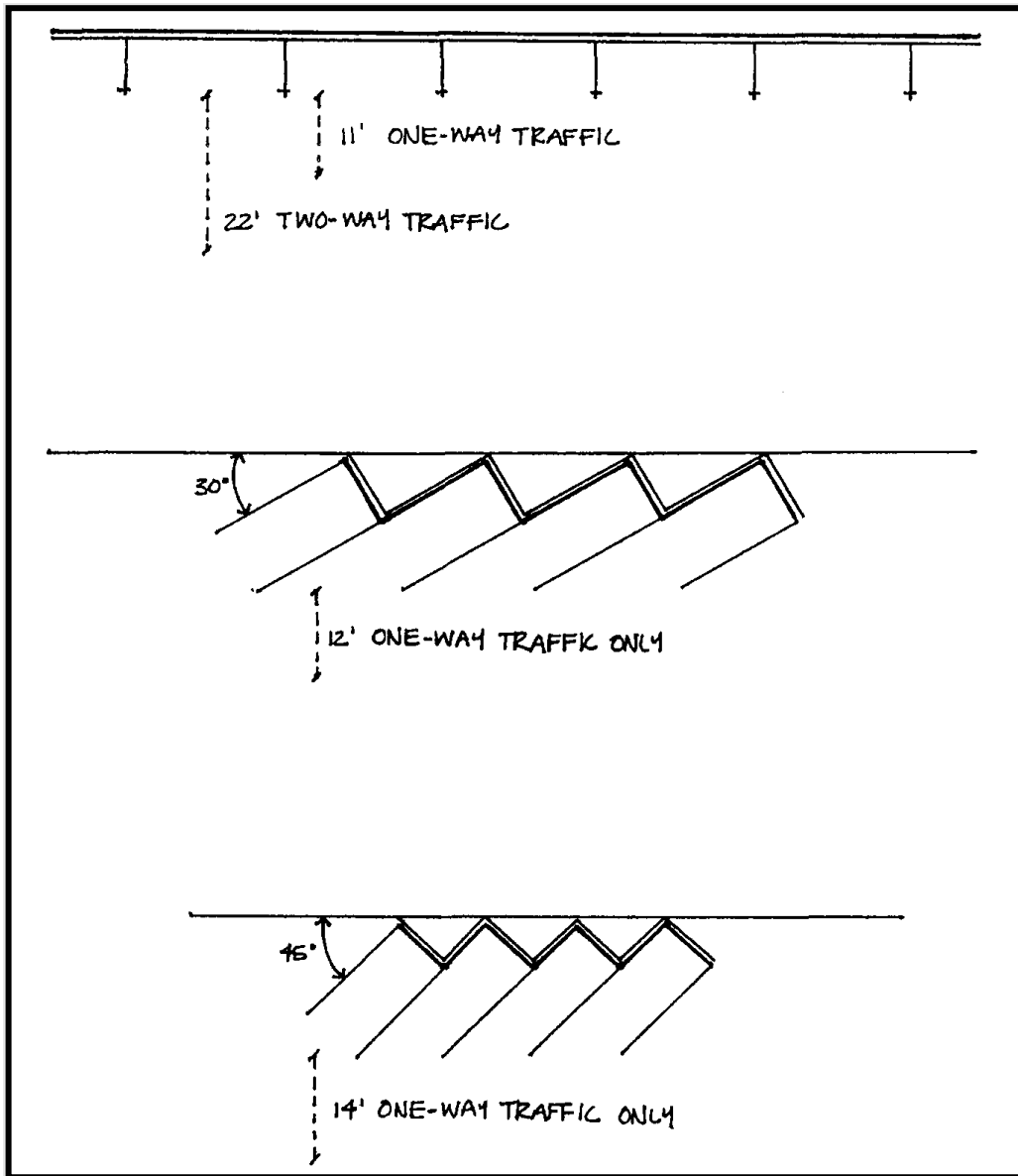


Figure 1.05.108. Parking Aisle Dimensions for parallel and angled parking spaces of 30 and 45 degrees.

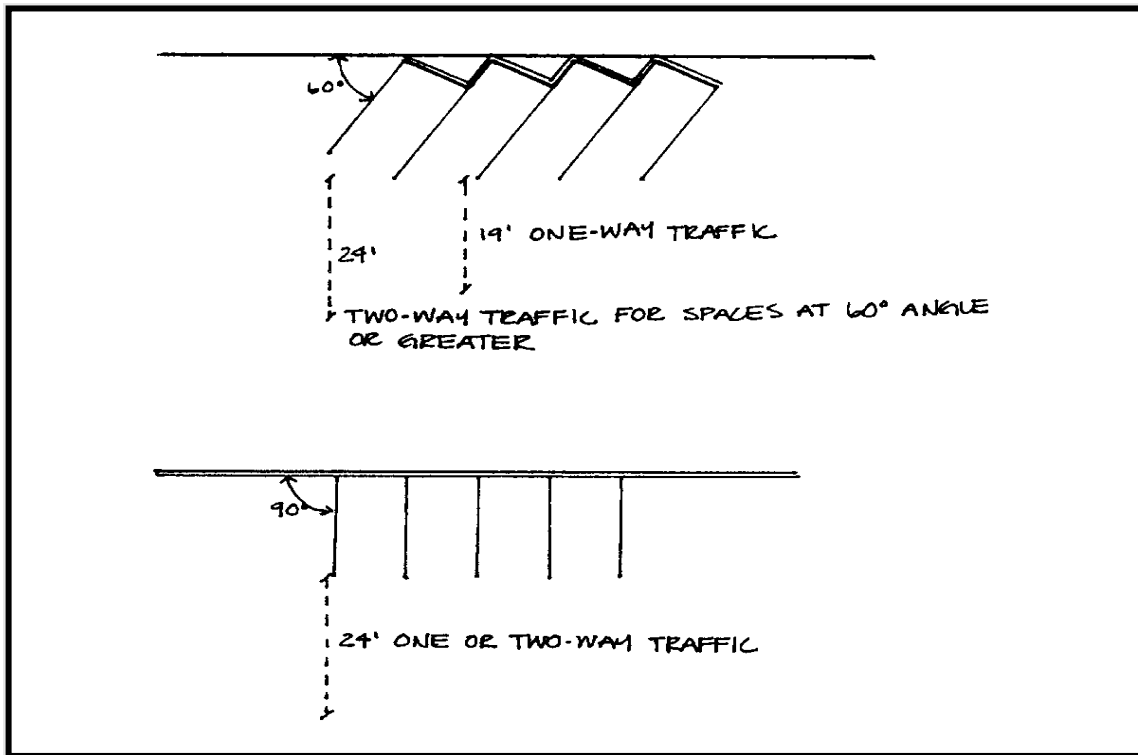


Figure 1.05.109. Parking Aisle Dimensions for angled parking spaces of 60 and 90 degrees.

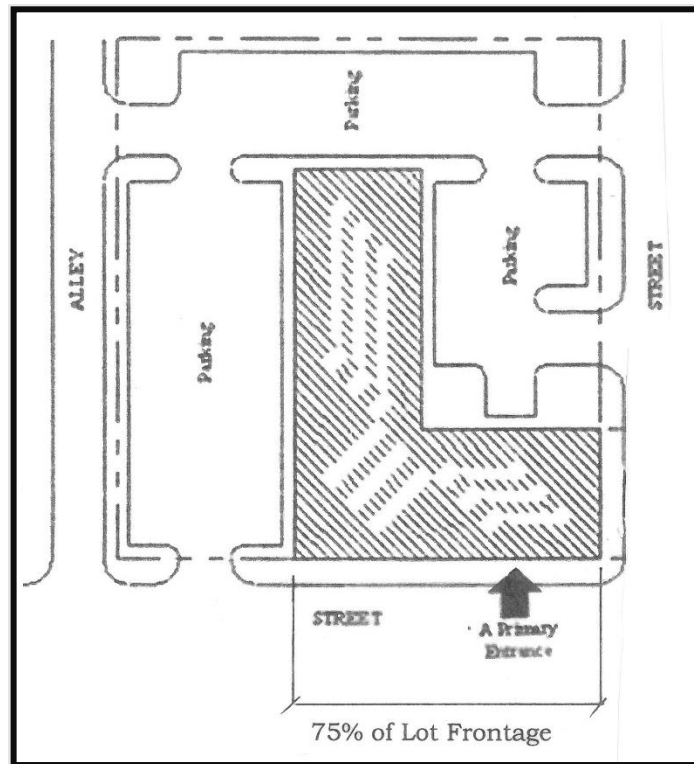
Section 7. Off-street parking design.

A. Arrangement of parking areas

1. Parking areas shall be designed so that vehicles may exit such areas without backing onto a public street, other than an improved public alley that meets the aisle width standards of this Article in Section 6 above. This requirement does not apply to parking areas that serve one or two -family dwellings.
2. All parking areas, except for access driveways, shall be physically separated from any street right-of-way by use of approved curbing or landscape barrier and not the public sidewalk.
3. Parking areas for all developments shall be designed so that sanitation, emergency, and other public service vehicles can serve such developments without the necessity of backing unreasonable distances or making other dangerous turning movements.
4. No parking space shall block designated emergency access. Fire lanes may be required by the currently effective *Fire Code for the City of Birmingham*.
5. No portion of any parking space shall be located within the right-of-way of a street or alley. Parking shall not be in a required front yard or whenever a required front yard exists within the same block face of a dwelling district.

6. For parking areas of 20 or more spaces, a parking and circulation plan shall be subject to approval of the Traffic Engineer.
7. In mixed use zoning districts parking shall be permitted only at the sides and rears of buildings, and at the fronts of the buildings to the extent shown in Figure 1.05.110.

Figure 1.05.110



- B. **Illumination.** All lighting fixtures used to illuminate parking areas shall not direct lights on adjoining streets or properties. Any changes to lighting fixtures within a parking area shall require the lighting of the entire parking area to comply with this provision.
- C. **Surfacing.** Surfacing of parking and loading areas shall be constructed in accordance with engineering design standards approved by the City Engineer. Except as provided in (1) and (2) below, parking areas shall be permanently surfaced with hard and dust-free materials (such as, asphalt, concrete or pervious concrete or pervious asphalt or concrete PICP pavers (permeable interlocking concrete paving systems)). In such cases where a parking surface other than asphalt or concrete is proposed, the City Engineer must determine that the alternative surfacing is practical and sufficient for the given vehicle storage needs.
 1. Storage lots for commercial vehicles and trailers (other than passenger vehicles) not used for daily transportation (e.g., truck trailers, moving trailers, RV's, campers, farm implements, construction vehicles) may be approved by the City Engineer for a substitute improved surface, such as, but not limited

to compacted gravel. Such substitute surface, where approved by the City Engineer, shall have concrete curbing or alternative approved by the City Engineer around the parking area perimeter to confine the gravel.

2. When the proposed number of parking spaces exceeds 100% of the allowed number of parking spaces allowed all excess parking spaces provided must be *constructed utilizing Low Impact Development techniques such as, bio-retention cells, vegetated swales, extended detention systems, infiltration trenches, pervious paving or dry wells, to reduce run-off at a rate as established in City of Birmingham, Post Construction Storm Water Design Manual is required for those parking spaces which exceed the maximum number of spaces allowed as determined by the Director.* Permeable solutions can be based on porous asphalt and concrete surfaces, concrete pavers (permeable interlocking concrete paving systems - PICP). Grass pavers are excluded for commercial uses. All designs must meet the minimum design specifications of the City Engineer and shall be provided with the site plan.
3. All surfaces shall be maintained and be in full compliance of all City Ordinances.

- D. **Demarcation** of spaces and traffic flow. The Traffic Engineer may prescribe such traffic markers and or signs as deemed necessary to safely and efficiently manage traffic flow. Parking spaces on impervious surfaces (except those serving one or two-family dwellings) shall be demarcated with painted lines and/or signs or other markings approved by the Traffic Engineer. As depicted in Figure 1.05.111, stacking spaces shall not be individually marked but instead shall be clearly demarcated to direct the flow of traffic, as necessary.

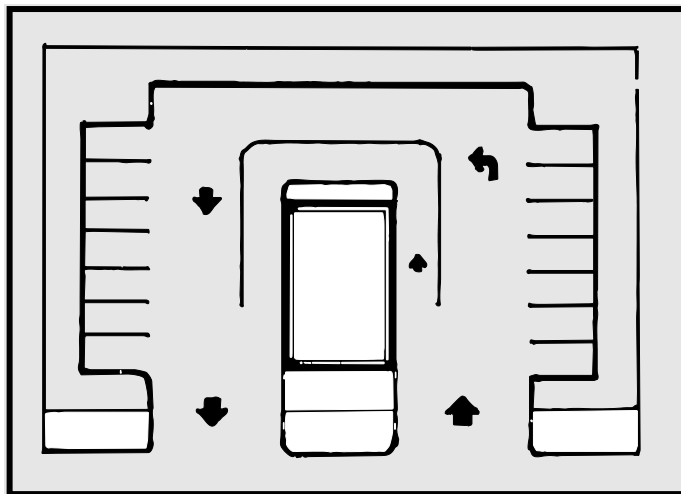


Figure 1.05.111. Demarcation of Spaces and Traffic Flow allow for safe and efficient traffic flow.

- E. **Vehicle overhang.** Up to two feet of vehicle overhang over a wheel stop may count toward the required length of a parking space. Vehicle overhang shall not

project over a property line, public right-of-way, or required landscaped planted area or an internal private walkway as depicted in Figure 1.05.112.

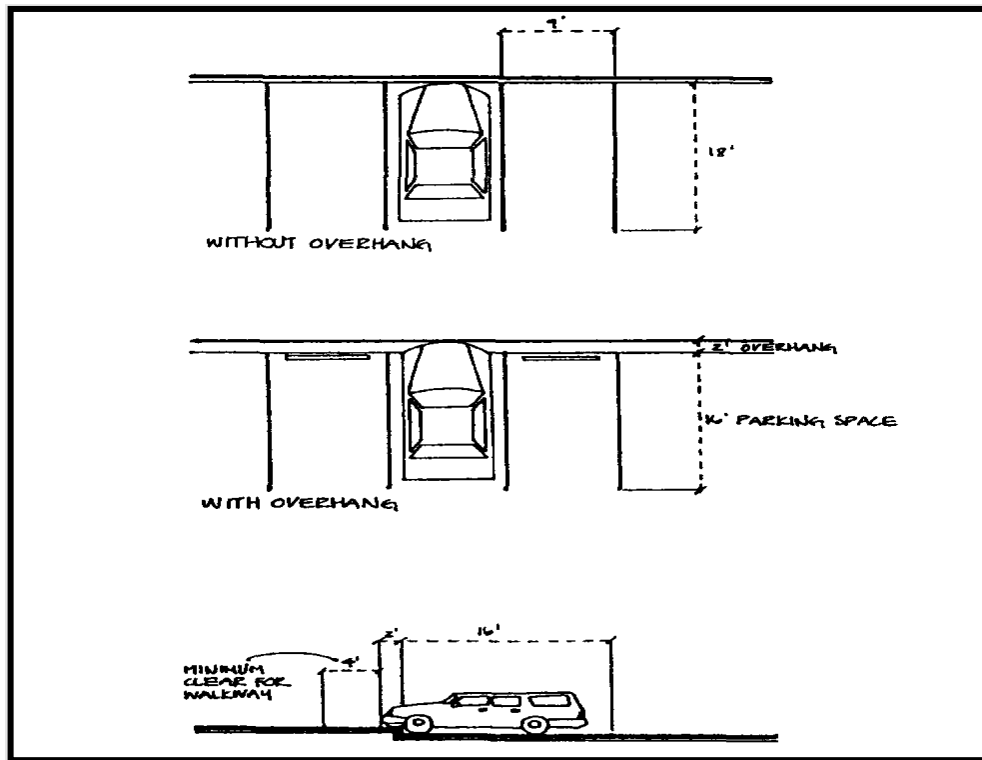


Figure 1.05.112. Vehicle Overhang.

- F. **Shopping cart return stations.** For stores providing return stations for customer shopping carts (such as grocery and home improvement stores), the design and location of shopping cart return stations installed within parking areas should be blended into the overall landscape design and contained within interior landscaping areas as depicted in Figure 1.05.113. See Chapter 6 for interior landscaping requirements.

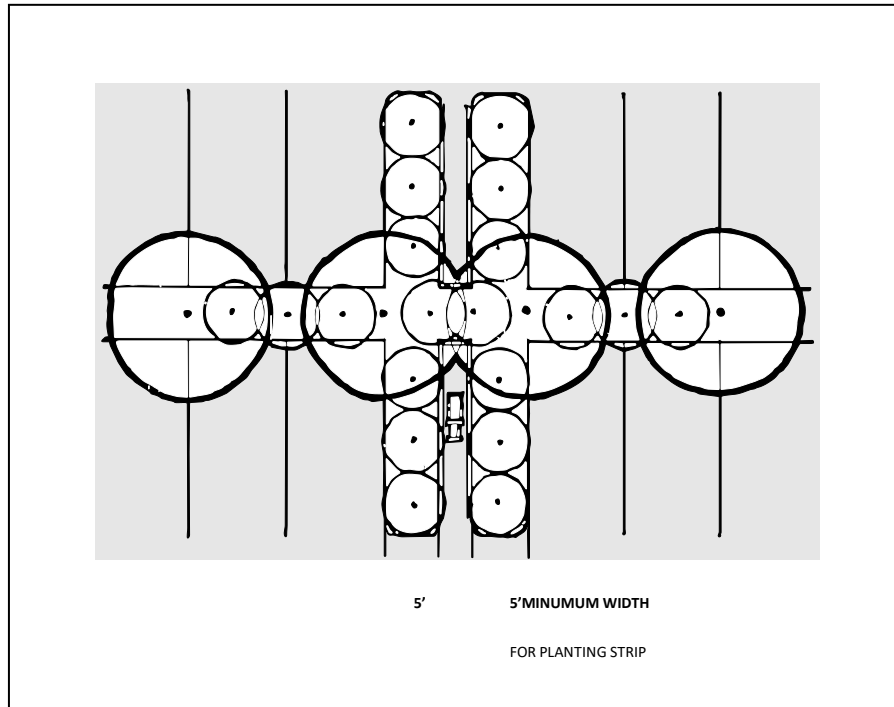


Figure 1.05.113. Shopping Cart Return Station located within a landscaped island.

- G. **Drainage.** Drainage for all developments that include parking, except for one or two-family dwellings, shall direct storm water away from adjacent properties and toward landscaped island swales or adequate detention ponds or off-site drainage channels.
- H. **Maintenance.** All parking areas shall be maintained in good condition, e.g., free of potholes, sediment, litter, floatable trash and debris, etcetera by the owner, responsible agents of the owner, tenant, or other person in charge of the property. Pervious areas should be vacuumed as per the manufacture's design specification.

Section 8. Parking inside structures.

Parking spaces may be provided in parking garages, roof parking on buildings, parking within buildings, tuck-under parking, and underground parking. Such

parking spaces shall meet the parking space and aisle width requirements of this Chapter.

Section 9. Residential Driveways.

- A. All driveways, maneuvering areas, and parking spaces must be a suitable hard surface or substitute parking surface approved by the City Engineer.
- B. Maneuvering areas in front yards shall be limited to 20 percent of the required front yard, including hammerheads, and must connect to an existing driveway providing continuous access to a parking space in the side or rear yard or a garage within the structure.
- C. All maneuvering areas, including hammerheads, shall be considered parking spaces and shall count towards the maximum parking after a 50 percent increase has been applied to the maximum parking requirement for residential uses. Driveways providing access to legal parking spaces shall not be counted as parking; provided that the driveway is designed to follow the shortest possible route to said legal parking spaces.
- D. Driveways shall be no more than 12 feet wide at the right-of-way; except for driveways providing access to two-car garages, in which case, said driveway shall be no wider than 20 feet.

Article II. Required off-street loading spaces and Transportation Demand Management.

Section 1. Applicability.

Except as provided in the B-4 and MU-D Mixed Use Downtown District, any use with a gross floor area (GFA) of 6,000 square feet or more which requires deliveries and shipments must provide off-street loading spaces in accordance with Table 1.05.201 Required Off-Street Loading Spaces. All plans submitted with a building permit application shall contain a table which clearly summarizes the required number of off-street loading spaces, the use requiring loading spaces (e.g., storage warehouse), the GFA and corresponding loading spaces required (e.g., 30,000 sf of GFA -2 spaces), and the number of loading spaces provided.

Section 2. Non-listed uses.

In situations where the required number of loading spaces is not determinable by the Table 1.05.201, the Director is authorized to determine the loading space requirements.

Section 3. Use of required spaces.

Required loading spaces, associated aisles, and access driveways shall be used exclusively for vehicle loading and unloading. No parking space, structure, sign, outdoor storage, sales display, vehicle sales, or any other use other than loading shall be permitted within a required loading area.

Section 4. Table of Required Off-Street Loading Spaces.

Every retail establishment, office building, funeral home, multifamily apartment buildings of 20 or more units, restaurant, nursing home, or similar use shall provide off-street loading spaces, as follows, except when the Director determines that the number of spaces can be reduced or eliminated:

TABLE 1.05.201 REQUIRED OFF-STREET LOADING SPACES

GFA of Building	Required # of Loading Spaces
20,000 - 80,000	1
80,001 - 199,000	2
199,001 - 320,000	3
320,001 - 392,000	4
each additional 72,000 square feet	1

Every public assembly use: auditorium, convention hall, exhibition hall, stadium, and industrial use: manufacturing use, storage warehouse, freight terminal, or hospital and hotel of 30,000 square feet or more, and similar uses shall provide off-street loading spaces, as follows, except when the Director determines that the number of spaces can be reduced or eliminated:

GFA of Building	Required # of Loading Spaces
6,000 - 45,000	1
45,001 - 198,000	2
198,001 - 390,000	3
390,001 - 588,000	4
588,001 - 690,000	5
each additional 105,000 square feet	1

Section 5. Off-street loading design standards.

- A. **Dimensional standards.** Each loading space shall have a minimum rectangular area of 11 feet width and 55 feet length, exclusive of driveway and maneuvering space, except when the Director determines that the space can be reduced in size or eliminated. Each space shall allow vertical clearance of 14 feet height as depicted in Figure 1.05.201.

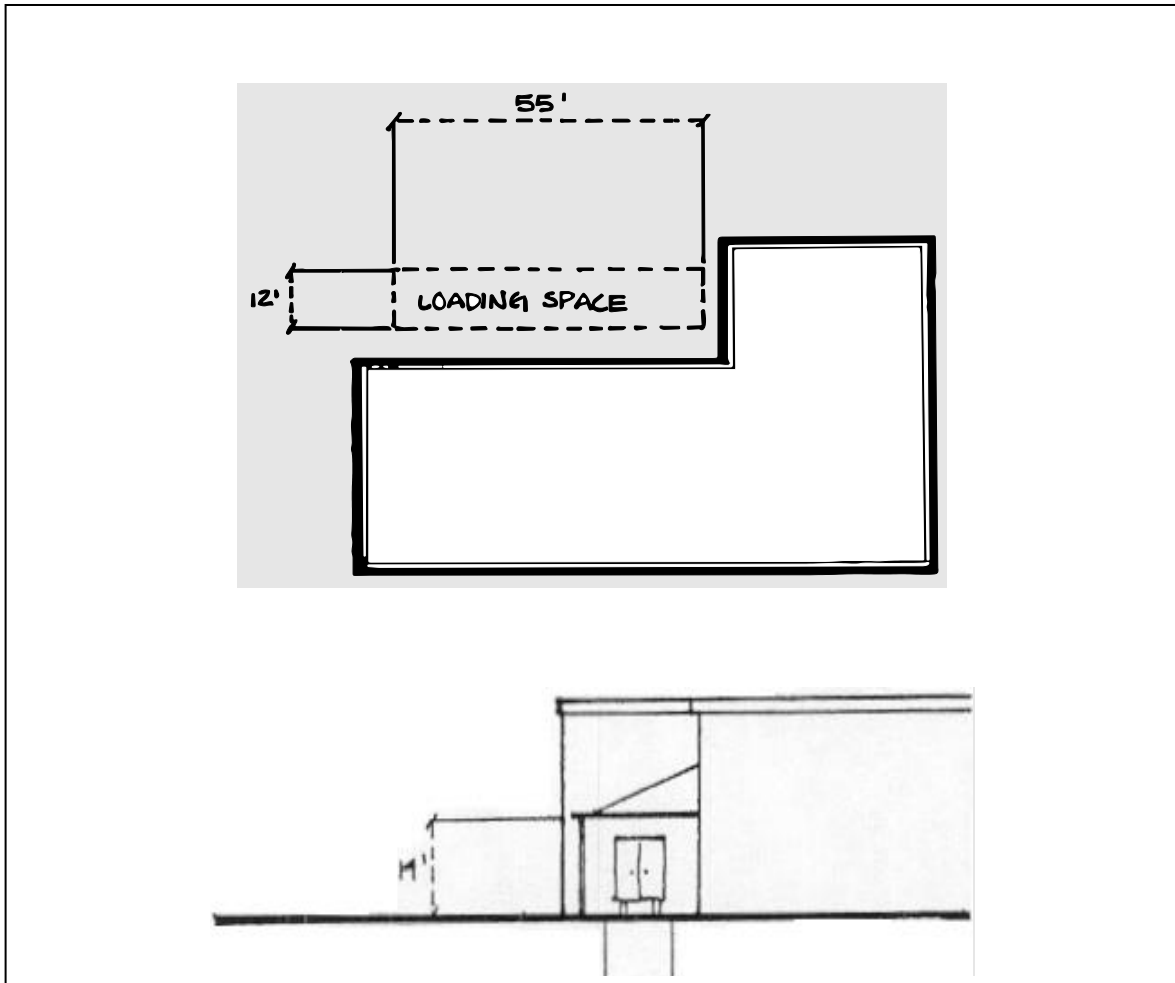


Figure 1.05.201. Loading Space Dimensions

- B. **Yard and setback restrictions.** No loading space shall be located within the required front yard.
- C. **Arrangement of spaces.**
1. No loading space shall interfere with the on-site circulation of traffic, or allow a truck to extend into any street right-of-way or over any property line.
 2. Loading areas shall be designed so that vehicles may enter or exit such areas without backing onto a public street, other than an improved public alley of sufficient maneuvering width.

- D. **Lighting.** All lighting fixtures used to illuminate loading areas shall not direct light on adjacent streets or properties.
- E. **Location.** All required loading spaces shall be located on the same lot as the principal use served by the spaces.

Section 6. Conflicting requirements.

Whenever the requirements of this Article are more or less restrictive or in any way conflict with any other provision of this Ordinance or any statute, law, code, regulation, ordinance, or enforceable guideline, the more restrictive requirements shall apply.

Section 7. Transportation Demand Management

This subsection sets forth the requirements for Transportation Demand Management (TDM).

A. Intent and Purpose of TDM

The term Transportation Demand Management (TDM) describes a range of strategies designed to mitigate roadway traffic congestion by reducing single-occupancy vehicle trips and/or vehicles-miles traveled, especially in locations and during times that experience high travel demand. Encouraging the use of sustainable travel modes, increasing the number of travelers in each vehicle, and creating a more equitable transportation system for those who do not own vehicles are the primary objectives sought by TDM strategies in pursuit of this goal. Additional benefits of effective TDM include:

1. More reliable access to goods and services provided when TDM results in more consistent travel times across all travel-mode options.
2. More resilient access to good and services, provided when TDM results in redundant travel-mode options for meeting common travel needs, allowing travelers to meet these needs in circumstances when their primary mode choice may not be available.
3. Building a transportation system that acknowledges a lack of reliable access to vehicles in the community by validating all modes of transportation.
4. Reduced carbon emissions and improved air quality are provided when TDM increases the share of trips completed by more sustainable and fuel-efficient travel modes.
5. Increased support for the existing transit system by encouraging utilization of transit services.
6. Increased capacity for complete-streets applications and interventions, provided when TDM increases the share of trips completed by active modes and higher-occupant vehicles.

The intent of TDM is to leverage the trip-mitigation and parking demand impacts of TDM to further sustainable growth and development across the City and to the support the City in meeting its goal of creating a more equitable transportation system focused around people versus single occupancy vehicles.

B. TDM Plan Requirements

The determination criteria as set forth below shall be applied to all sites in regard to TDM requirements.

1. Sites less than 25,000 sq ft. are not required to submit a TDM plan.
2. Residential sites of any size that are designated as Single-Family Detached, Cottage Developments, Conservation Subdivisions, or Manufactured Housing are not required to submit a TDM plan.
3. Manufacturing sites excepting Breweries, Micro Breweries, Brew-Pubs, and Artisanal Distilleries are not required to submit a TDM plan.
4. Sites equal to or greater than 25,000 sq ft. up to 49,999 sq ft. not covered by previously established exemptions are required to submit a TDM plan under the criteria set forth in Tier 1 as established in the *TDM Worksheet*.
5. Sites equal to or greater than 50,000 sq ft. are required to submit a TDM plan under the criteria set forth in Tier 2 as established in the *TDM Worksheet*.
6. All Sites designated as Mixed-Use Downtown which are equal to or greater than 25,000 sq ft. are required to submit a TDM plan under the criteria set forth in Tier 1 as established in the *TDM Worksheet* even if they exceed 50,000 sq ft.

As part of the TDM Plan, the applicant shall meet a minimum points requirement based on development Tier they fall within. TDM strategies as defined in Table 1.05.203 are assigned point values in the TDM Worksheet (located in the Appendix of this Ordinance) based on the anticipated trip reductions that result in the implementation of TDM strategies for the site. The TDM administrative guidelines (located in the Appendix of this Ordinance) shall have a link to a TDM worksheet for this calculation provided on a website maintained by the City. The following flow chart in Figure 1.05.202 illustrates the criteria established in this section for TDM as required for developments.

Figure 1.05.202

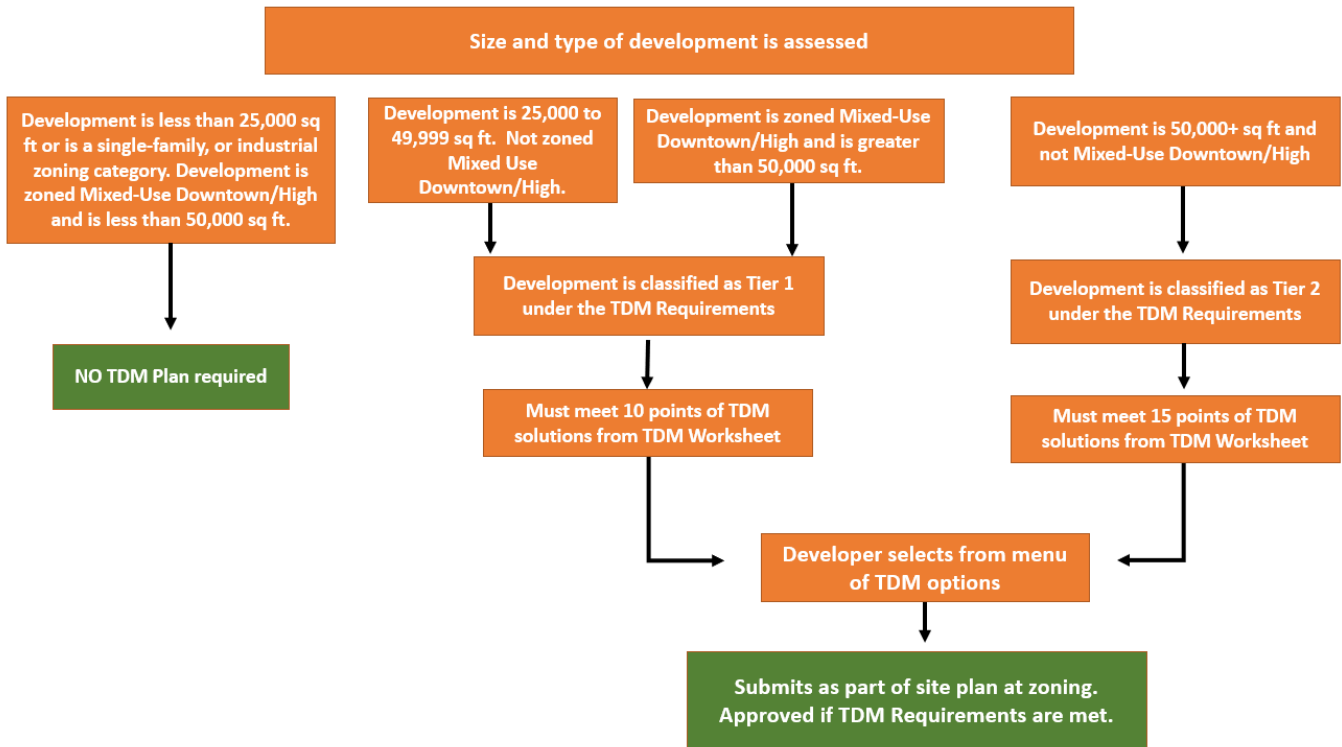


Table 1.05.202 – TDM Plan Points Requirements

TDM Development Tier	Required Points
Tier 1	10
Tier 2	15

C. Applicability

1. Applicability of TDM requirements shall be determined by the outcomes set forth above.
2. An applicant may apply to complete a TDM plan at zoning. If a TDM plan is completed at zoning, the following apply:
 - a. TDM plans approved with zoning applications shall satisfy the TDM requirement at site plan.
 - b. For TDM plans completed at zoning, compliance monitoring and reporting shall not commence until after site plan approval
3. Approved TDM Plans are valid for 2 years from date of approval. If a building permit is not issued within two years of approval of a TDM Plan, the TDM Plan will be considered voided.

D. TDM Administrative Guidelines

The City shall adopt, and maintain via periodic updates, a TDM administrative guidelines document containing the point values associated with various TDM strategies as listed in Table 1.05.203. The *TDM Administrative Guidelines* (located in the Appendix of this Ordinance) shall be updated, as deemed appropriate by the City, to reflect best practices in the field of Transportation Demand Management. The TDM administrative guidelines document and point values associated with TDM strategies listed in Table 1.05.203 shall be approved by the Directors of the Department of Planning, Engineering, and Permits and the Department of Transportation.

1. When preparing, adopting, or updating the TDM Administrative Guidelines, the City shall consider the intent of TDM per Article II, Section 7, Item A of this chapter.
2. The TDM administrative guidelines shall provide flexibility to developers to achieve the purposes of TDM in a way that best suits the circumstances of each site and development proposal.
3. The Administrative Guidelines shall include point values associated with TDM Strategies listed in Table 1.05.203 known to reduce single occupant vehicular trip generation when maintained by a property developer, owner, or key tenant.
4. Each of the identified strategies shall be assigned a points value, reflecting the estimated level of trip-reduction impact for the measure, in isolation of other factors.
5. Each measure shall be based upon documentation from reliable research sources, local data collection, best practice research, and/or input from relevant, recognized expert opinion.
6. In each of the first four years following the effective date of TDM, the City shall prepare a report analyzing the implementation of TDM and describing any changes to the TDM administrative guidelines.
7. After this period, this report shall be prepared by the City ever four years.

E. Monitoring and Maintenance

All properties required to submit TDM are subject to monitoring for continued compliance at any time.

F. Enforcement.

1. *Notice of violation.* If it is determined by the Director of the Department of Planning, Engineering, and Permits or the Director of the Department of Transportation, or their designee(s) that a violation of this division or the rules and regulations specified here has occurred, the director or their designee shall, in writing, notify the owner of the property or responsible party through the issuance of a notice of violation. The notice of violation shall require compliance within Fifteen (15) business days, unless otherwise specified in the rules and regulations. The notice of violation may be served by personal service; first class mail and posting the subject property.
2. *Notice of violation; contents.* The notice of violation shall identify the property in violation, generally describe the violation, describe the proposed remedy to cures said violation, and give notice that failure to cure the violation is prohibited by city law and may lead to legal action. The notice of violation shall state that the owner or responsible party may appeal the notice of violation by following the appeal process found in Chapter 9, Article V, Section 5 of this Ordinance within the same time

period allowed to cure in the notice of violation, and by paying an appeal fee of one hundred dollars (\$300.00).

Table 1.05.203

TDM Strategies and Implementation Criteria

TDM strategies eligible for points as specified in TDM plan requirements. TDM points values are included in the *TDM Workbook*.

TDM Strategy	TDM ID	Implementation Criteria	Pre-Occupancy Requirements	Post-Occupancy Requirements
Shared Parking Agreement	TDM-1	Evidence that the owner or tenant has entered into a formal agreement to share an existing parking facility.	Copy of formalized shared-parking agreement.	Copy of formalized shared-parking agreement.
Unbundled Parking	TDM-2	All resident/tenant parking is offered as an optional amenity that is priced separately from the cost of associated building leases or housing-unit purchases; and	Copy of residential/office lease and parking contract.	Copy of residential/office lease and parking contract.
Parking Cash Out Program	TDM-3	Parking Cash-Out is defined for tenant employers.	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.
Carpool/Vanpool incentives	TDM-4	Evidence of a commitment to incentivize carpool/vanpool options.	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.
Transit/BRT passes	TDM-5	Confirmation of a commitment to provide transit passes for residents/tenants	Verifiable data about participating in this incentive.	Verifiable data proving transit passes have been provided to residents/tenants.
Guaranteed Ride Home programs	TDM-6	Confirmation that the owner or tenant has established a Guaranteed Ride Home program or has entered into an agreement with an organization that provides Guaranteed Ride Home.	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.
Commuter amenities (showers, lockers, changing rooms)	TDM-7	Submitted plans that identify commuter amenities.	Site inspection to confirm amenities are in place.	Submission of photos that confirm that the amenities remain in place and unchanged.
Telework and alternative work	TDM-8	Confirmation that the owner or tenant provides telework or	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.

		alternative work policies.		
Enhanced bicycle parking	TDM-9	Submitted plans that identify enhanced bicycle parking.	Site inspection to confirm enhanced bicycle parking is in place.	Submission of photos that confirm that the enhanced bicycle parking remains place and unchanged.
Streetscape enhancements	TDM-10	Submitted plans that identify streetscape enhancements.	Site inspection to confirm streetscape enhancements.	Site inspection to confirm streetscape enhancements.
LID infrastructure	TDM-11	Submitted plans that identify LID infrastructure.	Site inspection to confirm LID infrastructure.	Site inspection to confirm LID infrastructure.
On site car share	TDM-12	Confirmation that the owner or tenant provides on-site car-share.	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.
On site micromobility	TDM-13	Confirmation that the owner or tenant provides on-site micromobility.	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.
On site parking (up to 75% of maximum)	TDM-14	Submitted plans identifying on-site parking.	Site inspection to confirm and verify spaces.	Site inspection to confirm and verify spaces.
Development is mixed-use.	TDM-15	Confirmation property is zoned mixed-use.	n/a	n/a
Quarter (1/4) mile structured BPA facility adjacency.	TDM-16	Map highlighting development is within ¼ mile of a BPA structured parking facility.	Map highlighting development is within ¼ mile of a BPA structured parking facility.	Map highlighting development is within ¼ mile of a BPA structured parking facility.
micromobility passes	TDM-17	Confirmation of a commitment to provide micromobility passes to residents or tenants.	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.
Real time transit/transportation service tracking	TDM-18	Submitted plans that identify an area for real time transit/transportation service tracking.	Site inspection to confirm real time transit/transportation service tracking.	Site inspection to confirm real time transit/transportation service tracking.
Educational materials	TDM-19	Confirmation that the owner or tenant will provide educational materials on alternative modes.	Example of educational materials.	Photo demonstrating that educational materials or displayed prominently in an accessible area.
Delivery supportive amenities	TDM-20	Confirmation of a commitment to provide on-site delivery supportive amenities.	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.
Affordable housing component	TDM-21	Submitted plans that identify affordable units.	Copy of lease demonstrating that	Copy of lease demonstrating that

			units are kept at an affordable rate.	units are kept at an affordable rate.
Bicycle Fix-It station	TDM-21	Submitted plans that identify the location of a bicycle fix-it station.	Site inspection to confirm the location of a bicycle fix-it station.	Site inspection to confirm the location of a bicycle fix-it station.
Shuttle service	TDM-22	Confirmation of a commitment to provide on-site shuttle services.	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.
Traffic calming site design elements	TDM-23	Submitted plans that identify the location of traffic calming site design elements.	Site inspection to confirm the location of traffic calming site design elements.	Site inspection to confirm the location of traffic calming site design elements.
On site transportation coordinator	TDM-24	Confirmation of a commitment to an on-site or remote accessible transportation coordinator	Verifiable data about participating in this incentive.	Verifiable data about participating in this incentive.
On site day care	TDM-25	Site plan that identifies the location of on-site day care.	Site inspection to confirm the location of on-site day care.	Site inspection to confirm the location of on-site day care.
Discretionary points as awarded by department directors	TDM-X	Submitted letter describing the approach and intentions to receive discretionary TDM points.	Verifiable data demonstrating that the approved discretionary measure is implemented.	Verifiable data demonstrating that the approved discretionary measure is implemented.

SECTION 2. That the provisions of this Ordinance are hereby declared to be severable. If any of these sections, provisions, sentences, clauses phrases, or parts are held to be unconstitutional or void, the remainder shall continue in full force and effect.

SECTION 3. That this Ordinance shall become effective upon publication as required by statute.