Chapter 64 Unified Development Code

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A. Applicability

1. This Article applies to the Peninsula Overlay, the boundaries of which are depicted on the official Zoning Map.

2. Properties developed or redeveloped within the Peninsula Overlay shall comply with the regulations of the Peninsula Overlay, all applicable requirements of the Uniform Development Code, and all other applicable requirements of the City Code, including but not limited to Chapter 17 - Stormwater Management and Flood Control and Chapter 25 - Garbage, Litter And Lot Maintenance.

3. To the extent that the requirements of the Peninsula Overlay conflicts with the applicable base Zoning District, the Peninsula Overlay requirements govern. However, the base Zoning District requirements apply where this Overlay is silent.

B. Permitted Uses. See Article 2 (Use Table).

C. Dimensional Standards. See base Zoning District (Article 2).

D. Streetscaping Standards for Commercial Districts

1. Sidewalk and Streetscape Improvements. At the time of development or redevelopment, sidewalk and/or Streetscape improvements required by this Article shall be constructed adjacent to the parcel.

2. Minimum Sidewalk Width. A sidewalk width shall be maintained along the existing primary frontage to allow ample space for sidewalks to accommodate pedestrians, as follows:

(a) Sidewalks shall have a minimum width of five (5) feet.

(b) If the minimum sidewalk width cannot be met within the existing right-of-way:

(1) the remaining required sidewalk width shall be dedicated to the City; and

(2) the minimum Front Yard is measured from the back edge of the sidewalk.

3. Street Trees. Street trees adjacent to the lot frontage shall be provided by the Applicant and shall be spaced as required by the Approved Plant List.

E. Open/Civic Space Standards

1. To ensure that required open and civic space enhances the natural character of the Peninsula Overlay, the use of impervious materials should be limited.

F. Low Impact Development

1. Applicability. All development shall incorporate one or more of the following Low Impact Development (LID) techniques to manage stormwater and protect the sensitive coastal environment of the Peninsula Overlay. These techniques are more fully described in the "Low Impact Development Handbook for the State of Alabama," developed by the Alabama Department of Environmental Management.

(a) Bioretention. Bioretention cells (BRCs) remove pollutants in stormwater runoff through adsorption, filtration, sedimentation, volatilization, ion exchange and biological decomposition. A BRC is a depression in the landscape that captures and stores runoff for a short time, while providing habitat for native vegetation that is both flood and drought tolerant. Bioretention shall be designed for the "first flush" event, typically the first one (1) inch to one and one-half (1½) inch of rainfall, to treat stormwater pollutants.

(b) Water Quality Swale. A water quality swale is a shallow, open-channel stabilized with grass or other herbaceous vegetation designed to filter pollutants and convey stormwater. Swales are applicable along roadsides, in parking lots, residential subdivisions, commercial developments and are well suited to single-family residential and campus-style developments. Water quality swales are designed to meet velocity targets for the water quality design storm, may be characterized as wet or dry swales, may contain amended soils to infiltrate stormwater runoff, and are generally planted with turfgrass or other herbaceous vegetation.

(c) Rain garden. A rain garden is a shallow depression in a landscape that captures water and holds it for a short period of time to allow for infiltration, filtration of pollutants, habitat for native plants and effective stormwater treatment for small-scale residential or commercial drainage areas. Rain gardens use native plants, mulch, and soil to clean up runoff. Rain gardens can be located throughout the landscape to disconnect impervious surfaces and treat runoff from rooftops, Driveways, sidewalks, existing landscapes or a combination of these surfaces. Rain gardens are most effective at reducing stormwater runoff when disconnecting two impervious surfaces such as a rooftop and a street.

2. Pervious Parking. All motor vehicle parking spaces provided in excess of the minimum required by Article 3 shall be constructed of an Alternative Parking Surface.

G. Residential Subdivisions. All residential subdivisions, except foy those subject to Minor Plat or Minor Lot Adjustment provisions of the Subdivision Regulations, shall utilize conservation development site design of Articles 2 and 3.

H. Impervious Surface Limitation on Lots Containing Non-Residential Uses

1. Lots developed with non-residential uses shall comply with one of the two options below:

(a) A minimum of seventy (70) percent of the impervious surface shall incorporate Low Impact Development techniques, or

(b) The maximum impervious surface coverage on a lot shall be based on the lot size as of the effective date of this section:

Table 64-12-1.1

Lot Size (square feet)	Maximum Impervious Surface Coverage
0 – 5,000	40%
5,001 – 10,000	35%
10,001 – 20,000	30%

20,001 – 43,560	25%
Greater than 43,560	20%

I. Bicycle Parking

1. Purpose. The bicycle parking requirements of this Section are intended to encourage the use of bicycles as a means of transportation in the Peninsula Overlay by providing safe and convenient places to park bicycles.

2. Applicability. These requirements shall apply to all new construction, and additions and expansions or a change of use that results in an increase in the minimum number of bicycle parking spaces required. Bicycle parking requirements shall only apply to the increase in bicycle parking requirements of the new use, and the new construction or the portion of the enlarged building or structure only, and not to the existing building or structure.

3. Short Term Bicycle Parking

(a) Minimum Number of Short-Term Spaces Required for Multi-Family Uses. Multi-family residential developments in excess of ten (10) dwelling units shall provide one (1) short term bicycle parking space per ten (10) dwelling units or fraction thereof.

(b) Minimum Number of Short-Term Spaces Required for Non-Residential Uses. Non-residential uses shall provide short-term bicycle parking spaces in accordance with the following table:

Table 64-12-1.2

Gross Floor Area	Minimum Number of Required Short-term Bicycle Parking Spaces
0 – 6,000 square feet	2
More than 6,000 square feet	2, plus 1 space per each additional 6,000 square feet or fraction thereof

(c) Development Standards for Short-Term Bicycle Parking.

(1) Short-term bicycle parking encourages shoppers, customers and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.

(2) Short term bicycle parking shall comply with the following locational standards:

a. Serves the main entrance of a building;

b. Visible to pedestrians and bicyclists;

c. Provided in racks permanently affixed to the ground;

d. Publicly accessible at all hours; and

e. At the same grade as the abutting sidewalk, or at a location that is ADA accessible.

4. Long-Term Bicycle Parking. Long-Term bicycle parking is not required but, where provided, may substitute for up to ten (10) percent of required motor vehicle parking as set forth in Article 3. A reduction in the minimum required number of motor vehicle parking spaces is allowed equal to the percentage of long-term bicycle parking spaces provided.

(a) Development Standards for Long-Term Bicycle Parking.

(1) Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at a location for several hours, a secure and weather-protected place to park bicycles.

(2) Long-term bicycle parking shall comply with the following locational standards:

a. Shall be located inside buildings, under roof overhangs or awnings, in bicycle lockers or within or under other structures; and

b. Provided in racks permanently affixed to the ground or, when located within a building, any lockers or racks shall be securely mounted on the floor, wall or ceiling.

5. Bicycle Rack Standards. All bicycle racks shall:

(a) Support the bicycle in at least two places;

(b) Allow locking of the frame and one or both wheels with a U-lock;

(c) Resist cutting, rusting and bending;

(d) Be constructed using durable finishes that are not damaged by the constant abrasion from the bicycles; and

(e) Be placed at least thirty (30) inches from each other and at least thirty-six (36) inches from walls or any other obstructions.