



**Ride New Orleans
Comments and Recommendations on the Draft CZO:
Article 22 – Off-Street Parking**

Table 22-1: Off-Street Vehicle Parking Requirements:

Table 22-1 contains a list of 110 different uses, and the off-street parking standards for each. Parking standards for each land use are not an exact science, and many other factors influence how many vehicles require parking at any one time. Additionally, many of the uses described are broken into categories, yet have identical standards in each (see: dwellings, most retail uses). This table is redundant, difficult to navigate and overly prescriptive.

Therefore, Ride offers a simplified approach to the off-street parking requirements that reduces the 110 uses to 24 uses. When similar land use categories had differing parking requirements, we used the lower of the two as the prevailing parking minimum. We believe these changes should be acceptable since the table merely establishes parking minimums. For the purposes of demonstrating which land use categories were collapsed and how individual use parking requirements were in some cases altered, Ride developed a matrix to track these changes that appears in the pages to follow

Proposed Table 22-1

	Use	Automobile	Bicycle	Bicycle: Required % Long-Term Spaces¹
1	Assembly of People, Community Centers, Cultural Facilities	2 per 1,000sf GFA	1 per 2,500sf GFA	
2	Auto Repair, Gas Station, Car Wash	2 per pump or bay + retail and office standards	Retail and Office Standards	
3	Bowling and Pool	2 per lane or table.	Over 10,000sf GFA only: 1 per 2,500sf GFA	
4	Commercial - Other	2 per 1,000sf GFA	1 per 5,000sf GFA	50%
5	Educational - Primary	2 per classroom	3 per classroom	
6	Educational - Secondary, University, Vocational	4 per classroom + office standard	1 per 5,000sf GFA	50%
7	Freight and Marine Terminals	1 per 10,000sf of land-based terminal area + office standard	Over 10,000sf GFA only: 1 per 10,000sf GFA	50%
8	Golf	4 per hole, 2 per driving range tee	1 per 2 holes	
9	Hospitals and Clinics	1 per room	1 per 25 beds	50%
10	Industrial, Manufacturing, Food Processing, Shipyard	1 per 1,000sf GFA + 1 per 10,000sf of land-based work area + office standard	Over 10,000sf GFA only: 1 per 10,000sf GFA	50%
11	Marina	1 per 2 slips	Over 10,000sf GFA only: 1 per 2,500sf GFA	50%
12	Movie Studio	1 per 2,000sf GFA	Over 10,000sf GFA only: 1 per 2,500sf GFA	50%
13	Movie Theater	1 per 4 seats for first 400 seats + 1 per 6 seats after first 400	Over 10,000sf GFA only: 1 per 2,500sf GFA	
14	Nursing Homes, Rehabilitation, and Assisted Living	1 per 2 rooms	1 per 25 beds	
15	Office	2 per 1,000sf GFA	1 per 5,000sf GFA	50%
16	Passenger Transportation	5 per 1,000sf GFA	1 per 2,500sf GFA	50%
17	Religious Institutions, Funeral Homes, Cemeteries	1 per 4 seats + residential and office standards	Over 10,000sf GFA only: 1 per 5,000sf GFA	
18	Residential - Dorms/Fraternity/Sorority/Rooming House/B&B	1 per 4 rooms	1 per 4 beds	80%
19	Residential - Dwelling	1 per dwelling unit	Multi-family: 1 per 5 dwelling units	80%
20	Residential - Lodging	1 per room	1 per 5 rooms	
21	Restaurant and Bar	2 per 1,000sf GFA	Over 10,000sf GFA only: 1 per 2,500sf GFA	
22	Retail, Adult Uses, Gaming and Personal Services	2 per 1,000sf GFA	Over 10,000sf GFA only: 1 per 2,500sf GFA	
23	Stadiums, Convention Centers, Entertainment Venues	1 per 15 persons of lowest rated capacity	1 per 2,500sf GFA	
24	Warehouse/Wholesale	1 per 20,000sf warehouse space	Over 10,000sf GFA only: 1 per 10,000sf GFA	50%

¹ See Section 22.11.A.5 for a definition of long-term bicycle parking spaces.

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STAC Recommendation Matrix

USE CATEGORIES		AUTOMOBILE STANDARDS		BICYCLE STANDARDS	
STAC Recommendation: Few Consolidated Uses	CPC Draft CZO: Many Specialized Uses	STAC Recommendation: Few Consolidated Automobile Standards	CPC Draft CZO: Many Specialized Automobile Standards	STAC Recommendation: Consolidated with Automobile, Bike Standards	STAC Recommendation: Consolidated with Automobile Standards. Bike % Long-Term Spaces
1)	Assembly of People, Community Centers, Cultural Facilities Community Center Cultural Facility Live Entertainment Venue Social Club or Lodge	2 per 1,000sf GFA	4 spaces + 3 per 1,000sf GFA over first 1,000sf 3 per 1,000sf GFA 1 per 10 persons of lowest rated capacity 2 per 1,000sf GFA	1 per 2,500sf GFA	
2)	Auto Repair, Gas Station, Car Wash Car Wash Gas Station Motor Vehicle Service & Repair, Minor or Major Truck Repair Truck Stop	2 per pump or bay + retail and office standards	2 per car wash bay + 3 stacking spaces per bay 2 per pump + 3 per 1,000sf of retail area + 2 per service bay of accessory motor vehicle service and repair + 4 stacking spaces for car wash bay 2 spaces per service bay 3 truck spaces per service bay + 2 vehicle spaces per service bay 1 truck space per 5,000sf GFA Additional uses within the truck stop (retail, restaurant, etc.): Cumulative - determined by sum of requirements for each uses within development	See 'Retail / Office'	
3)	Bowling and Pool Bowling Alley Pool Hall	2 per lane or table	2 per lane 2 per table	Over 10,000sf GFA only: 1 per 2,500sf GFA	

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	Food Processing Manufacturing, Artisan- Related Manufacturing, Light Manufacturing, Heavy Manufacturing, Maritime-Dependent Separation/Recovery Facilities Shipyards		3 per 1,000sf of manufacturing area + 2 per 1,000sf of office 1 per artisan studio, workroom or facility 1 per 1,000sf GFA 1 per 1,000sf GFA 1 per 1,000sf GFA 2 per 1,000sf of manufacturing area and office 2 per 1,000sf of office + 1 per 10,000sf of land-based shipyard area		
11)	Marina Marina, Commercial	1 per 2 slips	1 per 2 slips Additional uses within the recreational marina (restaurant, bar, etc.): Cumulative - determined by sum of requirements for each uses within development 1 per 2 slips	Over 10,000sf GFA only: 1 per 2,500sf GFA	50%
12)	Movie Studio	1 per 2,000sf GFA	1 per 2,000sf GFA	Over 10,000sf GFA only: 1 per 2,500sf GFA	50%
13)	Movie Theater	1 per 4 seats for first 400 seats + 1 per 6 seats after first 400	1 per 4 seats for first 400 seats + 1 per 6 seats after first 400	Over 10,000sf GFA only: 1 per 2,500sf GFA	
14)	Nursing Homes, Rehabilitation, and Assisted Living Rehabilitation Center Residential Care Facility for Elderly Assisted Living Facility Independent Living Facility Nursing Home	1 per 2 rooms	1 per 2 rooms To be calculated on the type of facility or combination of facilities provided below + 2 per 1,000sf GFA of office .5 per dwelling unit 1 per dwelling unit .25 per bed	1 per 25 beds	

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15) Office	Broadcast Studio Employment Services Financial Institution Government Offices Office Public Works and Safety Facility Research and Development	2 per 1,000sf GFA	3 per 1,000sf GFA 2 per 1,000sf of office + 5 per 1,000sf of public use area 2 per 1,000sf GFA + 3 stacking spaces per drive-through lane 2 per 1,000sf GFA 2 per 1,000sf GFA 2 per 1,000sf of office and public use area 3 per 1,000sf GFA	1 per 5,000sf GFA	50%
16) Passenger Transportation	Airport Bus Terminal Passenger Terminal	5 per 1,000sf GFA	10 per 1,000sf GFA of terminal building 5 per 1,000sf GFA of terminal building 5 per 1,000sf GFA of terminal building	1 per 2,500sf GFA	50%

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17)	Religious Institutions, Funeral Homes, Cemetaries Cemetery Funeral Home Places of Worship	1 per 4 seats + residential and office standards	1 per 20,000sf of GFA + 1 per 4 seats in chapel + 3 per 1,000sf of office 1 per 4 seats in chapel + 3 per 1,000sf of office 1 per 4 seats + 1 per 1,000sf of accessory residential use Additional uses within the places of worship complex (retail, recreational facilities, etc.): Cumulative - determined by sum of requirements for each uses within development	Over 10,000sf GFA only: 1 per 5,000sf GFA	
18)	Residential - Dorms / Fraternity / Sorority / Rooming House / B&B Bed and Breakfast Dormitory Fraternity/Sorority Rooming House	1 per 4 rooms	1 space + 1 per 2 guestrooms 1 per 4 rooms 1 per 4 rooms 1 per 4 rooms	1 per 4 beds	80%
19)	Residential - Dwelling(s) Dwelling, Above the Ground Floor Dwelling, Caretaker Dwelling, Multi-Family Dwelling, Single-Family Dwelling, Townhouse Dwelling, Two-Family	1 per dwelling unit	1 per dwelling unit 1 per dwelling unit 1 per dwelling unit 1 per dwelling unit 1 per dwelling unit	Multi-family: 1 per 5 dwelling units	80%
20)	Residential - Lodging Hotel/Motel	1 per room	1.5 per room	1 per 5 rooms	
21)	Restaurant and Bar Bar Restaurant, Carry-Out Restaurant, Fast Food Restaurant, Specialty Restaurant, Standard Supper Club	2 per 1,000sf GFA	2 per 1,000sf GFA 2 per 1,000sf GFA + 3 stacking spaces per drive-through lane 2 per 1,000sf GFA + 3 stacking spaces per drive-through lane 1 per 1,000sf GFA + 3 stacking spaces per drive-through lane 2 per 1,000sf GFA 2 per 1,000sf of public use area	Over 10,000sf GFA only: 1 per 2,500sf GFA	

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22)	<p>Retail, Adult Uses, Gaming and Personal Services</p> <p>Adult Use</p> <p>Animal Hospital Art Gallery Casino</p> <p>Check Cashing Establishment Flea Market Gaming Boat</p> <p>Motor Vehicle Dealership Motor Vehicle Rental Establishment Personal Service Establishment Pet Day Care Center Printing Establishment Retail Goods Establishment Shopping Center</p> <p>T-Shirt Shop Tattoo Parlor Winery</p>	2 per 1,000sf GFA	<p>3 per 1,000sf GFA</p> <p>3 per 1,000sf GFA 2 per 1,000sf GFA 4 per 1,000sf of gaming area Additional uses within casino (hotel, restaurant, etc.): Cumulative - determined by sum of requirements for each uses within development 3 per 1,000sf GFA</p> <p>2 per 1,000sf GFA Spaces equivalent to 80% of rated passenger capacity of gaming boat divided by 1.8 Additional uses within the gaming boat complex (hotel, arena, etc.): Cumulative - determined by sum of requirements for each uses within development 2 per 1,000sf of indoor sales and display area 2 per 1,000sf of office and public waiting area 2 per 1,000sf GFA</p> <p>2 per 1,000sf of public use area 2 per 1,000sf GFA 2 per 1,000sf GFA</p> <p>Less than 500,000sf GFA: 2 per 1,000sf of gross leasable area 500,000sf or more GFA: 4 per 1,000sf of gross leasable area</p> <p>2 per 1,000sf GFA 2 per 1,000sf GFA 2 per 1,000sf of tasting room area Additional uses within the winery (restaurant, retail, etc.): Cumulative - determined by sum of requirements for each uses within development</p>	<p>Over 10,000sf GFA only: 1 per 2,500sf GFA</p>	

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23)	Stadiums, Convention Centers, Entertainment Venues Arena Auditorium (Only applicable when Auditorium is principle use) Convention Center Indoor Amusement Facility Stadium	1 per 15 persons of lowest rated capacity	1 per 10 persons of lowest rated capacity 1 per 15 persons of lowest rated capacity 1 per 10 persons of lowest rated capacity 1 per 10 persons of lowest rated capacity 1 per 10 persons of lowest rated capacity	1 per 2,500sf GFA	
24)	Warehouse / Wholesale Wholesale Goods Establishment Mini-Warehouse Warehouse	1 per 20,000sf	1 per 20,000sf of warehouse space + 2 per 1,000sf of office space + 2 per 1,000sf of public use area 1 per 25 storage units 1 per 20,000sf of warehouse space + 2 per 1,000sf of office space	Over 10,000sf GFA only: 1 per 10,000sf GFA	50%
Recommended for Deletion	Country Club Artist Community Campground Contractor Storage Yard Horse Stables Prison	Addressed by mixed-use parking standards Addressed by mixed-use parking standards Temporary use - does not need permanent parking standard. If it does - than it should be categorized under Warehouse	Cumulative - determined by sum of requirements for all uses within development (golf course, driving range, restaurant, etc.) 1 per dwelling unit + 2 per 1,000sf of exhibit or performance space 1 per camp site 3 per 1,000sf of office and public use area 1 per 4 stalls 1 per 20 inmates of rated inmate capacity		

Table 22-2: Summary of Off-Street Vehicle Parking Flexibilities & Exemptions

This table offers flexibilities and exemptions to the off-street parking requirements. Ride believes that uses in the HU-MU zoning district should be offered a parking exemption via Section 22.13.A.5 in Table 22.2. Ride noticed that the exclusion of HU-MU from this parking exemption is inconsistent with Section 12.3.C.1.e where it states that “no parking is required”. In Article 12, the HU-MU district is described as using a form-based approach. The figures in Article 12 show development styles appropriate for HU-MU that are consistent with the types of structures that line Magazine, Oak, and Freret Streets, as well as other smaller nodes of activity that consist of neighborhood groceries, restaurants, and bars. This is a development style that exists today, and is distinctive precisely because of the absence of off-street parking.

Additionally, Table 22-2 is consistent with Section 22.13.A.4 which also allows single-family homes in Historic Urban Neighborhoods a parking exemption where 40% of the blockface has been development with no off-street parking.

Section 22.4.B: Parking Maximums

This section establishes parking maximums for various use as described below:

- 125% maximum for shopping center and fast food restaurants (22.4.B.1)
- 175% for all other uses (22.4.B.2).

We noticed that the latter of these requirements was increased from the last draft of the CZO when it was formerly set at 150%. We do not support this change. Instead, Ride supports extending the 125% maximum for shopping center and fast food restaurants to all land uses. Parking impacts are so significant (promoting unsustainable automobile use, creating excessive stormwater runoff, etc.) **that to provide parking above 125% of the established parking minimums should be considered only under the conditional use process.** Language should be added so that these parking maximums only apply to vehicle parking spaces and not to bicycle parking spaces.

Section 22.6.H.2: Parking Drainage and Maintenance

This section requires all parking lots with more than 25 parking spaces to filter or store the first inch of rainwater during each rain event. In order to limit the negative impacts of stormwater runoff, Ride believes that the 25 parking space threshold for this stormwater management requirement needs to be reduced significantly to 10 parking spaces. To illustrate why, Ride offers the following calculations that demonstrate the area required to accommodate parking lots with 25 and 10 parking spaces respectively.

One parking space is approximately 170 square feet in area (8.5' x 20'). When taken into consideration with the drive aisle area that is approximately 204 square feet (calculation based on 24' wide requirement for 90' parking aisle per Figure 22-1), a parking lot with 25 parking spaces is approximately 9,250 square feet – a significant lot area. Using the same calculations, a parking lot with 10 spaces will require approximately 3,740 square feet of lot area.

Additionally, Ride advises the City Planning Commission to ensure that the requirement in Section 22.6.H.2 is consistent with the parking lot landscaping requirements in Article 23.7 and the stormwater management requirements in Article 23.13.

Section 22.7 Design of Bicycle Parking Spaces

The draft CZO offers a series of diagrams to help convey graphically the intent of zoning standards. However, these diagrams are provided only for automobile parking and not for bicycle parking (see Figure 22-1: Off-Street Parking Dimensions, Figure 22-2: Sight-Distance Triangle for Parking Structure Driveways, Figure 22-3 Parallel Parking Strips, Figure 22-4: Pedestrian Walkways through Parking Areas, etc.) However there are no comparable graphics associated with Section 22.11 Design of Bicycle Parking Spaces. RIDE believes that equal attention is needed to ensure that these standards are easily understood and successfully implemented.

Section 22.7.A.3: Bicycle Parking Location

This requirement requires all bicycle parking spaces to be located on the same lot or within 50 feet of the lot. As written, bicycle parking within 50' of the rear property line would be appropriate. Ride recommends that this requirement be revised so that bicycle parking spaces are located within 50' of the primary entrance.

Section 22.7.B.3: Bicycle Parking Design

This requirement requires all long-term bicycle parking to be covered citing an existing overhang or covered walkway as a potential option. Ride believes the word existing should be removed so that newly constructed overhangs or covered walkways may also fulfill this requirement.

Section 22.9: Driveway and Parking Pad Design

Ride believes that there is a need for better access management in commercial areas. Commercial corridors with too many driveways are hazardous to pedestrians due to frequent vehicle crossing of the right-of-way. It is also dangerous to other vehicles, as turning motions are often across lanes of moving traffic into and out of driveways. Access management limits the number and design of commercial driveways, often gathering them at more controlled locations along the corridor.

The CZO already “encourages” joint use driveways and cross-access servitudes, and offers appropriate guidelines for them (22.9.C). Curb cuts are also regulated in width, proximity to tree roots, and on the pedestrian streets in the CBD (22.9.B). However, there should be more regulation given to commercial driveways. Consider setting minimum distances to intersections and transit stops, minimum distances between each other, maximum number per block and per parcel. Excessively wide driveways should be broken up with a pedestrian refuge. Ramps, crosswalks, sight distances, and traffic calming should all be described.

Section 22.9.A.1.b: Residential Driveway Width

This requirement limits the width of a residential driveway to the width of the attached garage. If a residential driveway leads to a three-car garage, than a driveway could be 36 feet wide. Ride recommends that a maximum residential driveway width of 12 feet be added to this requirement to reduce the potential area of pedestrian / vehicular conflicts and to preserve on-street parking spaces.

Section 22.9.B.1.a: Curb Cuts and Circular Driveways

This section develops standards for circular driveways in the Rural Residential and Suburban neighborhood districts. Ride believes that these driveways should be prohibited in the Suburban Districts and permitted only in Rural Residential districts. At present, a 50-foot lot width is the minimum required for a circular driveway requiring curb cuts to be placed close together creating unnecessary pedestrian hazards. If the CPC chooses to allow circular driveways in Suburban neighborhood districts, Ride recommends that the minimum lot width be increased to 100 feet. Also a minimum distance between entrances should be introduced, much like the minimum distance to the lot line.

Section 22.13.A.4: Parking exemptions for Historic Urban Neighborhoods

This section offers a parking waiver to new single-family or two-family dwellings on a blockface where 40% of the existing single-family or two-family dwellings don't have off-street parking. This standard is inconsistent with Table 22-2 where only two-family dwellings are offered the waiver. Ride believes that the waiver should extend to single-family dwellings as stipulated in Section 22.15.A.

Section 22.13.A.5: Exemptions from parking requirements for commercial uses

The draft CZO offers an exemption from parking requirements for the first 5,000 square feet in gross floor area of commercial uses in the HU-MU, C1, C2 and MU-1 Districts, unless the commercial uses are under 5,000 square and in a shopping center configuration. Ride recommends:

- Adding the MU-2 High Intensity Mixed-Use District to the list. As defined in Article 15.1.E, the MU-2 High Intensity Mixed-Use District is intended encourage walkable neighborhood, centers and corridors conducive to transit, with a mix of residential and supportive, commercial and office uses. Parking exemptions are therefore appropriate in this district.
- Extending the applicability of the exemption even to commercial areas under 5,000 square feet and in a shopping center configuration.

Also, this section and Table 22-2 should be checked for consistency.

Section 22.14.A and Table 22-5: Collective parking

Ride supports that the CPC has created a mechanism for reducing parking on lots with multiple uses. However, this method is overly complex and difficult to implement in practice. Another more streamlined approach is to require that all residential parking is provided but to offer a reduction in parking for commercial uses at 50%. This approach has been successfully implemented in West Hollywood, CA for many years.

Section 22.14.B: Alternating parking

This section establishes a very complex and overly burdensome process for determining how parking facilities may be shared by multiple uses. The process includes determining what uses will share the lot and assigns different percentage occupancies to each use based on the day of the week and time of day. Ride instead recommends that a simplified approach such as a 30% reduction in off-street parking required for businesses that share the parking lot be offered. Also, in Section 22.14.B.4, Ride recommends that a parking in-lieu fee be offered as another option for a business that loses their share of an shared parking arrangement to fulfill their parking requirement.

Section 22.15 Land banked future parking

This section allows the Director of the City Planning Commission to authorize up to 25% of required parking spaces to be land banked. While this is an interesting concept in theory, Ride believes that it has practical limitations and will have unintended consequences. Developed lots will have an underdeveloped area in perpetuity preserved for the eventual day when the CPC Director will decide it's necessary to provide additional parking. It will be incredibly difficult and perhaps detrimental to a business to require the creation of additional parking at some undetermined point in time in the future. There are no standards for evaluating parking for performance for the CPC Director to rely on when making these decisions. Instead, the CZO should give the CPC Director greater latitude to reduce parking requirements without kicking in the formal waiver / BZA process. A 10% parking reduction at the discretion of the CPC Director based on a parking study would be one way to achieve a similar outcome.

Section 22.16: Fee in-lieu of parking

Ride supports the fee in-lieu of parking concept and recommends that the CPC establish parking districts so that the monies collected go toward parking development projects within some proximity of the area where the fee was collected. Additionally, Ride believes that this option should be made available to residential parking spaces.