



# Off-street parking requirements

## Purpose

The purpose of off-street parking regulations is to require off-street parking and loading facilities in proportion to the need created by each use. The regulations further establish standards for the functional design of such facilities. These regulations are intended to provide for accommodation of vehicles in a functionally and aesthetically satisfactory manner, to reduce congestion on city streets, and to minimize external effects on adjacent land uses.

## General Regulations

Off-street parking shall be provided for any new building constructed, new uses, conversions of existing conforming buildings, or for enlargements of existing structures. For new uses, conversions or enlargements of existing conforming structures, off street parking in compliance with these regulations shall be provided for the entire facility before issuance of a certificate of occupancy.

For *enlargements of existing structures* or uses which do not conform to these regulations, required parking must equal the sum of those spaces furnished by the use prior to the enlargement and the number of spaces required by these regulations for any additional use.

For a *reduction* in off-street parking facilities, no existing facility used for off-street parking shall be reduced in capacity to less than the minimum required number of spaces or altered in design or function to less than the minimum standards prescribed by the ordinance. A reduction of spaces may be permitted if an additional off-street parking area compensating for the reduction and conforming to the ordinance is substituted.

For *sites or structures with more than one use*, the parking requirement shall be the sum of spaces required for each use when multiple uses occur simultaneously. For non-simultaneous use the parking requirements for each use must be determined and the usage requiring the greater number of parking spaces will govern.

A parking space is an area on a lot sufficient in size to store one automobile. Sufficient size is determined by one of two primary types of standard spaces which may not be less than nine feet wide and 20 feet long and compact spaces which must be at least eight feet wide and 17 feet long. Compact spaces are limited to commercial parking uses when more than 50 spaces are required, provided the area is clearly marked and not more than 30 percent of the entire area is designated compact automobile parking.

Dimensions for minimum parking standards can be found in the Parking Ordinance. All parking spaces, aisles, loading spaces, maneuvering spaces and driveways shall be surfaces with permanent dust free paving, or alternative porous pavement where permitted.

## Parking Schedule

Located in Chapter 17, Parking, of the UDC is a table listing the various building uses and the required parking for each use. The minimum parking requirement is provided in Table 1 — *Off-Street Parking Requirements* — of Chapter 17. Uses are grouped into the following categories: residential uses, community service uses, places of assembly, retail and service uses, offices and clinics, and industrial uses. For all other uses not listed in Table 1, when the Building Official deems it necessary, parking requirements will be determined by the Traffic Engineer based on accepted Institute of Traffic Engineering (ITE) standards.

The definition of and delineation between Commercial Alcoholic Beverage Districts (C-AB-1 and C-AB-2) uses will be made based on the criteria established by the Alcoholic Beverage Commission (ABC) Board. In the event of a change of use or CAB zoning classification, additional parking may be required upon inspection.

Most uses currently located in the C-5 Zoning District (Downtown) are exempt from all parking requirements. The exception to this rule is gaming uses. All gaming uses located in the C-5 Zoning District must adhere to the parking requirements as they appear in Table 1.

## Handicapped Parking

Regulations concerning the quantity of, and dimensions for, handicapped parking spaces can also be found in Chapter 17 The City-Parish is now in compliance with the Federal ADA (Americans with Disabilities Act) standards. This act prohibits

discrimination on the basis of disability in places of public accommodations and commercial facilities.

### **Design Standards**

To gain approval for any development, parking design standards and guidelines must be followed. No permits shall be issued for any parking facility until the plans and specifications, including required landscaping, screening, materials and storm drainage, have been submitted to and approved by the Department of Public Works, Engineering and Inspection Section, and the Department of Landscape and Forestry. These plans and specifications shall be clearly marked and dimensioned and include proper drainage and retention, surface materials, curbing and screening as required, clearly marked and dimensioned, with handicap and other special use spaces designated. All entrances, exits, and aisles shall be dimensioned with the traffic pattern indicated.

In addition to the above parking regulations and design procedures, included in the ordinance is Appendix A — *Minimum Design Criteria for Parking, Streets and Roadways*. This appendix includes minimum parking stall dimensions, site triangle requirements, dimensions, and minimum design requirements for all driveway entrances and exits on City-Parish streets and roadways.

### **Landscape Ordinance**

Ordinance 12692 established landscape requirements for the City-Parish. Special requirements were included for vehicular use areas, which include parking lots. The ordinance, now in the UDC, requires a minimum of eight percent of the total vehicular use area to be landscaped. In addition, the landscaping must be distributed within the vehicular use area. The following rules dictate how the landscaping shall be installed:

For vehicular use areas of 1 to 25 parking spaces, one Class “A” (large) tree or two Class “B” (small) trees for every 15 parking spaces or fraction thereof.

For vehicular use areas of 25 to 100 parking spaces, one Class “A” tree or two Class “B” trees for every 12 parking spaces or fraction thereof.

For vehicular use areas of more than 100 parking spaces, one Class “A” tree or two Class “B” trees for every 10 parking spaces or fraction thereof.

### **Review and Approval of Parking Lots**

Any off-street parking facilities as required by the UDC must include a layout plan drawn to a standard engineer’s scale (one inch equals 20, 40 or 50 feet)

showing entrances, exits, servitudes, right-of-way lines, curbs lines, street centerlines, parking stalls, access aisles, maneuvering areas, loading spaces, and connecting driveways. It must be submitted to the Building Official.

### **Site Triangles**

A site triangle is the triangular area formed by a diagonal line connecting two points located in intersecting street right-of-way lines (or a right-of-way line and the curb or edge of a driveway). The sight triangle may consist of one or two different configurations. Intersections of streets may consist of a combination of the various geometric designs given below.

No parking spaces will be permitted on corner lots within the Site Distance Triangles.

At intersections with streets having speed limits that are greater than or equal to 40 miles per hour (mph), a site triangle 15 feet by 60 feet is required with the longer dimension parallel to the street with the speed limit that is greater than or equal to 40 mph.

At intersections with streets having a speed limit that is less than or equal to 35 mph, a site triangle of 15 feet by 45 feet is required with the longer dimension parallel to the street with the speed limit that is equal to or less than 35 mph.

For driveways exiting commercial businesses or multifamily developments, a site triangle of 15 feet by 30 feet shall be required with the longer dimension running parallel to the public street.

No parking spaces will be permitted adjacent to commercial or multi-family driveways with the Sight Distance Triangle as defined in the preceding statement.

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