



## **PLANNING & ZONING COMMISSION AGENDA**

**October 27, 2022, 6:00 pm**

**Abita Springs Town Hall**

- **Welcome / Introduction**
- **Pledge of Allegiance**
- **Roll Call**
- **Acceptance of Minutes from September 29, 2022, Meeting**

### **PLANNING:**

### **ZONING:**

#### **PUBLIC HEARING:**

- **Resubdivision 71104 Hwy 59**
- **A proposed ordinance extending the temporary moratorium on certain commercial development**

#### **DISCUSSION:**

- **Proposed Resubdivision 71103 Hwy 59**
  - **Review Draft Amendments to Abita Springs Code of Ordinances:**
    - **Off Street Parking Chapter**
- 
- **Open Comments**
  - **Announcements**
  - **Adjournment**

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## **ADVERTISE AS PUBLIC HEARING**



**Public Hearing  
October 27, 2022, 6:00PM  
Abita Springs Town Hall**

Notice is hereby given that a public hearing will be held by the Town of Abita Springs Planning & Zoning Commission at 6:00 pm on Thurs., Oct. 27, 2022, at Town Hall, 22161 Level St., Abita Springs to receive public comments regarding the following:

- An ordinance extending the temporary moratorium on certain commercial development in the commercially zoned areas of town.
- The resubdivision of a 2.01-acre property into two (2) lots of 0.58 acres and 1.43 acres. The property is located at 71104 Hwy 59. A map of the property will be available at [www.townofabitasprings.com/planningzoning](http://www.townofabitasprings.com/planningzoning)

All interested parties shall have the right and opportunity to appear and be heard on the subject.

The following are minutes from the Planning and Zoning Commission meeting on Thursday, September 29, 2022, in Abita Springs Town Hall. The meeting convened at 6:02 P.M.

Commission Chair Templet called the meeting to order, and all stood for the Pledge of Allegiance. Commissioners in attendance included Eric Templet, John Pierce, Mike Lanaux, and Chad Hall. Bryan Gowland was absent. Dan Curtis and Mark Fancey were also present.

The Commission reviewed the draft minutes from the August 25, 2022, meeting. Commissioner Pierce motioned to accept the minutes of the August 25, 2022, meeting. Commissioner Hall seconded the motion. All commissioners were in favor.

**PLANNING**

No items were on the agenda.

**ZONING**

**PUBLIC HEARNG**

**Resubdivision 22240 Prats Road**

Commissioner Templet opened the public hearing. The request is to resubdivided a 6-acre parcel into two 3-acre lots. The property is zoned Residential District. The property meets all minimum requirements including 200 feet of frontage on Prats Road where 125 feet is required when town sewer is not available.

Stewart Eastman said everything appears to be in order. He said the previous discussion regarding the resubdivision raised concerns about access points on the property. Commissioner Templet said that access would be determined when the property is developed.

Commissioner Templet closed the public hearing.

Commissioner Hall motioned to approve the resubdivision. Commissioner Pierce seconded the motion. All commissioners were in favor.

**DISCUSSION**

**Proposed resubdivision 71104 Hwy 59**

The proposed resubdivision would divide the 2.01-acre property into two lots of 0.58 acres and 1.43 acres. The property has frontage and access available on Hwy 59. Both lots meet the minimum lot size. The existing buildings on the property would be located on the northernmost lot. The property is zoned Residential with the Residential-Commercial Overlay applied 150 feet deep along Hwy. 59. This review is the pre-application application requirement. The application has been submitted for a public hearing in October. The commissioners had no questions or concerns.

EJ Boudreaux asked how the vacant lot would be developed. The applicant responded that a new office would be constructed on the property.

**Amendments to Abita Springs Code of Ordinances Section 9-218 Commercial District**

The Commission reviewed four (4) additional changes to the list of permitted uses in the draft Commercial District. The changes would allow public facilities including utilities and parks and open space areas, allow gas stations with no more than two pumps as a permitted use, with gas stations having more than two pumps subject to conditional use review, and limiting single family residential use to one dwelling per lot.

Chairman Templet asked for any public comment. Stewart Eastman said that allowing parks and open space in the Commercial District is a great idea. Lex LeBlanc agreed. Stewart Eastman said that allowing gas stations is a step backward. Sandra Sifer asked if duplexes should be an allowed use. Brenda Lanier said that she looked at the zoning map and found commercial properties ranging in size from one-half acre to 1,000 acres. She said some of the commercial properties are located in the town limits and others are located just outside town limits. Stewart Eastman suggested that “bank or credit union” be used rather than “financial institution” to prevent payday loan businesses.

**Extension of Temporary Moratorium on Certain Commercial Development**

Mark Fancey said that at the October 27, 2022, meeting a public hearing will be scheduled for the Commission to consider an ordinance extending the temporary moratorium on certain commercial development in the commercially zoned areas of the town. The Commission would offer an advisory opinion to the Town Council who will consider adopting the ordinance.

**Public Comment**

No comments received.

**ANNOUNCEMENTS**

None

**ADJOURNMENT**

Commissioner Pierce motioned to adjourn. Commissioner Hall seconded the motion. All commissioners voted in favor. The meeting adjourned at 6:52 PM.

\_\_\_\_\_  
Kristin M. Tortorich, Planning & Zoning Director

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Date



**INSTRUMENT 2022-010**

**AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE TOWN OF ABITA SPRINGS, TO EXTEND THE MORATORIUM ON THE ISSUANCE OF ANY PERMITS WHATSOEVER IN THE FURTHERANCE OF OR RELATIVE TO CERTAIN USES ALLOWED IN THE COMMERCIAL DISTRICT OF THE TOWN AND FURTHER ANY SUCH PERMITS IN CONNECTION WITH COMMERCIAL AND MULTIFAMILY USES IN CERTAIN DESCRIBED PROPERTY IN THE TOWN OF ABITA SPRINGS AND TO PROVIDE FOR RELATED MATTERS.**

WHEREAS, the Town of Abita Springs is in the process of commencing work on a new comprehensive plan; and

WHEREAS, the Town has budgeted funds for such work on a new comprehensive plan; and,

WHEREAS, as although there have been several public hearings relative to land use in the commercial district, more citizen input is desired; and,

WHEREAS, the Town is in the process of engaging a firm, with members certified by the American Institute of Certified Planners, to assist, provide guidance, and maximize public involvement during the process; and,

WHEREAS, certain allowed uses in the Commercial District as set out in Section 9-218 Commercial District are outdated and not properly regulated; and,

WHEREAS, the uses allowable in certain areas of the Historic District need to be delineated.

THEREFORE, BE IT ORDAINED by the Town of Abita Springs Board of Aldermen that there is hereby established a moratorium of the issuance of any permits whatsoever in the furtherance of or relative to the following uses as set out in Section 9-218 Commercial District.

- 8) Clothing stores
- 10) Drugstores and pharmacies
- 12) Filling stations
- 16) Grocery Stores, including meats, fruits and vegetables
- 17) Hardware stores
- 27) Restaurants and cafe
- 34) Theaters (not drive-in)
- 35) Variety stores
- 52) Dry good stores
- 53) Department stores

BE IT FURTHER ORDAINED, that this moratorium shall only apply to those properties that require the issuance of a non-residential building permit for new construction including additions that enlarge existing structures by fifty percent.

BE IT FURTHER ORDAINED, that there is additionally established a moratorium on the issuance of any permits whatsoever in the furtherance of a Commercial or Multifamily use in the following described property situated in the Town of Abita Springs:

*Beginning on Hwy. 59 at the southeast corner of Square 31 in the Southwest Division of the Town of Abita Springs, proceed in a westerly direction to the intersection of the northern extension of Haynes Avenue. Proceed south on the Haynes Avenue extension to Cahill Street. Take Cahill Street west to Gordon Street. Proceed south on Gordon Street to Pearl Street. Take Pearl Street in a westerly direction to the intersection with Poitevent Street. Proceed on Poitevent Street in a northerly direction to North Street. Run east on North Street to its intersection with Gordon Street; Gordon Street north to Hwy. 36; Hwy. 36 west to Davis Cemetery Road; Davis Cemetery Road north to its intersection with the old Hwy. 435 extension to Hwy. 59, shown as old road on original map of Abita Springs dated January 1, 1951 by Robert A. Berlin, Deputy Parish Surveyor. Then continue along the projected extension of old Hwy. 435 from its intersection with Hwy. 59 in an easterly direction to a point where a northern extension of the Quarter corner of Section 30, T6S- R 12E would intersect with the old Hwy 435 extension. Thence run south 0 degrees 06 minutes east 1,340 feet; thence run south 89 degrees 50 minutes east 1,329.4 feet; thence run south 663.3 feet; Continue south 106.5 feet; thence run south 86 degrees 30 minutes west 330 feet; thence run south 0 degrees 30 minutes east 677 feet to the Abita River. Thence follow the meanderings of the Abita River in an easterly*

70 direction to its intersection with the Talisheek Road Hwy. 435. Thence follow Talisheek Hwy. 435 in a  
71 southwesterly direction to its intersection with Magnolia Street. Thence proceed south along Magnolia  
72 Street to Grover Street. Thence proceed in a westerly direction along Grover Street to its intersection with  
73 Pine Street. From Pine Street go south to the intersection of Eads Street. Thence proceed westerly along  
74 Eads Street to Gum Street. Thence south on Gum Street crossing Hwy. 36 to the intersection of 6th Street.  
75 Thence east on 6th Street to its intersection with the old right-of-way of the GM&O Railroad, now the  
76 Tammany Trace. Thence proceed south along the Tammany Trace right-of-way to the southern boundary  
77 of the Bossier City Addition to the Town of Abita Springs. Thence proceed westerly along the southern  
78 boundary of the Bossier City Addition to the Town of Abita Springs to its intersection with Hwy. 59. Thence  
79 north on Hwy. 59 to its point of beginning.  
80

81 Start at the Corner of Sections 1,6,12, and 7 at the Intersection of LA Hwy 59 and Harrison Avenue and  
82 proceed East along Mandeville Street to Dundee then proceed North to a point where it intersects with an  
83 extension of the Bossier City Line and proceed west along said southern line of the Bossier City Addition to  
84 the Town of Abita Springs, the Commercial Overlay that runs parallel with Hwy 59 and then proceed south  
85 along said eastern side of the commercial overlay to the point of beginning. The squares adjacent to the  
86 trace (already controlled by Ordinance# 258) and along St. Charles Street the property noted as Squares  
87 8,9,34,36,37,33,38,32,39,49,44,48,42,47,43,46,45 and 41 of the Bossier City Addition and exclude the  
88 Industrial District adjacent to Mandeville Street and Dundee Street. Property along Highway 435 from the  
89 Abita Springs Post Office to Acorn/ Confederate Lane and westward to join the area already zoned Historic.  
90

91 BE IT FURTHER ORDAINED THAT THIS MORATORIUM shall be in effect and extended for one hundred  
92 and eighty (180) days from the effective date of this ordinance. This ordinance becomes effective upon the  
93 signature of the Mayor.  
94

95 Introduced by Council Member Randolph, seconded by Council Member Patterson on the \_\_\_\_ day of  
96 \_\_\_\_ 2022. Adopted on motion of Council Member \_\_\_\_ and seconded by Council Member \_\_\_\_ on the  
97 \_\_\_\_ day of \_\_\_\_ 2022.  
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100 Vote was:  
101 YEAS:  
102 NAYS:  
103 ABSENT:  
104 ABSTAIN:  
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108 Signed by the Mayor this \_\_\_\_ day of November 2022.  
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111 ATTEST  
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117 Janet Dufrene, Town Clerk  
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Honorable Daniel J. Curtis, Mayor

**Chapter X – Off Street Parking.**

**Sec. 9-XXX. Purpose.**

The regulations in this chapter are established to provide appropriate location and design of parking and loading areas and appropriate location, design, and capacity of accesses. The parking requirements are intended to provide sufficient parking near the various uses for residents, customers, and/or employees; and to maintain traffic carrying capacity of nearby streets. Off-street parking shall be provided in compliance with this section whenever any building is erected, altered, enlarged, converted, or increased in size or capacity. These regulations apply to both motorized vehicles and bicycles.

**Sec. 9-XXX. – Applicability.**

- (1) All applicable uses and developments must provide parking (including parking for the disabled) and loading facilities in accordance with this code. Any building constructed, enlarged, altered or subject to a change of use shall establish and maintain parking areas in accordance with the provisions of this chapter unless specified within individual zones.
- (2) No certificate of occupancy shall be issued until these parking requirements have been met.
- (3) These parking regulations do not apply to any structure or use existing at the time of enactment of these regulations. However, existing off-street parking spaces and loading spaces shall not be reduced in number or encroached upon so that the minimum requirements of this article would not be met. A reduction below the existing parking provisions may occur only when a change in use allows a corresponding reduction in the associated parking.
- (4) Any time a use classification is changed or when a building or use is enlarged or increased, the parking and loading requirements of this chapter shall apply to the enlargement or increase. A certificate of occupancy for the new use or area of enlargement shall not be issued until all required parking and loading spaces have been provided.

**Sec. 9-XXX. Parking space requirements.**

The off-street parking spaces required for each use permitted by this Code shall not be less than that found in **Table XXX**, provided that any fractional parking space be computed as a whole for uses not mentioned in this section, the Planning Director or a duly authorized representative shall determine the requirements for off-street parking and loading facilities. The number of parking spaces required for any building or land use shall be determined from the following table:

**Table XXX  
Offstreet Parking Requirements**

<b>Use</b>	<b>Parking Space Required</b>
<b>Residential Uses</b>	
Single-family dwelling	2 spaces per dwelling unit.
Two-family dwelling	2 spaces per dwelling unit. Spaces shall have equal access to street. No stacking is permitted.
Multifamily dwellings and apartments—3 to 12 units	2 spaces per dwelling unit with equal access to streets. No stacking is permitted.
Accessory dwelling (apartment)	2 spaces per dwelling unit

**DRAFT 10-27-2022**

Boardinghouse	1 space for each 3 bedrooms plus 1 additional space for resident manager.
<b>Commercial Uses</b>	
Bed & Breakfast	1 space for each rentable room
Hotel	1 space for each guest bedroom plus 1 additional space for resident manager.
Medical clinic, gym, rehabilitation, physical therapy	1 space for each 200 square feet of gross floor area.
Hospitals	1 space for each 2 beds plus 1 space for each staff doctor, plus 1 space for each 2 employees including nurses.
Nursing and convalescence homes and institutions	1 space for each 8 beds.
Church, temple, and other places of worship, and mortuary	1 space for each 5 seats in the main auditorium or 64 square feet where there are no seats.
Theater, auditorium, and place of public assembly	1 space for each 5 seats.
Service or repair shop, retail store handling exclusively bulky merchandise such as appliances or furniture	1 space per 650 square feet of gross floor area
Animal hospital, veterinarian	1 space per 250 square feet of gross floor area
Bowling alley	3 spaces per alley.
Day care center, preschool, nursery school	1 space per 200 square feet of gross floor area
School, public or private	Elementary: 2 spaces per classroom, laboratory or manual training shop. Junior high: 4 spaces per classroom, lab or manual training shop. Senior high: 6 spaces per classroom, lab or manual training shop. Colleges, universities, trade, industrial and business schools: 11 spaces per classroom, lab, or other teaching room.
Art gallery, museum, library	1 space per 400 square feet of gross floor area
Artisan studio	1 space per 400 square feet of gross floor area
Banks, business, and professional offices	1 space for each 200 square feet of gross floor area.
Medical office or clinic	1 space per 200 square feet of gross floor area
Automotive repair shop	1 space per each 400 square feet of office/retail floor space, plus 4 spaces per service bay.
Automotive service station	4 spaces per service bay plus 1 space per 200 square feet of gross floor area
Personal service establishment – salon, barbershop, etc.	1 space per each 300 square feet of gross floor area.
Retail sales establishment	1 space per 300 square feet of gross floor area
Restaurant, bar, or night club – sit down	1 space 200 square feet of gross restaurant floor area, or where indoor seating is provided, parking shall be based on interior space for kitchens, lounges, bathrooms, restrooms, and waiting areas plus the larger of the outdoor seating area or the indoor seating area.
Restaurant – fast food	1 space per 150 square feet of gross building area
Refreshment stand – with no indoor seating	1 space per table or 8 feet of bench
Farm stand or farmer’s market	5 spaces for each such establishment.
Mini warehouse	A minimum of 6 spaces for customer parking; no parking shall block storage bays
Mixed Use Development	Sum of the required parking for each residential and commercial use
<b>Industrial Uses</b>	
Storage warehouse	1 space per 1,000 square feet of gross floor area
Wholesale establishment	1 space per 700 square feet of gross floor area
Manufacturing establishment	1 space per 700 square feet of gross floor area



- (2) In an effort to limit the amount of impervious surface associated with development, the maximum number of parking spaces allowed shall be 125 percent of the number of required parking spaces. Structured parking facilities are exempt from this maximum.
- (3) Expansion of Existing Structures. When an existing structure is expanded, additional vehicle parking shall be provided in accordance with the provisions of this title. If the expansion requires no more than two additional vehicle spaces, no additional parking shall be required.
- (4) Change in Use. No additional parking shall be required when an existing structure is changed from one use type to another, as listed in Table XXX, and the vehicle parking requirements for each use type are the same or require no more than two additional vehicle spaces. If the change in use requires more than two additional vehicle spaces, additional parking shall be provided in accordance with the provisions of this title.
- (5) No owner or occupant of a lot or building shall change the use to which the lot or building is put, thereby increasing parking or loading requirements, until the required increase in off-street parking or loading is provided.

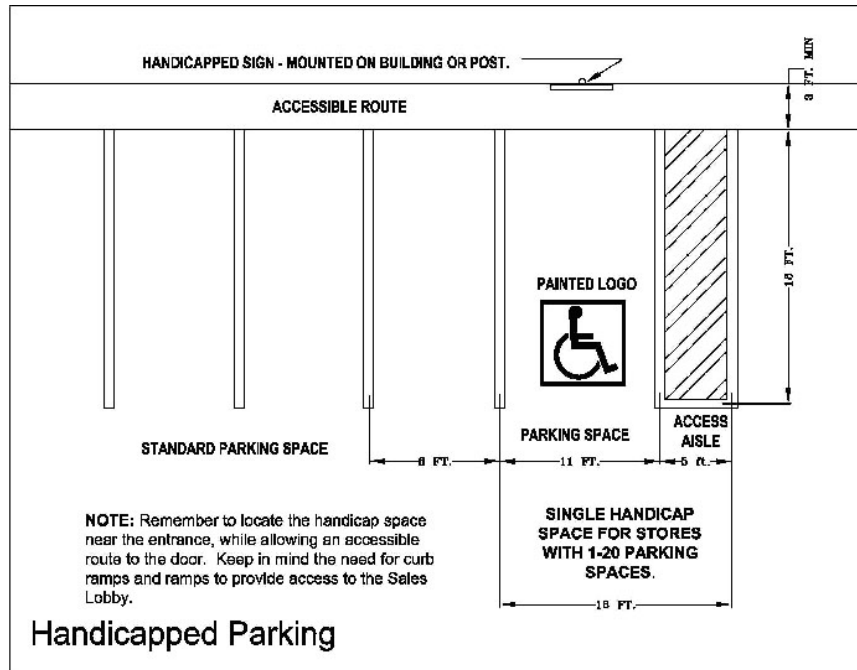
**Sec. 9-XXX. Off-street loading requirements.**

- (1) Every commercial or industrial building or use having a gross floor area in excess of 20,000 square feet and requiring the receipt of distribution by vehicle of material and merchandise shall have at least one permanently maintained off-street loading space and so located as not to hinder the free movement of pedestrians and vehicles over sidewalks, streets, and alleys.
- (2) Retail operations, wholesale operation, and industrial operations with a gross floor area of less than 20,000 square feet shall provide sufficient off-street loading space (not necessarily full berth if shared by an adjacent establishment) so as not to hinder the free movement of pedestrians and vehicles over a sidewalk, street, or alley.
- (3) All required off-street loading spaces shall be at least 12 feet in width and at least 35 feet in length, exclusive of aisles and maneuvering space, and shall have a minimum vertical clearance of at least 14 feet.

**Sec 9-XXX. Accessible parking spaces.**

- (1) Handicap parking shall be provided for all uses in accordance with the standards in Table XXXX); parking spaces used to meet the standards in subsection (6) of this section shall be counted toward meeting off-street parking requirements;
- (2) Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building or buildings with multiple entrances, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility.
- (3) Handicap spaces shall be grouped in pairs where possible;
- (4) Where covered parking is provided, covered handicap spaces shall be provided in the same ratio as covered non-accessible spaces;

- (5) Required handicap parking spaces shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities; signs shall be posted directly in front of the parking space at a height of no less than 42 inches and no more than 72 inches above pavement level. Van spaces shall be specifically identified as such; Accessible parking spaces and passenger loading zones shall be built in accordance with Town of Abita Springs Regulations and Building Codes. See handicap parking design sketch below.



- (6) The required number of accessible spaces, as defined in the Minimum Number of Accessible Parking Spaces (ADA Standards for Accessible Design 4.1.2(5)), is as shown on the table. Latest revisions of the table will always apply. Handicap parking regulations have been taken from the 2010 ADA-Americans with Disabilities Standards for Accessible Design, which includes all subsequent updates/amendments.

Total Parking Spaces in Lot	Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total
1,001 and over	20 plus 1 for each 100 over 1,000

- (7) When a combination of uses or mixed uses are involved on a single location or development, and joint use of off-street parking spaces for separate uses is allowed per **Section 9-XXX**, required

accessible parking spaces must be provided for each separate use as determined by the total parking spaces required for each separate use.

**Sec. 9-XXX. - Bicycle Parking.**

Any multiple-family residential structure having more than four dwelling units or more than 12 residents shall provide a parking area for bicycles. Any new retail, office, and institutional development shall provide a parking area for bicycles. Bicycle parking areas shall meet the following requirements:

- (1) Bicycle parking shall be located in a well-lighted, secure and generally visible location having direct access to an adjacent sidewalk or parking area. The bicycle parking area need not be fully enclosed but shall provide shelter from precipitation.
- (2) A parking surface of asphaltic concrete, Portland cement concrete, or a brick paving system.
- (3) Bicycle racks shall be securely anchored. A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking. Bicycle parking shall not obstruct walkways.
- (4) Bicycle parking facilities shall either be lockable enclosures in which the bicycle is stored, or secure stationary racks which support the frame so the bicycle cannot easily be pushed or fall to one side. Racks that require a user-supplied lock shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.
- (5) Bicycle parking areas incorporating the standard inverted U-shaped bicycle rack, or functionally equivalent structure, shall have the following dimensions:
  - (a) The minimum height of the bicycle rack shall be 36 inches from the base to the top of the rack.
  - (b) The minimum length for the bicycle rack shall be two feet.
  - (c) A bicycle rack shall accommodate at least two bicycles.
  - (d) The exterior surface of bicycle racks shall be nonabrasive, nonmarring, and durable.

**Sec. 9-XXX. – Combination of uses or mixed uses.**

Off-street parking spaces for separate uses on a single location or development may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required for each use separately. No parking or loading space, or portion thereof, shall serve as the required space for more than one use with the exception of the following shared parking arrangement.

- (1) Joint use up to 50 percent of required parking spaces may be permitted for two or more uses, provided that use of such facility by each user does not occur at the same time. No shared use of parking spaces shall be permitted unless:
  - (a) Approval is obtained by the building official that confirms that the use of such facility by each user does not take place at the same hours during the same days of the week;

- (b) The users of the shared parking shall record an agreement to share parking facilities. A copy of the recorded agreement shall be given to the Planning Director.
- (c) All location and design requirements of this ordinance are met.
- (d) Any subsequent change in ownership or use shall require proof that the minimum parking requirements, per this ordinance, have been met for each use. The owner of an existing building or use shall have 180 days within which to accommodate all required off-street parking or apply for a variance. If the owner is unable to accommodate the parking or fails to apply for a variance, then the occupancy permit shall be revoked with respect to the use for which the separate parking is required. The occupancy permit shall be reinstated when all applicable provisions of this article are complied with. As an alternative to a variance, a new shared parking agreement may be arranged in accordance with this article.

**Sec. 9-XXX.- Shared and off-site parking.**

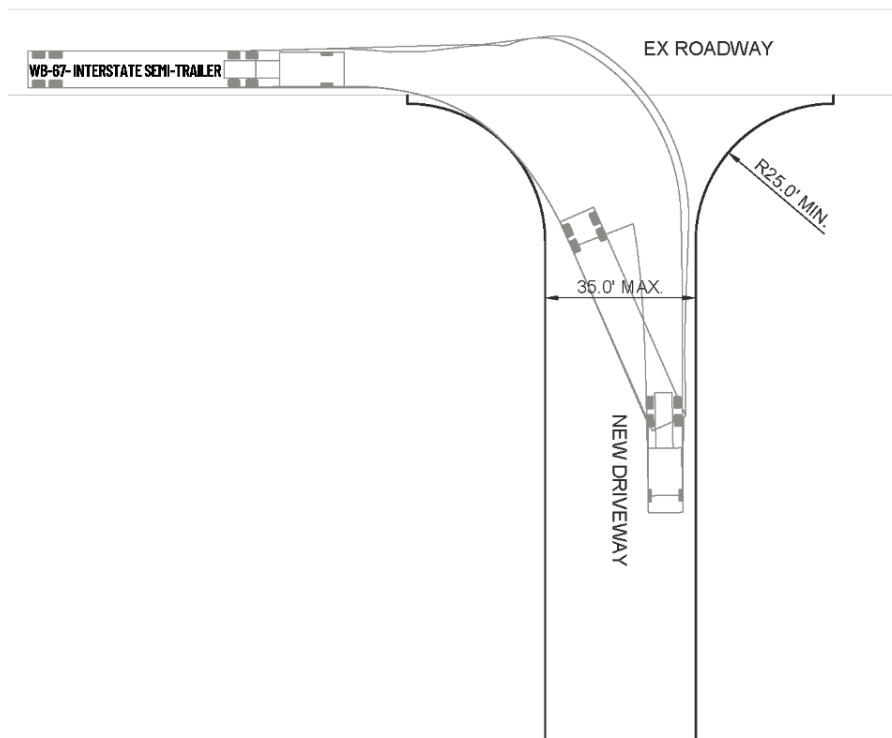
The shared and off-site parking provisions of this section are intended to encourage efficient use of land and resources by allowing users to share off-street and off-site parking facilities in situations where the aggregate number of spaces provided is not less than the sum of the spaces required for each use separately and to locate off-street parking facilities on a different site than the uses served by the parking.

- (1) Shared or off-site parking arrangements require review and approval by the Planning and Zoning Commission.
- (2) All shared or off-site parking spaces must be located no further than 300 feet measured along the nearest pedestrian walkway from the property line or uses they are intended to serve.
- (3) Shared and off-site parking areas require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared or off-site parking area.
- (4) For proposed shared parking areas, the applicant must submit a shared parking analysis that clearly demonstrates the feasibility of shared or off-site parking.
  - (a) It must address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.
- (5) The shared or off-site location of required parking must be guaranteed by a legally binding agreement, duly executed and acknowledged, between the owner of the parking area and the owners of all uses that are located on a different lot and served by the parking area.

**Sec. 9-XXX. Driveway Access.**

- (1) For residential uses, the minimum driveway width is 12 feet, and the maximum driveway width is 24 feet.
- (3) For commercial and industrial uses, driveway access shall meet the following requirements:

- (a) Street frontage less than 200 linear feet: No more than one two-way driveway, a minimum of 24 feet in width and a maximum of 35 feet in width with minimum radii of 25 feet, shall be permitted through the street planting area.
- (b) Street frontage greater than or equal to 200 linear feet but less than 600 linear feet: One additional two-way driveway, a minimum of 24 feet and a maximum of 35 feet in width, is permitted.
- (c) Street frontage greater than or equal to 600 linear feet: One additional two-way driveway, a minimum of 24 feet and a maximum width of 35 feet in width, is permitted for each additional 400 linear feet of frontage.
- (d) Driveway design shall be as shown in the figure below.



**Sec. 9-XXX. Access to State highways.**

Access to state highways is granted by the Louisiana Department of Transportation and Development (DOTD). A valid Right-of-Way Permit is required for access to a state highway. A change of use for a lot or building may require amending an existing Right-of-Way Permit.

**Sec. 9-XXX. Design of parking facilities.**

- (1) Surface: Parking spaces shall be surfaced with a minimum of four inches of concrete or similar all-weather surface such as three-inch macadam on a suitable base and such entrances shall be similarly surfaced. The Town Engineer may approve permeable paving materials in lieu of impervious surfaces; however, regular maintenance of the permeable areas that ensure proper function shall be a condition of approval.

- (2) Parking space width: The minimum parking space width is nine (9).
- (3) Parking space length: The minimum parking space length is 18 feet.
- (4) Exceptions:
  - (a) Up to 30 percent of required parking spaces may be designated for use by subcompact automobiles, provided that each space is clearly marked for such use and no space so designated is less than eight feet wide by 16 feet long;
  - (b) Parallel parking stalls shall be permitted to be eight (8) feet wide and no less than 22 feet long;
- (5) Safety Features - Parking and loading facilities shall meet the following standards:
  - (a) Appropriate bumper guards or wheel barriers shall be installed two and one-half feet from a required yard or from a property line and four and one-half feet from any structure excluding a private garage. Curbing, and directional markers shall be provided as needed to assure safety, prevent encroachment onto adjoining public or private property.
  - (b) Visibility of and between pedestrians, bicyclists, and motorists shall be assured when entering individual parking spaces, when circulating within a parking facility, and when entering and exiting a parking facility through compliance with the sight triangle standards established in Sec. 3-409.
  - (c) Internal circulation patterns, and the location and traffic direction of all access drives, shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety. For two-way circulation, the minimum aisle width shall be 20 feet
- (6) Lighting - Parking lot lighting shall meet the following standards:
  - (a) Parking lot lighting design shall provide for the reasonable safety, comfort, and convenience of the parking of patrons and use of pedestrians.
  - (b) Parking lot lighting illumination design levels and visibility glare shall in general comply with the latest issue of Illuminating Engineering Society (IES) Lighting Handbook Section on Parking Facilities Lighting.
  - (c) Parking lot and loading space lighting shall be designed to minimize light spill over into adjoining streets and nearby residential areas and shall be directed downward and away from adjoining property and abutting streets by shielding the light source from visibility from adjoining properties or streets in such a way as not to create a nuisance. All exterior lighting shall be hooded or shielded so that the light source is not visible from adjacent more restrictive residential districts.
- (7) Fencing and Screening
  - (a) A parking facility in any nonresidential district which adjoins or abuts property in a residential district shall have a wall or fence not less than five (5) feet in height and not more than six (6) feet in height located for the length of the common boundary.

- (b) A parking facility in any residential district which has more than 10 spaces and which adjoins or abuts other property in a residential district shall have a wall or fence or landscape screen not less than five (5) feet in height and not more than six (6) feet in height located for the length of the common boundary.
- (8) No portion of a parking space or aisle shall be located in a required setback or buffer area.
- (9) Parking lots developed on contiguous parcels of property shall be designed to accomplish circulation between and among the parking lots without the use of public streets.
- (10) Noise - Areas used for primary circulation, for frequent idling of vehicle engines, or for loading activities shall be designed and located to minimize impacts on adjoining properties, including provisions for screening or sound baffling.
- (11) Maintenance - The provision and maintenance of off-street parking and loading space shall be a continuing obligation of the property owner. All parking and loading facilities shall be maintained to assure desirability and usefulness of the facility. Such facilities shall be maintained free of refuse, debris, or other accumulated matter and shall at all times be available for the off-street parking or loading use for which they are required or intended.

**Note: Parking lot landscape requirements will be included in the draft Zoning Ordinance section on landscaping that is currently being developed.**