

University Area Parking Study City of New Orleans



City Planning Commission

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EXECUTIVE SUMMARY

INTRODUCTION

The Uptown Neighborhoods between Broadway Street and Carrollton Avenue and South Claiborne Avenue and St. Charles Avenue are characterized by the neighboring campuses of Tulane University and Loyola University. Both universities generate a large volume of residents, visitors, and employees all accessing the universities and the adjacent neighborhoods. This additional traffic and utilization of the area can create a parking issue within surrounding neighborhoods based on the overall volume of all visitors accessing the campus. That same volume of access to the universities creates an increased demand for a variety of housing types in close proximity. The surrounding neighborhood is generally historic in character with houses built and designed prior to the widespread use of the automobile which exist alongside some commercial uses and corridors in addition to both campuses. Many houses and lots were not designed to accommodate vehicles and much of the parking for both residents and non-residential uses occurs in the public right-of-way on a first come, first serve basis. The neighborhood, due to its close proximity to university campuses and its dense, historic design near commercial corridors and mix of housing types make it a high demand area for a broad mix of residents, further increasing parking constraints.

The City Planning Commission has conducted the following study to review these issues by Council Motion M-20-79. The study coincides with the Interim Zoning District (IZD) which increases the required parking minimums in the area west of the Tulane University Campus generally bounded by the Lakeside of Saint Charles Avenue, downtown side of South Carrollton Avenue, riverside of South Claiborne Avenue, and both sides of Audubon Street. The IZD introduced on March 5, 2020 puts an increase on parking requirements for properties within these stated boundaries. The parking increase would require one parking space per bedroom for new construction residences and any renovations adding a bedroom. For purposes of the IZD, the definition for renovation includes any change of an interior to add or remove a wall to increase the number of bedrooms in a dwelling. The introduced IZD would increase parking requirements for all residential uses within the stated boundaries. As stated in the IZD, these parking requirements would have no relief from the parking exemptions in the CZO.

In the Council Motion directing CPC to conduct a study, the motion tasked CPC to address the following key issues:

1. A review of similar cities with urban neighborhoods adjacent to universities or other institutional uses and their proposed zoning/parking regulations;
2. Increasing off-street parking requirements for two- and multi-family buildings, particularly when bedrooms are added to existing structures
3. Permitting owners and developers of multi-family buildings to rent or lease off-street space from nearby properties;

4. Permitting residential parking lots that service residential areas “by-right” in residential zones adjacent to institutional uses; and
5. Creating a permit for residents to park on the street in such a way as to block their own driveway.

City Planning Commission staff has put together the following study exploring similar cities and urban neighborhoods and considers a number of recommendations to address these key issues.

RECOMMENDATIONS

In addressing the five major goals from the Council Motion, staff propose the following recommendations and further steps. A more detailed analysis of each of these takeaways is provided at the end of the report. The areas of recommendation are grouped into four key takeaways:

ON-STREET PARKING RECOMMENDATIONS

- More residential parking permit areas within the IZD
- Limit the number of parking permits issued to each address - 2 per address and increase the costs of the parking fee, allowing fewer cars to park on the street, per household

UNIVERSITY PARKING RECOMMENDATIONS

- Propose town-gown relationships for Tulane and Loyola
- More robust alternative mode of transit for universities
- Propose Universities to create Long Term Commuter parking rates on campuses or reduced rates for long-term parking to encourage fewer cars in the neighborhood

CZO/ZONING RECOMMENDATIONS

- No increase in parking requirements for residential uses.
- Consider developing shared parking lots that can accommodate both commercial and residential uses. Potential funding sources include residential parking permit fee increases, payment-in-lieu of providing required on-site parking, and university contributions. Amend the Comprehensive Zoning Ordinance to authorize public parking in certain residential districts as a conditional use.
- Consider amending the Comprehensive Zoning Ordinance to allow required residential parking to be provided off-site within 300 feet.
- Keep the definition of “family” in the CZO as is

ENHANCED DESIGN STANDARDS OR EXPANSION OF HISTORIC DISTRICTS

- Expansion of local historic districts in this area was recently considered, so the staff does not recommend reopening that process. Should future developments be out of character with the neighborhood, the possibility of expanding the ability of the HDLC staff to review major renovations and new construction should be considered.

Increasing parking requirements within the study area could have a negative effect on the access to affordable housing in the neighborhood and create a burden for future dwellings being built and undergoing renovations. In addition, the proposed language in the IZD will encourage design standards in conflict with the Master Plan and CZO that discourage automobile-dependent development. These standards could encourage the demolition of buildings and homes to accommodate parking requirements and increase impermeable surfaces that could lead to increase stormwater runoff.

Staff is still not in support of zoning regulations that would further increase parking requirements and instead suggests measures to help alleviate parking demand through increased enforcement and expansion of permitted parking areas, promoting alternative parking modes of transportation for students, and encouraging better relationships between schools and neighborhoods through town-gown partnerships. Both universities within the area provide on-campus housing and Tulane's commitment to increasing their student housing could provide additional relief for students living off-campus.

NEXT STEPS

In addition to the recommendations provided by staff, several concerns were expressed throughout the study about the overall size and scale of the renovations and new construction projects geared towards student housing throughout the IZD and adjoining neighborhoods. The current CZO allows for a large building envelope based on the minimum setbacks, heights, and lot areas within zoning districts. The ability to create a single-family dwelling with multiple bedrooms and a height larger than what was historically developed could be an underlying issue with the base zoning district's bulk and yard regulations. The City Planning Commission's ongoing Housing Opportunities Study could explore the building envelope common throughout major residential zoning districts throughout the city to determine whether such large residential developments should be permitted within single- and two-family districts that generally have a more historic and smaller scale development pattern. This is an issue that could be further studied by CPC staff. Generally, many of the historic urban neighborhoods throughout the city already have fewer vacant sites that allow for larger scale residential dwellings. Districts allowing for higher densities and greater total building envelopes may be a better fit for the current regulations within existing two-family historic districts.

Future studies currently in progress through the City Planning Commission are also looking at additional ways to increase housing opportunities throughout the City. Reducing parking

requirements for residential developments helps to lower the overall costs for new developments. A recommendation to allow for shared and collective parking for residential uses, one of the study recommendations, will be further studied in the Housing Opportunity Study.

STUDY BACKGROUND

CITY COUNCIL MOTION M-20-79

On March 5, 2020, the City Council directed the City Planning Commission to conduct a public hearing and formal study to determine appropriate parameters, regulations, and requirements for parking in the Uptown University Area (generally bounded by Saint Charles Avenue, South Carrollton Avenue, Claiborne Avenue, and Broadway Street); ensuring that any future amendments to the CZO (via an overlay) to address parking requirement in this area are fully researched to properly balance the institutional, commercial and residential uses that are currently exceeding available on-street parking, to create parking requirements that adequately address the needs of residents, including but not limited to:

- A review of similar cities with urban neighborhoods adjacent to universities or other institutional uses and their proposed zoning/parking regulations;
- increasing off-street parking requirements for two- and multi-family buildings, particularly when bedrooms are added to existing structures;
- permitting owners and developers of multi-family buildings to rent or lease off-street space from nearby properties;
- permitting residential parking lots that service residential areas "by-right" in residential zones adjacent to institutional uses; and
- creating a permit for residents to park on the street in such a way as to block their own driveway.

In this study the City Planning Commission staff review the plans, policies, and best practices across the country to understand what has been done to alleviate parking and other issues commonly associated with neighborhoods adjacent to universities. The bulk of this study contains summaries of the results of that best practice research, and responses to the five points made in the City Council motion can be found in this study after that research.

DWELLINGS TO DORMITORIES

In the past year or so, residents of the neighborhoods on the upriver side of Tulane University have noticed an increase in the renovation of structures to accommodate students of the nearby universities. These conversions often involve additions to existing structures and the leasing of

individual rooms. A representative of Maple Area Residents, Inc. sent CPC staff a list of recent renovations or new construction projects that included thirteen properties. The properties identified by the association were mostly within a block or two of Broadway Street or Maple Street and included one across Carrollton Avenue in the Riverbend neighborhood.

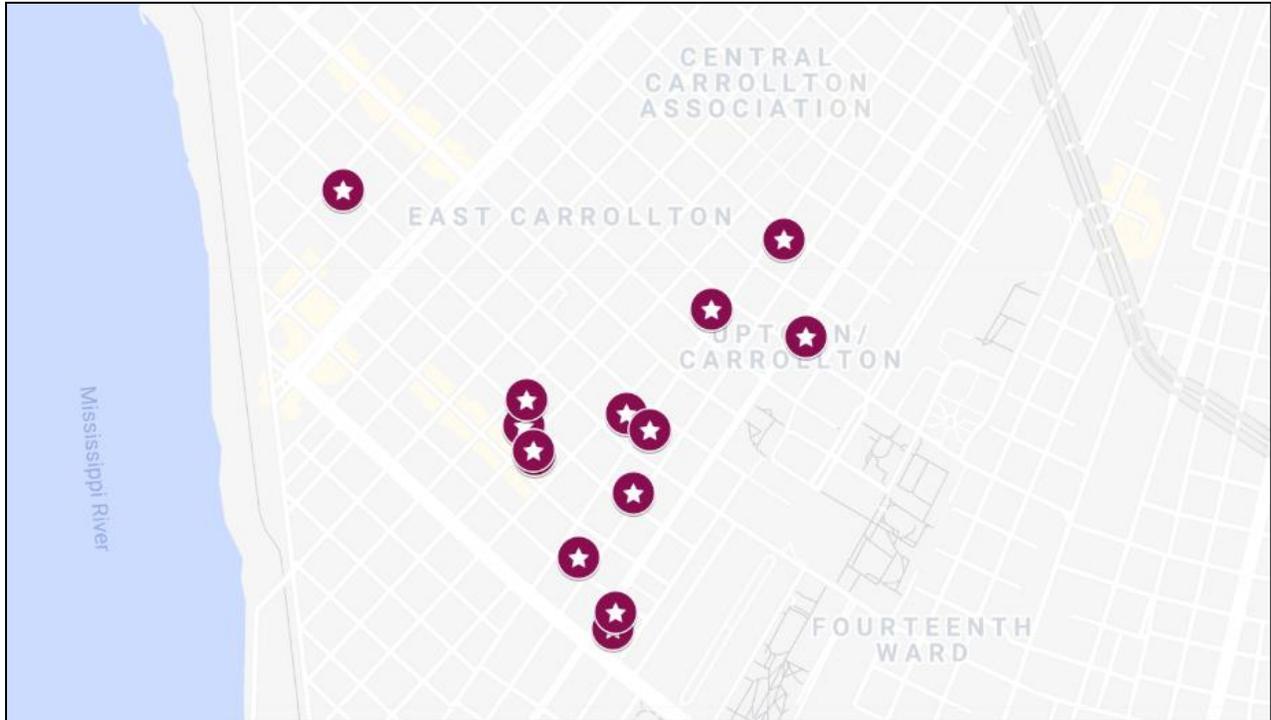


Figure 1: Examples of Dwellings to Dormitories Style Developments

University students renting and sharing apartments in this neighborhood is not a new phenomenon. Campus-adjacent neighborhoods will always attract students due to the convenience of living near campus. Some of the concerns of the neighborhood are related the number of students these homes are housing, particularly since some involve constructing additions to existing houses. One commonly mentioned symptom of this conversion type is the stress placed on the on-street parking supply. Since the parking requirement in the CZO is based on the number of dwelling units, these conversions often do not require the provision of additional off-street parking because only rooms are being added, not separate units. One example sent to CPC staff is a renovation proposed for 1409 Broadway Street. This renovation involved an existing three-unit multi-family dwelling with approximately seven total bedrooms, three kitchens, and four bathrooms. The addition would increase the building footprint to the rear and side of the existing structure and accommodate a total of 12 total bedrooms, three kitchens, six full bathrooms, and 3 half-bathrooms. The renovation includes the addition of one off-street parking space, for a total of two. After the renovation, each of the three units will have four bedrooms, which would allow it to be in accordance with the limitations on unrelated individuals living in a single dwelling unit established in the CZO's family definition.

In addition to parking, a common issue reported to the staff was that additions and newly constructed dwelling units were out of scale with the surrounding neighborhood. The study area is located in two partial control historic districts that only have jurisdiction over demolitions. These considerations, in addition to noise, trash, and concerns over housing affordability prompted this study and the adoption of the Uptown University Area Interim Zoning District, which requires additional parking for renovations and the new construction of dwellings in the district.



Figure 2: 1409 Broadway After Renovations with Addition

STUDY AREA ZONING AND CZO REGULATIONS

ZONING



Figure 3: Existing Zoning Districts within Study Area

Most of the study area is zoned for residential use, with approximately 92% of lots in the area located within the Historic Urban Neighborhoods Residential Districts. Seventy-one percent of the study area lots are zoned HU-RD2 Two-Family Residential District and 21 percent are zoned HU-RD1 Two-Family Residential District. There is a small HU-RS Single-Family District that covers those properties with frontage along Audubon Boulevard between Willow Street and Claiborne Avenue. There is a large HU-RM2 Historic Urban Multi-Family Residential District located along Broadway Street between St. Charles Avenue and Oak Street, which contains several multi-family residences. These neighborhoods are characterized by single- and two-family residential dwellings, with several examples of multi-family structures throughout the neighborhood. The area has dense development patterns with minimal setbacks between structures. It is not uncommon for properties to have driveways leading to off-street parking spaces, but these areas are generally large enough accommodate one vehicle, sometimes two if tandem parked.

The study area also includes some non-residential zoning districts, including the Maple Street commercial corridor, which is zoned HU-B1 Historic Urban Neighborhood Business District. This corridor features a pedestrian-oriented environment, with limited or no accommodation for on-site

parking, where nearby residents can walk to their destination. There are also a few examples of traditional corner store establishments that are zoned HU-B1A, such as Panola Street Café. There is a small HU-MU District located on the edge of the study area boundary at the corner of S. Carrollton Avenue and St. Charles Avenue that contains several small businesses and restaurants.

Table 1: Zoning Districts Represented Throughout the Study Area

Zoning District	Number of Lots	Percentage of Total
OS-N Neighborhood Open Space District	2	0.1%
HU-RD1 Historic Urban Two-Family Residential District	468	20.6%
HU-RD2 Historic Urban Two-Family Residential District	1,611	71.1%
HU-RM1 Historic Urban Multi-Family Residential District	2	0.1%
HU-B1 Historic Urban Neighborhood Business District	155	6.8%
HU-MU Historic Urban Neighborhood Mixed-Use District	18	0.8%
C-1 General Commercial District	11	0.5%
TOTAL	2,267	100%

DEFINITIONS

The CZO definition of “family” is important to the discussion of “dwelling to dormitory” conversions in the study area, because it provides a limit for the number of unrelated individuals that can live in the same dwelling unit. The current definition of family in the CZO is as follows:

Family. An individual or two (2) or more persons who are related by blood, marriage, or registered domestic partnership, living together and occupying a single housekeeping unit with single culinary facilities, or a group of not more than four (4) persons living together by joint agreement and occupying a single housekeeping unit with single culinary facilities. Notwithstanding the above, domestic servants, employed and residing on the premises shall be considered as part of the family.

This definition does not limit the number of people living together if they are related by blood, marriage, or domestic partnership, but does for unrelated persons. This limit aims to place reasonable limits on the number of people that may share a household, without allowing for the overcrowding of dwelling units. The Department of Safety and Permits enforces this definition when plans are submitted at the time of permitting with characteristics indicating that the home will not be utilized by a single-family. Indicators such as bedrooms totaling over 4 with attached kitchenettes and bathrooms could trigger further review. Additionally, neighborhood complaints of un-permitted group homes can also trigger enforcement. The city does not review individual leases or review the family definition for the majority of properties that are submitted to permitting exhibiting typical

dwelling floor plans with bedrooms sharing common areas. Once a dwelling exceeds four unrelated persons living together without private bathroom and culinary facilities, the CZO classifies them as a Rooming House:

Rooming House. A structure containing sleeping rooms where lodging or lodging and meals are provided for five (5) or more unrelated persons but containing less than fifteen (15) sleeping rooms. The sleeping rooms generally do not have private bathrooms or attached kitchens. In a residential zoning district, the minimum length of stay in a rooming house is thirty (30) days. A rooming house with more than fifteen (15) sleeping rooms is considered a guest house. Rooming houses may include restaurants where such are permitted by the underlying zoning.

The difference between Two- and Multi-Family dwellings is that Rooming Houses generally do not have private bathrooms and culinary facilities. Additionally, though Rooming House uses have a parking requirement, they are not allowed in any district in the CZO.

OFF-STREET PARKING REQUIREMENTS

THE EVOLUTION OF COMPREHENSIVE ZONING ORDINANCE PARKING REGULATIONS

In 2015, the City of New Orleans adopted a new Comprehensive Zoning Ordinance (CZO) and Zoning Maps. The previous CZO was outdated, having originally been adopted in the early 1970s using an automobile-centric suburban model. One aspect of the overhaul was updating the off-street parking requirements. The parking standards were revised to reflect the ‘on-the-ground’ realities which exist in the City. Standards were reduced and/or made more flexible in historic and other select areas in order to reduce the incentive for parking-related demolition, unnecessary paving, and to reduce the costs of providing parking for a single use. Between 2005 and 2014, the Board of Zoning Adjustments had approved 90% of requested parking waivers, recognizing the inability of many sites to provide parking or meet the required suburban development levels of parking.¹ The new Zoning Ordinance also requires and/or encourages alternatives, such as shared parking, credit for on-street spaces, and bicycle parking. Though not adopted at the time, a fee-in-lieu concept was discussed as a way to provide shared off-street parking lots that could serve a business corridor.

Residential parking requirements were not changed as significantly as those for business uses. Under the former CZO, residential zoning districts other than the least intense RS Single Family Residential District required 1 off-street parking space per unit of a single-family, two-family, three-family, four-family, or townhouse dwellings. For multiple-family structures with 5 or more dwelling units, the requirement was 1 parking space for an efficiency, 1.5 spaces for one and two bedroom dwellings, and 2.5 spaces for three or more bedroom dwellings. Essentially, this outdated parking requirement required more parking for residential units most likely to house people of limited means

¹ ZD 81/14 Staff Report.

who disproportionately tend to rely on public transit, biking, or walking. The higher parking requirement also would increase the cost of development, as parking spaces are expensive to build, and this cost would be passed on to residents in the form of higher rent.

CURRENT OFF-STREET PARKING REQUIREMENTS

All residential dwellings are required to provide one off-street parking space per dwelling in the zoning districts represented in the study area. **Article 22** of the Comprehensive Zoning Ordinance provides parking requirements for all uses and the required design of all off-street parking spaces. As the majority of the study area and much of the city's older neighborhoods are historic, the CZO provides exemptions to give relief to requirements that may not fit the historic lot pattern. Lots measuring 30 feet or less for the Historic Urban Neighborhoods (HU-RD1, HU-RD2, HU-RM1, HU-RM2 and HU-B1, HU-B1A, and HU-MU) are not required to provide any off-street parking spaces. Further exemptions exist for these historic properties which include a block face percentage which provides relief from residential parking requirements if 40% or more of single and two-family dwellings on a given block face provide no off-street parking.

Many of the Historic Urban Business Districts (HU-B1, HU-B1A, and HU-MU) also provide exemptions based on the type of development and square footage. These properties generally are historic in nature and exist in old corner store style buildings that are built to all lot lines, making off-street parking a challenge.

The proposed language in the IZD does not allow for any parking exemptions for residential properties. Existing residential properties would still be granted their grandfathered parking conditions, but any renovations adding a bedroom or new construction would be required to provide one off-street parking space per bedroom, as opposed to dwelling unit and would be required to provide this parking space regardless of lot size.

SHARED COMMERCIAL PARKING

Maple Street within the study area is a busy commercial corridor popular with both neighborhood residents and students, and even draws customers from throughout the city. As with other popular commercial corridors in the Historic Urban or Historic Core neighborhoods, there may not be enough parking either off-street or directly on-street adjacent to the commercial uses to meet demand. Maple Street customers may park within the residential area, further exacerbating on-street parking difficulties for residents. A potential tool to deal with situations like this is to provide a limited number of public parking lots that may be used for patrons of any commercial establishment.

One example of a public parking lot for a neighborhood commercial corridor is in the 4400 block of Freret Street. This parking lot is managed through a cooperative endeavor agreement with a business organization that also uses the site for occasional festivals and markets. There is no posted time limit or payment required in the Freret parking lot. Parkers could be visiting a commercial use along the corridor or a nearby residence. Potential funding for shared commercial parking may include a

payment in lieu of providing required off-street parking. If a commercial use within a designated area were to need a parking variance, they might be required to pay into a fund that establishes and maintains shared parking lots.



Figure 4: The City-owned Freret Street parking lot provides free parking for visitors to the commercial area.

Current regulations allow for a commercial use’s required parking to be provided on a separate lot within 300 feet of the use served. As shown in the below CZO regulations from **Article 22, Section 22.8.B.2**, the required parking within 300 feet is a permitted use if located in a non-residential district and is a conditional use if located in a residential district.

- a. Vehicle parking for a non-residential use must be located on the same lot or a separate lot within three-hundred (300) feet of the use served. If required off-street vehicle parking spaces on a separate lot are located within three-hundred (300) feet of the principal use, they are subject to the following standards:
 - i. The three-hundred (300) foot distance is measured along designated pedestrian walking paths, using the nearest point of the lot on which its required parking will be provided.
 - ii. When vehicle parking for a non-residential use is located within three-hundred (300) feet of the use, the parking lot is a permitted use in a non-residential district and a conditional use in a residential district. Accessory off-street parking lots serving non-residential uses in a residential district require a conditional use and are subject to the following requirements:
 - (A) The parking lot shall be accessory to and used in connection with one (1) or more non-residential uses located in an adjoining district.

(B) The parking lot shall be used solely for the parking of passenger automobiles.

While this CZO section allows the provision of required off-street parking on a separate lot, options to establish a payment in lieu system for shared commercial parking or to allow a public or community parking lot in a residential district would necessitate an amendment to the text of the CZO.

SHARED RESIDENTIAL PARKING

There is currently no CZO allowance to provide required off-street parking for residential uses anywhere but the same lot as the residential uses, as stated in **Section 22.8.B.1** shown below.

All required off-street vehicle parking spaces for residential uses and the residential component of mixed-use developments shall be located on the same lot as the building or use served, unless otherwise authorized by this Ordinance.

Though this is the current regulation, it is conceivable that an amendment to the CZO text could allow off-site residential parking in the future. In residential districts, there are typically allowances for supporting community facilities and parking lots to help alleviate on-street parking congestion could be seen as serving the interest of the entire neighborhood. If provided close to Maple Street or another commercial area, circumstances may even allow sharing of a parking in a lot with commercial customers. Depending on parking demand, commercial customers may pay a parking meter fee, but residents with the displayed residential zone parking permit could be allowed to park for free. If a residential use within a designated area were to need a parking variance, they might be required to pay into a fund that establishes and maintains shared parking lots. At a minimum, parking lots exclusively for a residential main use within 300 feet should have the same option to provide off-site parking as do commercial uses.

EXISTING LOT CONDITIONS IN STUDY AREA

LOT WIDTH

Lot widths in the area vary, but are mostly under 50 feet, which is attributed to the study's historic residential character. Thirty-one percent of the study area's lots have a width of 30 feet or less and 44 percent are between 31 and 50 feet in width. The staff found that median lot width in the study area's HU-RD1 Districts is 44 feet, which is notably wider than the district's minimum 30-foot width for single-family dwellings and the 40-foot minimum for two-family dwellings. Of the study area lots zoned HU-RD2, over half of all lots in the study area, have a median width of 36 feet, which is 6 feet greater than the required 30 feet for both single- and two-family dwellings.

Table 2: Lot Widths Within Study Area

Lot Width	Number of Lots	Percentage of Total
≤ 30	699	31%
31-40	456	20%
41-50	552	24%
51-60	305	13%
≥ 61	130	6%
Null	125	6%
TOTAL	2,267	100%

Lot width is an important dimension to consider when discussing off-street parking requirements for residential lots, particularly when off-street parking is not allowed in front of the principal structure. A parking space, or the driveway leading to a parking area, will be required to occupy limited width in order to either park on side of the dwelling or lead to parking at its rear. The Historic Urban Zoning Districts require side yard setback of three feet on each side and the provision of an 12 foot driveway would significantly limit the buildable area of a relatively small lot. This is why in many cases in the historic neighborhoods in New Orleans, new construction often consists of L-shaped structures to accommodate a parking space behind the portion of the structure closest to the street. Median widths of 36 and 44 feet would provide space enough for single-family structures to provide a driveway on the side of the dwelling but would be limiting for two-family structures if two driveways are provided. This is also only considering the issues for new construction, not for historic structures which comprise most of this area. Additionally, if a site were to provide one driveway to a parking area in the rear of the property, that would run into consideration of open space.

LOT DEPTH

The typical lot in the study area is approximately 120 feet in depth, which is not uncommon in older residential areas of New Orleans where streets, square, and lots were platted well before zoning. The three Historic Urban residential districts in this neighborhood all require a depth of 90 feet. Lots in the HU-RD1 and HU-RD2 Districts had a median depth of 120, mirroring the most common depth found in the study area.

Table 3: Lot Depth in Study Area

Lot Depth	Number of Lots	Percentage of Total
≤ 90	287	13%
91- 110	233	10%
111 - 120	1,204	53%
≥ 121	417	18%
Null	126	6%
TOTAL	2,267	100%

Lot depth matters in this discussion for many reasons, mainly the ability to provide area for parking and the ability to expand existing structures’ footprints to accommodate additional living space. As discussed in this section, the lot width in this area limits existing and new structures’ ability to provide driveways to the rear of lots and enough width for dwellings. The other consideration is that residents in this area have voiced concern that developers are adding on to existing dwellings in a manner that maximizes building footprint allowable by the CZO, but they do not provide enough off-street parking to accommodate the number of residents that the structure will house. The depth of these lots could possibly accommodate a residential structure and multiple parking spaces behind it, but the width of the lots might not allow access to those spaces. Additionally, the historic nature of this neighborhood would preclude the vast majority of lots from this type of retrofit because of minimal side yard setbacks. It’s possible that new construction could provide parking to the rear of its property, but again, this would still be subject to the requirements of the zoning code, including the setbacks, lot coverage, and permeable space requirements.

LOT AREA

Also important in this discussion is the area of lots in the neighborhood. In most zoning districts that allow multiple units on a site, lot area determines how many units can be constructed. Seventy-six percent of lots in the study area contain between 3,600 and 7,499 square feet. The HU-RD1 District requires 2,250 square feet for single-family dwellings and 4,400 for two-family dwellings in that district. The median lot area for HU-RD1 zoned lots in the study area is 5,280 square feet, well above that required for single- and two-family dwellings. Similarly, the lot area requirements for single-family dwellings in the HU-RD2 District is 2,250 square feet and 3,600 square feet for two-family dwellings. The median lot area for lots zoned HU-RD2 is 4,500 square feet, also much greater than that required by the HU-RD2 District.

Table 4: Overall Lot Area of Properties in Study Area

Lot Area	Number of Lots	Percentage of Total
≤ 2,250	71	3%
2,250 - 3,599	247	11%
3,600 - 4,999	948	42%
5,000 - 7,499	769	34%
≥ 7,5000	222	10%
Null	10	0.4%
TOTAL	2,267	100%

The importance of lot area is not only that lots are likely to have the ability to develop or convert to two-family dwellings, but also that additional area on the property might exist for an existing structure to be expanded or parking to be provided.

BUILDING PERMIT DATA

To understand the extent of construction activity in the study area, CPC staff reviewed permit data from 2015 through March 2020. This review included Structural and Non-Structural Renovations, New Construction, and Changes of Use. There was a total of 239 such permits issued in that timeframe, with over half being relatively minor Non-Structural Renovations. Structural renovations comprised 37 percent of permits issued, and the remaining were for New Construction and Changes of Use. There were 10 total permits for New Construction during this time, with 5 permits for single-family dwellings and five for two-family dwellings. Both Change of Use permits were for the conversion of two-family dwellings to single-family dwellings.

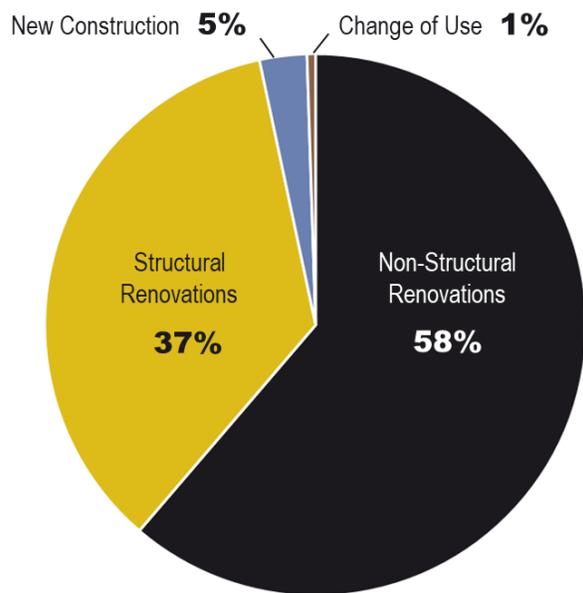


Figure 5: Type of Building Permit in Study Area

From the staff’s review there was a total of 33 additions that involved adding rooms to an existing structure, or roughly 14 percent of all permits reviewed. Additionally, the staff found that approximately 45 permits (19 percent) would have triggered the parking requirements of the

University Area Interim Zoning District. This includes the 33 additions and all permits with a scope of work that described the demolition or construction of new walls. This likely undercounts the number of projects that would trigger the IZD because it relies on certain keywords (room, wall, additions, etc) being in the permit descriptions, which are often brief.

MASTER PLAN AND FUTURE LAND USE MAP

FUTURE LAND USE MAP DESIGNATIONS

The study area contains a number of different Master Plan Future Land Use Map designations. Chapter 13 of the Master Plan (the Land Use Plan) designates the future land uses of the subject area as “Residential Single-Family Pre-War”, “Residential Low Density Pre-War”, “Residential Medium Density Pre-War”, “Mixed-Use Low Density”, “Mixed-Use Medium Density”, “Institutional”, and “Cemetery”. The goal, range of uses and development character for these designations are provided below.



Figure 6: Future Land Use Map Designations Throughout Study Area

RESIDENTIAL SINGLE-FAMILY PRE-WAR

Goal: Preserve the existing character and scale of pre-war (WWII) single-family residential areas of the city and allow for compatible infill development.

Range of Uses: Single-family dwellings, agriculture, stormwater management, and supporting public recreational and community facilities allowed (e.g. schools and places of worship). Neighborhood-serving businesses and traditional corner stores may be allowed where current or former use is verified. Conversion to multifamily, neighborhood-serving commercial, or mixed used may be allowed for historical institutional or other non-residential structures.

Development Character: New development will fit the character and scale of surrounding single-family residential areas where structures are typically located on smaller lots and have small front and side setbacks. Incorporate risk reduction and adaptation strategies in the built environment.

RESIDENTIAL LOW DENSITY PRE-WAR

Goal: Preserve the scale and character of pre-war (WWII) residential neighborhoods of lower density where the predominant use is single and two-family residential and allow for compatible infill development. Discourage the development of additional multifamily housing that is out of scale with existing character.

Range of Uses: New development generally limited to single, two-family, and new or existing multi-family dwellings that are compatible with the scale and character of the surrounding residential neighborhood, especially when located in proximity to major transportation corridors. Businesses, traditional corner stores, and mixed use may be allowed where current or former commercial use is verified. Agriculture, storm water management, and supporting recreational and community facilities (e.g. schools and places of worship) also allowed. Conversion to multifamily, neighborhood-serving commercial or mixed-use may be allowed for historical institutional or other nonresidential structures.

Development Character: New development will fit with the character and scale of surrounding residential neighborhoods where structures are typically located on smaller lots and have minimal front and side setbacks. Allow the adaptive reuse of historic nonresidential structures with densities higher than the surrounding neighborhood through the planned development process. Allow higher residential densities when a project is providing significant public benefits such as long-term affordable housing. Incorporate risk reduction and adaptation strategies in the built environment.

RESIDENTIAL MEDIUM DENSITY PRE-WAR

Goal: Preserve the character and scale of pre-war (WWII) residential areas that currently have a variety of housing types and sizes and allow for compatible infill development.

Range of Uses: Single and two-family residences, townhomes, and multifamily dwellings that are compatible with the scale and character of the surrounding residential neighborhood, especially when located in proximity to major transportation corridors. Businesses, traditional corner stores and mixed-use developments may be allowed where current or former commercial use is verified. Agriculture, storm water management, and supporting recreational and community facilities (e.g. schools and places of worship) also allowed. New two-family and town home developments may be allowed in planned communities. Conversion to multifamily, neighborhood-serving commercial or mixed-use may be allowed for historical institutional or other non-residential structures.

Development Character: New development will conform to the general character and scale of surrounding neighborhoods. These areas are primarily located along major roadways, often with bus or streetcar service—existing or planned—that can support higher densities. Allow the adaptive reuse of historic non-residential structures with densities higher than the surrounding neighborhood through the planned development process. Allow higher residential densities when a project is providing significant public benefits such as long-term affordable housing. Incorporate risk reduction and adaptation strategies in the built environment.

MIXED-USE LOW DENSITY

Goal: Increase neighborhood convenience and walkability within and along edges of neighborhoods with low density residential and neighborhood-serving retail/commercial establishments.

Range of Uses: Low-density single-family, two-family and multifamily residential and neighborhood business; typically businesses in residential scale buildings interspersed with residences. Uses can be combined horizontally or vertically (ground floor retail required in certain areas). Limited light-industrial uses (small food manufacturers, craft and value added industry and passive warehousing and storage) may be allowed in some areas. Agricultural, stormwater management, and supporting public recreational and community facilities are allowed. Transit and transportation facilities are allowed.

Development Character: Height, mass and density of new development varied depending on surrounding neighborhood character. Allow the adaptive reuse of historic non-residential structures with densities higher than the surrounding neighborhood through the planned development process. Allow higher residential densities when a

project is providing significant public benefits such as long-term affordable housing. Incorporate risk reduction and adaptation strategies in the built environment.

MIXED-USE MEDIUM DENSITY

Goal: Create medium-density neighborhood centers to enhance walkability and serve as focal points within neighborhoods. Proximity to transit encouraged.

Range of Uses: Medium-density single-family, two-family and multifamily residential and commercial uses. Limited light industrial uses (small food manufacturers, craft and value-added industry and passive warehousing and storage) may be allowed in some areas. Agricultural, stormwater management, and supporting public recreational and community facilities are allowed. Transit and transportation facilities are allowed.

Development Character: Height, mass and density of new development varied to ensure proper transitions to surrounding lower density residential neighborhoods. Many structures will feature ground floor retail with residences on upper floors. Allow the adaptive reuse of historic non-residential structures with densities higher than the surrounding neighborhood through the planned development process. Allow higher residential densities when a project is providing significant public benefits such as longterm affordable housing. Incorporate risk reduction and adaptation strategies in the built environment.

INSTITUTIONAL

Goal: Preserve and enhance existing large-scale institutions such as health care, education (colleges and universities), detention centers and other facilities.

Range of Uses: Hospitals, colleges, universities, military and public detention facilities with large campus-like facilities. Smaller-scale, local houses of worship, public and private schools, police and fire stations, emergency and community centers are included in residential, commercial and mixed-use areas, as they are essential components of neighborhood life. Transit and transportation facilities, agricultural, and stormwater management uses are allowed.

Development Character: Large-scale, coordinated campus development with appropriate transitions to surrounding uses and neighborhoods. Incorporate risk reduction and adaptation strategies in the built environment.

CEMETERY

Goal: Preserve and provide areas for cemeteries.

Range of Uses: Cemeteries and stormwater management uses.

Development Character: Cemeteries and accessory buildings. Incorporate risk reduction and adaptation strategies in the built environment.

It is clear that the Master Plan encourages and supports single-, two-, and multi-family dwellings in portions of the proposed interim zoning district area. Increasing the parking requirement to one space per bedroom, as proposed in the University Area Interim Off-Street Parking Zoning District, would severely inhibit the new construction of dwellings in the area, which is in direct conflict with the Master Plan, as such uses are authorized in most of the area’s Future Land Use categories. Any proposed development that could meet the strict adherence of the proposed parking regulations would not fit in with the character and scale of the surrounding residential areas, which are characterized by dense development that often does not provide parking. Additionally, the increase in impervious surfaces would increase the risk of stormwater flooding. Therefore, the staff therefore believes that option proposed in the IZD to deal with on-street parking difficulties is inconsistent with the Master Plan.

MASTER PLAN GOALS AND RECOMMENDATIONS

The Master Plan provides other guidance in chapters related to Transportation and Housing & Neighborhoods. In addition to being allowed as “community facilities” in the various Future Land Use Map categories, a system of shared off-street parking for residents or commercial uses is generally supported by the following goals and recommendations of the Master Plan.

Chapter 5 Housing & Neighborhoods

- Enhance character and livability for neighborhoods with investments to improve quality of life
- Continue to encourage and fund alternative land use programs to enable neighbors and community organizations to reuse vacant land for food access, stormwater management, economic development, and other community-beneficial purposes.
- Pursue land assembly to create larger, contiguous parcels to facilitate targeted block-by-block redevelopment of housing and/or neighborhood amenities.

Chapter 11 Transportation

- Modify off-street parking requirements to enhance parking efficiency, improve urban design quality and encourage walking and alternate forms of transportation.
- Implement policies that encourage efficient management of the curb space in the downtown area and along commercial corridors.
- Develop and implement a municipal parking management strategy to reduce the parking demand in the downtown area and along high demand corridors.
- Modify regulations to encourage infill development that supports a vibrant pedestrian environment.

- Modify zoning regulations to ensure that new development respects and is oriented toward the pedestrian, through building orientation, setback, signage, parking, street level interaction and design review regulations.
- Establish Traffic Impact Analysis guidelines that look beyond the development site for pedestrian generators and linkages.
- Use area traffic management to coordinate and minimize intensity, resolve community concerns and mitigate the impacts of economic development projects.

HISTORIC DISTRICT LANDMARKS COMMISSION DISTRICTS

STUDY AREA LOCAL HISTORIC DISTRICTS

The entire study area is included within multiple local historic districts designated by the Historic District Landmarks Commission (HDLC). Two full control districts, Carrollton Historic District and St. Charles Avenue Historic District exist at the perimeter of the study’s boundaries and include properties on both block faces of Carrollton Avenue and St. Charles Avenue. Two partially controlled districts, the Carrollton District and the Uptown District make up the rest of the study area. Most of the study area is included within the Carrollton District which is generally bounded within the study area by Short Street, Hampson Street, South Claiborne Avenue, and Lowerline Street. The Uptown District begins at Lowerline Street and ends at Audubon Street within the study area. All of these districts include boundaries that reach beyond the study area.

Within a full control district, HDLC has jurisdiction over everything that is visible from the public right-of-way. Any changes to the exterior of a building within these full-control districts are reviewed by HDLC staff. This would include new construction buildings and renovations that change or add anything to the outside of a building. HDLC does not review the interior of buildings. Partial control districts vary by district. The Uptown and Carrollton Districts are reviewed only for demolitions. The definition of a demolition by HDLC only includes demolitions that meet a certain threshold. Not all renovations or demolitions, if partial, meet the definition for review. The definition for demolition comes from the City Code:

Demolition: An act or process that results in one or more of the following at any time over a 5-year period:

- Structural removal of more than 50% of the exterior wall area;
- Removal of more than 50% of the roof structure as measured in plan view;
- Structural removal of more than 25% of the primary façade;

For the purpose of this article, the term “definition” shall not include ordinary repairs and maintenance, restructuring, or interior renovations.

Restructuring: Replacement of structural members with those of a different size or structural capacity.

Based on this definition, within a partially controlled district, HDLC would have no review of new construction, or a demolition with the addition to a building that falls within these thresholds.

Districts can be added to HDLC and the jurisdictions over each district can increase, however, this requires a state legislative process. In 2016, City Planning Commission conducted a study with HDLC to increase the Uptown and Carrollton partial control districts to a full-control district. Increasing HDLC jurisdiction or adding a district also requires neighborhood support. The switch to a full-control district ultimately did not pass and did not receive enough neighborhood support. Several other partial control districts throughout the city include further review in addition to only reviewing demolitions.

District	Full Control	Demolition	Demolition by Neglect	New Construction	Certificate of Review
Algiers Point	•				
Bywater	•				
Canal Street	•				
Carrollton		•			
Carrollton Avenue	•				
Esplanade Ridge		•	•		•
Esplanade Avenue	•				
Faubourg Marigny	•				
Garden District		•	•	•	
Holy Cross	•				
Irish Channel	•				
Lafayette Square	•				
Lower Garden District	•				
Mid - City		•			
Parkview		•			
Picayune Place	•				
St. Charles Avenue	•				
Treme					
Riverside of Claiborne Avenue	•				
Lake Side of Claiborne Avenue		•	•		•
Uptown		•			
Warehouse District	•				

Figure 7: Local HDLC Districts and Jurisdictions

Source: NOHDLC <https://www.nola.gov/hdlc/documents/hdlc-jurisdiction-full-controlpartial-control/>

EXISTING PARKING CONDITIONS OF STUDY AREA

RESIDENTIAL PERMIT PARKING ZONES

The Department of Public Works enforces and regulates parking within the City's public rights-of-way. On-street parking throughout the City is considered public property and is regulated through DPW. The requirements and regulations for Residential Permit Parking Zones are located in Chapter 154 of the City Code. Sections 154.1136 through 154.1149 outline the existing zones, process for the creation or removal of residential permit zones, and permit eligibility and application procedures.

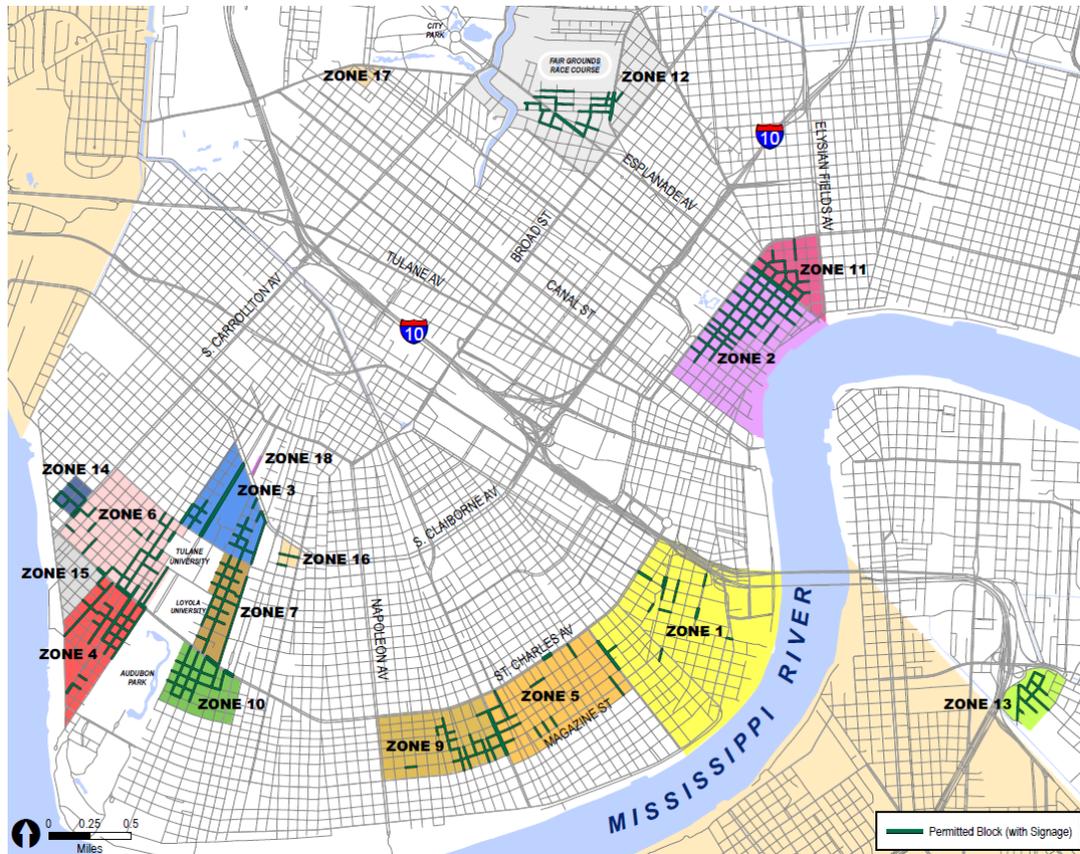


Figure 8: Existing Residential Permit Parking Zones

Six of the 17 zones across the city are located adjacent to Tulane University and Loyola University. Other zones are in locations such as the area around Touro Infirmary, an area near multiple flea markets in Algiers, streets in the Garden District near Magazine Street businesses, the neighborhood around the Fairgrounds, and the primarily residential areas of the French Quarter and Marigny. There is also a residential parking permit zone near Delgado Community College, but no others surrounding any of the City's other universities and colleges.

The map above shows large color-coded areas of the city and segments of streets within those areas in green. The green shaded street segments are the blocks with actual residential parking limitations

in effect. The reason for this difference is that a particular area for residential parking permits must first be approved by the City Council, then implemented on specific streets or blocks within that area.

In order to establish a residential parking zone, the Parking Administrator must determine that commuter vehicles are having an impact on the local on-street parking supply. Seven criteria for determining impact are listed in Section 154.1139 of the City Code:

1. The extent of the desire and need of the residents for appropriate designations and their willingness to bear the administrative costs in connection therewith.
2. Proximity of the neighborhood to major parking attractors including employment centers, retail stores, restaurants, universities, hospitals and tourist attractions
3. Proximity of the neighborhood to transit service.
4. Scarcity of convenient off-street parking for residents
5. The extent to which motor vehicles registered to persons residing in the residential area cannot be accommodated by the number of available off-street parking spaces.
6. Substantial use of neighborhood curb space by commuters and other nonresidents for parking. Substantial use is defined as 25 percent or more of non-resident vehicles in the area under consideration during peak parking space usage times.
7. Traffic, noise and safety problems caused by vehicles cruising for parking.

The Parking Administrator must hold a public meeting to discuss the proposal for a residential parking zone and provide a report to the City Council with recommendations for the zone's boundary and fees that would be charged. The City Council must act on the Parking Administrator's report within 30 days of receipt.

If the City Council approves the zone, parking restrictions must then be implemented on certain streets or blocks based on three criteria:

1. The street is primarily residential
2. A majority of the households signed a petition seeking resident or special parking status for their block.
3. At least 75 percent of the legal on-street parking spaces must be occupied during the period proposed for parking restrictions, as determined by the parking administrator.

The three criteria together establish that the street or block consists of a residential area whose residents want these limitations in place and have a quantifiable need for limiting on-street parking in the area. Once these streets or blocks are identified, the City's Traffic Engineer will deploy the appropriate signage and residents are expected to apply for a permit if utilizing on-street parking.

Permit fees for permanent residents are 40 dollars, or 20 dollars for residents 65 years old or over. Residency is proven by a tax bill showing homestead exemption or a current lease. Students are also able to apply for a parking permit by semester with a student ID, vehicles registration and license

plate number, and a current lease or utility bill. Student permits are 20 dollars per semester. The number of permits issued are regulated based on address. The parking permit areas within the study area allow up to three parking permits to address with the option to purchase visitor parking passes.

No existing zone is completely restricted to residential permit holders. Parking issues tend to be localized near large institutions, collections of businesses, and other major commuter destinations. The criteria established above present a significant threshold to meet in order to restrict streets for residential parking and, perhaps, is the reason zones are not completely restricted.

UNIVERSITY PARKING AND POLICIES

Both Tulane and Loyola University exist on the border of the proposed IZD. Both of these campuses attract a larger number of out of state students and contribute to much of the traffic and activity located within the immediate surrounding neighborhood. Both universities act as major employers in the region and generate non-student traffic through faculty, staff, and additional visitors. As key stakeholders in the neighborhood and the subject of the cited issues in the neighborhood, staff reached out to both universities to discuss parking and future plans at both campuses.

TULANE UNIVERSITY

Tulane University exists directly east of the study area and encompasses approximately 110 acres at its Uptown Campus. The University has existed at this general Uptown Location since the late 1800s. Currently, the student body is estimated at around 12,000 with approximately 8,500 undergraduates attending class at this campus. Freshmen and Sophomore students are required to reside on campus in Tulane dormitories. Tulane estimates that approximately 4,000 students reside on campus, including upperclassmen and graduate students. The University has stated a plan to extend the on-campus living requirements through student's Junior year. The University is already working on plans to build more on-campus residences halls. Students living on campus are required to purchase a parking permit to park on campus. Freshmen are prohibited from having a personal vehicle for the first year.

For the 2019-2020 academic year, Tulane estimates that they sold approximately 450 parking permits prior to the Covid-19 pandemic. Two hundred fifteen of these permits were for residential permits. The price of parking permits depends on the location students choose to park, with some, more desirable lots closer to heavily used buildings requiring a higher fee. A residential parking pass for on-campus students is \$575 per academic year. Commuter students pay \$520 per year. Faculty and Staff are also required to purchase parking passes and the cost of these permits are determined based on salary and range between \$400-600.

LOYOLA UNIVERSITY

Loyola University's campus encompasses approximately 105 acres and also borders similar residential neighborhoods as the study area. While existing slightly further east than the study area, Loyola students still reside in the same neighborhood contained within the study area. This campus has existed at its general location since 1912. With an estimated population of 12,000 students, 1,400 of these students live on campus. Freshmen are required to reside on campus while Sophomores are encouraged, but not required. While no official plans are in place to increasing on-campus housing, talks with Loyola indicated that there is a demand for more housing and the university is exploring the option to build more on-campus housing.

Loyola estimates that for the 2019-2020 academic year, the school sold approximately 900 commuter parking passes. Parking on the Loyola campus is regulated through an online app. This app can monitor how many parking spaces are utilized throughout campus. Parking passes for students are around \$400 a year with commuter passes costing \$350. Similar to Tulane, Loyola has an excess of parking on-campus, however, not all spaces are conducive to accessing heavily trafficked areas of campus. Loyola works with Tulane to share parking and leases some of their excess sites that are closer to Tulane academic buildings to Tulane faculty and staff.

BEST PRACTICES

RESEARCH OF SIMILARLY SITUATED UNIVERSITIES AND CITIES

A number of colleges and universities and their host towns were studied to determine best practices and similar impacts that student housing can have on surrounding neighborhoods. The extra demand in housing and resources that universities create on adjacent neighborhoods can lead to nuisances from non-student residents. These best practice cities show the different approaches taken by both the universities, and their host cities. The number of cities studied shows the issues of student housing on adjacent neighborhoods is a shared issue nationally as well and the impacts go beyond just parking issues.

ST. PAUL, MINNESOTA - UNIVERSITY OF ST. THOMAS

St. Paul, Minnesota, is home to over nine different colleges, universities and seminaries, including Concordia University, Macalester College, Metropolitan State University, Hamline University and the University of Saint Thomas. St. Paul has a population of approximately 308,000 residents, with an average home cost of just under \$200,000 and an average rent of just under \$1,000². St. Paul drafted an Ordinance in 2012 to create a Student Housing Overlay District that directly affects the area surrounding the University of Saint Thomas, the largest non-public university in the city. The

² "U.S. Census Bureau QuickFacts: St. Paul City, Minnesota." Census Bureau QuickFacts, 2019. <https://www.census.gov/quickfacts/stpaulcityminnesota>.

Student Housing Overlay District was implemented to mitigate off-campus student housing concerns from nearby neighbors in close proximity to the University.

The University of St. Thomas has just under 10,000 students, 6,173 of whom are undergraduate students. Currently, 92 percent of first-year students and 45 percent of second-year students live on campus. The University encourages students to live on-campus their first two years, but it is not required. (However, by 2021, the University will require all first and second year students to live on campus, ostensibly lessening the demand for student housing off-campus.)³

Approximately 1,684 students reside in off-campus housing in the one- and two-family residential districts directly around the school. The Ordinance codifying the Student Housing Overlay District states students are transient, have different lifestyles than the long-term residents and are essentially “short-term residents.” Therefore, they should have a different set of regulations than the long-term residents. Neighbors opine that due to the very nature of off-campus student housing, and student lifestyles typically differing from longer-term residents, such as overcrowding, excessive vehicular traffic, demand for on-street parking, noise, and other issues, off-campus student housing disrupt the intent and purpose of the zoning code’s one and two-family zoning designations.⁴ Additionally, many neighbors are concerned that the falling homeownership rates in the neighborhoods adjacent to the school (Highland Park, Macalester Groveland, and Merriam Park neighborhoods) will continue to decrease as houses continue to convert to student housing.⁵

The council moved to create an overlay district named the Student Housing Overlay District to improve “the health, welfare and safety” of the residents, to help mitigate some of the neighbors’ concerns and increase homeownership (currently, 25% or more of the houses are non-homestead). The ordinance also established a definition for student housing and protocol for registering these dwellings with the Department of Safety and Inspections. The Ordinance defines student housing as, “a one or two-family dwelling requiring a Fire Certificate of Occupancy in which at least one unit is occupied by at least three, but not more than four students.” Any more than 4 students living in one unit is strictly prohibited. A student is defined as anyone enrolled in a higher learning institution for the previous, upcoming or current term. (Siblings are not direct lineal descendants to one another. Therefore, if a dwelling unit is occupied by students, the maximum number of residents is four, whether or not some of them are siblings. If a parent lives in a house, they can have any

³ “Residency Requirements.” stthomas.edu. St. Thomas University. Accessed June 3, 2020. <https://www.stthomas.edu/residencelife/futurestudents/residencyrequirement/>.

⁴ “Ordinance No. 12-34 - Student Rental Housing.” City of St. Paul, 2012. https://www.stpaul.gov/DocumentCenter/Government/Safety%20&%20Inspections/Fire%20Inspections/One%20and%20Two%20Family%20Residential/Student%20Housing%20Ordinance%208-8-12_201302121301194959.pdf.

⁵ Sorensen, Matthew, and Brian Ohm. “How to Define a Family? The Special Case of Regulating Student Rental Housing In Single-Family Residential Neighborhoods In Wisconsin’s College and University Communities.” University of Wisconsin-Madison/Extension, 2015. <https://dpla.wisc.edu/wp-content/uploads/sites/1021/2017/06/UWEX-Report-Student-Housing-Report-Sorensen-Ohm-final.pdf>.

number of their children, who are direct lineal descendants, living with them regardless of the number of children who are students.) This would not apply to a house where the owner lives on one side of a double and rents the other unit to students, or where a student owns the dwelling.⁶

Additionally, one off-street parking space is required for a student dwelling in a single-family house and three off-street parking spaces are required for a student dwelling in a duplex (the same general regulations throughout the city. The overlay district does not impose stricter parking regulations, but by limiting the number of unrelated adults in a house to no more than 4, it reduces the number of cars).

The most significant regulations of the Student Housing Overlay District is the requirement of a 150 foot buffer (about the length of three houses) between all off-campus student housing that are non owner-occupied single- or two-family residences (measured as the shortest distance between two lots on which student dwellings are located). Any existing student homes will be grandfathered if registered with the Department of Safety and Inspection. The Overlay does not apply to multi-family dwellings, although the majority of the area in which the overlay governs is zoned single- and two-family. Since the implementation of the Overlay in 2012, 279 student dwellings have received a certificate of occupancy with the Department of Safety and Inspections (as of April 15, 2020). If an average of 3.5 students live in each dwelling, these dwelling units would account for approximately 976 students.

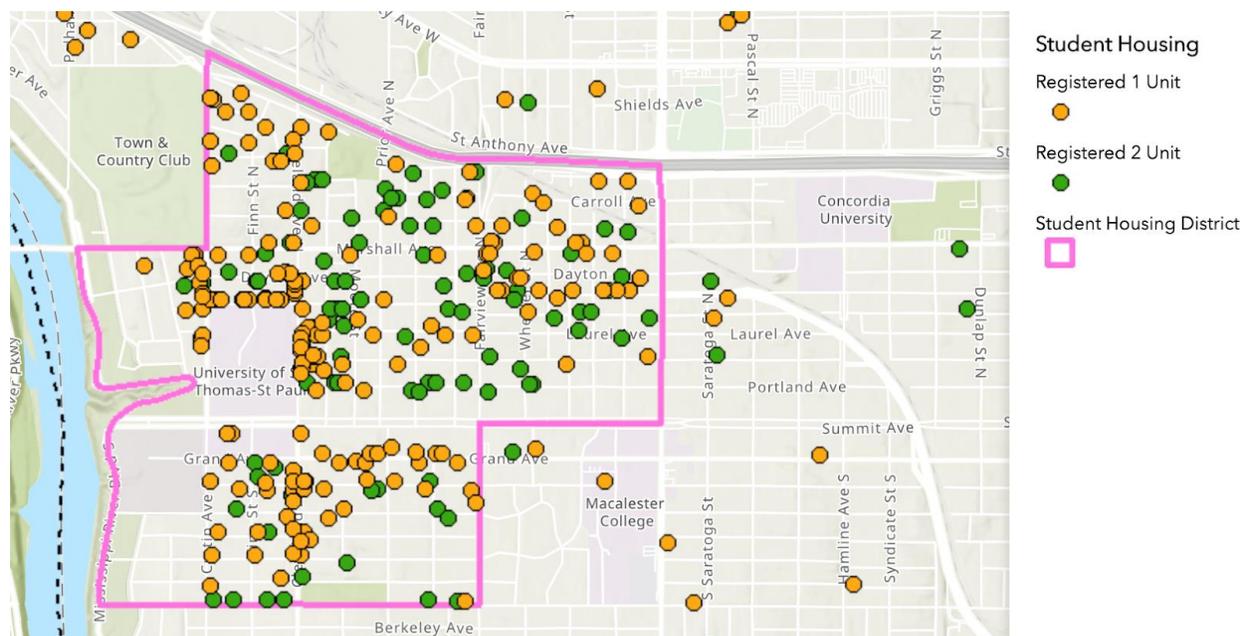


Figure 9: Locations of all Registered Off-Campus Student Housing

⁶ “Student Housing Overlay District Frequently Asked Questions.” City of St. Paul, 2013. https://www.stpaul.gov/DocumentCenter/Government/Safety%20%20Inspections/Fire%20Inspections/One%20and%20Two%20Family%20Residential/Student%20Housing%20FAQ%201-2-13_201301301345246816.pdf.

The City of St. Paul has not collected hard data to determine if the Overlay District has deterred development in the area it governs. However, there has been an increase in multi-family housing, which does not have to be registered, and discussion that houses in the overlay district are appreciating in value. The City has not conducted follow-up research to determine if neighbors' concerns have been mitigated by the implementation of the Overlay District. The Fire Inspection division enforces the regulations in the Overlay, but enforcement is primarily reactive and based on neighbor concerns. If a property is not properly registered or is a nuisance, property owners are issued an enforcement notice/warning and are given an opportunity to rectify the issue. The penalty for noncompliance is revocation of the Fire certificate of Occupancy which has happened only once.⁷

KEY TAKEAWAYS

- St. Paul created a new definition specifically for student housing, mandating student housing register with the Department of Safety and Inspections and restricts any more than three students living together. While New Orleans doesn't have a definition for student housing, there is a definition for "family" that restricts any more than four unrelated individuals from living together. Should New Orleans adopt a new definition for Student Housing, it would need to align with the "family" definition. Additionally, student housing is inherently transient; ostensibly a student housing dwelling could change from year to year, creating an undue hardship of the Department of Safety and Permits to track and enforce any regulations pertaining to student housing.
- The 150 foot buffer between student housing would require the registration of student housing and the Department of Safety and Permits regulating the distance between new student housing residences. However, this buffer would not address the present issue as it would grandfather existing "student housing" units. It would again be difficult to enforce and wouldn't reduce the present on-street parking situation.

AUSTIN, TEXAS - UNIVERSITY OF TEXAS

University Overview

Austin, Texas has a population of just under 1,000,000 people with a homeownership rate of approximately 50%. Austin is home to the University of Texas at Austin (UT); a large public university with over 51,000 students including undergraduate and graduate students. While the University offers a wide range of different residential housing on-campus, first year students are not

⁷ Eide, David. Re: "Student Housing Neighborhood Impact Overlay District." Message to Rachael Berg. 1 April 2020. E-mail

required to live on campus, and 82% of the students live in off-campus housing; only about 18% of all students live on-campus.

Transportation on- and off-campus

In an effort to reduce congestion and traffic in and around campus, the university offers alternative modes of transportation to and from campus. Bicycles are offered to students at a greatly reduced cost, starting at just five dollars annually and provides 6,947 bicycle parking spaces on campus. Students can also access a free “B-Cycle” membership, which is a bike sharing program in Austin, as well as fare-free UT Shuttle and Capital Metro mainline bus routes. In 2018, Austin doubled the number of mainline routes servicing the university. UT provides a total of 17,051 parking spaces including both surface and garage spaces on-campus and have issued a total of 35,704 permits including students (13,730 permits), faculty/staff (17,067 permits), and “other” (4,907 permits).⁸

Despite the efforts from the university to improve parking and alternative transportation to and from campus, there is still tension among off-campus student housing and long-term residents in the surrounding neighborhoods, similar to many of universities discussed in this section. Austin took a different approach to address off-campus student housing to help accommodate The University of Texas’s large student body. Rather than restricting the off-campus housing in the single- and two-family residential districts, the City created the University Neighborhood Overlay (UNO) in the area generally west of the University of Texas to incentivize higher residential density and pedestrian-oriented development. The University Neighborhood Overlay was drafted in 2004 as part of a collaborative effort between neighborhood groups and the City of Austin in response to a contentious high-density student housing project. The UNO is an optional density-bonus zoning overlay that developers opt into at the site plan stage. It has been amended several times since its implementation; the last modification was in November of 2019.⁹

As the University expanded and many of the former single-family residents were converted into two or multi-family residences, the parking demand grew as streets and front yards became overrun with vehicles from both students and residents.¹⁰ The intention of the overlay district was to consolidate student, staff and professor housing that was previously scattered throughout the city, reducing student traffic to campus and parking concerns and preserving the lower-density residential neighborhoods.

UNO consists of four subdistricts; the Outer West Campus, Inner West Campus, Guadalupe, and Dobie. Each subdistrict has slightly different regulations and permissions. If a project in the Inner

⁸ "17/18 Annual Report". 2018. *Parking.Utexas.Edu*.
https://parking.utexas.edu/sites/parking.utexas.edu/files/AnnualReport_17%3A18.pdf.

⁹ Walters, Mark. Re: “West Campus UNO and Parking Questions.” Message to Rachael Berg. 1 April 2020. E-mail

¹⁰ "S.M.A.R.T. Housing Policy Resource Guide". 2008. *Austintexas.Gov*.
https://www.austintexas.gov/sites/default/files/files/Web_version_SMART_Guide_7-1-08.pdf.

West Campus Subdistrict provides the following levels of affordability it may gain an extra 125' in height and projects in the Outer West Campus and Guadalupe Subdistricts may gain an extra 25' if 10% of units are for persons making 60% of local median family income (MFI), and 10% of units are for persons making 50% of MFI, and an additional 10% for persons at 50% MFI, or make a one-time payment into the UNO Housing Trust fund at an annually-adjusted dollar amount based on rentable area.¹¹

Developments in UNO are required to be SMART housing projects which require a set-aside of affordable housing units for at least 40 years (or a payment into the UNO trust fund), meet requirements for green building, accessibility, and design. SMART housing projects receive development fee waivers, may utilize public land for affordable housing and other bonuses throughout the city. In the UNO, SMART housing development may also utilize density bonuses. In UNO, the resident affordability levels are tied to the University of Austin's financial aid requirements.

Since the implementation of UNO, 10,056 units/bedrooms have been created, including 52 projects, 800 affordable housing units and has added \$2,760,313 into the UNO trust fund (data from 2018). Additionally, UNO has contributed \$1B in new construction and \$25M in annual property taxes from its implementation to 2017 (latest data available)¹². More students moved into the UNO area with such large development growth, and away from lower density areas that contained student housing.

New projects located in the UNO have no parking requirements. For projects that do provide parking, there is a requirement that parking spaces are leased separately from the unit. Since the implementation of UNO in 2004, the parking demand has decreased with the advent of ride-sharing services, bike and scooter sharing devices, and increased bus services. As a result, UNO regulations were modified in 2019 to allow existing parking structures limited ability to convert into pedestrian-oriented uses and residential uses.

In addition to reducing the number of students in the single-family residential areas, the City reduced occupancy limits in single-family residential districts to a maximum of four unrelated individuals, specifically to curb the construction of large dwellings in lower-density neighborhoods used for the purpose of housing students. The City also implemented the Residential Parking Permit Program in residential areas in close proximity to commercial areas. The Residential Parking Permit Program was created to allow residents and their guests the ability to park on-street while balancing the needs of other drivers. The Residential Parking Permit Program requires 60% of the residents in the proposed restricted parking area to sign a petition. Once established, the permits are \$16.24 yearly.

¹¹ "Ordinance Number 040902-58". 2004. <http://www.austintexas.gov/edims/document.cfm?id=3062>.

¹² "Overview of the University Neighborhood Overlay (UNO). 2018. <http://www.austintexas.gov/edims/document.cfm?id=311899>

The City of Austin also implements Parking Meter Management Districts for heavily trafficked areas. A portion of the revenue generated is funneled back into the established district to help maintain/improve streets, lights, bicycle lanes, signage and sidewalks. Charging for parking can help reduce single-occupant vehicle commutes and encourage turnover.¹³

AUSTIN KEY TAKEAWAYS

- UT is a university substantially larger than Tulane and Loyola combined, and is located in a substantially larger city than New Orleans. Concentrating higher density near the UT is a great option for a larger city with available land. However, the area near Tulane and Loyola Universities is largely developed, with only room for the occasional infill development. Therefore, it wouldn't be feasible to cluster higher density multi-family residences near Tulane and Loyola Universities.

SAN DIEGO, CALIFORNIA – SAN DIEGO STATE UNIVERSITY

San Diego, California, located 120 miles south of Los Angeles and just north of the Mexico border, has a population of approximately 1.43 million people, the second largest city in California. The median property value in San Diego is roughly \$650,000 with a 47% rate of homeownership, which is lower than the national average of 64%. The average San Diego household owns 2 vehicles.¹⁴

San Diego State University is located in the University area, 15 minutes from downtown San Diego. San Diego State University is a public school with approximately 29,513 undergraduate students and 4,375 graduate students. Over 3,500 students live on campus each year. Freshmen from out of the service area and students in the honors college are required to live on-campus their first year, however, local students are not required to live on campus their first two years. Over 85% of their students live off-campus.

Due to ongoing concerns about parking and off-campus student housing, San Diego implemented an overlay district called the Campus Impact Overlay District near San Diego State University.¹⁵ The Campus Impact Overlay District has additional off-street parking requirements for single-family residences with five or more bedrooms, requiring one off-street parking space per bedroom, where a minimum of two off-street parking spaces are enclosed in a garage. The standard off-street parking

¹³ "Residential Permit Parking | Austintexas.Gov". 2020. *Austintexas.Gov*. <https://austintexas.gov/departments/residential-permit-parking>.

¹⁴ "San Diego, CA | Data USA". 2018. *Datausa.io*. <https://datausa.io/profile/geo/san-diego-ca#:~:text=The%20homeownership%20rate%20in%20San,the%20national%20average%20of%2063.9%25>.

¹⁵ "Report To The City Council Re: Mini Dorms And Nuisance Properties". 2007. *Docs.Sandiego.Gov*. https://docs.sandiego.gov/reportstocouncil_attach/2007/07-048att1.pdf.

requirements that apply to all single-family residences with four or *fewer* bedrooms within this overlay district (2 off-street parking spaces per dwelling unit).¹⁶

The Campus Impact Overlay District has existed in San Diego for decades, albeit in different iterations. The overlay district was in response to neighbors' concerns, although the City has not conducted any follow-up surveys indicating the overlay has mitigated those concerns.¹⁷ In 2008, San Diego implemented a Residential High Occupancy Permit. The ordinance required all single-family residences of six or more adults (individuals over the age of 18) living together for a period of 30 or more consecutive days to seek an annual permit at a cost of \$1,000. The Ordinance required one off-street parking space per resident, minus one, on premise (although the residents could petition if an occupant did not have a license or a vehicle). It was deemed unconstitutional in 2017

San Diego also has a Rooming House Ordinance adopted in 2008 and modified in 2016. A Rooming House is a dwelling where three or more bedrooms are rented to three or more individuals under three or more separate leases. Rooming houses are prohibited in single-family residential districts; they are only allowed in certain multi-family residential districts and some commercial districts up to three years. The ordinance includes stipulations for noise violations up to \$1,000 per individual in a rooming house. The Ordinance is intended to protect the lower density neighborhoods adjacent to the universities by prohibiting rooming houses outright. The Ordinance also provides Code Enforcement with the ability to regulate the "overuse of dwelling units" by limiting permitted locations of Rooming Housing and having a codified policy to cite offenders.¹⁸

SAN DIEGO KEY TAKEAWAYS

- San Diego implemented an overlay district similar to the Uptown University Area Interim Zoning District in New Orleans. However, San Diego already requires significantly more parking than New Orleans. The Campus Impact Overlay District has additional off-street parking requirements for single-family residences with five or more bedrooms, requiring one off-street parking space per bedroom, where a minimum of two off-street parking spaces are enclosed in a garage. San Diego requires the enclosure of two parking spaces because numerous cars on one lot is unsightly. San Diego's high parking minimums differentiate it from New Orleans. New Orleans has made a concerted effort to reduce the amount of requires parking throughout the City, even eliminating it in certain areas such as the Central Business District.
- The Rooming Ordinance is another way to regulate student housing by restricting the number of individual leases in a dwelling unit. Rooming Ordinances target students as the primary

¹⁶ "San Diego, CA | Data USA". 2018. *Datausa.io*. <https://datausa.io/profile/geo/san-diego-ca#:~:text=The%20homeownership%20rate%20in%20San,the%20national%20average%20of%2063.9%25>.

¹⁷ Hyatt, Joel. Re: "The Campus Impact Overlay District." Message to Rachael Berg. 1 April 2020. E-mail

¹⁸ "Staff Recommendation On City Of San Diego Local Coastal Program Amendment No. LCP-6-San-16-0026-3 (Rooming House Ordinance)". 2016. <https://documents.coastal.ca.gov/reports/2016/8/th15b-8-2016.pdf>.

renters of housing units with individual leases; therefore, this kind of ordinance would have less sweeping consequences than increased parking requirements for all households within a given area. Although this policy is more targeted, it would be difficult if not impossible to enforce. The Department of Safety and Permits would need to create protocol for addressing these types of homes. It would entail reviewing individual leases and would most likely be a reactive rather than a proactive policy.

BOULDER, COLORADO – UNIVERSITY OF COLORADO

University of Colorado has an enrollment of around 35,000 students and is located in Boulder, Colorado, which has a population of 97,385 residents. There are a number of zoning districts surrounding the campus to accommodate development ranging from single-family residential to high density residential. There are no overlay districts around the campus area. There are several large single-family residential districts adjacent to campus which are zoned Residential Low-1. All on-street parking in these neighborhoods is restricted 2 hours per day between 9 and 5pm, one time only, unless the vehicle displays a residential permit. These regulations are likely directed at discouraging students from parking in these neighborhoods and then walking to the nearby campus.

Required off-street parking per dwelling unit is generally one per dwelling unit across the city. The City also has an additional parking requirement for single-family dwellings, which is one space per 2 “roomers.” A roomer is defined by the Boulder Municipal Code as “a person a person occupying a room or group of rooms within a dwelling unit that are arranged primarily for sleeping and study, and that may include a private bath but does not include a sink or any cooking device.” This classification is most likely intended to provide additional regulations for single-family homes that accommodate more inhabitants than a traditional family, such as students.

The UC Boulder campus itself has also directed its efforts to regulate and solve issues related to automobile use in and around campus. Through the 1980’s, the general approach to meeting traffic and parking demands on and around the campus was to provide additional parking. Today, the primary focus is on managing demand by giving students and employees viable alternatives to automobile use. This came about through a convergence of three forces – pressure from local government, active student organizing, and fiscal pressures related to the high cost of new parking structures.¹⁹

The CU-Boulder Transportation Master Plan was completed in 2011 with a specific goal to reduce congestion in and around the campuses and to reduce the total number of motor vehicles driven to campus, which would result in reduced parking and travel demand and achieve greenhouse gas emission reductions. It was determined that this goal could be reached by providing convenient and viable alternative mode options to the campus community, increasing the price of parking on campus

¹⁹ Will Toor, “Transportation Planning at the University of Colorado: Finding a New Way,” ulsf.org, Winter 1998, <https://ulsf.org/transportation-planning-at-the-university-of-colorado-finding-a-new-way/>

and increasing the on-campus housing stock. The plan proposed and aggressive expansion of the Transportation Demand Management Program (TDM) that increased incentives for alternative modes, increased transit service on campus, expansion of bike lanes, connections and infrastructure on campus, new and wider sidewalks, paths and crosswalks, and more.²⁰

Today, the University has a dedicated Parking and Transportation Department that works to achieve the goals of the Transportation Master Plan. The Department conducts periodic Commuter Surveys to monitor auto and alternative mode use and has marketing strategy to promote the use of alternative modes of transportation on and off campus. Many of the recommendations from the Master Plan have been implemented and current alternatives and incentives for commuting without a single-occupancy vehicle provided by the University include:

- Bike – on-campus bike lane network, free student B-Cycle membership, on-campus bike stations w/ tools and mechanics on-site, free 2-day bike rentals, campus bike registration, secure bike shelter access
- Bus – free campus run bus service for on-campus trips, students and staff receive a free city and regional bus pass
- CU Night Ride – student-operated program free night-time transportation for CU students, faculty and staff
- Guaranteed Ride Home – provides a free taxi ride home for faculty and staff in the event of an emergency or work schedule change
- Vanpool – supports vanpools by helping form vans and by providing both monetary subsidies and free parking to make it more affordable and accessible to all staff
- Carpool – access to discounted priority carpool parking, university run social platform that networks users by alternative methods of transportation and offers incentives, prizes and a trip tracker
- Car Share – discounted rates from Ego CarShare and ZipCar providers

BOULDER KEY TAKEAWAYS

CU Boulder is a national example for promoting alternative modes of transportation on and around its campus. The university conducts comprehensive planning efforts to manage parking and transportation demand management, which was formalized with the release of the CU-Boulder Transportation Master Plan was completed in 2011. This visionary document identifies problems and provides solutions for the myriad of transportation issues facing the campus and surrounding neighborhoods. Universities around the nation should replicate such planning efforts while implementing progressive parking and transportation demand management programs to promote alternative modes of transportation on and around campuses.

²⁰ LSC Transportation Consultants, Inc. and Alta Planning + Design Page, *CU-Boulder Transportation Master Plan* (LSC #100250) September 2011 1-5.

Harvard University has an enrollment of around 23,000 students and is located in Cambridge, MA, which has a population of 118,977 residents. Zoning around campus ranges from multi-family districts, two-family and single-family districts, all of which require one off-street parking space per dwelling unit. The campus and surrounding area is part of an Institutional Use Overlay District, whose purpose is to protect lower density residential neighborhoods from unlimited expansion of institutional activities, to reduce pressures for conversion of the existing housing stock to nonresidential uses, to minimize the development of activities which are different from and incompatible with activity patterns customarily found in lower density residential neighborhoods, and to provide a framework for allowing those institutions which are compatible with residential neighborhoods to locate and expand there. There is also a nearby Basement Housing Overlay District, which was created to provide more housing in the area in an effort to increase options and to lower housing costs. The overlay specifically grants the Planning Board to reduce or waive parking requirements for this district if there would not be substantial adverse affects on the surrounding neighborhood, however, the bicycle parking requirement cannot be waived.

Harvard's Public Affairs and Communications Department manages the University's community outreach and engagement on a daily basis and produces an annual Harvard Town and Gown Report that is presented to the city and community at large.

Housing

Harvard houses more than 98 percent of its undergraduate population on campus. Harvard has a strong culture of undergraduate housing, with guaranteed housing for all undergraduates and an expectation that students will live on campus. The campus also has the capacity to house approximately 50 percent of its graduate student population. These extensive housing programs are designed to support the university's academic mission while also relieving pressure on the local housing market. The University also has other housing initiatives that meet other housing related demands. The University enters into partnerships with private developers to provide off-campus housing for graduate students and University affiliates. Since 2005, these initiatives have added nearly 1,000 beds in Cambridge and Boston for graduate students. Harvard's housing initiatives also include working with the City of Cambridge to create affordable housing units throughout the city, several of which house non-Harvard affiliates.²¹

Transportation

Harvard seeks to enhance and improve connectivity through projects that incorporate a multi-modal approach to connecting the people, places and activities on its campus. Harvard's Single Occupancy Vehicle (SOV) commuter rate ranges between 27 and 34 percent. This sustained low SOV rate is a

²¹ Harvard University, Harvard Planning Office, *2019 Town and Gown Report*, 2019, (3-13)

result of the ongoing implementation of the University’s proactive Parking and Transportation Demand Management (PTDM) Program, which was created while working closely with the City of Cambridge. The PTDM effort includes programs and incentives offered through Harvard’s Commuter Choice Program that encourages alternatives to private automobile trips to campus.

Program offerings include:

- Transit – 50% subsidy for MYBA monthly pass and private users
- Carpools – 50-75% annual parking discount
- Vanpools – free annual parking and 50% subsidy of vanpool costs
- BlueBikes and Zipcar – discounted annual memberships
- Bike Benefit – up to \$240 million annually for bike expense for bike commuters
- Emergency Ride Home – for eligible transit or other green commuters
- Conversation Board – internal discussion board around various topics related to commuting and transportation

Harvard also has a robust bicycle network facility and programming to encourage students not to commute via SOV. Bike facilities include extensive outdoor and secure bike parking, repair stations, interactive bike facility map, bike safety and repair workshops and discounts on cycling gear.²²

Parking

The Harvard PTDM definition of parking management is the implementation of measures that encourage alternative mode use, which can include parking charges, preferential parking for car and van pools, reduced parking costs for car and vanpools, and reduce parking supply. The stated goal of Harvard’s parking management is to encourage alternative mode use and serve as many people as possible by optimizing the current parking supply. This goal is achieved through pricing, preferential parking, and reduced parking fees for ridesharing vehicles. Harvard has a limited amount of assigned/reserved spaces, as over 90 percent are available on a first come first served basis.

CAMBRIDGE KEY TAKEAWAYS

Harvard University utilizes a multi-pronged and sophisticated approach to parking and transportation demand management at its Cambridge campus, as would be expected from one of the leading educational institutions in the world. Firstly, the university produces an annual Town-Gown Report that is meant to establish and foster the relationship between the university, municipality and community. Through years of working with the neighborhoods and municipality, the university has established a requirement that 98 percent of the undergraduate student population lives on campus, which greatly reduces the need for students to bring cars to Cambridge, thus reducing housing, parking and traffic pressure on the surrounding community. In addition, the university has a robust

²² Harvard University, Harvard Planning Office, *Harvard University Cambridge Campus Parking and Transportation Demand Management Plan*, 2003.

parking and transportation demand management program that is very well managed and progressive. University incentives and measures to reduce the need to bring cars to campus include transit, cycling, carpooling and rideshare subsidies to make life easier for those that choose to commute to campus in a method other than single occupancy vehicle.

UNIVERSITY PARK, TEXAS (DALLAS AREA) - SOUTHERN METHODIST UNIVERSITY

Southern Methodist University (SMU) is located in University Park, one of the most expensive neighborhoods in the Dallas area, approximately five miles north of downtown Dallas. The neighborhood began as a small enclave of homes that surrounded the nascent SMU in 1915. It subsequently became a sought-after neighborhood with some of the highest real estate prices in the area. University Park is its own city in Dallas County, Texas, with its own city hall and zoning ordinance and contains approximately 24,692 residents. The city encompasses approximately 3.75 square miles of area. According to 2018 ACS Data, University Park was ranked the 2nd wealthiest city in the country with a median income of \$198,438.00. University Park has approximately 8,502 housing units, with an approximate 80% homeownership rate and a 1.19 Million median property value. 80% of the homes in the city are single-family dwellings and 20% of the housing units are rented.²³

Southern Methodist University (SMU) has a total enrollment of 11,824 students (2019 numbers). 6,710 Undergraduate and 5,115 graduate students. Undergraduates (Age 19 and younger) are required to live on-campus their first two years unless they receive an exemption to live off-campus. Some apartments are serviced by the school's Mustang Express shuttle bus (minimal stops), helping to minimize parking both on-campus and in the areas directly adjacent to campus.

The University has various parking locations on and near the campus and offers permits to commuters and on-campus residents. In 2008 the campus added an additional 1,000 parking spaces and another 800 were expected in 2014. After their first year, students have the option of moving into other on-campus housing facilities such as Greek Life houses (43% of the undergraduate student body is affiliated with a fraternity or sorority) SMU Service House, and apartment-style upperclassman housing, such as Moore Hall and Daniel Two. After two years, students are able to live off campus should they choose.

Adjacent to SMU, University Park implemented a large resident-only parking area in the Spring of 2011 called the Residential Parking Zone that is in effect from 8am to 5pm Monday through Friday year-round²⁴. Until the district was implemented, SMU students and faculty lined the residential streets to avoid paying for on-campus parking, making it difficult for the residents or their visitors

²³ "Census/Demographics | City Of University Park, Texas". 2020. *Uptexas.Org*. <https://www.uptexas.org/about-up/census-demographics>.

²⁴ "Resident Parking Districts | City Of University Park, Texas". 2020. *Uptexas.Org*. <https://www.uptexas.org/government/police/resident-parking-districts>.

to park near their homes. The residential parking zone provides each household two free color-coded parking permits (to differentiate this residential parking zone from other parking zones throughout the city) and unlimited parking passes for their visitors. After the residential parking zone was implemented, residents stated there was more available on-street parking²⁵. According to the Police Chief in University Park, a large part of the parking issue was the increase in students at SMU from 8,000 students in the 1980s to 11,000 now within a “land-locked” area²⁶. The parking zone encompasses a few blocks west of the campus to the streets northeast of the campus.

According to the Police Chief, “The SMU requirement of having students live on campus for their freshman and sophomore years has not impacted the residential parking districts. It seems that many families within the city have several vehicles and limited garage capacity.”²⁷

University park generally requires two parking spaces per dwelling unit in the zoning ordinance. However, the zoning ordinance has a section specifically regulating parking on the SMU campus in Article 4, Section 4.3. The regulations set a minimum number of required parking spaces for the university population, increasing the number of required parking should the population increase²⁸. The university must provide at least 5,723 parking spaces on campus. If the population exceeds 9,770, the university must provide an additional 0.5 new parking spaces for each additional student, faculty or staff member. (The 2019 student enrollment was over 11,000; the ordinance has presumably not been updated to reflect current numbers). To ensure these numbers are met, the university must submit a map of the UC zoning districts (there are four zoning districts specific to the university in the University Park zoning ordinance) that indicate the number of parking spaces in each district

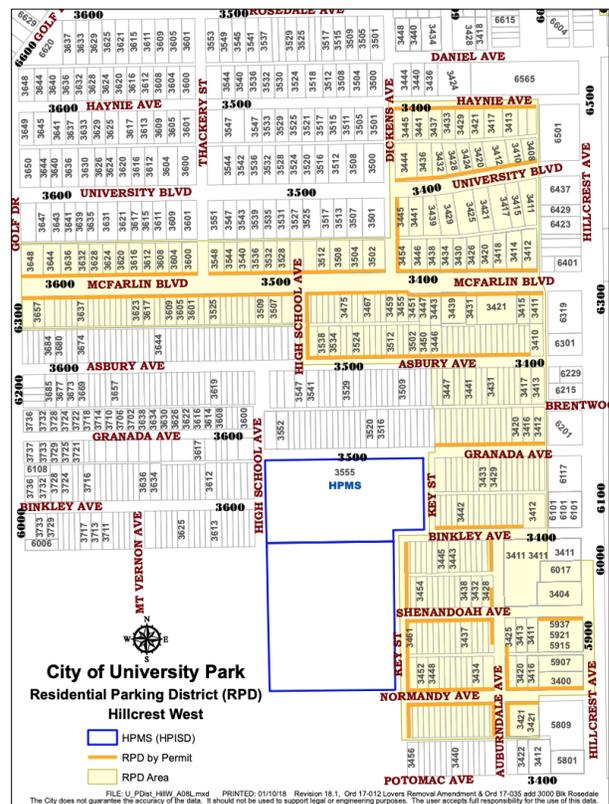


Figure 8: City of University Park Residential Parking Districts

²⁵ "University Park Residents Pleased With New Parking District Near SMU". 2011. *Dallas News*. <https://www.dallasnews.com/news/2011/10/12/university-park-residents-pleased-with-new-parking-district-near-smu/>.

²⁶ Rees, Jessica. Re: "SMU and University Park." Message to Rachael Berg. 18 June 2020. E-mail.

²⁷ *ibid*

²⁸ "University Park Zoning Ordinance". 2018. *Uptexas.Org*. <https://www.uptexas.org/uptexas/media/upTexas/uploads/UPOrdinanceEffective110618.pdf>.

annually. The annual report must include the location of the parking spaces and a summary of the maximum day and evening populations at the university. If a parking space is eliminated, the university must provide an additional parking space elsewhere in one of the university districts. If there is a violation, the university will have to rectify any discrepancies. In addition, the university must submit an operation plan for their shuttle bus system to be implemented the following year and a statement describing how the shuttle bus system will be used. The university is also entitled to parking space “credit” if parking spaces are provided for faculty, students and staff who reside in areas served by or adjacent to DART rail park and ride station within certain zip codes.

Parking requirements for residential uses in University Park

In 2007, the city voted to enforce the family definition of two unrelated individuals that was instituted in 1985, but not enforced. The definition of a “household” would prohibit living arrangements of more than two unrelated people, directly affecting SMU students who want to live with roommates in off-campus housing²⁹. Household is defined as “any number of individuals living together as a single housekeeping unit, in which not more than 2 individuals are unrelated by blood, marriage or adoption. An individual may be considered a family.”³⁰ Staff reached out to University Park to inquire how they enforce this policy and if the policy has reduced issues with off-campus housing and long-term residents. In response, a representative from University Park’s Planning Department stated, “It [the family definition] is difficult for staff to enforce since there is little evidence that can be obtained to support prosecution. The primary use of the regulation is in design stage to deter housing products that may fit a definition of dormitory.”⁴

University Park’s Zoning Ordinance is the only ordinance the staff researched that directly regulates a specific school’s parking within the zoning ordinance, as opposed to broad parking requirements to all universities. This is perhaps because the city itself is relatively small and centered around SMU. This is one way in which cities can directly regulate parking on-campus. However, parking

Sec. 6.2. Minimum Parking Ratios

Off-street motor vehicle parking spaces must be provided in accordance with the minimum ratios established in Table 6-1, except within UC zoning districts. Minimum parking ratios for UC districts are established in 4.3.5.

Table 6-1: Minimum Motor Vehicle Parking Ratios

USE CATEGORY	Minimum Motor Vehicle Parking Spaces
RESIDENTIAL	
Household Living	
Detached house (less than 8,000 sq. ft.)	2 / dwelling unit [1]
Detached house (8,000 sq. ft. or more)	3 / dwelling unit [1]
Duplex	2 / dwelling unit [1]
Other household living	2 / dwelling unit or 1 / bedroom
Group Living	
Community home	1 / 2 beds
Fraternity, sorority, dormitory	1 / 2 beds
Nursing home	1 / 6 bed

Figure 9: Minimum Parking Ratios

²⁹ Nicklin, Allison. 2009. "Zoning Ordinance Leave Students In A Bind For Fall". *Smudailycampus.Com*. <https://www.smudailycampus.com/news/zoning-ordinances-leave-students-in-a-bind-for-fall>.

³⁰ Resident Parking Districts”

on-campus only partially addresses any parking-related issues arising from off-campus student housing and long-term residents. To mitigate these concerns, the City voted to actively enforce the household definition, the most restrictive of all the household or family definitions the staff researched. Assuming the city heavily enforces this definition, it would greatly reduce the number of on-street parking spaces utilized by students living off-campus. This tactic, however, would not work in New Orleans as the family is defined as four unrelated individuals, a regulation that is difficult for the City to enforce.

KEY TAKEAWAYS

- Residential Parking Permit programs are implemented throughout the country in areas with high parking demand. New Orleans also has Residential Parking Permits throughout the city and near Loyola and Tulane Universities. They are an effective way to manage on-street parking and ensure residents have first access to the spaces. If these areas were increased in size, it would benefit other blocks experiencing parking issues near the campuses.
- Strict limitations on family size such as University Park's could reduce the number of on-street parking spaces needed per dwelling and the number of students living in a dwelling. It could also have the unintended effect of more dwellings being converted for student residences to meet the need.
- University Park regulates parking at SMU through their zoning ordinance. Regulating parking on-campus will not necessarily affect parking issues in the nearby residential neighborhoods. However, it could benefit the neighborhood and the schools if the universities were required to provide an annual report to the City that assesses how the students, faculty and staff commute to campus. This could be implemented in the zoning code, similar to that of University Park. The report would provide the City and the schools the number of commuters and in what form they commute, the number of on-campus parking spaces in relation to commuters, students living on campus, and faculty and staff, among other datasets to help inform transportation and parking issues on and near the schools. The reports would indicate if more bicycle or automobile parking is needed on-campus, if some parking can be repurposed for other uses, or if the schools should collaborate with other alternative transportation programs such as the bike sharing program that will be re-implemented in New Orleans within the year.

WASHINGTON, DC - GEORGETOWN UNIVERSITY

The historic neighborhood of Georgetown is located in Washington DC and predates Georgetown University. The neighborhood historically was its own city and became a part of Washington, DC after its initial incorporation. The University has an approximate student body of 7,500 undergraduates and an additional 10,000 post-graduates. Located on the western boundary of Georgetown, the University encompasses approximately 104 acres.

Many families and residents unaffiliated with the university live in Georgetown and the adjacent neighborhoods of Foxhill Village and Burleith Hillandale. Like the Uptown New Orleans neighborhood, Georgetown is also confined to its geographic layout and historic development. The campus itself is historic with a mix of historic and newer buildings.

All Freshmen, Sophomore, and Junior undergraduates are required to live on-campus. These requirements give students several options for their housing needs through traditional dorms on-campus and apartment style housing on-campus, as well as off-campus apartments. The University classifies students as First Year Communities and Upperclassman Communities. Freshmen are limited to the four shared-room dorms on-campus which are designed in the traditional dorm format of a shared bedroom with one or more beds, and a shared common space and bathrooms. Upperclassmen have a wider range of options for housing which include the traditional shared-room dorms, apartments with shared common spaces, and townhouses and apartments off-campus, but located in close proximity and managed by the University.

Georgetown University started the move to house students on campus in the 1980s with neighbors complaining of issues of students living off-campus³¹. Noise, trash, and parking were all cited as reasons for neighbor's complaints. The city of DC also changed the drinking age around this time which may have coincided with larger private parties as students moved from bars to house parties. Based on these complaints, neighbors proposed a specific zoning overlay district which would limit the number of unrelated persons living in a single dwelling unit to three persons. Previous definitions for a family in DC included six unrelated persons.

DC Family Definition:

Household: Shall be defined as one (1) of the following:

- (a) One (1) family related by blood, marriage, adoption, or foster agreement;
- (b) Not more than six (6) persons who are not so related, living together as a single house-keeping unit;
- (c) A religious community having not more than fifteen (15) members; or
- (d) A residential facility providing housing for up to six (6) persons with disabilities and two (2) caregivers. For purposes of this subsection, a "disability" means, with respect to a person, a physical or mental impairment which substantially limits one (1) or more of such person's

³¹ Menicimer, Stephanie. 1997. "Crowded House: Georgetown residents say they don't mind students, except in groups of four or more." *Washington City Paper*
<https://www.washingtoncitypaper.com/news/article/13013171/crowded-house>

major life activities, or a record of having, or being regarded as having, such an impairment, but such item does not include current, illegal use of a controlled substance.³²

The DC family definition applies to all residential housing within the city and allows for six unrelated adults to share a dwelling unit. The DC Zoning Commission enacted a moratorium on student housing and rental housing in adjacent neighborhoods and proposed further restricting the family definition to include three or fewer non-related residents from sharing a dwelling unit³³. The proposed change in the definition was ultimately did not pass within the city as it was seen as an attack on all rental properties and renters.

KEY TAKEAWAYS

- As none of the stricter measures through zoning were passed in DC, the city ultimately worked towards creating better relationships between the University and the adjoining neighborhoods. Georgetown puts out a 20 year campus plan which requires review and approval by the D.C. Zoning Commission. This plan allows the community and surrounding neighborhoods to be involved in their planning process.

NASHVILLE, TENNESSEE – VANDERBILT UNIVERSITY

Vanderbilt University is a private university with an enrollment of 13,131 students and is located in Nashville, Tennessee, which has a population of 692,587 residents. There are several zoning districts surrounding the campus, which is located just a few miles from the city center. Nearby Districts range from single-family residential to high-density residential and mixed-use districts. The campus is part of an Institutional Overlay District that is intended to delineate on the official zoning map the geographic boundaries of an approved college or university master development plan, and to establish by that master development plan the general design concept and permitted land uses (both existing and proposed) associated with the institution.³⁴ The overlay does not extend into the nearby residential districts and is intended to regulate campus development and uses only. Based on staff research, there seems to be ample on-street parking in the neighborhoods near the campus. Some of this parking is not regulated by time limits or parking permits while others have a 2-hour parking limit, unless the vehicle displays a residential parking permit.

Required off-street parking is generally required per dwelling unit city wide. The city has additional parking requirements for “rooming units,” which are defined as a residential unit that contains a bed

³² DC Office of Zoning Regulations. 2016 Zoning Regulations. Title 11- Zoning. Subtitle B: Definitions, Rules of Measurement, and Use Categories.
https://dcoz.dc.gov/sites/default/files/dc/sites/dcoz/publication/attachments/Subtitle%20B_14.pdf

³³ Ibid., Menicimer

³⁴ City of Nashville, Code Of Ordinances, 17.36.330 Overlay Districts, 2019,
https://library.municode.com/tn/metro_government_of_nashville_and_davidson_county/codes/code_of_ordinances?nodeId=CD_TIT17ZO_CH17.36OVDI

and may contain a bathroom, microwave, television, or dorm-sized refrigerator, but where there is a common kitchen and communal area for all residents within the facility. For purposes of determining density, three rooming units in a facility shall be counted as one dwelling unit. Dwelling units are defined as a single unit providing complete, independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking and sanitation. Rooming units are typically used to describe rooms within uses such as boarding houses and dormitories and the parking requirement for rooming units one space per rooming unit. Dormitories are allowed in the mixed-use and multi-family districts near campus but not in any of the single- and two-family residential districts.

In addition to municipal efforts to regulate campus-related activities and the neighborhoods near the campus, the Vanderbilt University Transportation and Mobility Department has developed a program called MoveVU. MoveVU calls for diversification of transportation options, reduction of the drive alone rate to campus that aligns with university goals to become carbon neutral, prioritization of pedestrian and micromobility, and improvement of accessibility.³⁵ Vanderbilt University's current drive alone rate is around 76.5%, and the MoveVU goal is to reduce the drive alone rate to 55% by 2025. In order to achieve this goal, the percentage of individuals taking sustainable commute modes, such as walking, biking, taking transit, carpooling, vanpooling, and more, will need to increase. The University now offers the MoveVU Commute Hub which allows commuters to:

- Understand their commute options beyond driving alone
- Connect with other Vanderbilt commuters interested in carpooling or vanpooling
- Track the mode in which they choose to commute to campus each day using the Commute Calendar feature
- See the impact they're making by choosing sustainable commutes through their monthly commute statement
- Earn incentives and rewards that will roll out over time for their sustainable commutes
- Gain access to the Guaranteed Ride Home program in the event of an emergency or unforeseen circumstance when they have used a sustainable commute option that day

NASHVILLE KEY TAKEAWAYS

- While Vanderbilt's current drive alone to campus rate is rather high at 76.5%, the University has launched a progressive program to reduce this rate by 20% in five years. The University has recently launched the MoveVU program to aggressively promote alternative modes of transportation on and around campus. The Vanderbilt University Transportation and

³⁵ Vanderbilt University (Division of Communication), "Future VU: Transportation and Mobility", Vanderbilt.edu, 2020, <https://www.vanderbilt.edu/movevu/>

Mobility Department has developed a convenient smartphone app that will educate students on alternative modes of transportation, while also connecting them to these options. The app allows students to track their environmental impact and earn rewards for each sustainable trip they make. In order to change commuting culture on campuses, progressive and creative models such as MoveVU have the potential to be very effective.

COLUMBUS, OHIO– OHIO STATE UNIVERSITY

Columbus is Ohio’s State Capital with a population of nearly 900,000 and home to Ohio State University Columbus. Located in Downtown Columbus, Ohio State University is situated in the eclectic University District. Close and convenient, this area includes 13 distinct neighborhoods in 2.83 square miles surrounding Ohio State. The district’s signature entertainment area, the Gateway, resulted from a decade-long partnership between the university and city intended to support the district’s revitalization. The University District’s land use largely includes single- and multi-family residential and various institutional land uses. This vibrant area has recently added thousands of new apartments and condominiums. Ohio State Student Life University Housing offers a diverse community of

<i>Columbus, Ohio</i>	
Columbus, OH population	892,533
Rate of homeownership in Columbus, OH	44.7%
Typical housing type in vicinity of campus	Multi-family
<i>Ohio State University - Columbus Campus</i>	
<i>Student Population</i>	
Total student population	61,170
Undergraduate population	46,820
Graduate population	11,097
Professional Students	3,253
Estimated car commuters	30,000
Estimated walkers or bikers	17,000
Students living in college-owned housing	14,983
<i>Annual Student Parking Pass Rates</i>	
West Campus Surface	\$371
Central Campus Surface	\$364
Central Campus w/ off peak garage access	\$633
Central Campus w/ limited garage access	\$956
Central Campus w/ overnight garage access	\$810
West Campus (no campus bus service)	\$128
West Campus (overnight storage)	\$525

Figure 10: Columbus and Ohio State University Quick Facts

residence halls and wide range of on-campus housing options for undergraduate and graduate students. All unmarried, full-time students within two years of high school graduation are required to live on campus unless exempted, space is no longer available, or they are living with family. Thirty-two percent of undergraduate students live in college-owned, operated or affiliated housing.

Ohio State maintains an estimated 30,000 student commuters. While off-campus living has many perks, convenient parking often is not one of them. Many residents of Columbus, especially students, find parking to be somewhat complicated.

Ohio State also offers a wide variety of daily, monthly, and annual permits for students, faculty, staff, businesses, university departments, and visitors. The parking permits allow the permit holder to park in exemption of the posted parking restriction. It does not entitle the permit holder to park illegally or in prohibited posted parking areas. Residents, business owners, or employee with unpaid City of Columbus parking tickets shall not be issued parking permits. Unless otherwise indicated, parking permits are not valid at single space or multi-space parking meter. Further, a parking permit shall become null and void when a resident or business ceases to reside or be located within the permit parking zone; own property within the permit parking zone; or be a business owner or employee of a business within the permit parking zone. If a permit holder changes vehicles, it is their responsibility to update vehicle information.

Most students still prefer to drive their car on campus. Alternative modes of transportation offered by university, such as shuttles, shared vehicle/bike program, proximity to public transportation such as The Central Ohio Transit Authority (COTA) bus which is free with school ID and Campus Area Bus Service (CABS), a free transit service provided by Ohio State University.

Some landlords charge a monthly or annual fee for off-street parking. The City of Columbus sells on-street parking permits for the university district residential areas in the Off-Campus and Commuter Student Services office in the Ohio Union for a limited time at the beginning of Fall Semester each year. Parking permits last one year from the start of your purchase date.

Columbus City Council adopted the University District Zoning Overlay (UDZO) at the regular City Council Hearing on May 1, 2017. The code went into effect on May 31, 2017. The Plan includes recommendations on potential updates to its 1992 University Area Planning Overlay (UAPO), including parking requirements and two new subarea designations within the UDZO.

Two new subarea designations within UDZO

- Regional Commercial (RC): Higher intensity along High Street (south of Norwich) and Lane Avenue (west of High)
- Neighborhood Commercial (NC): Moderate intensity along High Street (north of Norwich), Fifth Avenue, Hudson, and smaller nodes of commercial activity within the neighborhood

COLUMBUS, OHIO KEY TAKEAWAYS

- Facing some of the same parking issues as the neighborhoods in New Orleans, Columbus has expanded their on-street parking permit requirements for adjacent neighborhoods and created several overlay districts that promote higher or medium density in specific neighborhoods. The parking permits issued by the city are tied to bedroom counts as opposed to units.

San Luis Obispo (SLO), California, is located in the central coast region approximately 190 miles north of Los Angeles and 230 miles south of San Francisco. SLO has a population of approximately 47,000 people with a homeownership rate of approximately 38%, lower than the national average of 63.9%. The medium price of a house in San Luis Obispo is about \$590,800.³⁶

SLO is home to California Polytech State University (Cal Poly). Cal Poly has about 21,812 students enrolled, both undergraduate and graduate students, with staff and faculty making up another 3,000 or so individuals. All freshmen are required to live on campus, leaving more than 15,000 students to live off-campus. All first-year students are prohibited (except under certain circumstances) from having a vehicle. All Cal Poly students are able to ride the SLO public transportation system for free with a Cal Poly ID, and parking permits to park on-campus range in price from 150-630 dollars a year.

San Luis Obispo requires a Minor Use Permit for any residential dwelling containing six or more residents in accordance with their High Occupancy Residential Use Policy. High occupancy residential use is its own use category that applies to any dwelling in the R-1 or R-2 zones when the occupancy of the dwelling consists of six or more adults. The High Occupancy Residential Use requires one off-street parking space (minus 1) or the standard parking requirement, whichever is greater. In San Luis Obispo, this means either 2 parking spaces for the first 4 bedrooms and .75 spaces per additional bedroom in a single-family residence. Multi-family dwellings (two or more dwelling units attached or detached on the same lot of record) require .75 off-street parking spaces per bedroom (no less than 1 space per dwelling unit), plus 1 guest parking space per 5 units); or, one (1) off-street parking space per adult occupant, less one, whichever scenario requires the greater number of off-street parking spaces.³⁷

The High-Occupancy Residential Use Policy was established to maintain and promote the quality of life in lower-density and medium-density residential neighborhoods, by “ensuring that dwelling provide adequate support facilities.”³⁸ Since the implementation of the High Occupancy Use category in 1989, the City has only reviewed 23 High Occupancy Use Permit Applications (as of February of 2019), and only eight permits were approved (seven of which have expired), meaning only one permitted High Occupancy Use exists in SLO. This means students who live in a residence

³⁶ San Luis Obispo, CA | Data USA". 2017. *Datausa.io*. <https://datausa.io/profile/geo/san-luis-obispo-ca/#:~:text=Housing%20%26%20Living&text=Between%202016%20and%202017%20the%20median%20property%20value%20increased%20from,the%20national%20average%20of%2063.9%25>.

³⁷ "17.148.020 Permit Requirements | San Luis Obispo Municipal Code". 2020. *San Luis Obispo, CA*. <https://sanluisobispo.municipal.codes/Code/17.148.020>.

³⁸ Ladin, Ashley. "A 30-Year-Old SLO City Law Is Causing More Students to Live 'off Lease' - and It May Be Illegal," Mustang News, February 20, 2019, <https://mustangnews.net/a-30-year-old-slo-city-law-is-causing-more-students-to-live-off-lease-and-it-may-be-illegal/>.

with more than five adults most likely have some tenants who are living off-lease, or live on-lease but have a landlord who isn't following city law. Since housing prices are high and there are thousands of Cal Poly students living off-campus, more than likely there are many residences with more than five tenants, indicating the High-Occupancy Residential Use Policy is difficult to adequately enforce.

KEY TAKEAWAYS

- Although San Luis Obispo has a policy in place to try and mitigate the presence of high-occupancy student housing, the policy has largely failed. As mentioned, there is only one active permit, reiterating that this types of policies are difficult to enforce and oversee.

LOS ANGELES, CALIFORNIA - UNIVERSITY OF CALIFORNIA LOS ANGELES

The University of California Los Angeles (UCLA) is located in the Westwood Neighborhood of Los Angeles. The North Westwood neighborhood borders the campus to the west and is a popular neighborhood for students to live due to its proximity to campus. North Westwood is densely developed and mostly comprised of two- to four-story multi-family dwellings with parking on the ground floor. UCLA has also attempted to do its part by expanding the on-campus

Population	
Los Angeles	3,990,469
UCLA	44,947
<i>Undergraduate</i>	31,568
<i>Graduate</i>	12,960
<i>Interns & Residents</i>	1,393
Students living on campus	appr. 11,000
LA Rate of Homeownership	36.30%
LA Residents with no Vehicle	11%
Typical Housing Type in vicinity of campus	Multi-family (North Westwood)
Student Parking Permit Rates (per Quarter)	
Commuter	\$258
Residence Hall	\$324
Night/Weekend	\$150
Two-Person Carpool	\$216
Three-Person Carpool	\$132

Figure 11: Los Angeles, CA and UCLA Quick Facts

student population and promoting alternate modes of transportation as means of arriving to campus.

The University has a limited amount of parking on campus and offers permits to commuters and on-campus residents at different rates. The permit pricing structure promotes commuters to carpool, charging \$258 quarterly for single-occupancy vehicles, \$108 per person for two-person carpoolers, and \$44 per person for three-person carpoolers. UCLA's website also offers recommendations on its website and assistance, upon request, for planning commutes to the campus.

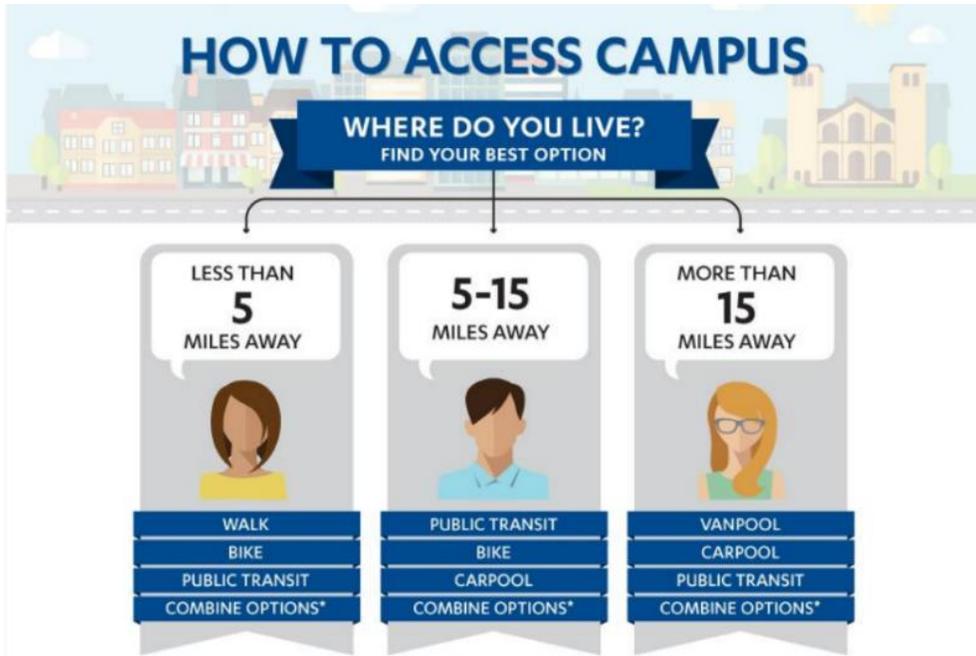


Figure 12: UCLA Campus Access Guide

Even with the University’s effort to promote carpooling and alternate modes of transportation to campus, parking is still considered a challenge in the surrounding community. This is especially true in the North Westwood community.

For decades the Westwood neighborhood has considered and planned for the impacts of the student population in the neighborhood and implemented ways to mitigate these impacts through zoning, design requirements, and parking restrictions. This section will focus on the zoning requirements in the North Westwood neighborhood and a study of its parking issues.

North Westwood Specific Plan

The North Westwood Specific Plan (NWSP) was adopted in 1988 as one product of the Westwood Community Plan. The NWSP provides additional zoning requirements for the North Westwood area which promote the creation of off-campus student housing at affordable rates.

The North Westwood neighborhood is zoned R-4 Multiple-Dwelling Zone which generally promotes a higher density residential development pattern and allows for certain non-residential uses, such as hotels. The requirements of the North Westwood Specific Plan add more restrictive requirements than those of the base zoning district. Table 5 compares some of the requirements of the underlying R-4 District and the NWSP.

Table 5: Parking Requirements in the NWSP

Requirement	Base Zoning Requirement	North Westwood Specific Plan
Lot Area per Dwelling Unit	400 sq. ft.	800 sq. ft.
		25% bonus for university housing
Parking	1 space per unit <3 habitable rooms	2.5 spaces per dwelling unit with ≤4 habitable rooms.
	1.5 spaces per unit with 3 habitable rooms	3.5 spaces per dwellings unit with >4 habitable rooms.
	2 spaces per unit >3 habitable rooms	

The allowable density of the R-4 District is twice that of the NWSP, and is still significantly higher even with the possible bonus density. The NWSP allows a 25 percent increase in the number of units if the development provides 25 percent of its units as university units. University Units are required to be leased to a member of the university community and must also be rented at an affordable rate as determined by the L.A. Community Development Department.

The NWSP also differs from the R-4 District in its parking requirement. Parking in this neighborhood has been a decades-long issue, and the NWSP requires more parking spaces per unit than the base zoning district. In both cases, the parking requirement per unit depends on the number of “habitable rooms” within the unit. The term “habitable room” is used as such, presumably, to avoid people submitting plans with misleading labels for room use. The base zoning requires 2 spaces per unit with greater than 3 habitable rooms. The same sized structure in the NWSP would require 3.5 spaces (3 spaces due to the City’s rounding rules). For comparison, a typical 5,000 square foot lot in the R-4 District would allow 12 units and require 24 parking spaces. In the NWSP, that lot would allow 6 units (8 units with the bonus) and require 21 parking spaces (28 with the bonus).

The increase in the parking requirement is likely the result of the long standing parking issues in the North Westwood neighborhood. UCLA students are drawn to the area due to its proximity to campus, and students are likely to share apartments, sometimes with each roommate having their own vehicle. Also, Los Angeles’ zoning code, compared to New Orleans, has a less restrictive definition of family, being considered “one or more persons” sharing a living space, with no limitations on number of unrelated people. The higher requirement in this area seems to assume that most individual residents will also have a vehicle.

Parking

Many of the complaints from the neighborhoods adjacent to UCLA are like those heard from other similarly situated neighborhoods: noise, garbage, design, and parking. Parking a major concern in most dense urban settings, but it can be even more of a noticeable problem in neighborhoods with a high concentration of students. Students often live with multiple roommates, all of which could have a car if they find one necessary. Los Angeles is a very large city, both in geography and population, and many residents might find it challenging live there without access to a vehicle. To amplify the issues with parking, students often leave campus and their off-campus residences during the summer and holidays, which provides the permanent residents an idea of the exact impact of student parking during the academic year.

Parking in North Westwood presents a challenge due to the lack of spaces, on-street and off-street. It is estimated that 5,700 residents of the neighborhood have vehicles and the neighborhood has 850 on-street space and an undetermined number of off-street spaces.³⁹ Parking is so limited that residents have, for decades, been double-parking off-street spaces by parking in the apron of driveways. Landlords even lease or guarantee apron spaces. Tenants informally negotiate the double-parked situation by coordinating schedules, exchanging keys, etc. Though this was a decades long practice, it was still against the law in Los Angeles.



Figure 13: Apron Parking on Gayley Avenue in Los Angeles, CA (Google Maps)

Traditionally, enforcement of this code was relaxed due to the parking problems in the area. In 2011, the City of Los Angeles was sued for Americans with Disabilities violations for allowing cars to be parked in the driveway in a manner that blocked the sidewalk.⁴⁰ The City Council responded by enforcing the law and ticketing any vehicle blocking the sidewalk. Predictably, this resulted in an uproar from landlords and tenants; people that made housing decisions based on the guaranteed

³⁹ L.A. Begins Parking Crackdown in UCLA, Westwood Village Area. Los Angeles Times. June 27, 2011.

⁴⁰ Parking on an L.A. Parkway? Prepare to be Ticketed. Los Angeles Times. August 9, 2017.

availability of parking and paid for said parking. The Council ultimately relaxed parking restrictions on the space between the sidewalk and a street's travel lanes, as long as the parking did not obstruct the sidewalk. This was a temporary policy decision, meant to be replaced by a permanent formal solution.

The North Westwood neighborhood at one point was home to Michael Dukakis, former Governor of Massachusetts and candidate for United State President, who was a professor at UCLA and noted protester of apron parking in the area.⁴¹ UCLA is also the home of Donald Shoup, who has authored volumes of literature on parking theory, especially about pricing public parking at market rates to increase its availability and fund public amenities.

In 2014, Shoup enlisted his UCLA class to tackle the parking problems in the North Westwood neighborhood, and he published the findings and recommendations in an article titled "Informal Parking on Sidewalks: The Broken Windows Effect." As the title implies, Shoup likened the effect of the neighborhood's parking issues, in particular the proliferation of apron parking, to the Broken Windows Theory; a theory of urban disorder. Similar to the Broken Window Theory, Shoup believes that every car that is apron parked against the law, leads to a widespread violation of the same law. Soon every apron will be illegally parked with a car.

To better explore the challenges with formalizing apron parking, Shoup provided a graphic to illustrate the generally accepted "legal" and "illegal" versions of apron parking.

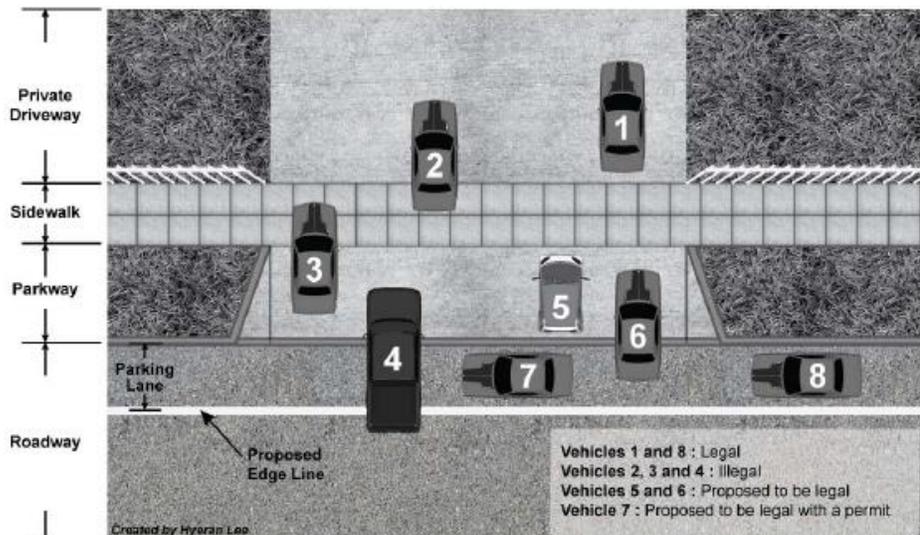


Figure 14: Graphic of "legal" and "illegal" Apron Parking

⁴¹ Shoup, Donald. Informal Parking on Sidewalks: The Broken Window Effect. Chapter 7 California Policy Options. UCLA Luskin School of Public Affairs. 2014.

Chief among the considerations for apron parking is to not block the sidewalk or travel lanes. But the concern is, with all the various arrangements of apron parking, is the enforceability of any formal law. Officers patrolling the community will generally not be able to determine from their vehicle whether a sidewalk is blocked or how far a vehicle is extending into a travel lane.

Shoup's students found that there was a total of 857 on-street parking spaces with 817 legally parked cars occupying them.⁴² The field survey also found 205 vehicles parking in the apron. Overall the parking study found that the area had a parking occupancy of 124 percent. One of Shoup's main principles is that all parking should be priced according to its market value, which would result in a reduction in demand on parking by steering people to areas with more plentiful parking or by allowing people without a car to seek residence in the area. Shoup provided two major recommendations in this article to resolve the parking issues in North Westwood.

The first recommendation was that the dedication of shared vehicles in the neighborhood could reduce the need for residents to have vehicles. Shoup cited a study that found that car share programs reduce the demand for parking by nine to 13 cars per shared vehicle. In practice, Hoboken, NJ found in 2012 that within three years of providing shared cars in the City's "Corner Car" program, the demand for residential parking permits had decreased from 17,000 to 16,000. The introduction of shared cars would be startling to those who rely on on-street parking spaces, but would ultimately reduce the numbers of vehicles that need to be parked in the neighborhood.

The second major recommendation from Shoup was for the neighborhood to adopt overnight parking zones in the area and charge market rates for those permits. The North Westwood neighborhood, at the time, did restrict parking to only residents during the daytime hours, but not overnight. A permit for overnight zone parking costs a resident \$15 per year, and would be in very high demand. Shoup stated that either the City could adopt a lottery to account for the demand exceeding supply or charge a rate closer to what the market would charge. In his example, Shoup cites UCLA's on-campus parking rate of \$89 per month as a logical rate, and further found that this rate would result in \$915,000 in annual revenue for the City. Shoup recommends that the increased revenue could be reinvested into the neighborhood, perhaps in the form of new or upgraded sidewalks or street trees. Shoup estimated that it would only require three years of permit revenue to fund the replacement of all sidewalks in the neighborhood. In the same vein, Shoup stated that the neighborhood could charge for daytime on-street parking for nonresidents who choose to park there, which would further increase the revenue stream for potential public improvements in the neighborhood.

One of Shoup's core tenants is that if parking is free, there is no incentive for people to not drive to a destination and that they will occupy that space for a longer time. If parking is priced to reflect the market for those spaces, people will have to consider if driving to a destination is worth the cost of parking and, if they do drive there, exactly how much time they actually need. When applied to the

⁴² Shoup, Donald. Informal Parking on Sidewalks: The Broken Window Effect. Chapter 7 California Policy Options. UCLA Luskin School of Public Affairs. 2014. Page 149.

town-gown scenario, if the on-street permits are priced to reflect the demand of the space, a person will have to decide if they actually need a vehicle or if that is the neighborhood they should look for an apartment in. This scenario has the added benefit of generating revenue that can be reinvested into the community.

KEY TAKEAWAYS

- UCLA has a sliding scale for parking permits that favors high occupancy vehicles and promotes the use of alternate modes of transportation to the campus. These programs help to reduce to total number of vehicles driven to campus and, thus, the number of parking spaces used both on and off campus.
- Donald Shoup’s recommendation to charge market prices for on-street parking and invest the revenues in public improvement in the area essentially amounts to what would be a new tax in New Orleans. The parking improvement district would need to be voted on by district residents and a parcel fee would need to be assessed on all district properties. This will eliminate the benefit of reduced on-street parking and only charging those who use the on-street spaces.

SUMMARY

These best practice examples show the issues that universities and their host cities face. The issues that arise vary widely and go beyond parking issues to include noise, safety and health issues, unkempt properties, increased garbage and traffic congestion. The approaches that each city and university take reflect the various issues they face. These measures show that there are usually multiple issues with student housing and no single approach will eliminate potential nuisances. Additionally, as some cities adopt measures, they evolve based on practice and public input; overlay districts and ordinances are later rejected or reformatted to fit neighborhood needs. Based on the various universities researched and their host cities, staff has compiled the following list of takeaways. Many of these policies overlap, with multiple cities and universities adopting them. Some, like requiring a Master Plan for all campuses that requires public input, are already adopted by the City of New Orleans.

BEST PRACTICES KEY TAKEAWAYS

- Refining the definition of “family” and further enforcing unrelated individuals living within a single dwelling unit
- Creating a separate definition for “student housing” or adding a sub-definition to the “family” definition to differentiate students from other residents and renters
- Creating a rental registry and requiring landlords to register properties with the city and go through inspections. The frequency of these inspections and the enforcement varies by city.

- Offering alternate modes of transportation for students living off-campus and also how students access campus. Bike share incentives can be created on and off-campus, transit passes, ride-share programs and shuttles meant to transport students both on and off-campus.
- Utilizing zoning mechanisms such as Overlay Districts to carve out sections of cities that are close to Universities or are impacted by student housing. These overlay districts can take different approaches by either including extra housing incentives to take on the demand for more housing, such as allowing rental properties with higher densities in specified zones to alleviate the pressure from other neighborhoods, or act as a restrictive tool to prevent certain types of housing to exist within a given area.
- Additional Ordinances can also be used to create further zoning restrictions such as limiting the number of bedrooms a dwelling unit can have or call out bedroom to bathroom ratios, a common theme of student housing.
- Increased parking restrictions and enforcement in adjacent neighborhoods as well as the establishment of more restrictive parking zones dedicated to residents
- Requiring universities to provide more parking and create additional off-campus parking to ease the burden on surrounding neighborhoods
- Requiring universities to provide Master Plan processes to allow public input and also as a measure to require certain policies on campus such as an increase in parking and additional modes of transit
- Encouraging better relationships between universities and cities through measures like town-gown partnerships and getting residents involved in university planning practices
- Requiring a percentage of students to live on-campus, such as first year Freshmen, or a larger amount of underclassmen
- Establish more creative parking permit solutions that allow for staggered parking permit areas, or zones that change based on the demand or time of day

LITERATURE REVIEW

Similar to the Best Practice cities, staff has compiled a literature review of articles that detail town-gown and university relationships, parking issues, and student housing. The first section provides several examples of town-gown relationships, the relationships between long-term residents surrounding university campuses and the universities. Similar to the complaints of both Tulane and Loyola University, residents around the country who reside in close proximity to colleges and universities find issues with overcrowded, parking, lack of property maintenance, noise, and parking all due to the proliferation of off-campus student housing. Students live in all types of dwellings; perhaps the most contentious are single-family residences that have been converted to multiple rental units either in the form of separate dwelling units or individually leased rooms. In recent years, enrollment in colleges has increased leading to more students seeking housing off-campus, exacerbating an already contentious issue. Off-campus student housing can contribute to the displacement of long-time residents, the shortage of affordable housing options, a decrease in homeownership, and “deferred maintenance,” or when landlords retain property until a lucrative

opportunity arises to invest. The question arises, how do communities and universities balance the need to house students in residential neighborhoods near campuses and long-term residents without overwhelming the neighborhood with mini-dorms?

In an effort to provide an overview of general parking policy recommendations, staff has also reviewed several articles about parking and the burden increased parking requirements can create. Trends in cities, both nationally and globally have moved towards removing parking requirements. Additionally, a final article explores student housing with examples in Wisconsin and nationally. Together, this literature review and following articles provide more details about the issues of parking and the burden student housing can create on surrounding neighborhoods and host cities and further policies to remedy these issues.

TOWN GOWN AND UNIVERSITY RELATIONSHIPS

TOWN GOWN PARTNERSHIP FOR SUCCESS – SITLER, RUDDEN, HOLZMAN, HOMSY - PLANNING
ADVISORY SERVICE - MAY/JUNE 2006

In a 2006 American Planning Association memo, authors Dan Sitler, Michael Rudden, Rob Holzman, and George Homsy present the keys to successful relationships between universities and their surrounding neighborhoods and host cities. This relationship is called the Town-Gown partnership. It is not uncommon for universities to focus solely on their campus, creating a city within a city for some larger institutions. Universities have also been known to further isolate themselves if conditions adjacent to their campus is deteriorating. Cities in their own right have been known to leave universities out of their planning process, assuming that they have already planned for their own facilities.

The authors of this memo presented eight stresses between Town and Gown:

1. Values and Goals
2. Governance
3. Housing
4. Transportation
5. Infrastructure
6. Open Space and Recreation
7. Campus Expansion
8. Economic Development
9. Missed Communications

The article argues that students are inherently different from long term residents. College-aged students have different schedules, are short term residents, and are often living on their own for the first time in their lives. This can create friction in terms of Values and Goals and Housing with non-student residents in the adjacent neighborhoods. Similar student – neighborhood conflicts can arise with transportation, particularly when long term residents and commuters are vying for limited amounts of parking. Issues with Campus Expansion have been hashed out between institutions here in New Orleans, most recently in the last round of Master Plan amendments. Institutions expand over time, and when space is limited and the adjacent area is primarily residential, this expansion can create land use conflicts. Open Space and Recreation issues can be a story of the haves and have nots. As universities have long term plans and budgets for the meticulous maintenance of their open spaces on campus, many public open spaces are often maintained through budgets that are often limited and need to be applied citywide. Additional conflicts can arise when university open space is developed into university facilities.

The memo provides four examples of partnerships between universities and towns/cities to provide mutually beneficial outcomes. The first example includes Ohio State University (OSU), which at one point had issues recruiting students due to the conditions adjacent to campus. The Main Street area was littered with trash and was in such a negative condition that safety was a concern for potential students. The university and the city ultimately created the Campus Partners for Community Urban Redevelopment in 1995 to help revitalize the areas around campus, with OSU committing a \$1 million endowment to ensure its long-term funding. One of the Partners’ most impactful projects involved the relocation 25 businesses and the assembly of dozens of properties to incent a redevelopment of the Main Street area to a dense mixed-use area with better pedestrian facilities and a “strategically programmed mix uses (to) provide 24-hour vitality.”

Colgate University, the second example, faced a different issue with a small downtown area that had a significant number of vacant buildings and storefronts. The university and surrounding towns formed an organization named the Partnership for Community Development to promote the reinvestment in the downtown area. The university is responsible for nearly one-third of the organization’s 2.2 million budget and the rest of the funding comes from state and federal sources. Only two percent of the budget is from the Town of Hamilton. The funding has been used to acquire and renovate downtown properties, a major streetscape project, and a façade improvement program, amongst others. The university also keeps the ownership of the properties it acquires under a private corporation so that they remain on the town’s tax rolls. The university has also committed to locating some of its functions in buildings downtown to spur further investment. A representative from Colgate stated that the university “...could have built a bigger student union on campus...(but) now we have a lot of the student union functions downtown.” University officials knew that the health of the Town of Hamilton directly impacted the students experience while at Colgate and affected the universities ability to attract students.

In the third example, Cornell University had to confront issues with transportation in and around its campus, located in Ithaca, New York. Cornell had its own transportation system centered around its

campus, while the City of Ithaca had its own system, and yet another provider for the county provided service to nearby rural areas. To improve service in the region, the three providers created a partnership called the Tompkins Consolidated Area Transit System. Since the partnership has been active, Cornell University estimates that the improved service keeps 2,600 cars off the road and has saved millions of dollars that would have been spent on parking that is no longer needed.

The University of Texas at Austin was also experiencing issues with impacts of commuters and the adjacent neighborhoods and the pressures the university was having on a low-density neighborhood near the campus. To address these issues, the city met with the surrounding community members and developed a plan to balance the needs of the residents in that area and promote development and density in an area where it would be less impactful. The city adopted what is called the University Neighborhood Overlay Zoning District for the West Campus District area which allowed greater density and height for development to relieve pressure from other neighborhoods surrounding the university.

The takeaways from the authors of this PAS memo promote better communication with community members, public officials, and the institution itself:

- Secure involvement with top officials
- Formalize equal partnerships
- Involve the public
- Build on each partner's strength
- Communicate
- Remain patient and persistent
- Find points of synergy

The memo points out that problems and “stressors” are shared problems between municipalities, institutions, and neighborhoods and that finding solutions problems while relying on each organization’s strengths, is often beneficial to all parties involved.

TOWN-GOWN COLLABORATION IN LAND USE DEVELOPMENT – SUNGU-ERYLIMAZ - POLICY FOCUS REPORT, LINCOLN INSTITUTE OF LAND POLICY - 2009

This article discusses the complexities and opportunities surrounding land use development within and around university campuses in American cities. Colleges and universities are sometimes among the largest landowners and employers in cities and their activities have a profound impact on surrounding communities and the entire city. As universities plan for and execute land use and development activities, conflicts can often arise between the university and local governments and

residents. The most common reasons for these conflicts include quality of life in the neighborhood, the planning and design process, and loss of property tax revenue.

Problems have evolved over the years because, historically, many urban colleges and universities “remained enclaves of intellectual pursuit that seldom collaborated with surrounding neighborhoods and host cities to address common problems”. But more recently, town-gown relationships have greatly improved as universities have shown improved interest in working with local governments, businesses and community-based organizations. The article highlights efforts that some institutions have implemented within their communities such as efforts by University of Pennsylvania to provide academic services such as training courses, professional service, and technical assistance in Philadelphia. Howard University is revitalizing a blighted neighborhood in Washington D.C while upgrading local infrastructure, bringing jobs and housing to local residents, and renovating a local hospital.

Frustrations that communities may often have with land use development and activities often include displacement of local residents and local businesses, lack of involvement of local residents in planning process and spillover effects of university activities in nearby neighborhoods. The author points out that “residents who share space with colleges and universities often want to be active participants in determining future land uses and development in their neighborhoods.”

The article concludes by focusing on some positive practices for town-gown relations. Universities can incorporate social and economic programs by providing affordable housing to prevent displacement, promoting local business development, and giving neighborhood vendors priority. Local governments can manage spillover effects through planning. Regulatory mechanisms that can be employed include district plans, land use regulations, and design standards to guide development and encourage community participation in project planning. Universities can also formalize stakeholder participation and leadership within their institutions. Many universities have established an Office of Community Affairs or Engagement to work with community and keep an open line of dialogue active and engaged. The author closes by stressing the importance of the sustained investment of time and resources from every stakeholder in order to create “lasting change founded on ongoing communication and long-term relationships.

PARKING

PEOPLE OVER PARKING – SPIVAK - AMERICAN PLANNING ASSOCIATION - OCTOBER 2018

Jeffery Spivak contemplated the relationship between minimum parking requirements and affordable housing in a 2018 article published by American Planning Association. Minneapolis, Minnesota, most recently notable for eliminating single-family residential zoning, has in recent years implemented several progressive policies to increase housing density and reduce housing costs. In 2015, the city reduced the number of required off-street parking spaces by half for large multi-family developments and eliminated off-street parking requirements entirely for developments of less than 50 units if located near high-frequency transit. Consequently, subsequent multi-family development

provided fewer off-street parking spaces, lowering the overall cost of construction. The lowered construction cost, in turn, reduced rent in these developments. Spivak cites one development where studios, typically renting for around \$1,200 a month, could now be rented for \$1,000 a month, or \$2,400 less yearly. According to Nick Magrino, a Minneapolis planning commissioner, the required off-street parking reduction has led to increased affordable housing in-fill development outside of the downtown area.

A general trend throughout the country is modifying parking requirements to reflect evolving lifestyles and cultures. Public transportation will continue to expand and people are relying more on car-sharing and ride-sharing services, thus reducing the number of individuals driving on a regular basis. As a result, many cities have adopted parking maximums rather than minimums or eliminated parking altogether. In 2017, Buffalo, New York, removed required off-street parking for new developments less than 5,000 square feet in area. Hartford, Connecticut, completely removed off-street parking for all new residential developments. Other cities such as Seattle, Washington, have eliminated parking requirements for all non-profit affordable housing developers to help incentivize affordable housing production. Portland, Oregon removed parking requirements for any multi-family residential developments containing affordable housing near transit routes. These metropolitan cities aren't the only cities implementing policies to reduce required parking. Some cities more reliant on individual automobile use are also starting to remove parking requirements, such as Santa Monica, California, which removed parking requirements for all downtown developments in 2017.

The creation of off-street parking is expensive. Surface parking costs around \$5,000 per space, increasing to \$25,000 per space if located in an above-ground parking garage and \$35,000 per space if located in an under-ground parking garage. This expense often translates to the increase in rent in residential development. It is estimated the addition of an off-street parking space increases a unit's rent by approximately 17 percent. The Research Institute for Housing America determined most city's parking density is greater than their housing densities per acre. Other research groups such as TransForm in California and Center for Neighborhood Technology in Chicago, surveyed parking usage at various apartment complexes in the middle of the night, the time when the most parking is used. They found that a fourth to a third of all parking spaces sat empty in their respective researched areas.

Reducing the number of required off-street parking spaces is a low-hanging fruit that directly impacts housing affordability, an issue with which nearly all cities grapple. Studies have shown the costs associated with providing off-street parking disproportionately affects lower-income households. The reduction of parking requirements not only decreases housing development costs, but can lead to increased buildable area by allowing additional units or living space in what previously would be reserved for parking. The reduction of parking requirements could even decrease the number of floors in a development by eliminating the first floor parking garage, translating to further reductions in housing costs for the renter or buyer. When developers can choose

the number of parking spaces for their housing project, the structure is designed and built for the residents, not their cars.

Many cities in Europe are trailblazing a future without parking requirements. Zurich, Switzerland and Hamburg, Germany, have implemented caps to the allowed number of parking spaces. Oslo, Norway, is seeking ways to remove parking spaces that currently exist and replace them with pocket parks or “phone-charging street furniture.” Mexico City also removed parking requirements for all new developments throughout the city and implemented caps to the allowed number of parking spaces.

Some cities have increased the required off-street parking spaces rather than reduce or eliminate requirements, the general trend is to reduce or eliminate required parking. Reduced parking requirements lead to reduced rent and housing costs and may lead to the improvement of underused land. Regulations that disproportionately affect lower-income households are regressive and zoning regulations should evolve as people and cities evolve.

PUTTING A CAP ON PARKING REQUIREMENTS – SHOUP- AMERICAN PLANNING ASSOCIATION - MAY 2017

Donald Shoup’s article titled “Putting a Cap on Parking Requirements,” published by the American Planning Association in 2015, laments typical zoning policy. Zoning segregates land uses, requires ample off-street parking, and limits density. These policies create drivable cities but not walkable cities. These policies, the author claims, promote dependency on automobiles by providing a plethora of free parking, incentive driving and make vehicle-use the default mode of transportation. Nearly 87% of all daily trips are taken via personal automobiles.

In his book titled, “The High Cost of Free Parking,” Shoup argues that minimum parking requirements subsidize the cost of cars and increase traffic. Consequently, minimum parking requirements increase carbon emissions, encourage sprawl, reduce housing affordability and walkable cities, which “degrade urban design,” and “damage the economy.”

Parking requirements are typically determined by the use, not by the communities in which they serve. Not all uses will have the same parking demand, and not all required parking spaces will have the same effect on the development cost and/or feasibility of the project. Since planners cannot know the details of every site, general parking standards have been created that disparately impact some communities more negatively than others. Parking requirements, according to Shoup, increase the cost of a shopping center by 93 percent if four underground parking spaces are required for every 1,000 square feet, and by 67 percent if located aboveground. The extra cost associated with the parking spaces is passed on to the shoppers. This holds true for other uses such as grocery stores where the cost of food may be higher due to the off-street parking supply, creating a situation where people who can’t afford to own a car are paying extra for those who can. Similarly, residential parking costs the same regardless if a housing development is for luxury condominiums or for small apartments complexes that cater to lower income families. If the development has affordable housing

subsidy, that subsidy may be needed for the required parking spaces rather than the housing units. “In other words, cities require parking for every building without noticing the high cost of the required spaces or the burden placed on families who have little or no wealth.”

Some cities, however, are removing required minimum parking spaces, or reducing the number of parking minimums. This article was written in 2015; in the five years since this article was published, many cities including New Orleans have reduced the number of required off-street parking spaces for different uses, realizing high parking minimums are impediments to in-fill development, adaptive reuse of structures that formerly did not provide parking, and affordable housing. In New Orleans’ case, required parking minimums are largely incongruous with the historic neighborhood pattern which was mostly developed prior to the advent of automobiles. However, many cities (New Orleans included) *still* require high parking minimums, even if they’ve been reduced over the years.

Federal and State governments provide cities money annually to build and operate public mass transit. Despite providing public transportation, many cities still require ample parking spaces. In Los Angeles, for example, 3.5 parking spaces are required for every apartment dwelling containing more than four rooms and 22 parking spaces per 1,000 square feet of area for restaurants are required, creating a situation where the parking lot may be seven times larger than the actual restaurant. “The uncoordinated actions of many individuals can add up to a collective result that most people dislike. In this case, minimum parking requirements create an asphalt wasteland that blights the environment and compels people to drive.” Shoup argues moving away from parking minimums for developments near public transportation allows the developer to use market forces to determine the adequate number of off-street parking spaces needed. A study in London that did just this reduced the number of off-street parking in half from the previously required off-street parking spaces. Removing the minimum required off-street parking spaces caused a 98% decrease in parking spaces while imposing a parking maximum cause only a 2% decrease in parking spaces, illuminating the importance of removing parking minimums.

Shoup compares America’s “love affair” with vehicles to an “arranged marriage.” Zoning Ordinances historically have a required minimum number of required parking, incentivizing Americans to drive vehicles regardless of how far their destination might be by providing a plethora of free parking spaces. If we want to see a reduction of cars and driving, the zoning code must reflect how we want to see our city in the future.

ELIMINATING PARKING MINIMUMS- ZONING PRACTICE – AMERICAN PLANNING ASSOCIATION – LEROY – JUNE 2017

This article examines the reasons for eliminating parking minimums in communities and details the efforts and outcomes of a few cities that have experimented with this progressive planning practice. Traditional, one-size fits all parking regulations have had some unintended consequences over the years. Parking requirements raise housing and development prices due to the cost of construction and valuable space required to be set aside for parking. Parking facilities induce automobile traffic

by spreading out destinations and subsidizing the cost of automobile ownership. Parking requirements degrade the urban environment by creating unsightly voids in communities in the form of surface parking lots and parking garages.

The author examines three cities that have experimented with eliminating parking minimums. In Champaign, Illinois, the city eliminated parking requirements in a university housing district and in core urban areas. In the university district, it was determined that residential parking spaces had a 30 percent vacancy rate and the existing requirements may not fit this unique neighborhood. In the downtown and midtown neighborhoods, planners wanted to promote more pedestrian friendly design and environment and parking lots in this district did not seem to fit. According to the author “the market will value parking appropriately for the first time in decades, and Champaign’s core neighborhoods will continue to mature into more walkable areas as the effects of a one-size fits all policy begin to fade.”

In Fayetteville, Arkansas, the city eliminated all non-residential parking requirements citywide, leaving parking requirements for residential uses in place. Noting the constraining effect parking requirements were having on the local economy, planning staff proposed cutting all non-residential parking requirements. The results were that in more auto-oriented districts, developers continued to provide ample parking and in more urban districts, the result was that developers began to take advantage of the change and several projects without parking came to fruition. Had the old parking requirements remained, these projects may not have been feasible.

In Buffalo, New York, where many downtown structures had been demolished to make way for parking over the years, the city rewrote its entire code and eliminated parking requirements almost universally in the process. The new code also required development of certain sizes to prepare a Transportation Demand Management (TDM) Plan showing how the project would accommodate the demand it generates by employing tools such as bicycle parking, subsidized transit passes and alternative work schedules.

The article closes by discussing a few strategies for achieving parking reform in cities across the United States. The author proposes exhibiting design scenarios showing potential development possibilities before and after parking code reform. Focusing on the monetary benefits of developments without unnecessary parking can be convincing as well. Also, pointing to the successes highlighted in the article and in other cities can help allay the fears of eliminating parking minimums to improve cities.

HOW TO DEFINE A FAMILY? THE SPECIAL CASE OF REGULATING STUDENT RENTAL HOUSING IN SINGLE-FAMILY RESIDENTIAL NEIGHBORHOODS IN WISCONSIN'S COLLEGE AND UNIVERSITY COMMUNITIES – SORENSON, OHM – UNIVERSITY OF WISCONSIN/EXTENSION PUBLICATION – JULY 2015

This article explores the use of the definition “family” for cities in close proximity to universities that deal with student housing issues. Cities tend to cite student housing as a nuisance that can be attributed to noise, parties, excess trash, unkept properties, and an increase in traffic and parking. These neighborhoods that have a concentration of rental housing geared towards students have the perception of decreased property values compared to owner occupied units. The article examines case studies in Wisconsin university towns and compares them to several national models.

Wisconsin Case Studies:

The article looks at four different Wisconsin cities which host universities: Eau Claire, OshKosh, Lacrosse, and Madison. Each of these cities have varying populations, with some cities acting more of a university town with a student population close to the total population. Many of the issues in these town cite similar student housing issues with student housing and the conversion of single-family homes to rental properties putting a strain on home ownership, noise, parking, and traffic. All of the cities had a sizeable population of students living off-campus.

Eau-Claire down-zoned specific neighborhoods, increased family-oriented amenities to attract single-family homeowners and created aggressive renter housing inspections, the Intensified Housing Enforcement Program. The City has also worked with the University to encourage students to live on campus and for more housing to be built on campus. La Crosse explored similar measures and created a temporary moratorium on all rental housing in place and further refined their family definition to limit the number of unrelated individuals living in one dwelling unit. Parking was cited as one of the major issues in the surrounding neighborhoods and the city increased enforcement of cars routinely parked in front of houses. The city also started requiring inspections of all rental housing units. The city has also looked into creating rental student housing by converting larger scale buildings no longer in commerce. As a larger city with more comprehensive housing issues, Madison has taken on a number of measures to increase affordable housing for the entire city. As a larger city, Madison has started seeing an influx of large scale “luxury” style apartments geared towards students which is slowly easing the rental market for single-family dwellings occupied by students.

Boston

As a city hosting multiple universities and home to large number of students, Boston has also used the family definition to regulate student housing. In Boston's case, the need for regulation came from a health and safety issue when a student died in a housing fire that housed 15 students. The city

started enforcing stricter regulations for rental units and included a definition for “student housing” within their family definition to include five or more unrelated persons enrolled part or full-time in an undergraduate or post-secondary educational facility to specifically capture student housing. Rental properties require inspections every five years and the onerous is put on the landlord.

Philadelphia

Philadelphia imposes their family definition for all rental properties and does not allow more than three unrelated individuals to occupy a dwelling unit. In addition, the city has also tried putting additional moratoriums and caps on rental properties within specific neighborhoods concentrated with student housing. The moratoriums proved controversial but were ultimately upheld within the Court of Pennsylvania. Many housing advocates and student advocates still oppose the moratoriums which are imposed throughout the city.

Chapel Hill

Chapel Hill also enforces their definition for family and does not allow any more than four unrelated individuals to occupy a single dwelling unit. In addition to restricting rental units, the city has also imposed stricter design standards that restrict the maximum building height, size, and the ration of bedrooms to bathrooms, a characteristic of student housing. The city has also gone the route of incentivizing home ownership to ensure neighborhoods continue to keep owner occupied dwellings as well.

KEY TAKEAWAYS:

Limiting the use of single-family housing by students by refining the definition of “family” within a City zoning Ordinance can reduce the number of students occupying a housing unit. However, this distinction is problematic as it limits renters in any given neighborhood and concentrates renters not fitting the family unit to seek housing in more commercial or multi-family zoned districts. While intended to limit students and target student housing, the enforcement can also restrict all housing and consequently reduce housing options for all renters.

The article instead offers the following strategies to ease the issues of student housing on neighborhoods:

- Overlay zones whereby specific neighborhoods can be targeted for special ordinances
- Limiting the number of vehicles allowed to park at each residence
- Requiring universities to house younger students in on-campus facilities and maintain record of off-campus student records
- Requiring universities to maintain records of off-campus student renters

This 2017 American Planning Association Zoning Practice memo presents the problem of the costs of room and board at universities and how cities' rental markets generally cannot compete with those prices, and offers solutions of many cities dealing with promoting housing specifically for students. The article states that, in 2017, the average room and board at a university was around \$12,000, and sometimes for shared dorm rooms. When applying this type of rental power to rental markets in neighborhoods, no average household can compete. This article often discusses the goal of preserving single-family neighborhoods and preventing student encroachment. Nearly all of the communities presented within this article create overlay districts to steer the development of off-campus student housing in certain areas. Two approaches are presented: zoning or overlay districts away from "sensitive" areas that allow for greater density and often have a robust set of design standards, and the creation of definitions or uses that make distinctions between housing developed for students and those for other residents.

Several of the examples presented in this article, including Tallahassee, Florida, College Station, Texas, and Las Cruces, New Mexico, focus on the creation of a zoning or overlay district to steer the development of student housing in an area deemed capable of withstanding the land use impacts associated with it. These overlays typically allow housing at a greater density, a mix of residential and non-residential uses, and design requirements to promote quality construction and pedestrian friendly environment. The idea behind this is one explored in detail in the Best Practices section of this Study, and generally aims to provide a set of zoning regulations that will promote a development pattern that will cater to students, who often prefer to live near restaurants, bars, and other businesses and who are also accustomed to, or prefer, living in higher density settings.

The other method for regulating off-campus student housing is by making a distinction in the definition of family or creating a student housing use classification. This often goes hand in hand with the creation of special zoning or overlay districts. Ames, Iowa for example allows five unrelated individuals to live together in the City's high density districts and has an increased parking requirement to match the expected increase in demand. This article notes that the exception to this is the City's Campustown District, which has lower parking requirements. By adjusting the parking requirement, the zoning code is incentivizing development in the area where the requirement is lower versus where the requirement is higher. The idea that the same population would not require the same amount of parking could be based on location, access to transit and other forms of transportation that might encourage students to not have a vehicle.

Another example city is Allentown, PA which created a definition for "student residence" that only applies in its "Student Residence Overlay District." The definition limits a student residence to 3 or 4 unrelated individuals that are students of an institution of higher learning, compared to the widely applicable definition of family which allows 4 unrelated individuals to qualify as a family. Though there's no difference in the number of unrelated individuals allowed to live in a dwelling unit, the

distinction provided by the definition allows the City to choose where these types of residences can be located.

Newark, Delaware takes a similar approach as Ames by defining “student home” and allowing only 3 unrelated individuals in a dwelling unit, compared to the standard definition of family which is simply “one or more” individuals. The City of Newark then specifies the 28 streets or portions of streets on which a student home can be located.

Orange County, Florida is likely the most extreme example presented in this article, requiring a 400 foot buffer between student housing and single-family uses:

Student housing shall mean any multi-family development or portion thereof where the dwelling units are designed and constructed as three (3) or more bedrooms with three (3) or more bathrooms which is marketed and/or rented to students attending a local college, university, community college, or private school, or any multi-family development or portion thereof comprised of dwelling units consisting of three (3) or more bedrooms and less than three (3) bathrooms where the bedrooms are leased separately.

The article presents the case that a community should review its definition of family and not simply rely on the standard definition most states and cities settle on. The second major take away is that enforcement is essential to the effectiveness of any set of regulations. This was the major issue presented in the Interim Zoning District that was adopted as a companion to this study because it presented significant enforcement concerns. Lastly, the article stresses the importance of the Town Gown relationship and the ability to have open channels of communication between the community and institution, another common recommendation in the literature reviewed for this study.

As summarized above, this article promotes two methods for dealing with off-campus student housing: 1) Isolating the areas that can provide housing for students away from single-family neighborhoods, and 2) Providing a distinction in the zoning code between student family and housing and other families and housing in a community. This method for removing off-campus student housing from neighborhoods through targeted development and zoning might work in areas with an abundance of available land adjacent to or near a university, but could be a challenge to implement in a context like that of the Uptown Universities. Additionally, the implication is that students are generally not compatible with other household types, and definitely not in single-family neighborhoods, as the author stresses. The ability for the two to coexist is essential in the Uptown area, and simply removing students from the neighborhood is not an option.

PUBLIC INPUT

PUBLIC HEARINGS

A City Planning Commission public hearing was held on May 26, 2020, to present Zoning Docket 050/20 Uptown Universities Interim Zoning District and receive public comment on this zoning item and the study motion. Public comments were submitted on a virtual comment card and read into the record during the meeting. Thirteen comments were submitted in support of the IZD and 2 submitted in opposition. These comments are included as attachments to this study.

STAKEHOLDER MEETINGS

The staff met with the following institutions, organizations, and groups during the course of this study. Brief summaries are provided highlighting some of the topics discussed in these meetings.

TULANE UNIVERSITY AND LOYOLA UNIVERSITY

In two separate meetings, the staff met with representatives from Tulane and Loyola Universities. Tulane discussed its intention to add nearly 700 new beds to their on-campus housing stock in the next several years. It currently requires Freshmen and Sophomores to reside on campus and anticipates requiring Juniors to also live on campus starting in 2024. Loyola also requires Freshmen to live on campus, and currently has an on-campus residential population of approximately 1,400 students. Tulane currently leases between 600 and 800 parking spaces from Loyola. Both Universities believe there is sufficient parking to meet demand, though Tulane did recognize that the location of parking is not always in the most convenient location for students. Representatives from Tulane also stressed their concern for the safety and conduct of students off-campus and said they provide an off-campus living guide for students. When asked about its relationship with the adjacent neighborhoods, Tulane responded that they do host meetings with the neighborhood groups as required by a Yulman Stadium agreement.

MAPLE AREA RESIDENTS, INC., CENTRAL CARROLLTON AREA ASSOCIATION, AND CARROLLTON RIVERBEND NEIGHBORHOOD ASSOCIATION

Staff also met with representatives from the Maple Area Residents and Carrollton Riverbend neighborhood associations. Topics discussed were mostly about how “dwelling to dormitory” conversions are impacting their neighborhoods and provided many examples of conversions permitted in their neighborhoods. These materials are included as attachments to this study. Representatives talked about issues with on-street parking, particularly when school is in session, and offered a suggestion that perhaps there could be a more fine-grained evaluation of residential

parking permits. Representatives also discussed issues with new construction and additions being out of scale with the typical development pattern of the neighborhood.

HOMEBUILDERS ASSOCIATION OF GREATER NEW ORLEANS

The staff met with a representative of the Homebuilders Association of New Orleans. The representative spoke to some of the challenges presented by the Uptown Universities IZD, including cost and practical challenges in a historic neighborhood. The staff also discussed some of the research it had already conducted for the study, some of which included changes to the definition of family. The Homebuilders representative discussed a court case, *Moore vs. East Cleveland*, which considered a challenge to an ordinance that limited a person in a single family, and was ultimately ruled a violation of the plaintiff's rights. The representative also follow-up after the meeting with more information regarding on-street parking permits in other cities, general costs for providing parking, and information about parking trends.

CITY OF NEW ORLEANS DEPARTMENTS

The staff also met with several City agencies to discuss permitting and enforcement that is outside of the City Planning Commission jurisdiction. These meetings included the Department of Public Works, Department of Safety and Permits, and Historic District Landmarks Commission. These discussions helped inform the staff of the various processes related to this study and are discussed at length in an earlier section of this report.

STUDY MOTION RESPONSES

Many of specific study requests in Motion M-20-79 were addressed throughout the staff's research of best practices and review of literature on trend concerning town-gown relationships, increased parking requirements, and on-street parking management. The following section will respond directly to the specific ideas and research topics identified in the study motion.

A REVIEW OF SIMILAR CITIES WITH URBAN NEIGHBORHOODS ADJACENT TO UNIVERSITIES OR OTHER INSTITUTIONAL USES AND THEIR PROPOSED ZONING/PARKING REGULATIONS

Staff looked at a number of similar Universities and their host cities to review best practices as well as conducting a literature review of general parking issues and student housing. These reviews provided numerous policies and recommendations that have guided the recommendations in this report. Studying these various cities shows that the issues of student housing and neighboring universities on residential neighborhoods is an issue that many cities share. The issues are also not limited to parking. A full list of key takeaways from these best practices is included in the report.

INCREASING OFF-STREET PARKING REQUIREMENTS FOR TWO- AND MULTI-FAMILY BUILDINGS, PARTICULARLY WHEN BEDROOMS ARE ADDED TO EXISTING STRUCTURES

Increasing parking requirements within the CZO and creating more required off-street parking spaces would go against the goals of both the Master Plan and Comprehensive Zoning Ordinance. Requiring parking at such a high rate based on bedroom count would also further burden affordable housing issues as the price to build and the land required to provide enough off-street spaces would increase. Additionally, the neighborhood is generally historic in character with most housing stock and land developed prior to the widespread use of auto ownership, making the addition of off-street parking an additional burden. Requiring more off-street parking could also trigger additional renovations and partial demolitions to accommodate off-street parking, affecting the overall character of the neighborhood.

PERMITTING OWNERS AND DEVELOPERS OF MULTI-FAMILY BUILDINGS TO RENT OR LEASE OFF-STREET SPACE FROM NEARBY PROPERTIES

The current CZO does not allow for residential properties to provide off-street parking requirements off-site, on an additional lot. Flexibilities for commercial uses do exist and allow properties to provide parking within 300 feet of a site. Staff does recommend allowing additional flexibilities for larger scale residential developments and proposes studying this issue in more detail in the ongoing Housing Opportunity Study. In addition, permitting more shared and collective parking could also utilize existing parking lots or spaces within the study area and ensure buildings are not demolished to provide parking.

PERMITTING RESIDENTIAL PARKING LOTS THAT SERVICE RESIDENTIAL AREAS "BY-RIGHT" IN RESIDENTIAL ZONES ADJACENT TO INSTITUTIONAL USES

As stated above, addressing the flexibility to allow for larger scale residential dwellings to allow for off-site parking could open up more possibilities for shared parking lots. Parking lots as a use, however, can still create adverse impacts on adjoining properties and staff recommends allowing for parking lots or parking garages in residentially zoned districts, but allowing for them through the conditional use process. Conditional uses will allow for more public input and the ability to add additional provisions to address any design issues.

CREATING A PERMIT FOR RESIDENTS TO PARK ON THE STREET IN SUCH A WAY AS TO BLOCK THEIR OWN DRIVEWAY

Based on reviewing policy by the Department of Public Works and conversations with staff in charge of parking enforcement, residents should already be permitted to block their own driveway. Enforcement of blocked driveways is complaint based and DPW only responds to calls about

blocked driveways from owner complaints. Additional traffic code would still be enforced and residents blocking their own driveway would need to ensure the parked car meets all other additional parking regulations. Blocking the sidewalk with a car parked between the driveway and the curb cut would not be permitted as this creates an additional safety hazard. Residents with driveways could park in front of their curb cut, but parking in the driveway apron, between the driveway and the sidewalk would remain a parking violation.

RECOMMENDATIONS

ON-STREET PARKING RECOMMENDATIONS

MORE RESIDENTIAL PARKING PERMIT AREAS WITHIN THE IZD

Currently less than half of the IZD area is located in an area that *could* allow the RPP (Residential Parking Permit). Only about 34 block faces actually have an RPP implemented. RPPs are limited by the neighborhood approving the expansion with each block face providing signatures for an expansion. These RPPs are City Council could enact a new Ordinance to make the process for expanding or adding additional RPPs easier.

LIMIT THE NUMBER OF PARKING PERMITS ISSUED TO EACH ADDRESS - 2 PER ADDRESS AND INCREASE THE COSTS OF THE PARKING FEE, ALLOWING FEWER CARS TO PARK ON THE STREET, PER HOUSEHOLD

DPW issues three parking permits per address, plus visitor passes can be purchased separately. Residents pay \$40 for each parking permit, and pay an additional \$30 application fee. This could result in three or more cars per household for a single-family dwelling with more cars on the street depending on the number of units within any given lot. Reducing this number could further reduce the demand for parking by limiting the number of cars parked on the street and further incentivize a reduction in car ownership for households. Several other permitted areas throughout the city such as the French Quarter already limit parking passes to two per household. Increasing the cost of the fee could limit the number of applicants who apply for a permit, or encourage students to seek cheaper parking elsewhere.

UNIVERSITY PARKING RECOMMENDATIONS

PROPOSE TOWN-GOWN RELATIONSHIPS FOR TULANE AND LOYOLA

Town-Gown relationships between universities and the adjacent neighborhoods and communities are intended to provide a forum in which the university can work with and inform the community and local government on current and future plans on issues such as housing, transportation, sustainability, land use and community involvement. Many universities produce annual Town-Gown reports that report data, findings and plans for the future. Town-Gown relationships allow both sides to voice concerns, share ideas and form strategies for the issues in which they are mutually

intertwined. Usually representatives from neighborhoods, municipalities, local organizations and universities work together in a multi-lateral effort manage their relationships in a cooperative and effective manner. These formal and sustained partnerships will provide an important pathway forward as Tulane and Loyola Universities work with their neighborhood and municipal partners in a cooperative and constructive manner.

PROMOTION OF ALTERNATIVE MODE OF TRANSPORTATION FOR UNIVERSITIES

Programs like bike share should be provided on and around campuses, at discounted rates if possible, in order to promote more active and sustainable transportation amongst students and employees. The potential to partner with a citywide provider should be heavily considered in order to provide a wider range of options to users. A partnership with Regional Transit Authority should be pursued with the effort to provide discounted or free transit passes to students and employees. Programs such as these have had great success around the country in increasing transit ridership and reducing single occupancy vehicle commuting. Additional efforts to promote alternative modes such as walking and cycling, public transit, carpooling and vanpooling, car and ride share programs and campus shuttles should be explored as well.

PROPOSE UNIVERSITIES TO CREATE LONG TERM COMMUTER PARKING RATES ON CAMPUSES OR REDUCED RATES FOR LONG-TERM PARKING TO ENCOURAGE FEWER CARS IN THE NEIGHBORHOOD

Tulane and Loyola University both have more parking spaces than required on both of their Uptown campuses based on conversations with both universities and reviewing their Institutional Master Plans. Both universities already require some of their students to reside on campus for some of their underclassmen tenure. As these campuses are located close to commercial uses and businesses frequented by students as well as existing in close proximity to public transit such as the St. Charles Streetcar Line, a commuter parking pass with a reduced rate could allow a student living off campus in the adjoining neighborhood the ability to store a car on an infrequently used campus lot for a reduced rate. If the majority of trips used by a student are to campus and surrounding commercial businesses, visits which can be done on foot or through public transportation, the need to store a car on the street in close proximity to their dwelling unit would be reduced. This would allow students to still own personal vehicles and use them more infrequently for longer range transportation within and outside of the city. The parking rates would need to be low enough to encourage students to keep their cars out of the neighborhood and instead within campus. This Long Term commuter parking permit would need to be differentiated from the other commuter parking permits both universities already offer.

CZO/ZONING RECOMMENDATIONS

CONSIDER DEVELOPING SHARED PARKING LOTS THAT CAN ACCOMMODATE BOTH COMMERCIAL AND RESIDENTIAL USES.

Potential funding sources include residential parking permit fee increases, payment-in-lieu of providing required on-site parking, and university contributions. Amend the Comprehensive Zoning Ordinance to authorize public parking in certain residential districts as a conditional use.

CONSIDER AMENDING THE COMPREHENSIVE ZONING ORDINANCE TO ALLOW REQUIRED RESIDENTIAL PARKING TO BE PROVIDED OFF-SITE WITHIN 300 FEET.

Currently, all required off-street parking spaces for residential developments must be on the same lot as the residential use. Commercial uses have more parking flexibilities than residential uses, allowing a use to provide off-street parking on a lot within 300 feet of the site. The site needs to meet the zoning requirements to allow for a stand-alone parking space. Alleviations within the zoning code for this study area could be made to allow for larger scale residential units with two or more dwelling units to provide off-street parking on an addition site, or share parking with a commercial use which may only need parking during the day, during business hours.

DO NOT AMEND THE DEFINITION OF “FAMILY” IN THE CZO

Staff studied a number of cities and Universities for best practice as well as literature reviews for proposed parking recommendations in University towns and University adjacent neighborhoods. The consensus for using this definition to regulated student housing was mixed. A number of cities made changes to their definition of family and used this as a means to enforce who can live in a dwelling unit. Several cities also rejected the idea of making the definition of family more restrictive as it can act as an exclusionary zoning tool and poses a problem for enforcement. In an effort to keep the housing in New Orleans inclusionary, staff does not recommend any changes to the current definition of “family” within the CZO. Additionally, further enforcing the definition of “family” could be problematic as the city would need to regulate who occupies each housing unit, requiring the review of a lease.

DO NOT AMEND THE CURRENT BULK AND YARD REQUIREMENTS IN THE STUDY AREA

As part of the ongoing Housing Opportunities Study, the CPC staff is exploring items that may be relevant to the University Parking Study Area. This may include the consideration of amendments to the bulk and yard requirements of residential zoning districts citywide. As such, the staff does not recommend any changes to the current bulk and yard regulations at this time.

RECONSIDER HDLC REVIEW FOR ADDITIONS AND NEW CONSTRUCTION AT A LATER DATE

The study was designated a partial control HDLC district in 2016. At the time of this designation, the neighborhood was involved in the potential expansion of the district and ultimately settled on a partial control district. This was a thorough effort with significant community engagement and resulted in limitations over only demolitions within the district. Since this process was so recent, the staff does not believe it should be restarted at this time. If future developments are not harmonious with the historic character of the neighborhood, the possibility of expanding the ability of the HDLC staff to review major renovations and new construction should be considered.

NEXT STEPS

The staff recommendations provide a number of measures that could reduce the impacts that student housing has on the neighborhoods surrounding Tulane and Loyola Universities. To address the immediate issue of parking within these neighborhoods, staff recommends working with DPW to implement more permitted parking zones within the study area and reducing the number of permits issued to each address. Tulane University is proposing to increase the on-campus housing requirements for students to include Junior Classmen, reducing the number of students living off-campus. This initiative from Tulane combined with a commitment to provide more on-campus housing could provide further relief for parking issues within the neighborhood. Tulane has submitted plans for these additional dormitories, and this measure, while not immediate should provide some relief in the next few years. Additionally, staff has recommended possible changes to the CZO to allow for more collective parking and allowing for some residential uses to provide off-street parking off site. This is a process that could be initiated by City Council, through the text amendment process to amend the CZO. These CZO amendments would follow the regular Land Use process through CPC. A number of longer-term goals have also been recommended in this study and while these goals will not provide immediate relief due to longer time frames, staff has provided recommendations for how these goals could be implemented over time. The following table details each recommendation and the possible timelines.

RECOMMENDATIONS SUMMARY TABLE

<i>Goal</i>	<i>Agency</i>	<i>Timeframe</i>	<i>Action</i>
Increase Parking Permit Zones in Study Area and reduce total number of permits	DPW	≤ 1 year	Work with City Council and DPW to start to the process of increasing parking permit zones and decreasing the number of parking permits issued to each address within the study area.
Amend the Comprehensive Zoning Ordinance to allow for collective parking and off-site residential parking	City Council, CPC	≤ 1 year	City Council can initiate a text amendment to the CZO to amend off-street parking requirements for residential dwellings and also request a text amendment to permit collective parking.
Propose town-gown relationships for Tulane and Loyola	Tulane and Loyola Universities, Neighborhood Organizations, City of New Orleans	1-3 years	Work with the universities to establish town-gown partnerships with the surrounding neighborhoods and the City. Formalize a relationship and create a framework for how goals and projects move forward. Host meetings to engage the public and provide a process for public input to comment and be involved in university planning.
Promote alternative modes of transit for off-campus and on-campus students	Tulane and Loyola Universities, City of New Orleans, RTA, Bike and Ride Share Providers	1-3 years	Work with the universities to propose additional modes of transit for students on and off-campus and offer incentives to not owning a car. Include RTA and various ride and bike share agencies to propose expanded routes or decreased rates for students.
Provide long-term parking on university campuses	Tulane and Loyola Universities	1-3 years	Encourage the universities to provide long-term parking for student who do live off campus and use a car infrequently. Research reduced parking rates for long-term parking or parking permits that do not allow access in high-demand areas on campus to encourage students to avoid parking in adjacent neighborhoods.
Reconsidering HDLC Review	HDLC, Neighborhood Organizations	3+ years	Work with HDLC to consider expanding the jurisdiction over the Uptown and Carrollton Districts, whether through another full-control proposal, or increase oversight similar to other neighborhoods throughout the city.

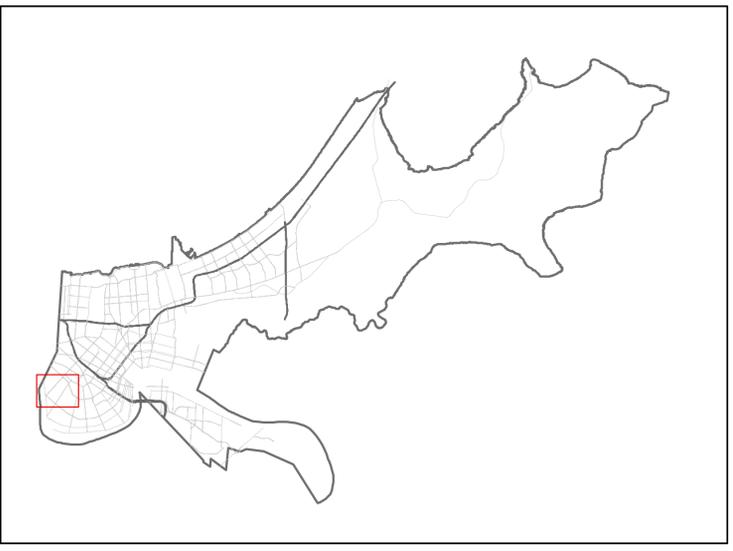


University Area Interim Off-Street Parking Zoning District

Legend

Name
 University Area Interim Off-Street Parking Zoning District

Roads
Road Class
 Freeway
 Major Arterial
 Ramp
 Collector; Local; Minor Arterial
 Orleans Parish Boundary
 Open Space
 Water Bodies



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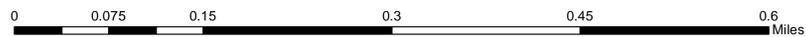
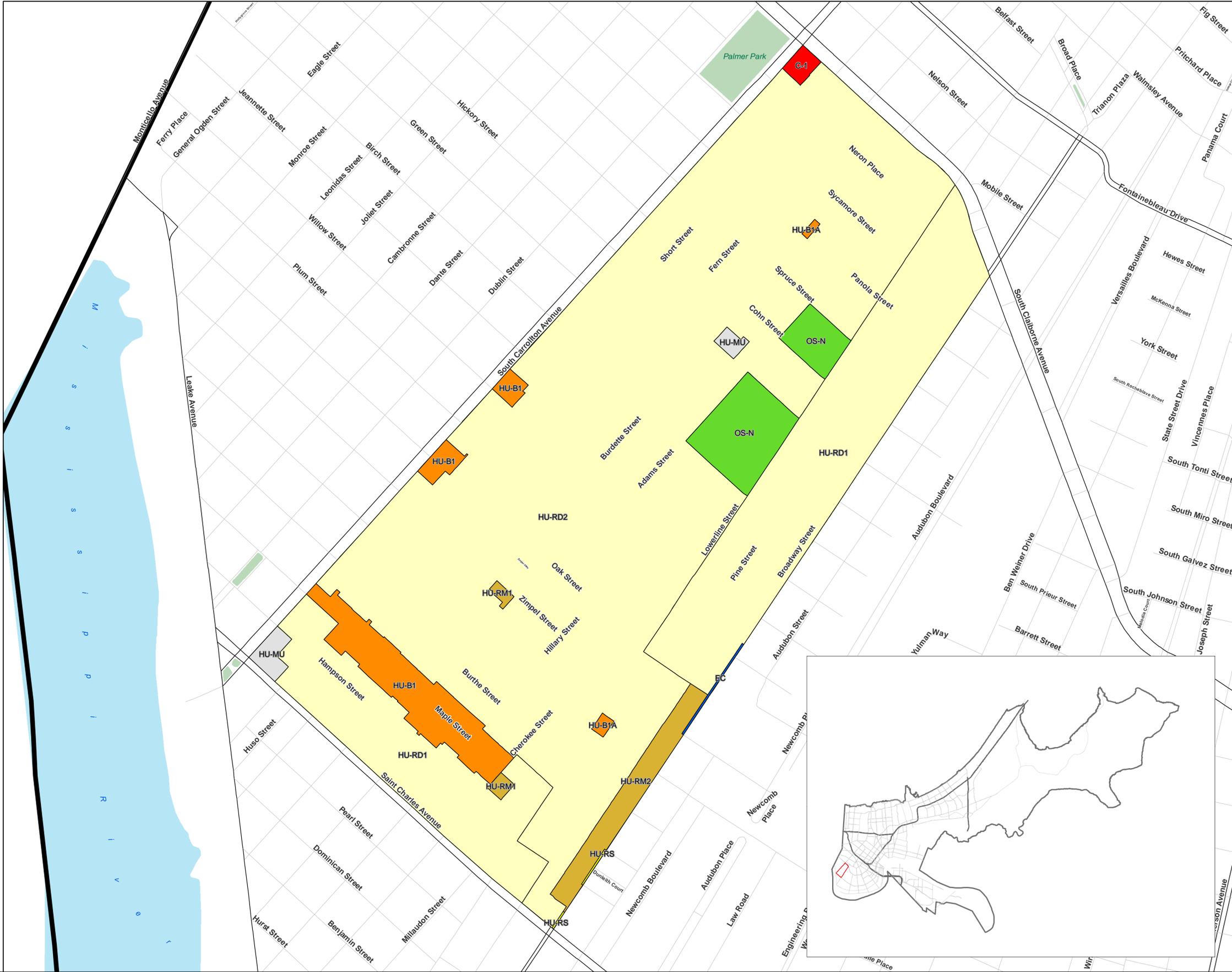


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Zoning Districts in UAP Study Area

- Legend**
- Zoning**
- Central Business Districts (CBD-1; CBD-2; CBD-3; CBD-4; CBD-5; CBD-6; CBD-7) (20)
 - Single-Family Residential Districts (HU-RS; RRE; S-LRS1; S-LRS2; S-LRS3; S-RS) (32)
 - Two-Family Residential Districts (HU-RD1; HU-RD2; S-LRD1; S-LRD2; S-RD) (107)
 - Historic Core Residential Districts (HMR-1; HMR-2; HMR-3; VCR-1; VCR-2) (34)
 - Multiple-Family Residential Districts (HU-RM1; HU-RM2; S-LRM1; S-LRM2; S-RM1; S-RM2) (113)
 - Historic Urban and Suburban Non-Residential Districts (HU-B1; HU-B1A; S-B1; S-B2; S-LB1; S-LB2) (330)
 - Commercial Districts (C-1; C-2; C-3; S-LC) (69)
 - Mixed-Use Districts (HMC-1; HMC-2; HMLI; HU-MU; M-MU; MU-1; MU-2; S-LM; S-MU; VCC-1; VCC-2; VCE; VCE-1; VCS; VCS-1) (331)
 - Institutional Campus Districts (EC; LS; MC; MS) (29)
 - Industrial Districts (HI; LI; MI) (39)
 - Business Industrial Park District (BIP) (5)
 - Open Space and Park Districts (NA; OS-G; OS-N; OS-R; S-LP; VCP) (163)
 - General Planned Development District (GPD) (2)



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University Area Parking Study: Additions

Legend

ADDITION

- all other parcels (910)
- Addition (49)
- Freeway
- Major Arterial
- Ramp
- Collector; Local; Minor Arterial
- UAP Study Boundary



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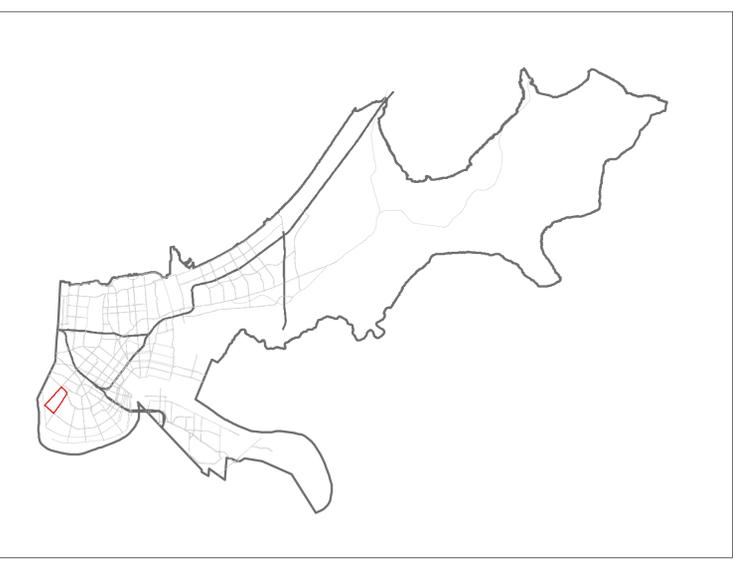
University Area Parking Study: Building Height

Legend

Height

- <15 (502)
- 15.000001 - 25.000000 (1,075)
- 25.000001 - 35.000000 (943)
- >35 (297)

- Freeway
- Major Arterial
- Ramp
- Collector; Local; Minor Arterial
- UAP Study Boundary



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University Area Parking Study: Changes of Use, New Construction, Renovation (Non-structural), & Renovation (Structural)

Legend

Type

- all other parcels (720)
- Change of Use (2)
- New Construction (11)
- Renovation (Non-Structural) (138)
- Renovation (Structural) (88)
- Freeway
- Major Arterial
- Ramp
- Collector; Local; Minor Arterial
- UAP Study Boundary



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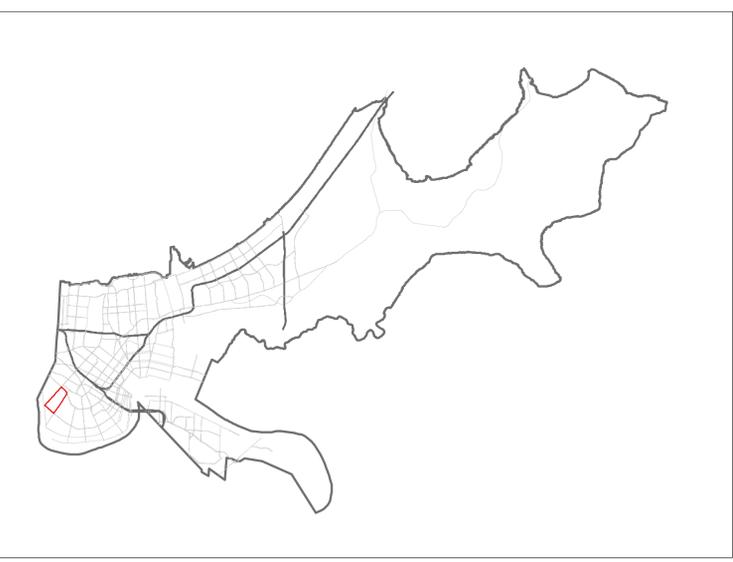


University Area Parking Study: Lot Area

Legend

Lots SQFT

- Null (10)
- <2249 (71)
- 2,250 - 3,599 (247)
- 3,600 - 4,999 (948)
- 5,000 - 7,499 (769)
- >7,500 (222)
- Freeway
- Major Arterial
- Ramp
- Collector; Local; Minor Arterial
- UAP Study Boundary



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University Area Parking Study: Lot Width

Legend

Lot Width

- Null (125)
- <30 (699)
- 31 - 40 (456)
- 41 - 50 (552)
- 51 - 60 (305)
- >61 (130)
- Freeway
- Major Arterial
- Ramp
- Collector; Local; Minor Arterial
- UAP Study Boundary



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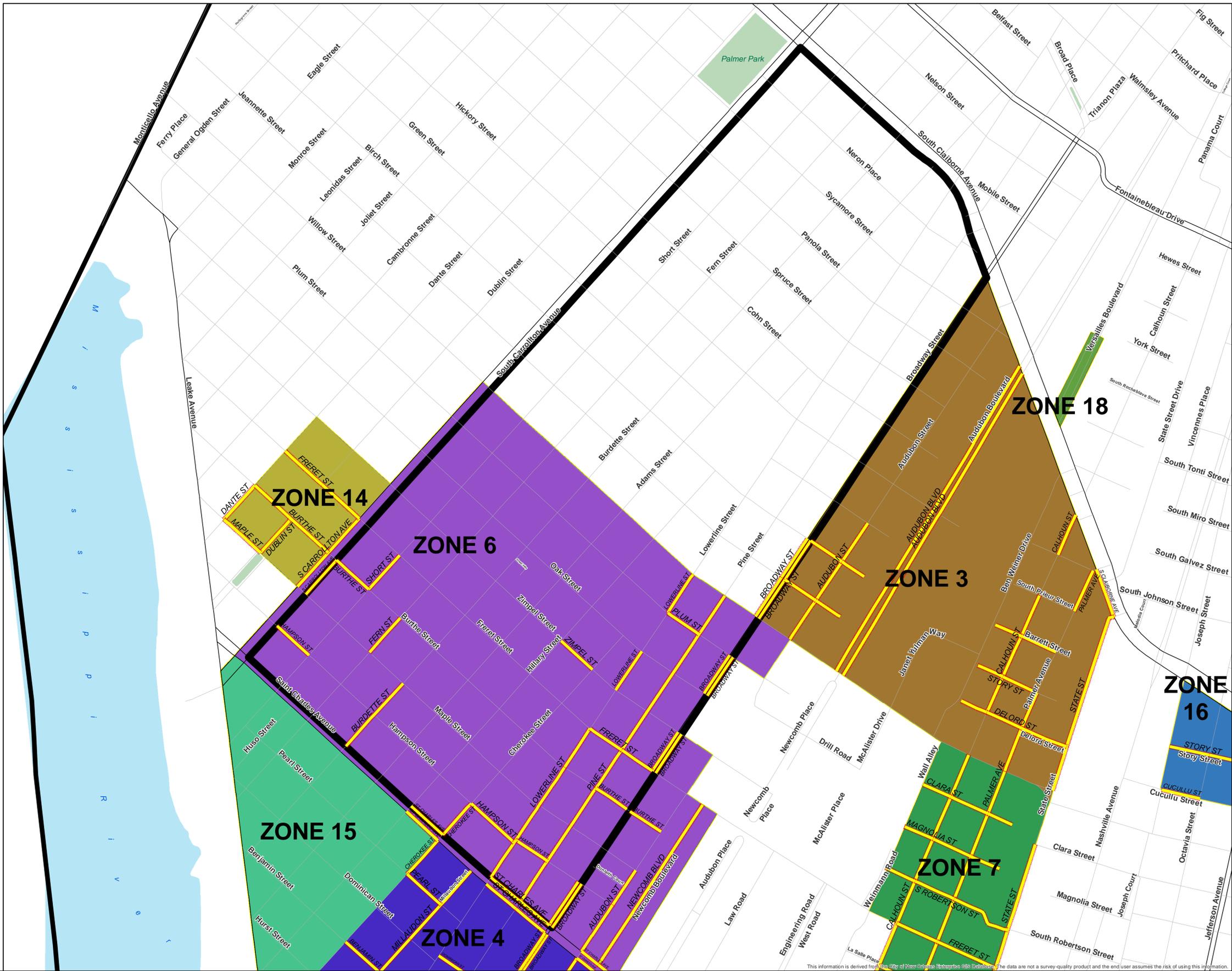
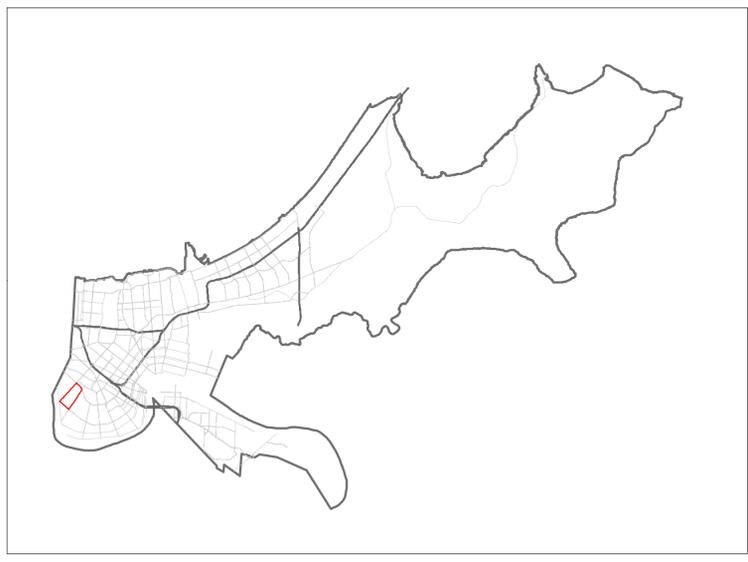
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Residential Parking Permits & Residential Parking Permit Zones

Legend

- Res. Parking Permit Segments
- Roads**
 - Freeway
 - Major Arterial
 - Ramp
 - Collector; Local; Minor Arterial
 - UAP_Study_Boundary
- RPPZONE**
 - ZONE 1
 - ZONE 10
 - ZONE 11
 - ZONE 12
 - ZONE 13
 - ZONE 14
 - ZONE 15
 - ZONE 16
 - ZONE 17
 - ZONE 18
 - ZONE 2
 - ZONE 3
 - ZONE 4
 - ZONE 5
 - ZONE 6
 - ZONE 7
 - ZONE 9
- Orleans Parish Boundary
- Open Space
- Water Bodies
- Segments
- Zone Area



MOTION

NO. M-20-79

CITY HALL: March 5, 2020

BY: COUNCILMEMBER GIARRUSSO

SECONDED BY:

BE IT MOVED BY THE COUNCIL OF THE CITY OF NEW ORLEANS, That the City Planning Commission is hereby directed to conduct a public hearing and formal study, in conjunction with M-20-80 establishing a temporary IZD requiring off-street parking for an increase in residential density; to determine appropriate parameters, regulations, and requirements for parking in the Uptown University Area (generally bounded by: Saint Charles Avenue, South Carrollton Avenue, Claiborne Avenue, and Broadway Street); ensuring that any future amendments to the CZO (via an overlay) to address parking requirements in this area are fully researched to properly balance the institutional, commercial and residential uses that are currently exceeding available on-street parking, to create parking requirements that adequately address the needs of residents, including but not limited to:

- A review of similar cities with urban neighborhoods adjacent to universities or other institutional uses and their proposed zoning/parking regulations;
- increasing off-street parking requirements for two- and multi-family buildings, particularly when bedrooms are added to existing structures;
- permitting owners and developers of multi-family buildings to rent or lease off-street space from nearby properties;
- permitting residential parking lots that service residential areas “by-right” in residential zones adjacent to institutional uses; and
- creating a permit for residents to park on the street in such a way as to block their own driveway.

BE IT FURTHER MOVED, That the City Planning Commission has ninety (90) days to complete this review.

THE FOREGOING MOTION WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREOF, AND RESULTED AS FOLLOWS:

YEAS:

NAYS:

ABSENT:

AND THE MOTION WAS ADOPTED.

MOTION

NO. M-20-80

CITY HALL: March 5, 2020

BY: COUNCILMEMBER ^{JIG III} GIARRUSSO

SECONDED BY:

BE IT MOVED BY THE COUNCIL OF THE CITY OF NEW ORLEANS, That the City Planning Commission is directed to conduct a public hearing to amend and reordain Ordinance No. 4264 M.C.S., amended by Ordinance No. 26,413 M.C.S., as amended, the Comprehensive Zoning Ordinance of the City of New Orleans, to amend Article 19 to establish a new Interim Zoning District (IZD) to be named the *University Area Interim Off-Street Parking Zoning District*, the intent of which is to require off-street vehicular parking for any increase in the number of existing bedrooms, on all lots bounded by: lakeside of Saint Charles Avenue, downtown side of South Carrollton Avenue, riverside of South Claiborne Avenue, and both sides of Audubon Street (excluding the portion between Plum Street and Zimpel Street that exists solely within Tulane's campus); the off-street vehicular parking requirements shall be as follows:

1. Any increase in the number of existing "bedrooms" in a dwelling or dwelling unit, as determined by the Department of Safety and Permits, shall require one off-street parking space for each additional bedroom.
2. For purposes of this IZD, the one parking space per additional bedroom applies to:
 - a. new construction of any residential dwelling or dwelling unit. (For example, construction of a new dwelling with two bedrooms will require the creation of one, off-street parking space); or

11110

- b. any substantial renovation of a residential dwelling or dwelling unit. (For example, an existing tri-plex (with no off-street parking) that is being renovated to create two additional bedrooms will require one off-street parking space).
 - c. For purposes of this IZD:
 - i. “Bedroom” shall be defined as an enclosed room designed for, and outfitted to be used for sleeping. A bedroom shall not be a shared space or a space designed for or outfitted to be used for any purpose other than sleeping of guests (e.g. kitchens, dining rooms, living rooms, parlors, attics, offices, game rooms, or utility rooms). In the event such space is utilized as a bedroom, as determined by the Department of Safety and Permits, the off-street parking requirements provided in subpart 1 herein shall apply. (For example, if a dwelling converts or retrofits an office or an attic to a bedroom, as defined herein, the off-street parking requirements established by this IZD must be met).
 - ii. “Substantial renovation” shall be defined as the removal, erection, or reconfiguration of interior walls in a dwelling or dwelling unit to increase the number of existing bedrooms, as verified by the Department of Safety and Permits.
3. These increased parking requirements shall not be waivable. The applicable *Exemptions and Flexibilities* provided in Section 22.5 of the CZO shall not be applicable or available to dwellings and dwelling units within the boundaries of this

IZD if the dwelling/dwelling unit is being substantially renovated or newly constructed as contemplated herein.

BE IT FURTHER MOVED, That in accordance with Article 19, Section 19.3.C.4 of the Comprehensive Zoning Ordinance, all appropriate agencies of City Government shall not accept any applications for permits or license that are in conflict with the intent and provisions of the proposed *University Area Interim Off-Street Parking Zoning District* for the properties contained within the aforesaid area during consideration of this matter. Applications to appeal this Interim Zoning District shall be consistent with the application and approval procedures provided in Article 4, and all applicable notice and hearing procedures provided in Article 3 of the Comprehensive Zoning Ordinance, as amended, shall be complied with.

BE IT FURTHER MOVED, That in the process of reviewing this request, and the correlating study authorized via M-20-79, that the City Planning Commission staff is directed and granted the flexibility to make all appropriate changes to the proposed regulations and any existing corresponding regulations in the Comprehensive Zoning Ordinance, as amended, to establish consistency and continuity with the format of the existing zoning code, to add references wherever references are customary, needed, and/or appropriate, to make the appropriate adjustments to clarify any ambiguities or mistakes, and to make adjustments deemed necessary in light of public testimony resulting from this review.

THE FOREGOING MOTION WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREOF, AND RESULTED AS FOLLOWS:

YEAS:

NAYS:

ABSENT:

AND THE MOTION WAS ADOPTED.

AMENDMENT TO MOTION NO. M-20-80

CITY HALL: March 5, 2020

BY: COUNCILMEMBER GIARRUSSO

- 1) On page 1, in the last unnumbered line, delete the word “one” and insert in lieu thereof: “two”.
- 2) On page 2, in the 9th unnumbered line, delete the words “of guests”.
- 3) On page 2, in the 17th unnumbered line, after the words “Substantial renovation” insert the following additional language:

“for purposes of this IZD,”
- 4) On page 2, in the 3rd unnumbered line, delete the word “one” and insert in lieu thereof: “two”.
- 5) On page 3, deleted the first “**BE IT FURTHER MOVED**” paragraph in its entirety, and insert in lieu thereof:

“BE IT FURTHER MOVED, that in accordance with Article 19, Section 19.3.C.4 of the Comprehensive Zoning Ordinance, all appropriate agencies of the City Government shall not issue any permits or licenses that are in conflict with the intent and provisions of the proposed IZD for the properties contained within the aforesaid area during consideration of this matter. The IZD is to be in effect for a period of one year, and is subject to extension as provided by Section 3-126 of the City Charter. Applications to appeal this IZD shall be submitted to the Executive Director of the City Planning Commission, whose staff shall review and make recommendations relative to the appeal within sixty (60) days of receipt, utilizing the following standards and criteria:

- 1) The number of existing bedrooms and if off-street parking currently provided.
- 2) The proposed increase in bedrooms (the reconfiguration of the interior), and if off-street parking can be created on the lot of record.
- 3) Whether the increase in bedrooms is to support affordable housing?
- 4) If off-street parking can be created on the lot of record, is it a permissible parking layout (per the CZO), or are variances required to effectuate off-street parking. If

variances are needed, are the standards for variance met as provided in Article 4 of the CZO?

- 5) Will granting the appeal increase community environmental impacts, for example, the extent on-street parking will be impacted/eliminated with a new, off-street parking curb-cut?
- 6) Whether, after consultation with the Department of Public Works, the off-street parking configuration is permissible pursuant to the applicable provisions of the Code of the City of New Orleans?

The Council shall have sixty (60) days from receipt of staff's recommendation to approve, deny, or modify the appeal recommendation by motion.”

Tulane University - Uptown Parking Services
Permit Cost Schedule

Staff Permits	Salary Range	Salary Range	Salary Range	Salary Range
	Under \$30,000	\$30,000 - \$59,999	\$60,000 - \$89,999	\$90,000+
Valid Sept. 1st thru Aug. 31st	\$420.00	\$500.00	\$550.00	\$600.00
Valid Dec. 15th thru Aug. 31st	\$273.00	\$325.00	\$357.50	\$390.00
Valid May 1st thru Aug. 31st	\$63.00	\$75.00	\$82.50	\$90.00
Valid July 1st thru Aug. 31st	\$21.00	\$25.00	\$27.50	\$30.00

Faculty/Alumni Permits	Salary Range	Salary Range
	Under \$80,000	\$80,000+
Valid Sept. 1st thru Aug. 31st	\$615.00	\$650.00
Valid Dec. 15th thru Aug. 31st	\$399.75	\$422.50
Valid May 1st thru Aug. 31st	\$92.25	\$97.50
Valid July 1st thru Aug. 31st	\$30.75	\$32.50

Residential Permits

Valid Sept. 1st thru Aug. 31st	\$575.00
Valid Dec. 15th thru Aug. 31st	\$373.75
Valid May 1st thru Aug. 31st	\$86.25
Valid July 1st thru Aug. 31st	\$28.75

Commuter Permits

Valid Sept. 1st thru Aug. 31st	\$520.00
Valid Dec. 15th thru Aug. 31st	\$338.00
Valid May 1st thru Aug. 31st	\$78.00
Valid July 1st thru Aug. 31st	\$26.00

Motorcycle Permits

Valid Sept. 1st thru Aug. 31st	\$350.00
Valid Dec. 15th thru Aug. 31st	\$227.50
Valid May 1st thru Aug. 31st	\$52.50
Valid July 1st thru Aug. 31st	\$17.50

Motorcycle as a 2nd Vehicle Permits

Valid Sept. 1st thru Aug. 31st	\$60.00
Valid Dec. 15th thru Aug. 31st	\$39.00
Valid May 1st thru Aug. 31st	\$9.00
Valid July 1st thru Aug. 31st	\$3.00

Special Permits

Valid Sept. 1st thru Aug. 31st	\$150.00
Valid Dec. 15th thru Aug. 31st	\$97.50
Valid May 1st thru Aug. 31st	\$22.25
Valid July 1st thru Aug. 31st	\$7.50

Vendor A Permits

Valid Sept. 1st thru Aug. 31st	\$500.00
Valid Dec. 15th thru Aug. 31st	\$325.00
Valid May 1st thru Aug. 31st	\$75.00
Valid July 1st thru Aug. 31st	\$25.00

Vendor B Permits

Valid Sept. 1st thru Aug. 31st	\$250.00
Valid Dec. 15th thru Aug. 31st	\$162.50
Valid May 1st thru Aug. 31st	\$37.50
Valid July 1st thru Aug. 31st	\$12.50

Reserved All Hours Permits

Valid Sept. 1st thru Aug. 31st	\$1,300.00
Valid Dec. 15th thru Aug. 31st	\$845.00
Valid May 1st thru Aug. 31st	\$325.00
Valid July 1st thru Aug. 31st	\$130.00

Handicap Permits

Price based on Salary Range or Classification	
---	--

RE: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

Harriet L. Battiste <hlbattiste@nola.gov>

Tue 5/12/2020 8:43 AM

To: Rachael Berg <rberg@nola.gov>; Melissa S. Quigley <msquigley@nola.gov>; Aspen S. Nero <asnero@nola.gov>; Ashley J. Becnel <ajbecnel@nola.gov>; Brooke Perry <btperry@nola.gov>; Nicholas J. Kindel <njkindel@nola.gov>; Todd W. Breckman <twbreckman@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Paul Cramer <pcramer@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>

The owner of the property has removed the Unit L from the listing. I also explained to the property that she can have the two dwelling home that has two kitchens. One up-stairs and one downstairs. Which can have up to four unrelated individuals in each dwelling is with in the realm of the city zoning ordinance definitions: Yes, I'm available to sit in the meeting.

Family. An individual or two (2) or more persons who are related by blood, marriage, or registered domestic partnership, living together and occupying a single housekeeping unit with single culinary facilities, or a group of not more than four (4) persons living together by joint agreement and occupying a single housekeeping unit with single culinary facilities. Notwithstanding the above, domestic servants, employed and residing on the premises shall be considered as part of the family.

Harriet Battiste

504-281-9655

504-658-7125 office

From: Rachael Berg <rberg@nola.gov>

Sent: Tuesday, May 12, 2020 8:23 AM

To: Melissa S. Quigley <msquigley@nola.gov>; Aspen S. Nero <asnero@nola.gov>; Ashley J. Becnel <ajbecnel@nola.gov>; Brooke Perry <btperry@nola.gov>; Nicholas J. Kindel <njkindel@nola.gov>; Todd W. Breckman <twbreckman@nola.gov>; Harriet L. Battiste <hlbattiste@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Paul Cramer <pcramer@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>

Subject: Re: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

Same!

From: Melissa S. Quigley <msquigley@nola.gov>

Sent: Monday, May 11, 2020 5:01 PM

To: Aspen S. Nero <asnero@nola.gov>; Ashley J. Becnel <ajbecnel@nola.gov>; Brooke Perry <btperry@nola.gov>; Nicholas J. Kindel <njkindel@nola.gov>; Todd W. Breckman <twbreckman@nola.gov>; Harriet L. Battiste <hlbattiste@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Paul Cramer <pcramer@nola.gov>; Rachael Berg <rberg@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>

Subject: Re: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

same!

Melissa S. Quigley
Assistant City Attorney
City of New Orleans
658-9829

9 questions: 10 minutes



A picture containing drawing Description automatically generated

Approximately \$2,291 in federal funding

From YOUR census response

[Census New Orleans](#)

From: Aspen S. Nero <asnero@nola.gov>

Sent: Monday, May 11, 2020 4:57 PM

To: Ashley J. Becnel <ajbecnel@nola.gov>; Brooke Perry <btperry@nola.gov>; Nicholas J. Kindel <njkindel@nola.gov>; Todd W. Breckman <twbreckman@nola.gov>; Harriet L. Battiste <hlbattiste@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Paul Cramer <pcramer@nola.gov>; Rachael Berg <rberg@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>

Cc: Melissa S. Quigley <msquigley@nola.gov>

Subject: Re: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

Either of those times work for me as well.

Aspen Nero

Senior City Planner

City Planning Commission

asnero@nola.gov

(504) 658-7023

From: Ashley J. Becnel <ajbecnel@nola.gov>
Sent: Monday, May 11, 2020 4:53 PM
To: Brooke Perry <btperry@nola.gov>; Nicholas J. Kindel <njkindel@nola.gov>; Todd W. Breckman <twbreckman@nola.gov>; Harriet L. Battiste <hlbattiste@nola.gov>; Aspen S. Nero <asnero@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Paul Cramer <pcramer@nola.gov>; Rachael Berg <rberg@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>
Cc: Melissa S. Quigley <msquigley@nola.gov>
Subject: RE: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

Either of those work for me.

Ashley J. Becnel
Chief Zoning Official
City of New Orleans
ajbecnel@nola.gov

From: Brooke Perry <btperry@nola.gov>
Sent: Monday, May 11, 2020 4:43 PM
To: Ashley J. Becnel <ajbecnel@nola.gov>; Nicholas J. Kindel <njkindel@nola.gov>; Todd W. Breckman <twbreckman@nola.gov>; Harriet L. Battiste <hlbattiste@nola.gov>; Aspen S. Nero <asnero@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Paul Cramer <pcramer@nola.gov>; Rachael Berg <rberg@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>
Cc: Melissa S. Quigley <msquigley@nola.gov>
Subject: Re: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

Hello

I'm looping in the rest of the UAP study team on this email thread. Perhaps it would be best to have a meeting with the study team. From looking at our schedules it looks like Wednesday afternoon, or Thursday morning/afternoon is available.

Best,

Brooke Perry
Planning Administrator
City Planning Commission
City of New Orleans
504-658-7035
btperry@nola.gov
Pronouns: she, her, hers

[Sign up to receive CPC & BZA Agendas.](#)

From: Ashley J. Becnel <ajbecnel@nola.gov>
Sent: Wednesday, May 6, 2020 2:52 PM
To: Brooke Perry <btperry@nola.gov>; Nicholas J. Kindel <njkindel@nola.gov>; Todd W. Breckman <twbreckman@nola.gov>; Harriet L. Battiste <hlbattiste@nola.gov>
Cc: Melissa S. Quigley <msquigley@nola.gov>
Subject: Re: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

Harriet knows the most about this property by far. We inspected it multiple times. The coffee bars aren't kitchens and therefore don't create separate dwelling units. There should be a bunch in LAMA about this one but Harriet can also provide a lot of valuable information. I cc'ed her for everyone's convenience.

Get [Outlook for iOS](#)

From: Brooke Perry <btperry@nola.gov>
Sent: Wednesday, May 6, 2020 2:46:03 PM
To: Ashley J. Becnel <ajbecnel@nola.gov>; Nicholas J. Kindel <njkindel@nola.gov>; Todd W. Breckman <twbreckman@nola.gov>
Cc: Melissa S. Quigley <msquigley@nola.gov>
Subject: Fw: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

Good Afternoon,

Hope you're all doing well. I'm working on the University Area Parking IZD and I had a question about this property at 7631 Burthe Street. They received a permit back in 2018 (Permit #18-29012-NEWC) to construct a two-family dwelling. The approved plans show two full kitchens and five small "study/coffee bars" with a fridge and sink in each. From some of the listings posted, it appears they're trying to lease out rooms individually (see links below). It appears there's no stoves and the doors between the units are still there. Is there any zoning issue with them renting out these rooms individually?

[7631 Burthe St #A](#)

[7631 Burthe St Unit C](#)

[7631 Burthe St Unit L](#)

Also, do you have a running list of permits that have been impacted by the IZD?

Thank you!

Best,

Brooke Perry

Planning Administrator

City Planning Commission

City of New Orleans

504-658-7035

btperry@nola.gov

Pronouns: she, her, hers

[Sign up to receive CPC & BZA Agendas.](#)

From: Paul Cramer <pcramer@nola.gov>

Sent: Monday, April 13, 2020 9:01 AM

To: Stephen K. Kroll <skroll@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Aspen S. Nero <asnero@nola.gov>; Brooke Perry <btperry@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Kelly G. Butler <kgbutler@nola.gov>; Rachael Berg <rberg@nola.gov>

Subject: FW: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

This is interesting and a good example of the type of rental the UAP Study concerns. I think the definition of kitchen is key. Adding a definition of kitchen is related to one of the issues in the Minor CZO text amendments spreadsheet.

In the email, the writer is equating the provision of a microwave, refrigerator, and non-bathroom sink as a "kitchenette."

From: Katie M. Baudouin <Kmbaudouin@nola.gov>

Sent: Saturday, April 11, 2020 4:41 PM

To: Paul Cramer <pcramer@nola.gov>

Subject: Fwd: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

To add to your research in the university area.

Get [Outlook for iOS](#)

From: Keith Hardie <keithhardie@yahoo.com>

Sent: Saturday, April 11, 2020 4:33:19 PM

To: Joseph I. Giarrusso <Joseph.Giarrusso@nola.gov>; Katie M. Baudouin <Kmbaudouin@nola.gov>

Subject: EXTERNAL EMAIL: Fw: 7631 Burthe St Unit L, New Orleans, LA 70118 - Apartment for Rent in New Orleans, LA | Apartments.com

EMAIL FROM EXTERNAL SENDER: DO NOT click links, or open attachments, if sender is unknown, or the message seems suspicious in any way. DO NOT provide your user ID or password.

The link below is to the building at 7631 Burthe.

Unit "L" (does that mean there are twelve units in this "double") is advertised as a "studio" (definition below).

This is pretty clear evidence that she is marketing the rooms individually. BTW, if each of the units rents for \$ 1450/mo, that's \$ 139,200 annually for eight units. Why would you go through the hassle of renting them out as AirBnB's if you could get that kind of rent on a monthly basis.

<https://www.apartments.com/7631-burthe-st-ne-w-orleans-la-unit-l/mxjhfpj/>

[Studio Apartment | Definition of Studio Apartment by ...](#)

 [https://www.merriam-webster.com/dictionary/studio apartment](https://www.merriam-webster.com/dictionary/studio%20apartment)

Studio apartment definition is - a small **apartment** consisting typically of a main room, kitchenette, and bathroom.

Keith Hardie, Jr.
keithhardie@yahoo.com
757 St. Charles, Suite 304
New Orleans, LA 70130
(504) 522-6222
(504) 522-6226 (fax)

Reply all  Delete  Junk  Block ...

Fw: EXTERNAL EMAIL: 1409 Broadway: Horrific D2D Design

AN

Aspen S. Nero
Tue 5/19/2020 12:18 PM
To: Brooke Perry



1409_Broadway_Permit_Set_2...
4 MB

From: Keith Hardie <keithhardie@yahoo.com>
Sent: Saturday, May 16, 2020 6:24 PM
To: Paul Cramer <pcramer@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Aspen S. Nero <asnero@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>; Rachael Berg <rberg@nola.gov>
Cc: Timothy Ray <timraynola@gmail.com>; Noah Emerson <naemerson50@hotmail.com>; Robert Strain <rstrain2010@gmail.com>; Kirk Groome <dkgroome@aol.com>; Paulette Perrien <perrienpr@gmail.com>; J Hardie <keith@hardielaw.com>; Richard Bienvenu <rbienvenu@aol.com>; George Jeansonne <georgejeansonne@gmail.com>; Guy Cook <gelmlane@aol.com>; John DeLamatre <jdelamatre@cox.net>; Sarah Keiffer <sarahkeiffer5@gmail.com>; Sidney Lambert <goseesid@hotmail.com>; John "Jac" Carolan <jacjr1@gmail.com>; Lamar Teaford <lamarteaford@att.net>; J Hardie <keithhardie@yahoo.com>; H.V. Nagendra <h.nagendra@att.net>; Paul Baricos <paul.baricos@gmail.com>; Julianna Padgett <juliannapadgett@gmail.com>; David Keiffer <dgk3arch@cox.net>; Tommy Milliner <tommymilliner@fastmail.net>
Subject: EXTERNAL EMAIL: 1409 Broadway: Horrific D2D Design

EMAIL FROM EXTERNAL SENDER: DO NOT click links, or open attachments, if sender is unknown, or the message seems suspicious in any way. DO NOT provide your user ID or password.

Attached are the plans for 1409 Broadway, a D2D owned by Amicus Investment out of New York. They basically wrapped a second house around the back of the existing house. Again, they observe all setbacks, leaving 15 feet in the back. For 12 bedrooms, they will provide 2 parking spaces.

Keith Hardie, Jr.
keithhardie@yahoo.com
757 St. Charles, Suite 304
New Orleans, LA 70130
(504) 522-6222
(504) 522-6226 (fax)

FW: EXTERNAL EMAIL: Zoning Docket 050/20 @CPC on 5/26 @1:30pm

Paul Cramer <pcramer@nola.gov>

Wed 5/27/2020 9:53 AM

To: Brooke Perry <btperry@nola.gov>

-----Original Message-----

From: Dorothea Martin <teddy1233@cox.net>

Sent: Wednesday, May 20, 2020 6:50 PM

To: Joseph I. Giarrusso <Joseph.Giarrusso@nola.gov>; Amanda B. Rizzo <Amanda.Rizzo@nola.gov>; Tammie T. Jackson <ttjackson@nola.gov>; Robert D. Rivers <rdrivers@nola.gov>; Paul Cramer <pcramer@nola.gov>

Cc: Sarah Keiffer <sarahkeiffer5@gmail.com>; Kirk Groome <dkgroome@aol.com>; Keith Hardie <keithhardie@yahoo.com>; George Jeansonne <georgejeansonne@gmail.com>; Jerry Speir <jerryspeir@gmail.com>; Jac Carolan <jacjr1@gmail.com>; John Delamatre <jdelamatre@cox.net>; ssakla@lawmedic.com; Richard Bienvenu <Rbienvenu@aol.com>

Subject: EXTERNAL EMAIL: Zoning Docket 050/20 @CPC on 5/26 @1:30pm

EMAIL FROM EXTERNAL SENDER: DO NOT click links, or open attachments, if sender is unknown, or the message seems suspicious in any way. DO NOT provide your user ID or password.

This docket is to create off street parking for the new tenants of the expanded rental properties in the area by absentee landlords.

This solution is creating an additional parking problem for the area. Where will the original tenants park when off street is created - if possible - for new tenants? Where will the existing & current residents of the area park if they do not have off street parking and must park on the street? Where shall the potential customers of the Maple St. businesses park?

Additionally the issue of less area for rain/flood waters to be absorbed is not addressed.

Therefore I oppose Zoning Docket 050/20.

Teddy Martin
504-866-0707
teddy1233@cox.net

FW: EXTERNAL EMAIL: Re: EXTERNAL EMAIL: Re: University Area Parking StudyPaul Cramer <pcramer@nola.gov>

Mon 5/11/2020 9:09 AM

To: Aspen S. Nero <asnero@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Rachael Berg <rberg@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>; Brooke Perry <btpperry@nola.gov>; Travis L. Martin <trlmartin@nola.gov>

 1 attachments (26 KB)

OWNERSHIP OF D2Ds.pdf;

From: Keith Hardie <keithhardie@yahoo.com>**Sent:** Monday, May 11, 2020 8:14 AM**To:** Paul Cramer <pcramer@nola.gov>**Cc:** Julianna Padgett <juliannapadgett@gmail.com>; Richard Bienvenu <rbienvenu@aol.com>**Subject:** EXTERNAL EMAIL: Re: EXTERNAL EMAIL: Re: University Area Parking Study

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Paul:

Attached is an updated list of the properties we have identified as undergoing the intensive renovations at issue in the parking study.

Keith Hardie, Jr.
keithhardie@yahoo.com
757 St. Charles, Suite 304
New Orleans, LA 70130
(504) 522-6222
(504) 522-6226 (fax)

On Tuesday, May 5, 2020, 9:55:31 AM CDT, Paul Cramer <pcramer@nola.gov> wrote:

Attached

From: Keith Hardie <keithhardie@yahoo.com>**Sent:** Monday, May 4, 2020 6:28 PM**To:** Richard Bienvenu <rbienvenu@aol.com>; juliannapadgett@gmail.com; Paul Cramer <pcramer@nola.gov>**Subject:** EXTERNAL EMAIL: Re: University Area Parking Study

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Paul: Can you send us a copy of the two motions connected with the IZD? I haven't seen them yet.

Keith Hardie, Jr.
keithhardie@yahoo.com
757 St. Charles, Suite 304
New Orleans, LA 70130
(504) 522-6222
(504) 522-6226 (fax)

5/19/2020

Mail - Brooke Perry - Outlook

On Monday, May 4, 2020, 1:29:51 PM CDT, Paul Cramer <pcramer@nola.gov> wrote:

Richard, Keith, and Julianna:

Looks like a good time for you all and the CPC staff would be 3pm, Monday, May 11. I will be sending either a Zoom or Webex meeting invitation.

Thanks,

Paul Cramer

City Planning

Fw: EXTERNAL EMAIL: Affordable Housing: A disturbing trend: The \$ 60 Billion Housing Grab

Aspen S. Nero <asnero@nola.gov>

Tue 5/19/2020 12:18 PM

To: Brooke Perry <btperry@nola.gov>

From: Paul Cramer <pcramer@nola.gov>

Sent: Friday, May 15, 2020 9:24 AM

To: Larry W. Massey Jr. <lwmassey@nola.gov>; Kelly G. Butler <kgbutler@nola.gov>; Aspen S. Nero <asnero@nola.gov>; Brooke Perry <btperry@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Rachael Berg <rberg@nola.gov>; Sydney E. Shivers <Sydney.Shivers@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>

Subject: FW: EXTERNAL EMAIL: Affordable Housing: A disturbing trend: The \$ 60 Billion Housing Grab

From: Keith Hardie <keithhardie@yahoo.com>

Sent: Thursday, May 14, 2020 7:47 PM

To: Aspen S. Nero <asnero@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>; Rachael Berg <rberg@nola.gov>; Paul Baricos <paul.baricos@gmail.com>; universityneighborhoodassoc@gmail.com; juliannapadgett@gmail.com; Richard Bienvenu <rbienvenu@aol.com>; Paul Cramer <pcramer@nola.gov>; Robert D. Rivers <rdrivers@nola.gov>

Cc: Helena N. Moreno <Helena.Moreno@nola.gov>; Jason R. Williams <jason.williams@nola.gov>; Joseph I. Giarrusso <Joseph.Giarrusso@nola.gov>; Jay H. Banks <Jay.H.Banks@nola.gov>; Kristin G. Palmer <Kristin.Palmer@nola.gov>; Council District <councildistrictd@nola.gov>; Cyndi Nguyen <Cyndi.Nguyen@nola.gov>; Andrew V. Tuozzolo <Avtuozzolo@nola.gov>; Keith D. Lampkin <Kdlampkin@nola.gov>; Amanda B. Rizzo <Amanda.Rizzo@nola.gov>; Jarvis A. Lewis <Jarvis.Lewis@nola.gov>; Andrew J. Sullivan <Andrew.Sullivan@nola.gov>; Domonique C. Dickerson <Dcdickerson@nola.gov>; Terrie C. Guerin <Tguerin@nola.gov>; Mayor <Mayor@nola.gov>; John D. Pourciau <John.Pourciau@nola.gov>

Subject: EXTERNAL EMAIL: Affordable Housing: A disturbing trend: The \$ 60 Billion Housing Grab

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Council and CPC Staff:

I hope you will consider a disturbing national trend in fashioning remedies for the D2D issue and in the Affordable Housing Study: the extent to which, since the housing collapse in 2008, private equity has been buying residential housing and converting it to rental property, taking from middle and lower class people the main means by which they could invest and save: home ownership. This trend was featured in a New York Times Magazine article by Francesca Mari entitled "[A \\$60 Billion Housing Grab by Wall Street](#)" As one source told Mari, "Neighborhoods that were formerly ownership neighborhoods that were one of the few ways that working-class families and communities of color could build wealth and gain stability are being slowly, or not so slowly, turned into renter communities, and not renter communities owned by mom-and-pop landlords but by some of the biggest private-equity firms in the world." These companies now have what Suzanne Lanyi Charles, a professor of urban planning at Cornell, characterizes as "oligopolistic power" over some local housing markets. Institutional investors own 11.3 percent of single-family-rental homes in Charlotte, 9.6 percent in Tampa and 8.4 percent in Atlanta. Home

ownership is crucial to social mobility, and the GI Bill and the mortgage interest deduction were largely responsible for the rise of the middle class following the Second World War. The new trend of converting homeowners to renters is one of the forces driving income and wealth inequality and the great discontent that is ravaging our country. This article is a real estate horror story, a wake up call for legislators, and a must read for anyone interested in housing policy.



A \$60 Billion Housing Grab by Wall Street

Hundreds of thousands of single-family homes are now in the hands of giant companies — squeezing renters for rev...

Keith Hardie, Jr.

keithhardie@yahoo.com

757 St. Charles, Suite 304

New Orleans, LA 70130

(504) 522-6222

(504) 522-6226 (fax)

Fw: EXTERNAL EMAIL: 1409 Broadway: Horrific D2D Design

Aspen S. Nero <asnero@nola.gov>

Tue 5/19/2020 12:18 PM

To: Brooke Perry <btperry@nola.gov>

 1 attachments (4 MB)

1409_Broadway_Permit_Set_2020.02.03_203816173827.pdf;

From: Keith Hardie <keithhardie@yahoo.com>**Sent:** Saturday, May 16, 2020 6:24 PM**To:** Paul Cramer <pcramer@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Aspen S. Nero <asnero@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>; Rachael Berg <rberg@nola.gov>**Cc:** Timothy Ray <timraynola@gmail.com>; Noah Emerson <naemerson50@hotmail.com>; Robert Strain <rstrain2010@gmail.com>; Kirk Groome <dkgroome@aol.com>; Paulette Perrien <perrienpr@gmail.com>; J Hardie <keith@hardielaw.com>; Richard Bienvenu <rbienvenu@aol.com>; George Jeansonne <georgejeansonne@gmail.com>; Guy Cook <gelmlane@aol.com>; John DeLamatre <jdelamatre@cox.net>; Sarah Keiffer <sarahkeiffer5@gmail.com>; Sidney Lambert <goseesid@hotmail.com>; John "Jac" Carolan <jacjr1@gmail.com>; Lamar Teaford <lamarteaford@att.net>; J Hardie <keithhardie@yahoo.com>; H.V. Nagendra <h.nagendra@att.net>; Paul Baricos <paul.baricos@gmail.com>; Julianna Padgett <juliannapadgett@gmail.com>; David Keiffer <dgk3arch@cox.net>; Tommy Milliner <tommymilliner@fastmail.net>**Subject:** EXTERNAL EMAIL: 1409 Broadway: Horrific D2D Design

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Keith Hardie, Jr.
keithhardie@yahoo.com
757 St. Charles, Suite 304
New Orleans, LA 70130
(504) 522-6222
(504) 522-6226 (fax)

FW: EXTERNAL EMAIL: Re: Zoning Docket 050/20 @CPC on 5/26 @1:30pm

Paul Cramer <pcramer@nola.gov>

Wed 5/27/2020 9:54 AM

To: Brooke Perry <btperry@nola.gov>

From: Sherif Sakla <ssakla@lawmedic.com>**Sent:** Wednesday, May 20, 2020 7:48 PM**To:** Dorothea Martin <teddy1233@cox.net>**Cc:** Joseph I. Giarrusso <Joseph.Giarrusso@nola.gov>; Amanda B. Rizzo <Amanda.Rizzo@nola.gov>; Tammie T. Jackson <ttjackson@nola.gov>; Robert D. Rivers <rdrivers@nola.gov>; Paul Cramer <pcramer@nola.gov>; Sarah Keiffer <sarahkeiffer5@gmail.com>; Kirk Groome <dkgroome@aol.com>; Keith Hardie <keithhardie@yahoo.com>; George Jeansonne <georgejeansonne@gmail.com>; Jerry Speir <jerryspeir@gmail.com>; Jac Carolan <jacjr1@gmail.com>; John Delamatre <jdelamatre@cox.net>; Richard Bienvenu <Rbienvenu@aol.com>**Subject:** EXTERNAL EMAIL: Re: Zoning Docket 050/20 @CPC on 5/26 @1:30pm

EMAIL FROM EXTERNAL SENDER: DO NOT click links, or open attachments, if sender is unknown, or the message seems suspicious in any way. DO NOT provide your user ID or password.

Add my name as opposed .

Sherif K. Sakla, M.D., J.D., F.A.C.E.P. Life member.

The Sakla Law Firm, APLC

Energy Centre

1100 Poydras Street, Suite 2905

New Orleans, LA 70163

Phone: [504-528-1800](tel:504-528-1800)

Fax: [504-363-7720](tel:504-363-7720)

Cell: [504-669-0900](tel:504-669-0900)

ssakla@lawmedic.com

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On May 20, 2020, at 6:50 PM, Dorothea Martin <teddy1233@cox.net> wrote:

This docket is to create off street parking for the new tenants of the expanded rental properties in the area by absentee landlords.

This solution is creating an additional parking problem for the area. Where will the original tenants park when off street is created - if possible - for new tenants? Where will the existing & current residents of the area park if they do not have off street parking and must park on the street? Where shall the potential customers of the Maple St. businesses park?

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Therefore I oppose Zoning Docket 050/20.

Teddy Martin
504-866-0707
teddy1233@cox.net

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Paul Cramer <pcramer@nola.gov>

Wed 5/27/2020 9:54 AM

To: Brooke Perry <btperry@nola.gov>

From: Keith Hardie <keithhardie@yahoo.com>**Sent:** Wednesday, May 20, 2020 9:23 PM**To:** Joseph I. Giarrusso <Joseph.Giarrusso@nola.gov>; Amanda B. Rizzo <Amanda.Rizzo@nola.gov>; Tammie T. Jackson <ttjackson@nola.gov>; Robert D. Rivers <rdrivers@nola.gov>; Paul Cramer <pcramer@nola.gov>; Dorothea Martin <teddy1233@cox.net>**Cc:** Sarah Keiffer <sarahkeiffer5@gmail.com>; Kirk Groome <dkgroome@aol.com>; George Jeansonne <georgejeansonne@gmail.com>; Jerry Speir <jerryspeir@gmail.com>; Jac Carolan <jacjr1@gmail.com>; John Delamatre <jdelamatre@cox.net>; ssakla@lawmedic.com; Richard Bienvenu <rbienvenu@aol.com>; Timothy Ray <timraynola@gmail.com>; Noah Emerson <naemerson50@hotmail.com>; Robert Strain <rstrain2010@gmail.com>; Paulette Perrien <perrienpr@gmail.com>; J Hardie <keith@hardielaw.com>; Guy Cook <gelmlane@aol.com>; Sidney Lambert <goseesid@hotmail.com>; John "Jac" Carolan <jacjr1@gmail.com>; Lamar Teaford <lamarteaford@att.net>; J Hardie <keithhardie@yahoo.com>**Subject:** EXTERNAL EMAIL: Re: Zoning Docket 050/20 @CPC on 5/26 @1:30pm

EMAIL FROM EXTERNAL SENDER: DO NOT click links, or open attachments, if sender is unknown, or the message seems suspicious in any way. DO NOT provide your user ID or password.

I write in response to Teddy Martin's email regarding the "doubles to dormitories" ("D2D).

The purpose of the IZD is to determine what should be done regarding parking shortages created when the owners of residential properties in dense HURD neighborhoods add additional bedrooms to structures but do not provide additional off-street spaces for the additional bedrooms, resulting in the residents of those new bedrooms competing for on-street parking with their fellow residents, the residents of other structures, and patrons of local businesses. The IZD, which is temporary, will "require off-street vehicular parking for any increase in the number of existing bedrooms." Thus, a shotgun double with 3 bedrooms on each side (total 6 bedrooms) being renovated to include a total of eight bedrooms would have to show that it had sufficient off-street parking for the additional two bedrooms. If the property does not have room for that additional spaces, it will not, at least until the study is completed, be granted a permit to increase the existing number of bedrooms.

So the issues Teddy Martin complains about (a lack of parking for existing residents and for others, such as people wanting to visit local businesses) are exacerbated by these renovations, and not by the proposed interim (temporary) zoning district, which would halt the intensive renovations until the City has an opportunity to study the issue. By limiting increases in the number of bedrooms where there is insufficient parking, the IZD will reduce demand for on-street parking, making it easier for residents of other nearby structures and patrons of nearby businesses to find parking.

In addition, what is before the CPC on May 26 is not a final recommendation as to what if any action should be taken regarding these D2Ds, but for approval of a temporary rule requiring additional spaces for such renovations, in order to allow for a study to fashion permanent (if any) rules for such renovations and provide remedies for the parking, runoff, and other issues these intensive renovations create. We have been seeing proposals for the renovations described above at the rate of approximately one a month for the last year, and this new business model has the potential to change the neighborhood and needs to be studied by the staff.

Keith Hardie, Jr.
keithhardie@yahoo.com
757 St. Charles, Suite 304
New Orleans, LA 70130
(504) 522-6222
(504) 522-6226 (fax)

On Wednesday, May 20, 2020, 6:50:12 PM CDT, Dorothea Martin <teddy1233@cox.net> wrote:

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From: Sherif Sakla <ssakla@lawmedic.com>**Sent:** Wednesday, May 20, 2020 7:48 PM**To:** Dorothea Martin <teddy1233@cox.net>**Cc:** Joseph I. Giarrusso <Joseph.Giarrusso@nola.gov>; Amanda B. Rizzo <Amanda.Rizzo@nola.gov>; Tammie T. Jackson <ttjackson@nola.gov>; Robert D. Rivers <rdrivers@nola.gov>; Paul Cramer <pcramer@nola.gov>; Sarah Keiffer <sarahkeiffer5@gmail.com>; Kirk Groome <dkgroome@aol.com>; Keith Hardie <keithhardie@yahoo.com>; George Jeansonne <georgejeansonne@gmail.com>; Jerry Speir <jerryspeir@gmail.com>; Jac Carolan <jacjr1@gmail.com>; John Delamatre <jdelamatre@cox.net>; Richard Bienvenu <Rbienvenu@aol.com>**Subject:** EXTERNAL EMAIL: Re: Zoning Docket 050/20 @CPC on 5/26 @1:30pm

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Add my name as opposed .

Sherif K. Sakla, M.D., J.D., F.A.C.E.P. Life member.

The Sakla Law Firm, APLC

Energy Centre

1100 Poydras Street, Suite 2905

New Orleans, LA 70163

Phone: [504-528-1800](tel:504-528-1800)

Fax: [504-363-7720](tel:504-363-7720)

Cell: [504-669-0900](tel:504-669-0900)

ssakla@lawmedic.com

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OWNERSHIP OF D2Ds

621 Broadway Triplex from 6 tp 12 bedrooms

–Owner: 621 Broadway Street LLC (La Corp)

–Mailing Address: 75 Inwood Road Bldg, Darien CT 06820 (same as 821 Hillary)

631 Broadway Amicus CV Borrower LLC

–Mailing Address: 47 Jane St. Apt 6, NY, NY 10014

1409 Broadway Owner: Amicus Investment CV Borrower LLC

Mailing Address: 47 Jane St. Apt 6, NY, NY 10014

7307 Burthe Owner: Amicus CV Borrower LLC

7612-14 Burthe Owner: Amicus CV Borrower LLC (per Assessor)

47 Jane St., Apt 6 New York, NY 10014

7631-33 Burthe Local Owner, Edie, Jeffrey and Olivia Pitt

1025 Cherokee 1025 Cherokee LLC (LA Corp)

Mailing Address 78 Grand St. Fl 4 NY, NY

Officer Austin Brooks Address 75 Inwood Rd Darien CT 06820

937-39 Dante Lucas Ehrensing, Jr and Peter Ehrensing 7838 Freret

7313-15 Hampson Owner: Hogoboom Dobbs (may be local but per Linkedin is based in NY)

–reported by neighbor to be redeveloping as a D2D

817 Hillary Owner: Amicus CV Borrower LLC 47 Jane St. Apt 6 NY NY 10014 (per Assessor)

821 Hillary Owner: Amicus Investment 78 Smith St. Charleston, SC 29401 (per plans)

–821 Hillary LLC, La Corp (per Assessor)

–Mailing Address: 75 Inwood Rd. Darien CT 06820 (per La Sec State)

1025 Lowerline Owner: 1025 Lowerline, LLC (La LLC)

Mailing Address: 78 Grand St Fl 4 NY, NY 10013

1320 Lowerline Owner: 1320 Lowerline Street LLC (per Assessor)

–Mailing Address: 78 Grand St #4 NY, NY 10014

1531-33 Lowerline SC2 Properties: appears to be local owner

–Mailing Address: 829 Baronne

**Amicus CV Borrower LLC is registered with the Louisiana Sec of State as a foreign corporation domiciled at 16192 Coastal Highway, Lewes, Delaware, with a mailing address of 47 Jane St. Apt. 6, NY, NY 10014 and a principal business office of 78 Grand St., FL 4, NY, NY 10014. Its principal business establishment in Louisiana is 821 Hillary St. Its registered Officer is Amicus Investment Holdings, LLC, 47 Jane St. NY, NY 10014

Reply all   Delete  Junk  Block ...

Fw: EXTERNAL EMAIL: 1409 Broadway: Horrific D2D Design

AN

Aspen S. Nero
Tue 5/19/2020 12:18 PM
To: Brooke Perry



1409_Broadway_Permit_Set_2...
4 MB

From: Keith Hardie <keithhardie@yahoo.com>

Sent: Saturday, May 16, 2020 6:24 PM

To: Paul Cramer <pcramer@nola.gov>; Larry W. Massey Jr. <lwmassey@nola.gov>; Aspen S. Nero <asnero@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>; Rachael Berg <rberg@nola.gov>

Cc: Timothy Ray <timraynola@gmail.com>; Noah Emerson <naemerson50@hotmail.com>; Robert Strain <rstrain2010@gmail.com>; Kirk Groome <dkgroome@aol.com>; Paulette Perrien <perrienpr@gmail.com>; J Hardie <keith@hardielaw.com>; Richard Bienvenu <rbienvenu@aol.com>; George Jeansonne <georgejeansonne@gmail.com>; Guy Cook <gelmlane@aol.com>; John DeLamatre <jdelamatre@cox.net>; Sarah Keiffer <sarahkeiffer5@gmail.com>; Sidney Lambert <goseesid@hotmail.com>; John "Jac" Carolan <jacjr1@gmail.com>; Lamar Teaford <lamarteaford@att.net>; J Hardie <keithhardie@yahoo.com>; H.V. Nagendra <h.nagendra@att.net>; Paul Baricos <paul.baricos@gmail.com>; Julianna Padgett <juliannapadgett@gmail.com>; David Keiffer <dgk3arch@cox.net>; Tommy Milliner <tommymilliner@fastmail.net>

Subject: EXTERNAL EMAIL: 1409 Broadway: Horrific D2D Design

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Attached are the plans for 1409 Broadway, a D2D owned by Amicus Investment out of New York. They basically wrapped a second house around the back of the existing house. Again, they observe all setbacks, leaving 15 feet in the back. For 12 bedrooms, they will provide 2 parking spaces.

Keith Hardie, Jr.
keithhardie@yahoo.com
757 St. Charles, Suite 304
New Orleans, LA 70130
(504) 522-6222
(504) 522-6226 (fax)



1409 BROADWAY

1409 BROADWAY STREET
 NEW ORLEANS, LA 70118

SHEET INDEX

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A0.3	LIFE SAFETY
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A2.1	DEMOLITION ROOF PLAN + ELEVATIONS
A2.2	PROPOSED PLAN
A2.3	PROPOSED PLAN
A2.5	ROOF PLAN
A2.10	FOUNDATION PLAN
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A2.12	FRAMING PLANS
A2.13	FRAMING PLANS
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A4.1	BUILDING SECTIONS
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A5.1	WINDOW + DOOR SCHEDULES
A6.0	RCP LEVEL 1
A6.1	RCP LEVEL 2

THESE PLANS AND SPECIFICATIONS HAVE BEEN PREPARED BY ME. TO THE BEST OF MY KNOWLEDGE, THE REQUIREMENTS OF THE APPLICABLE BUILDING CODES HAVE BEEN MET. I WILL CONDUCT PERIODIC SITE OBSERVATION DURING THE COURSE OF CONSTRUCTION.

SETH WELTY, ARCHITECT
 REGISTRATION # 7875

1409 BROADWAY

1409 Broadway Street
 New Orleans, LA 70118



PERMIT SET

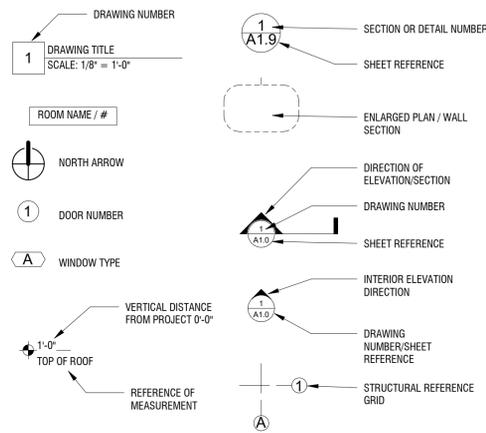
02/03/2020

drawn by: AC
 checked by: SW

revisions:	NUMBER	DATE

A0.0 TITLE & INDEX

SYMBOLS & ABBREVIATIONS



ADJ	Adjacent	KO	Knockout
ALT	Alternate	L	Angle
APPROX	Approximate	LAV	Lavatory
ARCH	Architectural	LB	Pound
ASTM	American Society for Testing & Materials	LN	Linear
BD	Board	MAX	Maximum
BTWN	Between	MECH	Mechanical
BFF	Below Finish Floor	MFR	Manufacturer
BLDG	Building	MIN	Minimum
BLW	Below	MISC	Miscellaneous
BM	Beam	MTL	Metal
BO	By Owner	NA	Not Applicable
BOF	By Owner in Future	NIC	Not in Contract
BP	Base Plate	NO	Number
BS	Both Sides	NOM	Nominal
CAB	Cabinet	NTS	Not to Scale
CF	Cubic Feet	OC	On Center
CIP	Cast-in-Place	OD	Outside Diameter
CJT	Construction Joint	OPP	Opposite
CJ	Control Joint	OTB	Open to Below
CLG	Ceiling	PLS	Plaster
CLR	Clear	PLY	Plywood
CM	Construction Manager	PR	Pair
CMU	Concrete Masonry Units	PSF	Pounds per Square Foot
CONC	Concrete	PSI	Pounds per Square Inch
CONT	Continuous	R	Radius
COORD	Coordinate	RA	Return Air
CT	Ceramic Tile	REF	Reference
CTR	Center	REFR	Refrigerator
CY	Cubic Yards	RM	Room
DBL	Double	RO	Rough Opening
DEMO	Demolition/Demolish	SECT	Section
DIA	Diameter	SHT	Sheet
DIAG	Diagonal	SIM	Similar
DIM	Dimension	SPECS	Specifications
DWG	Drawing	SQ	Square
EA	Each	SQ FT	Square Foot
EJ	Expansion Joint	SQ IN	Square Inch
ELEC	Electrical	STL	Steel
EA	Equal	SUSP	Suspended
EXT	Exterior	SYS	System
FDN	Foundation	T	Top
FF	Finish Floor	T&B	Top and Bottom
FT	Feet	T&G	Tongue and Groove
FUT	Future	TOW	Top of Wall
GAL	Gallon	TYP	Typical
GALV	Galvanized	UGND	Underground
GC	General Contractor	UNO	Unless Noted Otherwise
GYP	Gypsum Wallboard	VERT	Vertical
HWDR	Hardware	VB	Vapor Barrier
HVAC	Heating, Ventilating, AC	VENT	Ventilation
AC	Air Conditioning	VIF	Verify in Field
HW	Hot Water	VTR	Vent through Roof
ID	Inside Diameter	W	Width / Wide
IN	Inches	W/O	Without
INT	Interior	WC	Water Closet
IPS	Iron Pin Set	WD	Wood
JST	Joint	WT	Weight
JT	Joint	WWF	Welded Wire Fabric

GENERAL REQUIREMENTS

CONTRACT DOCUMENTS ARE INTENDED TO CONVEY DESIGN INTENT ONLY. PROVIDE PRODUCTS COMPLETE WITH ACCESSORIES, TRIM, FINISH, FASTENERS, AND OTHER ITEMS NEEDED FOR A COMPLETE INSTALLATION AND INDICATED USE AND EFFECT.

ARCHITECT HAS MADE EFFORT TO DOCUMENT EXISTING CONDITIONS AT SITE. HOWEVER, VARIATIONS IN INFORMATION CALLED OUT HEREIN MAY EXIST. SHOULD THE GENERAL CONTRACTOR (G.C.) DISCOVER ANY DISCREPANCIES OR AMBIGUITIES OF DATA THAT CAUSE DOUBT AS TO THE MEANING OF ANY DRAWINGS OR SPECIFICATIONS, THE G.C. SHALL NOTIFY THE ARCHITECT, AND REQUEST CLARIFICATION PRIOR TO PROCEEDING.

THE CONTRACTOR SHALL INFORM THE PROFESSIONAL OF RECORD IN WRITING OF ANY DEVIATION FROM THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL NOT BE RELIEVED OF THE RESPONSIBILITY OF SUCH DEVIATION BY THE PROFESSIONAL OF RECORD'S REVIEW OF SHOP DRAWINGS, PRODUCT DATA, ETC. UNLESS THE CONTRACTOR HAS SPECIFICALLY INFORMED THE PROFESSIONAL OF RECORD OF SUCH DEVIATION AT THE TIME OF SUBMISSION AND THE PROFESSIONAL OF RECORD HAS GIVEN WRITTEN APPROVAL TO THE SPECIFIC DEVIATION.

UNLESS OTHERWISE NOTED, ALL EXPOSED NEW AND EXISTING ELECTRICAL, MECHANICAL, PLUMBING, AND COMMUNICATIONS LINES, DUCTS, PIPES, UNITS AND DEVICES ARE TO BE PRIMED AND PAINTED THE SAME COLOR AS THE WALL AND/OR CEILING SURFACE ON WHICH THEY RUN, OR ARE TO BE LOCATED ON, IN ORDER TO BLEND IN.

PROVIDE GALVANIC PROTECTION BETWEEN DISSIMILAR METALS.

ALL WOOD EXPOSED TO THE ELEMENTS SHALL BE PRESSURE-TREATED OR OTHERWISE APPROVED FOR EXTERIOR USE.

CONCRETE SLABS SHALL BE LEVEL (UNLESS OTHERWISE NOTED) WITH A 1/8" TOLERANCE ON A 10'-0" EDGE IN ANY GIVEN DIRECTION. SLOPE ALL EXTERIOR SLABS FOR POSITIVE DRAINAGE. REFER TO CONCRETE SPECIFICATION FOR MORE STRINGENT REQUIREMENTS.

ALL OCCUPIED SPACES SHALL RECEIVE AN INSULATION BARRIER THAT IS CONTINUOUS AT ALL EXTERIOR WALL, CEILING AND FLOOR SURFACES.

ALL EXTERIOR EXPOSED WORK SHALL BE INSTALLED IN SUCH MANNER AS TO ASSURE WEATHER TIGHT CONDITION. CONTRACTOR SHALL PROVIDE CAULKING AND WEATHER BARRIER MATERIALS REQUIRED FOR WEATHER TIGHT CONDITION.

SEAL ALL PIPE OR CONDUIT PENETRATIONS WITH APPROPRIATE SEALANT. PROVIDE FIRE SEALANT AT RATED PARTITIONS.

ALL JOINT SURFACES SHALL BE FREE OF ANY SUBSTANCE OR MATERIAL THAT WOULD PREVENT THE PROPER ADHESION OF THE CAULKING UPON APPLICATION OR WOULD CAUSE FAILURE OF THE CONNECTION BETWEEN THE CAULKING AND THE WALL JOINT. ALL CAULKING LINES ARE TO BE EVEN, SMOOTH, AND STRAIGHT.

PROVIDE BLOCKING (FIRE RETARDANT WHERE REQUIRED) INSIDE PARTITIONS FOR SECURING WALL-HUNG CABINETS, SHELVING, TRIM, MILLWORK, AND OTHER ELEMENTS ATTACHED TO PARTITIONS AS REQUIRED TO ENSURE FLUSH, STRAIGHT, WELL-SECURED CONDITIONS.

PERMITS AND INSPECTIONS

ALL PERMITS (OCCUPANCY, ELECTRICAL, PLUMBING, HVAC, AND ANY OTHERS) REQUIRED BY AUTHORITIES HAVING JURISDICTION ARE TO BE SECURED BY THE GENERAL CONTRACTOR WITH COPIES TO THE OWNER WITHOUT EXTRA CHARGE. ALL PERMITS ACQUIRED BY SUBCONTRACTORS SHALL BE SUBMITTED TO THE GENERAL CONTRACTOR FOR RECORD AND DISTRIBUTION TO THE OWNER.

EACH TRADE SHALL VERIFY ALL REQUIREMENTS PERTAINING TO WORK PERFORMED IN THE PROJECT AND ANY REQUIRED PERMITS.

COORDINATE CONSTRUCTION STAGING LOCATION WITH THE OWNER AND OBTAIN ALL NECESSARY CITY APPROVALS. LOCATE UTILITIES PRIOR TO BEGINNING CONSTRUCTION. REPORT CONFLICTS WITH SUBSTANTIALLY CHANGE OR PROHIBIT THE WORK. GENERAL CONTRACTOR SHALL COORDINATE ALL UNDERGROUND WORK BETWEEN PLUMBING, ELECTRICAL, OTHER SUBCONTRACTORS, AND AUTHORITIES HAVING JURISDICTION.

NOTIFY APPLICABLE SPECIAL INSPECTORS, AUTHORITIES HAVING JURISDICTION, AND UTILITIES PRIOR TO COVERING UP WORK REQUIRING INSPECTION.

DRAWINGS, DIMENSIONS AND NOTES

THESE DRAWINGS ARE ONE COMPONENT OF THE CONTRACT DOCUMENTS. REFER TO AIA DOCUMENT A201 FOR A MORE DETAILED DEFINITION OF WHAT DOCUMENTS COMPRISE THE CONSTRUCTION DOCUMENTS.

DRAWINGS WITH NOTES OR DIMENSIONS LABELED "TYPICAL" SHALL APPLY TO SITUATIONS THAT ARE THE SAME OR SIMILAR TO HOSE SPECIFICALLY KEVD.

DIMENSIONS - USE WRITTEN DIMENSIONS ONLY. VERIFY ALL DIMENSIONS AT JOB SITE BEFORE COMMENCING WORK AND REPORT ANY DISCREPANCIES. WHERE NO DIMENSIONS ARE PROVIDED OBTAIN CLARIFICATION PRIOR TO PROCEEDING WITH WORK.

WALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD, UNLESS OTHERWISE NOTED.

DOOR/WINDOW OPENINGS, COLUMNS, AND STRUCTURAL GRIDS ARE FROM CENTERLINE TO CENTERLINE, UNLESS OTHERWISE NOTED.

KEYNOTES ARE DRAWING OR SHEET SPECIFIC.

ALL GENERAL NOTES APPLY TO THE SCOPE OF THIS TOTAL PROJECT, REGARDLESS OF WHETHER OR NOT THEY ARE KEVD ON EVERY SHEET TO A SPECIFIC DETAIL.

ANY ARCHITECTURAL WORK GRAPHICALLY INDICATED IN THE DRAWINGS (REGARDLESS OF WHETHER IT IS ANNOTATED OR NOT) IS PART OF THE SCOPE OF THE CONSTRUCTION CONTRACT AND WILL BE EXPECTED TO BE PERFORMED AS PART OF THE BASE BID.

UNLESS OTHERWISE NOTED, ALL ITEMS ARE BASE BID, PROVIDE ALL WORK INDICATED UNLESS SPECIFICALLY INDICATED AS "NOT IN CONTRACT", "BY OWNER", "FURNISHED BY OTHERS", OR "EXISTING".

SUBMITTALS

SUBMITTALS INCLUDING SHOP DRAWINGS, CLARIFICATIONS, PRODUCT SPECIFICATIONS, OR OTHER DOCUMENTS REQUIRED TO PERFORM WORK FOR ALL FINISHES, MILLWORK, FIXTURES, FABRICATIONS AND THE LIKE SHALL BE SUPPLIED TO THE ARCHITECT.

CHANGES, QUESTIONS AND SUBSTITUTIONS

ALL SUBCONTRACTORS SHALL DIRECT QUESTIONS, CHANGES, OR REQUESTS THROUGH THE GENERAL CONTRACTOR. GENERAL CONTRACTOR SHALL SUBMIT ALL REQUESTS, CHANGES, OR QUESTIONS TO THE ARCHITECT, ELECTRONICALLY IN WRITING.

APPROVAL OF MINOR CHANGES OR CLARIFICATION TO PLANS MAY BE ACCOMPLISHED BY ISSUANCE OF REVISED PLANS, PARTIAL SKETCH, OR INITIALING AND DATING OF CHANGE BY THE ARCHITECT ON THE EXISTING PLANS.

MATERIAL SUBSTITUTIONS WILL NOT BE ALLOWED UNLESS SUBMITTED IN WRITING TO OWNER/ARCHITECT FOR APPROVAL IN WRITING. NOTIFICATION MUST BE SUBMITTED IN A TIMELY FASHION TO AVOID PROJECT DELAY.

MATERIAL PROTECTION

ALL MATERIAL STORED ON THE SITE SHALL BE ADEQUATELY PROTECTED AGAINST DAMAGE FROM OTHER WORK IN PROGRESS. REPAIR OF EXISTING OR COMPLETED WORK DAMAGED IN THE COURSE OF THE PROJECT WILL BE THE G.C.'S RESPONSIBILITY AT NO COST TO THE OWNER.

ALL EXISTING DOORS, WINDOWS, HARDWOOD FLOORS, AND FINISHES SHALL BE PROTECTED DURING CONSTRUCTION

PATCH AND REPAIR

DRAWINGS INDICATE SCOPE OF MAJOR ITEMS FOR PATCH AND REPAIR OF EXISTING STRUCTURE. FOR MINOR UNDOCUMENTED EXISTING CONDITIONS, GENERAL CONTRACTOR TO MAKE MODIFICATIONS AS REQUIRED TO FULFILL DESIGN INTENT AS PART OF BASE SCOPE OF WORK.

ALL PATCH AND REPAIR WORK TO EXISTING CONSTRUCTION SHALL BE INSTALLED TO ALIGN WITH ADJACENT EXISTING AND MATCH FINISH U.N.O.

PROJECT COMPLETION

UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER TO THE OWNER A COPY OF THE CERTIFICATE OF OCCUPANCY, LIEN WAIVER, WARRANTIES, GUARANTEES, AND EQUIPMENT OPERATION MANUALS.

UPON COMPLETION OF THE WORK, THE G.C. IS RESPONSIBLE FOR THE FINAL ADJUSTMENTS OF WINDOWS, DOORS, HARDWARE, DEVICES, AND THOSE ITEMS DEEMED BY THE ARCHITECT TO MAKE THE PROJECT HABITABLE.

HURRICANE, WIND AND ELEVATION COMPLIANCE

THE GENERAL CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION MEETS OR EXCEEDS APPLICABLE BUILDING CODES AND STANDARD PRACTICES, INCLUDING ALL FEDERAL, STATE, AND LOCAL BUILDING AND ACCESSIBILITY REQUIREMENTS AND REGULATIONS.

BUILDING IS DESIGNED TO WITHSTAND 130 MPH WINDS IN ACCORDANCE WITH THE MINIMUM DESIGN LOAD FOR BUILDINGS AND OTHER STRUCTURES

BUILDING SHALL BE ANCHORED AGAINST OVERTURNING, UPLIFT AND SLIDING. STRUCTURAL MEMBERS, SYSTEMS, COMPONENTS, AND CLASSING IN BUILDING SHALL BE ANCHORED TO RESIST WIND-INDUCED OVERTURNING, UPLIFT OR SLIDING AND TO PROVIDE CONTINUOUS LOAD PATHS FOR THESE FOUNDATIONS TO THE FOUNDATIONS.

WINDOWS SHALL BE COMPLY WITH INTERNATIONAL BUILDING CODE AND SHALL BE TESTED FOR 130 MPH WIND SPEED OR SHALL BE PROTECTED FROM WIND BORNE DEBRIS PER IRC 2015.2.1.2.

CONTRACTOR IS RESPONSIBLE FOR LOCATING FINISH FLOOR HEIGHT ACCORDING TO THE FLOOD ZONE REQUIREMENTS.

MATERIAL BELOW BFE SHALL COMPLY WITH SEC R-222.2.2 IRC 2015 FOR WATER RESISTANCE AND USE OF SPACE. SPACES BELOW THE BFE SHALL COMPLY W/ SECTION R408 OF THE IRC 2015 FOR VENTILATION, OPENINGS, AND ACCESS

CHEMICAL TERMITICIDE GROUND TREATMENT SHALL BE PROVIDED; BAITING SYSTEM TO BE INSTALLED PRIOR TO OCCUPANCY AS REQUIRED BY SEC. R318 IRC 2015 ED. INSULATIVE ENVELOPE SHALL BE A MINIMUM OF R-19 FOR FLOORS; R-13 IN WALLS, AND R-30 FOR CEILINGS/ROOFS.

PROJECT INFORMATION

Description: Renovation of an existing Multi-Family Dwelling.
Building Address: 1407-1411 Broadway St
New Orleans, LA 70118

PROJECT DIRECTORY

Owner: Amicus Investment Holdings
47 Jane Street
New York, NY 10014
Architect: Colectivo, LLC
Seth Welty #7975
1725 Baronne St.
New Orleans, LA 70113

ZONING INFORMATION

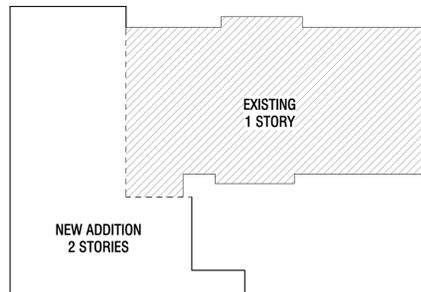
Boundaries: Broadway St, Willow St, Jeannete St, Audubon St
Zoning District: HU-RD1
Lot Area: 7080 sf
Historic District: Uptown (partial control)
Parking: 1 Space Required (CZO Sec.22.2.E)
-Grandfathered Deficiency of Required Vehicle Parking.
Minimum Lot Area: 2000 sf/du (MF)
Minimum Lot Width: 30'
Minimum Lot Depth: 90'
Minimum Permeable Space: 2124 sf (30% lot area)
Setbacks: Front: (CZO Sec. 11.3.A.2)
Side: 3'
Rear: 15'
Maximum Height: 35' (midpoint of roof)

HURRICANE COMPLIANCE

BUILDING IS DESIGNED TO WITHSTAND 130 MPH WINDS IN ACCORDANCE WITH THE MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES

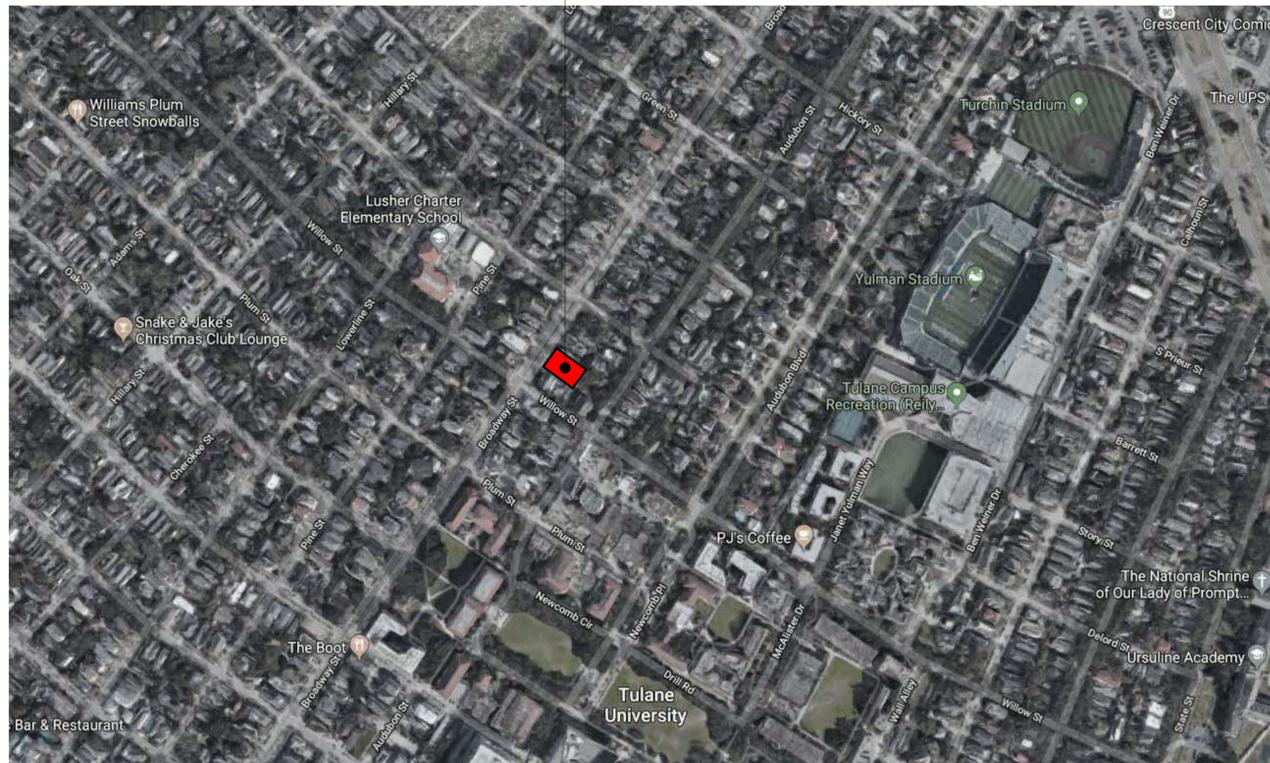
IN COMPLIANCE WITH THE INTERNATIONAL BUILDING CODE, BUILDING SHALL BE ANCHORED AGAINST OVERTURNING, UPLIFT AND SLIDING. STRUCTURAL MEMBERS, SYSTEMS, COMPONENTS, AND CLASSING IN BUILDING SHALL BE ANCHORED TO RESIST WIND-INDUCED OVERTURNING, UPLIFT OR SLIDING AND TO PROVIDE CONTINUOUS LOAD PATHS FOR THESE FOUNDATIONS TO THE FOUNDATION

WINDOWS SHALL COMPLY WITH INTERNATIONAL BUILDING CODE AND SHALL BE TESTED FOR 130 MPH WIND SPEED OR SHALL BE PROTECTED FROM WIND-BORNE DEBRIS.



2 DIAGRAM - BUILDING FOOTPRINT
1/16" = 1'-0"

PROJECT LOCATION



1 VICINITY MAP
Not to Scale



PERMIT SET

02/03/2020
drawn by: AC
checked by: SW

revisions:	NUMBER	DATE
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DEPARTMENT OF SAFETY & PERMITS
CITY OF NEW ORLEANS

PERMIT NO: _____ DATE: _____
ADDRESS: 1409 BROADWAY ST. - 70118 SUBDIVISION: FRIBURG
DISTRICT: 6TH SQUARE: 19 LOTS: E

COMMUNITY NUMBER	PANEL NUMBER	SUFFIX	DATE OF FIRM INDEX	FIRM ZONE	BASE FLOOD ELEVATION (BFE)	FREEBOARD (ADD 1FT FOR A AND V ZONES) OFFICE USE ONLY
220 71C	0228	F	9/30/16	X	N/A N.A.V.D	+1ft = _____

MINIMUM FLOOR ELEVATION: _____ N.A.V.D.
FOR V - ZONES ONLY: _____ N.A.V.D.
(ELEVATION OF BOTTOM OF LOWEST HORIZONTAL STRUCTURAL MEMBER)

IN ADDITION TO THE FEMA ELEVATIONS, THE FOLLOWING CONDITIONS MUST ALSO BE MET:
A. TOP OF SLABS ON GRADE OR FILL MUST BE AT LEAST 36" ABOVE THE HIGHEST POINT OF CURB IN FRONT OF THE LOT OR SITE.
B. PIER CONSTRUCTION: TOP OF PIERS (UNDERSIDE OF SILLS) MUST HAVE AT LEAST 18" CLEARANCE BENEATH THE STRUCTURE. IN ADDITION, THE LOWEST FLOOR MUST BE AT LEAST 36" ABOVE THE HIGHEST POINT OF CURB IN FRONT OF THE LOT OR SITE. (IF NO CURB, USE CENTERLINE OF STREET)
C. ALL MECHANICAL OR PLUMBING EQUIPMENT SERVICING THE BUILDING MUST BE LOCATED AT OR ABOVE THE REQUIRED FLOOR ELEVATION.
D. SLABS FOR ATTACHED GARAGES MUST BE AT THE REQUIRED FLOOR ELEVATION OR BE CONSTRUCTED OF WATER-RESISTANT MATERIALS WITH PROPER VENTING IN 2 WALLS.
E. DETACHED GARAGES WITH PLUMBING MUST BE AT THE REQUIRED FLOOR ELEVATION.
F. CONSTRUCTION BENCHMARK MUST BE SET AT REQUIRED MINIMUM FLOOR ELEVATION OR GREATER. (ADD 1 FOOT FOR A & V-ZONES)

APPROVED FOR CITY BY: _____

1. CERTIFICATE OF CONSTRUCTION BENCHMARK

EXISTING HIGHEST TOP OF CURB ELEVATION -0.82' N.A.V.D.
EXISTING HIGHEST CENTERLINE OF STREET -0.30' N.A.V.D.
EXISTING LOT ELEVATIONS (PROPERTY CORNERS OR EDGE)
FRONT (RIGHT) 0.29' N.A.V.D. FRONT (LEFT) 0.07' N.A.V.D.
REAR (RIGHT) 0.10' N.A.V.D. REAR (LEFT) 0.17' N.A.V.D.
OTHER: -0.80' N.A.V.D.
DESCRIBE: LOWEST ENTRY DOOR (FIRST FLOOR) 7.00' (SECOND FLOOR)
DESCRIPTION OF CONSTRUCTION BENCHMARK: SET 60d NAIL IN POWER POLE @ 1415.
NAIL SET IN SOUTH SIDE OF POLE.

ELEVATION OF CONSTRUCTION BENCHMARK: 2.18' N.A.V.D. (SEE NOTE F.)
REFERENCE BENCHMARK USED TO ESTABLISH CONSTRUCTION BENCHMARK: ALCO
ELEVATION OF REFERENCE BENCHMARK: 5.8' N.A.V.D.

SIGNATURE: _____ DATE: SEPTEMBER 9, 2019
(L.A. REGISTERED PROFESSIONAL LAND SURVEYOR OR CIVIL ENGINEER)

2. CERTIFICATE OF TOP OF FORM OR TOP OF PIER ELEVATION
(To be submitted before pouring concrete for slab construction or framing floor for pier construction)

AS BUILT ELEVATIONS: FORM _____ N.A.V.D. PIER _____ N.A.V.D.

PIER CONSTRUCTION:
ALL FRAMING MATERIALS BELOW THE MINIMUM FLOOR ELEVATION (B.F.E.) MUST BE CONSTRUCTED WITH WATER-RESISTANT MATERIALS AND THE FIRST FLOOR MUST BE AT OR ABOVE THE MINIMUM FLOOR ELEVATION (B.F.E.).

V ZONES ONLY:
BOTTOM OF LOWEST HORIZONTAL STRUCTURAL MEMBER _____ N.A.V.D.
(Must be submitted before framing begins)
IN V ZONES, ALL ENCLOSURES BELOW THE B.F.E. MUST BE DESIGNED WITH BREAK-AWAY WALLS CONSTRUCTION.

SIGNATURE: _____ DATE: _____
(L.A. REGISTERED PROFESSIONAL LAND SURVEYOR OR CIVIL ENGINEER)

3. FILLING, GRADING, DRAINAGE, SIDEWALK AND DRIVEWAY CERTIFICATION AND AFFIDAVIT
(To be submitted before Use & Occupancy Certificate can be issued)

THIS WILL CONFIRM THAT ALL FILLING, GRADING, DRAINAGE, SIDEWALKS AND DRIVEWAYS HAVE MET THE REQUIREMENTS OF THE APPLICABLE SECTIONS OF THE CODE OF THE CITY OF NEW ORLEANS.

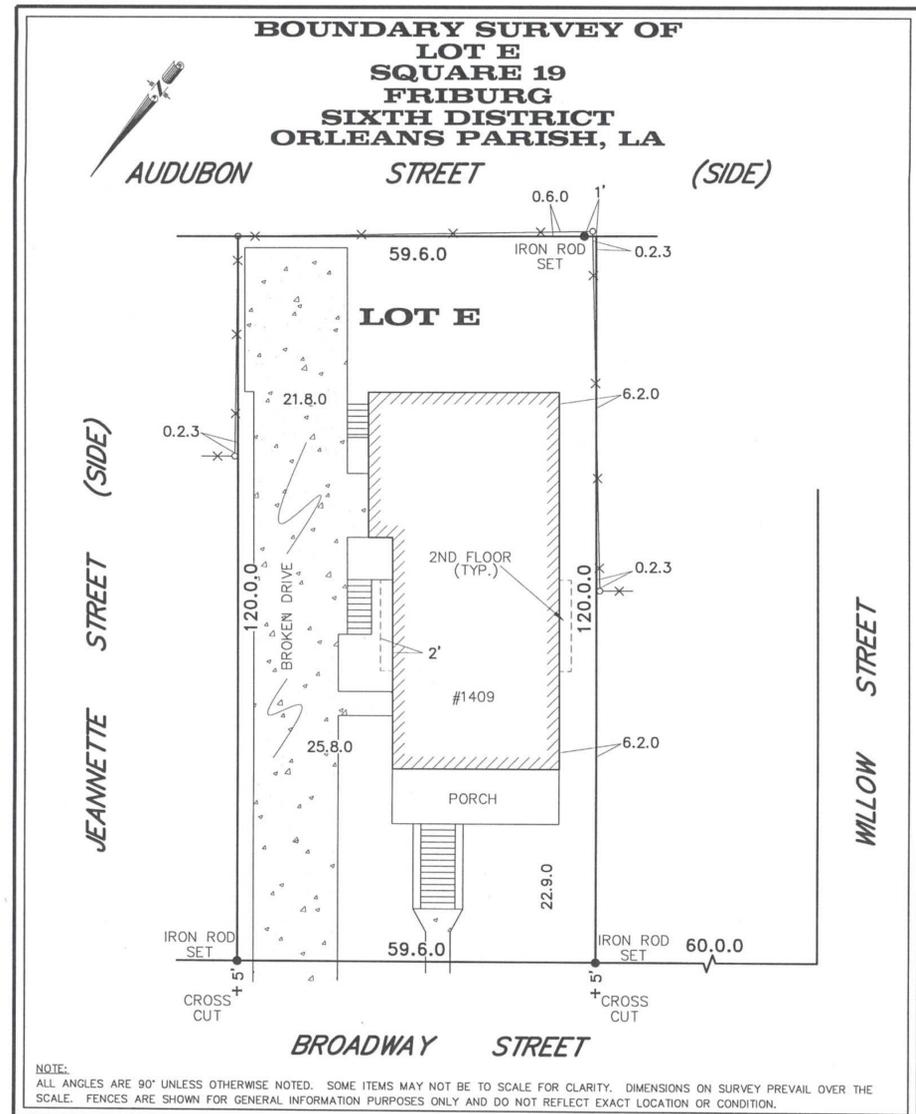
OWNER: _____ DATE: _____
APPLICANT: _____ DATE: _____ (NOTARY)

OR
IS LOT PROPERLY FILLED TO GRADE? YES NO

(minimum lot slope, rear to front, 1 inch every 20 feet)
ARE SIDEWALKS PROPERLY INSTALLED? YES NO
ARE DRIVEWAYS PROPERLY INSTALLED? YES NO
ARE RETAINING WALLS REQUIRED? YES NO
(if yes, then on which side(s) RIGHT LEFT REAR
ARE EQUIPMENT SLABS, SUCH AS A/C COMPRESSORS, AT MINIMUM FLOOR ELEVATION? YES NO
DO ATTACHED GARAGES IN A-ZONES, THAT ARE BELOW MINIMUM FLOOR ELEVATION, HAVE PROPER VENTING AND WATERPROOFING? YES NO N/A

SIGNATURE: _____ DATE: _____
(L.A. REGISTERED PROFESSIONAL CIVIL ENGINEER)

THE LATEST FEMA ELEVATION CERTIFICATE MUST ACCOMPANY PART 3 OF THIS FORM WHEN SUBMITTED TO THE DEPARTMENT OF SAFETY AND PERMITS. 2016



NOTE:
ALL ANGLES ARE 90° UNLESS OTHERWISE NOTED. SOME ITEMS MAY NOT BE TO SCALE FOR CLARITY. DIMENSIONS ON SURVEY PREVAIL OVER THE SCALE. FENCES ARE SHOWN FOR GENERAL INFORMATION PURPOSES ONLY AND DO NOT REFLECT EXACT LOCATION OR CONDITION.

GENERAL NOTES
ANGLES AND/OR BEARINGS ARE BASED ON REFERENCE PLAN #1
REFERENCE PLAN #1: A PLAN OF SURVEY BY GILBERT, KELLY & COUTURIE, INC., DATED MARCH 20, 1934

THE SERVITUDES SHOWN ON THIS SURVEY ARE LIMITED TO THOSE FURNISHED US AND THERE IS NO REPRESENTATION THAT ALL APPLICABLE SERVITUDES ARE REFLECTED OR SHOWN HEREON. THE SURVEYOR HAS MADE NO TITLE SEARCH OR PUBLIC RECORD SEARCH IN COMPILING THE DATA FOR THIS SURVEY.

THIS PERIMETER SURVEY SHALL NOT CONSTITUTE A LEGAL OPINION OF TITLE, AND SHALL NOT BE RELIED UPON FOR THAT PURPOSE. THERE IS NO WARRANTY THAT IT CONFORMS TO THE LEGAL TITLE, AND WAS MADE SOLELY ACCORDING TO THE INFORMATION PROVIDED THE SURVEYOR.

ELEVATION NOTES
THIS IS CERTIFY THAT SUBJECT PROPERTY IS LOCATED IN THE FOLLOWING FLOOD ZONE, PER FLOOD INSURANCE RATE MAP (FIRM) DATED: 9/30/16 FLOOD ZONE: X
BASE FLOOD ELEVATION: N/A COMMUNITY PANEL: 22071C 0228 F

THIS IS TO CERTIFY THAT THE PROPERTY BOUNDARY SURVEY RECORDED HEREON WAS MADE ON THE GROUND UNDER MY DIRECT SUPERVISION, AND IS IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE FOR PROFESSIONAL LAND SURVEYORS AS STIPULATED IN LOUISIANA ADMINISTRATIVE CODE TITLE: 46:XXI, CHAPTER 29 FOR A CLASS "C" (SUBURBAN) SURVEY

MADE AT THE REQUEST OF AMICUS INVESTMENT HOLDINGS

R.W. KREBS
PROFESSIONAL LAND SURVEYING, LLC
RICHMOND W. KREBS, SR., PLS
3445 N. CAUSEWAY BLVD, SUITE 201
METAIRIE, LA. 70002
PHONE: (504) 889-9616
FAX: (504) 889-0916
E-MAIL: infonola@rwkrebs.com
WEB: www.rwkrebs.com

DATE: SEPTEMBER 18, 2019 DRAWN BY: JSN
SCALE: 1" = 20' CHECKED BY: NDK
JOB #: 191945

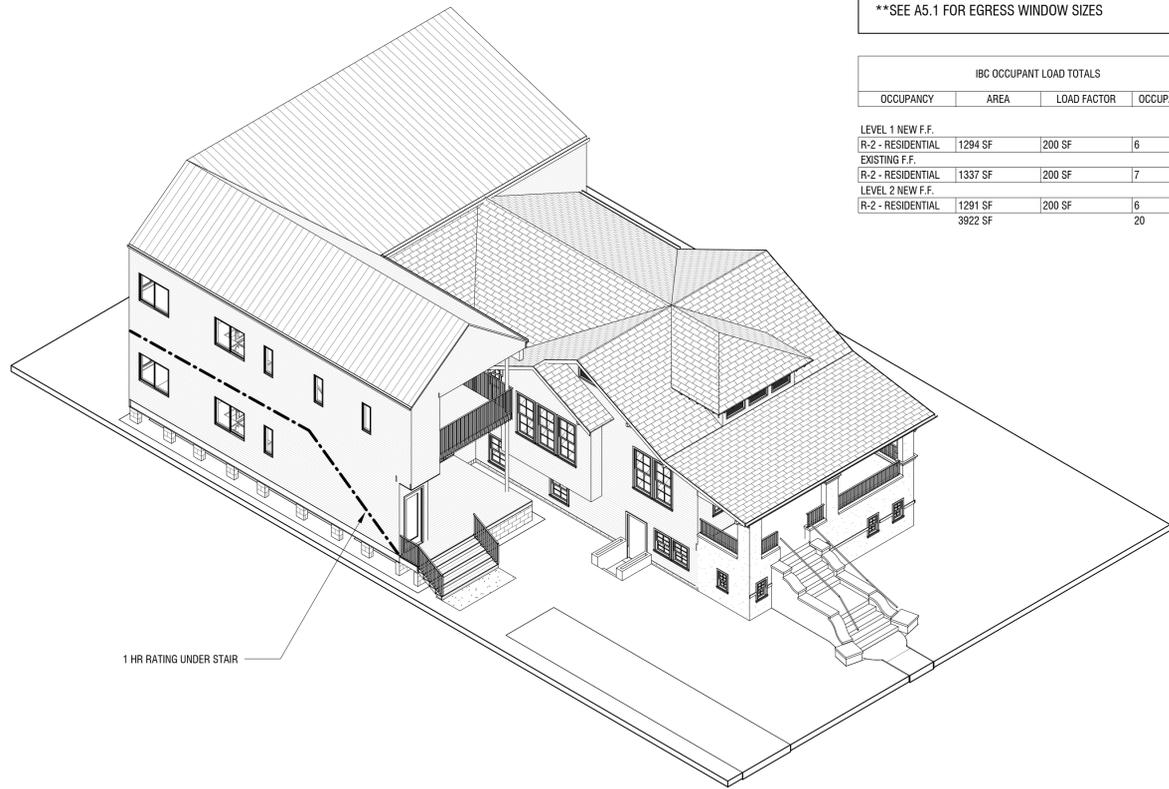
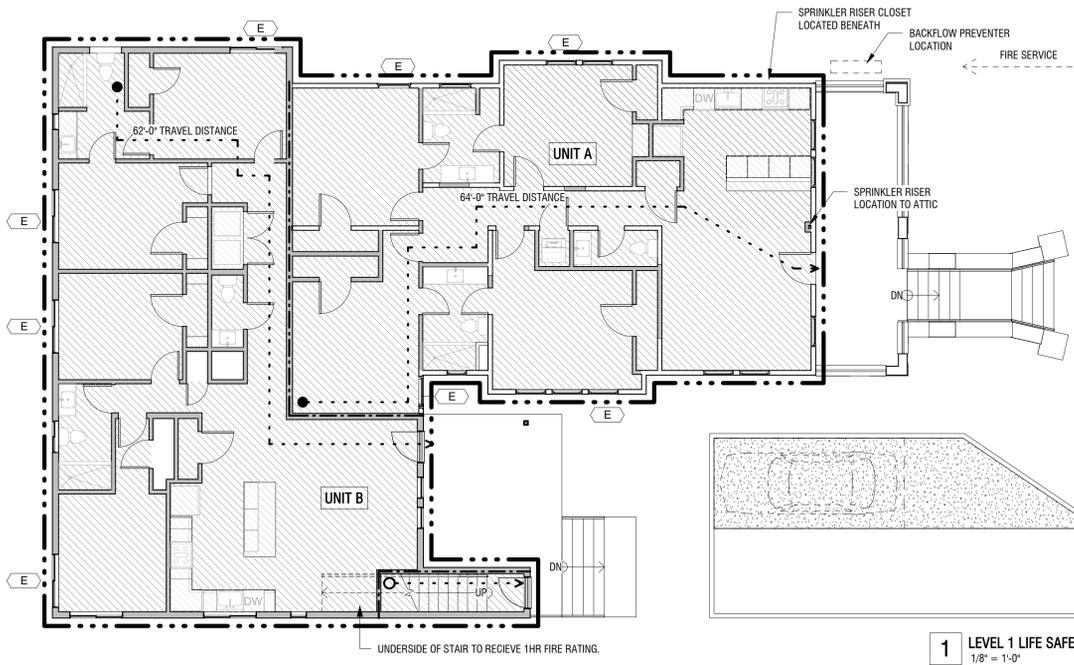
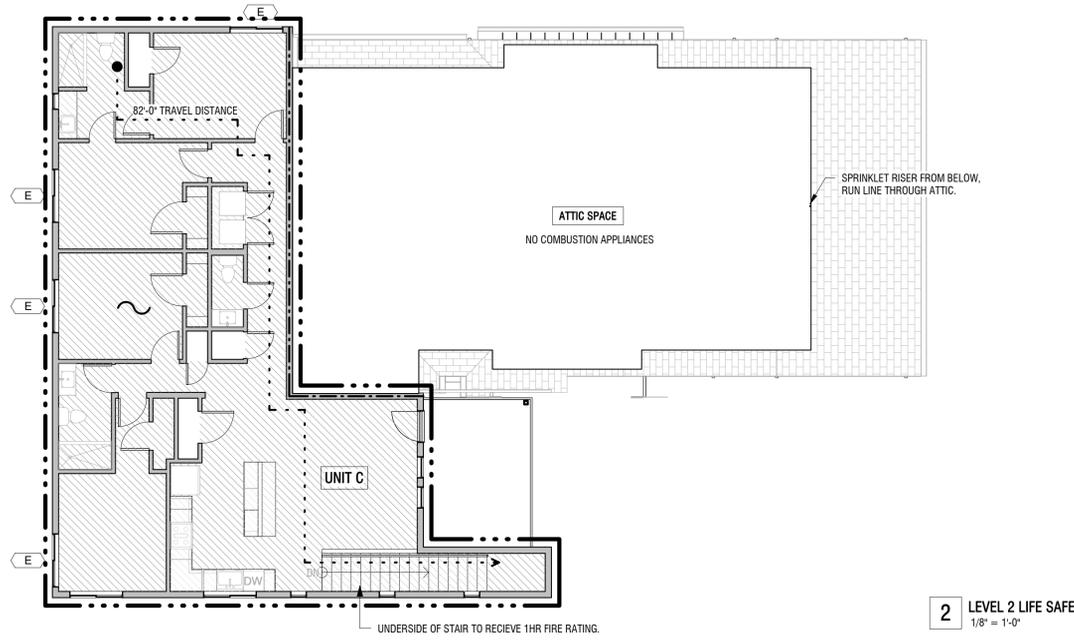


Department Legend

- R-2 - RESIDENTIAL
- 1 HR FIRE RATED WALL
- TRAVEL DISTANCE
- SPRINKLER HEAD LAYOUT BASED ON LIGHT HAZARD OCCUPANCY
- 1 HR RATED FLOOR ASSEMBLY
- EMERGENCY EGRESS WINDOW

**SEE A5.0 FOR ASSEMBLY TYPES.
**SEE A5.1 FOR EGRESS WINDOW SIZES

IBC OCCUPANT LOAD TOTALS			
OCCUPANCY	AREA	LOAD FACTOR	OCCUPANT LOAD
LEVEL 1 NEW F.F.			
R-2 - RESIDENTIAL	1294 SF	200 SF	6
EXISTING F.F.			
R-2 - RESIDENTIAL	1337 SF	200 SF	7
LEVEL 2 NEW F.F.			
R-2 - RESIDENTIAL	1291 SF	200 SF	6
	3922 SF		20



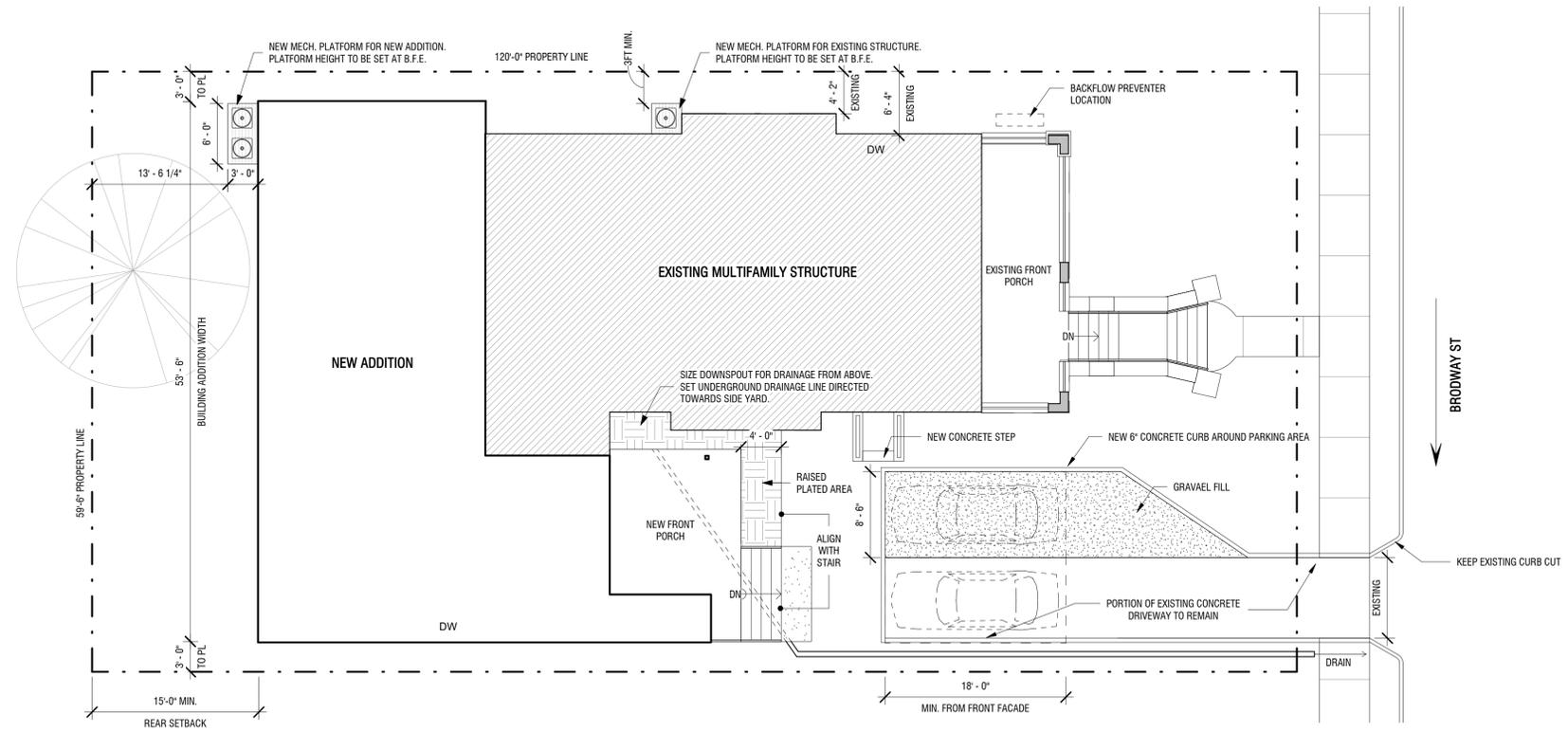
3 LIFE SAFETY AXON

CODE ANALYSIS

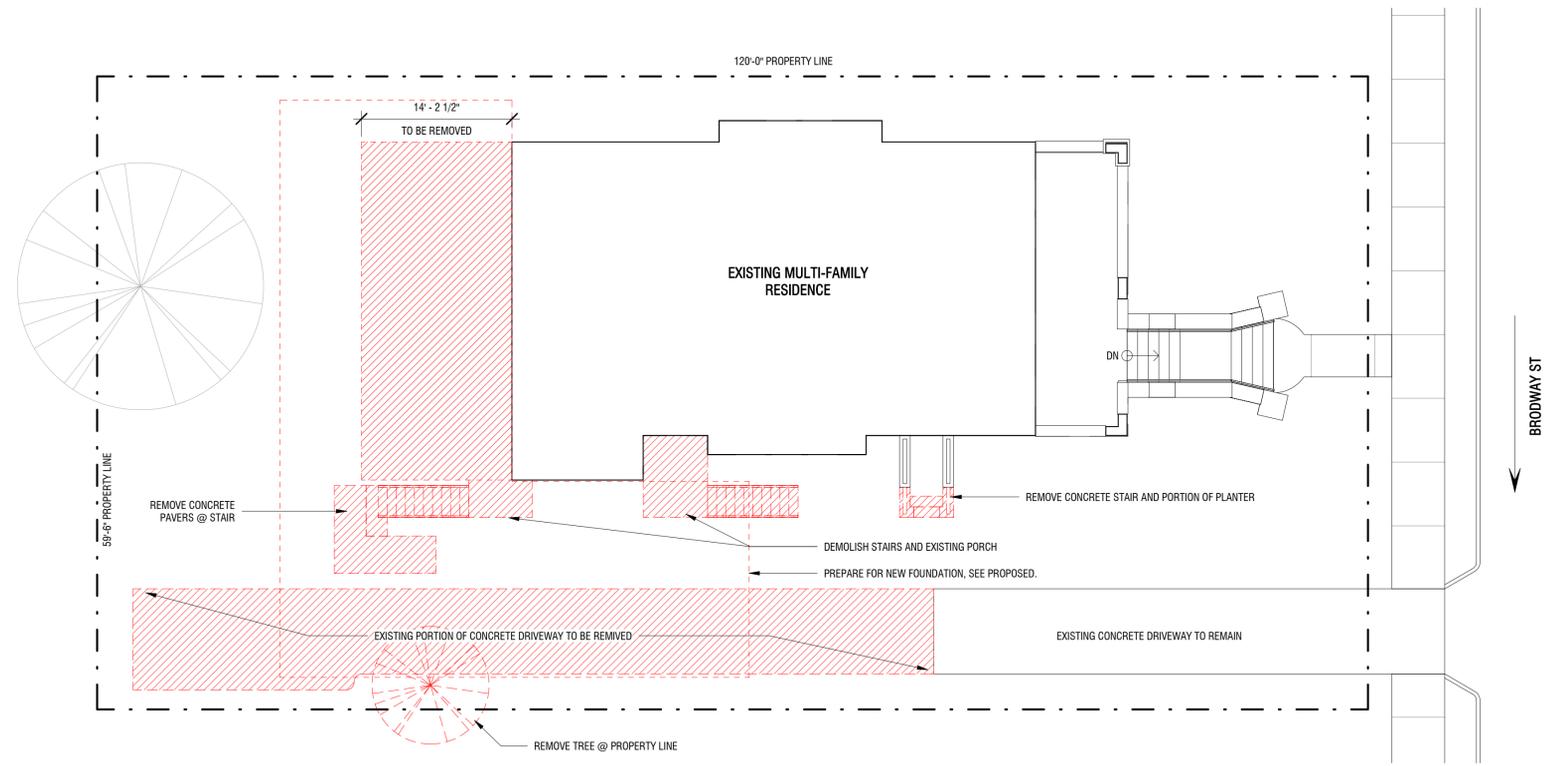
APPLICABLE CODES	
Building Code	2015 International Building Code
Life Safety Code	2012 NFPA 101 Life Safety
Mechanical Code	2015 International Mechanical Code
Plumbing Code	SWAB Plumbing, 2000 Louisiana Plumbing Code
Electrical Code	2015 National Electric Code
Accessibility Code	ADA-ABA
Energy Code	ASHRAE 90.1-2007
BUILDING INFORMATION	
Building Area	
Unit A:	1478 SF
Unit B:	1422 SF
Unit C:	1497 SF
Total:	4397 SF
Number of Stories:	1 (Existing Structure) 2 (New Addition)
Fire Protection	
Sprinkler:	Provided
Fire Alarm:	Fire alarm provided
Detection:	Carbon monoxide and smoke detectors provided per IRC
OCCUPANCY CLASSIFICATION	
Building Use Group:	Residential R-2
Construction Type:	Type V-B / V (000)
Maximum Height:	40'-0"
Maximum Area:	7000 SF
Height modification with automatic sprinklers:	N/A

FIRE RESISTANCE REQUIREMENTS (IBC Table 601)	
Primary Structural Frame:	Type V-B 0 hr
Exterior Bearing Walls:	0 hr
Exterior Non-Bearing Walls:	0 hr (Residential)
Interior Bearing Walls:	0 hr
Interior Non-Bearing Walls:	0 hr
Floor/Ceiling Assemblies:	0 hr
Roof Assemblies:	0 hr
Corridors:	.5 hr
Corridor doors:	20 min
Dwelling Unit Separation:	1 hr fire partitions (IBC 709, 711)
Stairwell Separation:	1 hr (IBC 1023.2)
Stairwell doors:	N/A

EGRESS REQUIREMENTS	
Exit Capacity:	(IBC 1005.1)
Stairways:	.3" per occupant
Other Egress Components:	.2" per occupant
Occupant Load Factors:	(IBC Table 1004.1.1)
R-2 - Residential:	200 SF/gross
Minimum Number of Exits:	(IRC R311.2) 1
Exit Access:	(IBC Table 1017.2 / NFPA A.31.1)
Travel distance to exit:	125' (w/ Automatic Sprinkler throughout per NFPA 13, Option 4)
Doors:	(IRC R311.2)
Min. Clear Width:	32"
Min. Height:	78"
Door Swing Type:	Hinge or Pivot
Stairwell:	(IRC R311.7, NFPA 7.2.2.2.1.2)
Min. Width:	36"



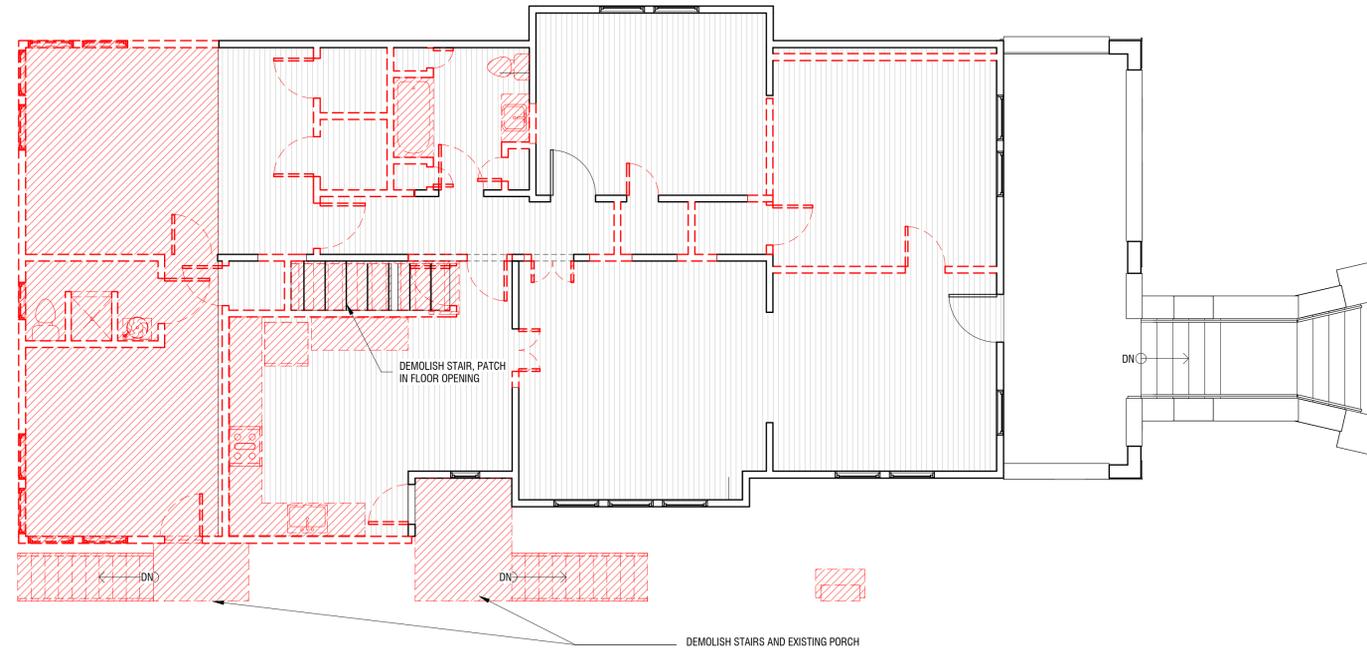
1 SITE PLAN PROPOSED
 1/8" = 1'-0"



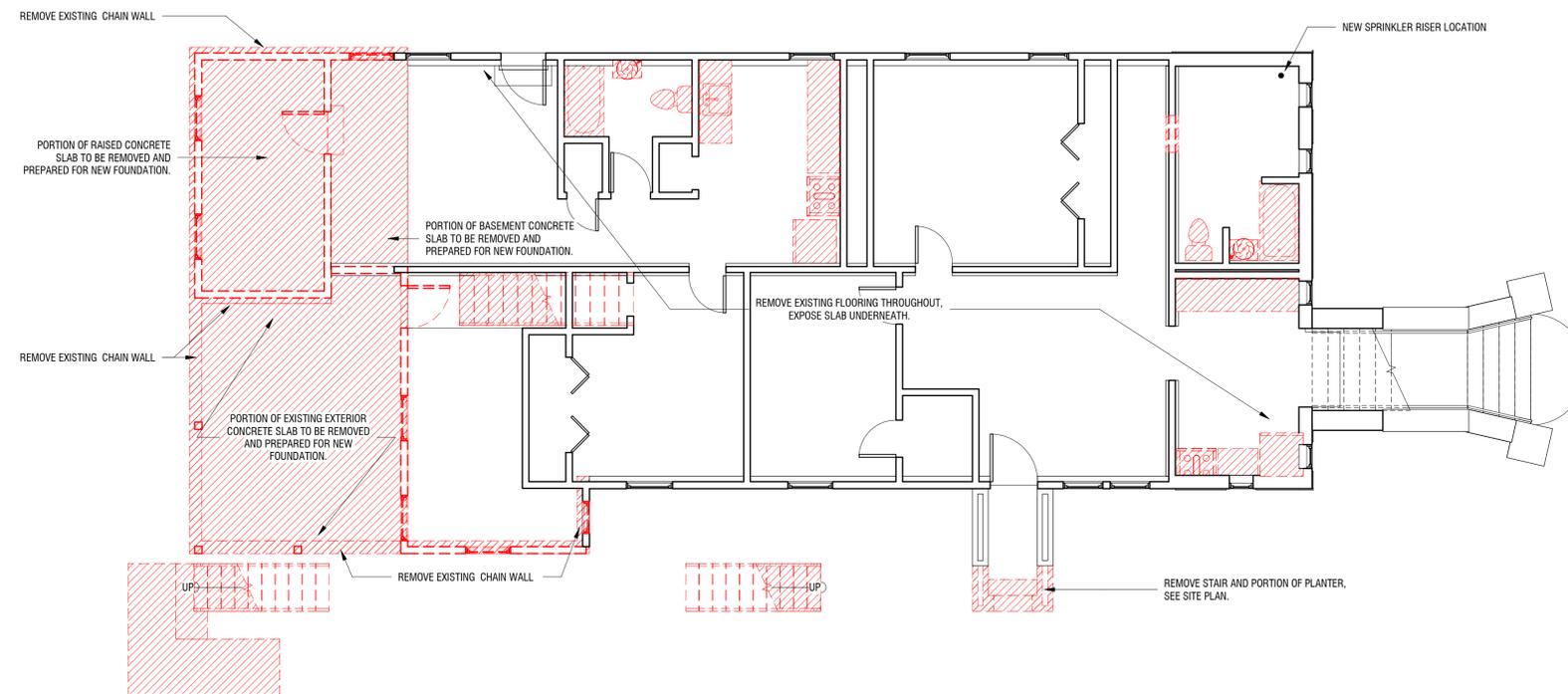
2 SITE DEMOLITION PLAN
 1/8" = 1'-0"



revisions:	NUMBER	DATE



1 DEMOLITION PLAN - LEVEL 1 EXISTING
 3/16" = 1'-0"



2 DEMOLITION - GROUND LEVEL EXISTING
 3/16" = 1'-0"

- SHEET NOTES:**
- RETAIN ALL EXISTING DOORS & DECORATIVE CASING FOR USE IN RENOVATION, LOCATIONS TO BE COORDINATED W/ OWNER
 - RETAIN ALL DECORATIVE WINDOW TRIM FOR USE IN RENOVATION, LOCATIONS TO BE COORDINATED W/ OWNER
 - DEMOLISH ALL EXISTING THROUGH-WALL AC UNITS AND PATCH OPENINGS
 - G.G. RESPONSIBLE FOR ALL TEMPORARY BRACING & SHORING NECESSARY DURING CONSTRUCTION

DEMOLITION LEGEND

	EXISTING WALL TO REMAIN
	EXISTING WALL TO BE DEMOLISHED
	TO BE DEMOLISHED

1409 BROADWAY
 1409 Broadway Street
 New Orleans, LA 70118



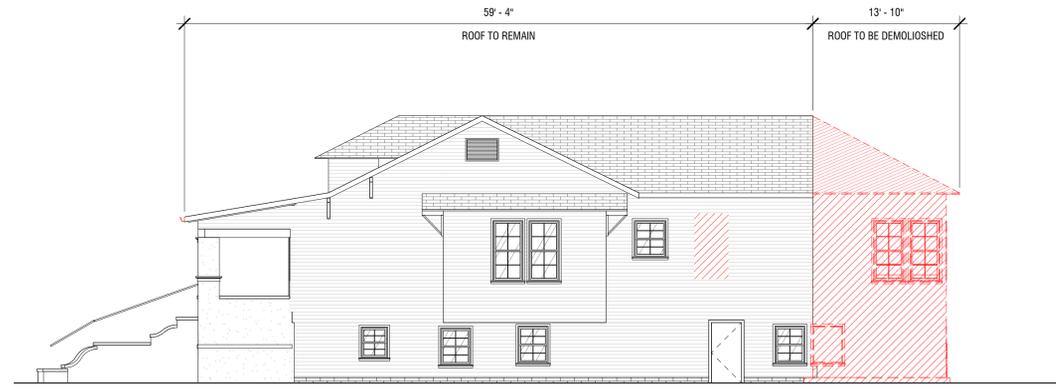
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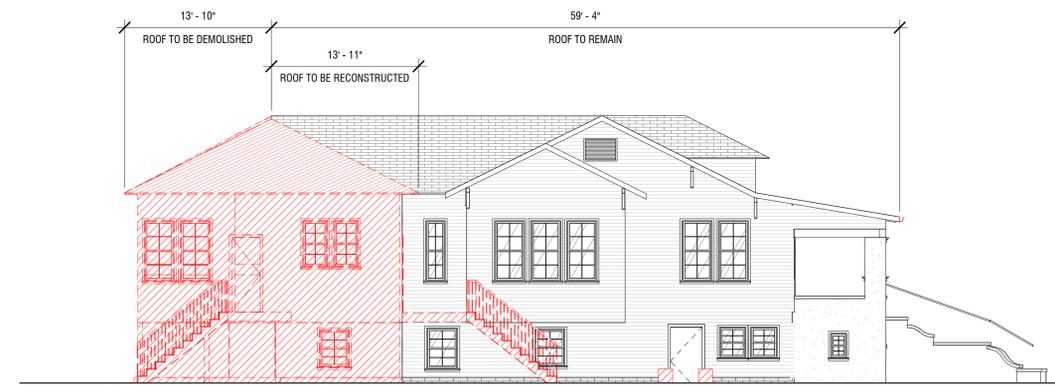
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NUMBER	DATE

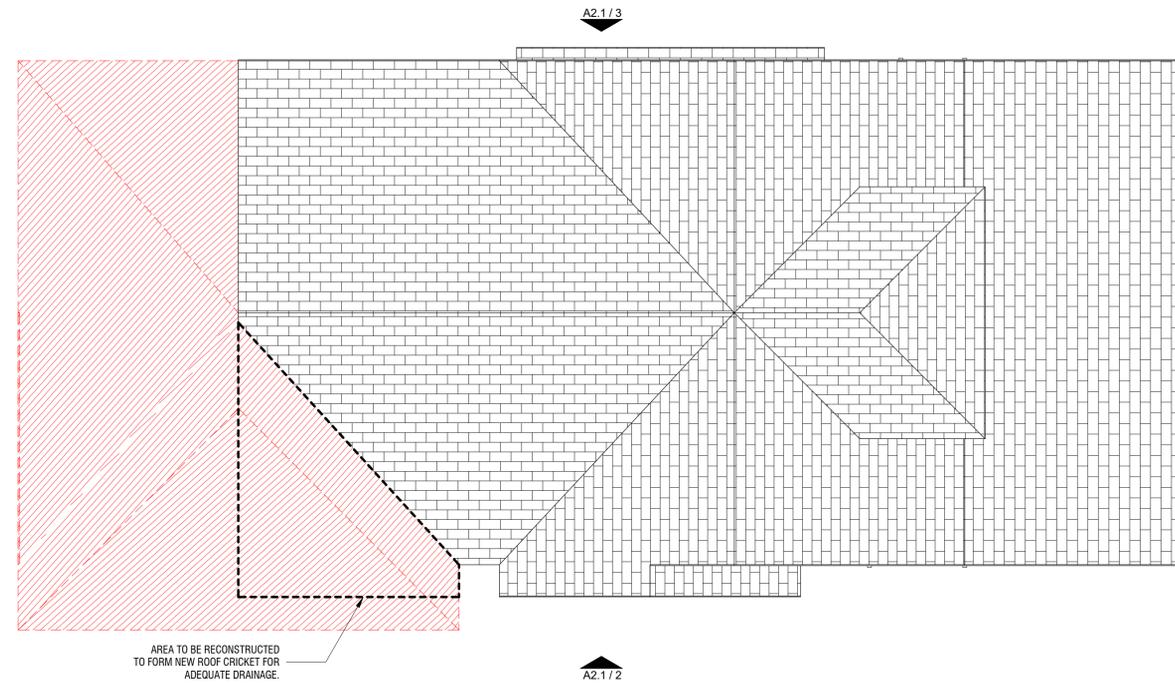
A2.0
 DEMOLITION PLAN



3 RIGHT DEMO ELEVATION
 1/8" = 1'-0"



2 LEFT DEMO ELEVATION
 1/8" = 1'-0"



1 DEMOLITION PLAN - ROOF
 3/16" = 1'-0"

- SHEET NOTES:**
- RETAIN ALL EXISTING DOORS & DECORATIVE CASING FOR USE IN RENOVATION. LOCATIONS TO BE COORDINATED W/ OWNER
 - RETAIN ALL DECORATIVE WINDOW TRIM FOR USE IN RENOVATION. LOCATIONS TO BE COORDINATED W/ OWNER
 - DEMOLISH ALL EXISTING THROUGH-WALL AC UNITS AND PATCH OPENINGS
 - G.C. RESPONSIBLE FOR ALL TEMPORARY BRACING & SHORING NECESSARY DURING CONSTRUCTION

DEMOLITION LEGEND

	EXISTING WALL TO REMAIN
	EXISTING WALL TO BE DEMOLISHED
	TO BE DEMOLISHED

1409 BROADWAY
 1409 Broadway Street
 New Orleans, LA 70118



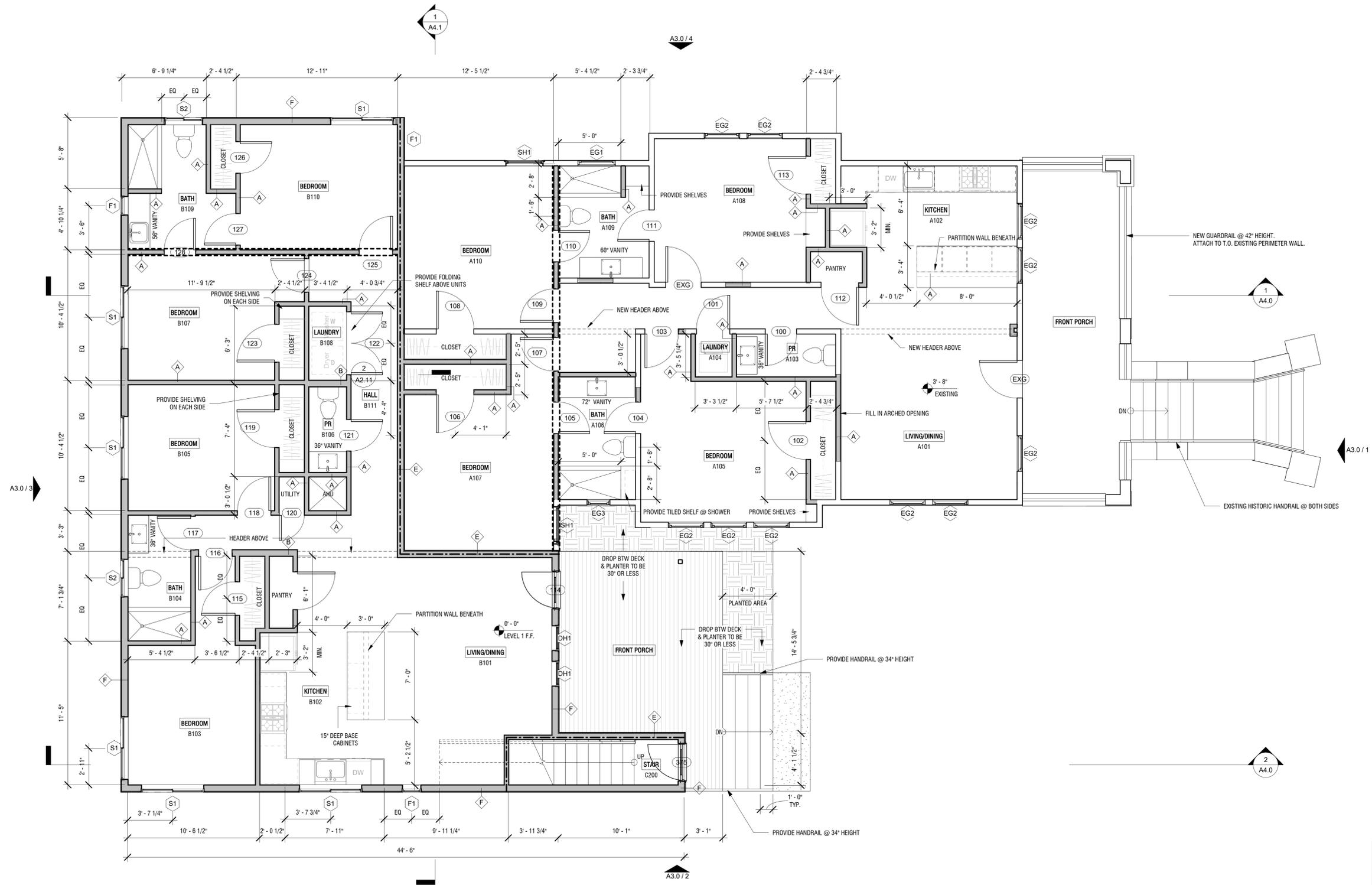
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 checked by: SW

revisions:

NUMBER	DATE

A2.1
 DEMOLITION ROOF
 PLAN + ELEVATIONS

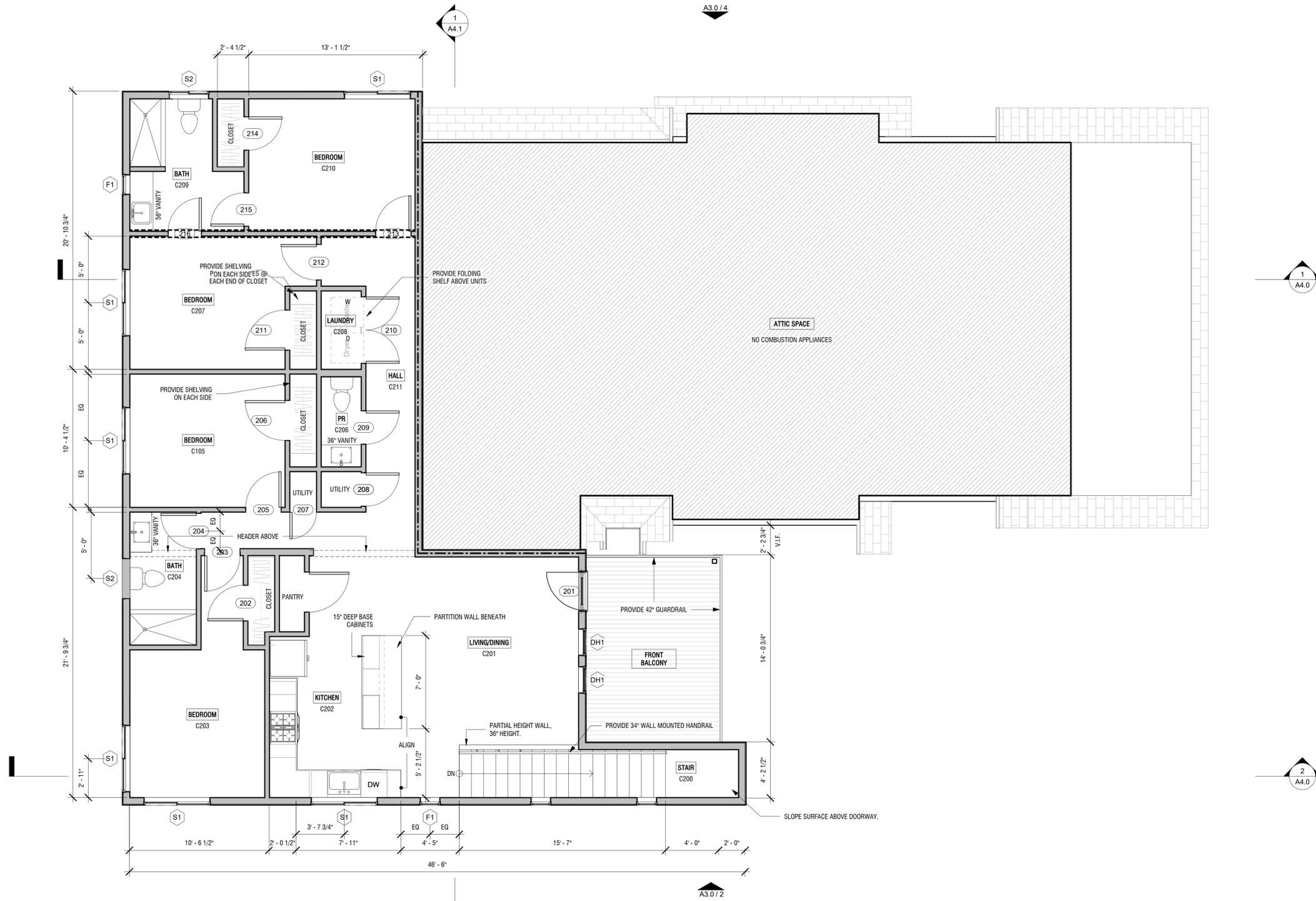


1 LEVEL 1 PROPOSED
 1/4" = 1'-0"

WALL	SEE AXXX FOR ASSEMBLY
	NEW WALL
	EXISTING WALL TO REMAIN
	1 HR FIRE-RATED WALL
	SHEAR WALL, SHEATHED BOTH SIDES
	ACOUSTIC INSULATION IN WALL CAVITY

SHEET NOTES:

- DIMENSIONS TO FACE OF FRAMING U.N.O.
- WINDOW AND DOOR DIMENSIONS TO CENTERLINE
- FINISH OF NEW WALLS TO ALIGN & MATCH EXG. ADJACENT, U.N.O.
- NEW EXTERIOR WALLS: TYPE A U.N.O.
- NEW INTERIOR WALLS: TYPE B U.N.O.
- NEW PLUMBING WALLS: TYPE C U.N.O.
- HORIZONTAL FLOOR ASSEMBLY TO BE 1-HR RATED, SEE TYP. CEILING TYPE



WALL SEE XXXX FOR ASSEMBLY

	NEW WALL
	EXISTING WALL TO REMAIN
	1 HR FIRE-RATED WALL
	SHEAR WALL, SHEATH BOTH SIDES
	ACOUSTIC INSULATION IN WALL CAVITY

- SHEET NOTES:**
- DIMENSIONS TO FACE OF FRAMING U.N.O.
 - WINDOW AND DOOR DIMENSIONS TO CENTERLINE
 - FINISH OF NEW WALLS TO ALIGN & MATCH EXG. ADJACENT, U.N.O.
 - NEW EXTERIOR WALLS: TYPE A U.N.O.
 - NEW INTERIOR WALLS: TYPE B U.N.O.
 - NEW PLUMBING WALLS: TYPE C U.N.O.
 - HORIZONTAL FLOOR ASSEMBLY TO BE 1-HR RATED, SEE TYP. CEILING TYPE

1 LEVEL 2 PROPOSED
 1/4" = 1'-0"

1409 BROADWAY
 1409 Broadway Street
 New Orleans, LA 70118



PERMIT SET

02/03/2020
 drawn by: AC
 checked by: SW

revisions:

NUMBER	DATE

A2.3
 PROPOSED PLAN



1 ROOF PLAN
 1/4" = 1'-0"



STRUCTURAL NOTES

CONSTRUCTION DOCUMENTS REPRESENT THE FINISHED STRUCTURE. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, SEQUENCES AND SAFETY PRECAUTIONS, INCLUDING BUT NOT LIMITED TO SHORING AND TEMPORARY BRACING.

OMISSIONS OR CONFLICTS BETWEEN VARIOUS ELEMENTS OF THE CONSTRUCTION DOCUMENTS SHOULD BE BROUGHT TO THE ATTENTION OF THE DESIGN TEAM. IF CERTAIN FEATURES ARE NOT FULLY DELINEATED IN THE CONSTRUCTION DOCUMENTS, THEIR CONSTRUCTION SHALL BE OF THE SAME CHARACTER AS FOR SIMILAR CONDITIONS THAT ARE DELINEATED.

THE CONTRACTOR IS RESPONSIBLE FOR LIMITING THE AMOUNT OF CONSTRUCTION LOAD IMPOSED UPON THE STRUCTURAL FRAMING. CONSTRUCTION LOADS SHALL NOT EXCEED THE DESIGN CAPACITY OF THE FRAMING AT THE TIME THE LOADS ARE IMPOSED.

THE STRUCTURE IS DESIGNED TO FUNCTION AS A UNIT UPON COMPLETION. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING ALL TEMPORARY BRACING AND/OR SUPPORT THAT MAY BE REQUIRED AS THE RESULT OF THE CONTRACTOR'S CONSTRUCTION METHODS AND/OR SEQUENCES.

DESIGN BASIS BASED UPON 2015 INTERNATIONAL BUILDING CODE(IBC), NEW ORLEANS AMENDMENTS, ICC/ANSI A117.1-1998. DESIGN LOADS IN ACCORDANCE WITH IBC 2015

DESIGN LIVE LOAD:
FLOORS: 40PSF
ROOF: 20PSF
ULT. DESIGN WIND SPEED: 140MPH

ASSUMED SOIL CAPACITY: 1,000 PSF

MATERIALS

EARTHWORK

PLACE FOOTINGS ON UNDISTURBED SOIL. NOTIFY THE ARCHITECT IF SOFT SPOTS, UNDERGROUND OBSTRUCTIONS OR ANY UNUSUAL CONDITION IS ENCOUNTERED DURING STRIPPING, EXCAVATION OR FILLING.

TERMITE PROTECTION SHALL BE PROVIDED AS REQUIRED BY SEC. R318 IRC 2015 ED. (CHEMICAL TERMICIDE TREATMENT).

BENEATH THE SLABS, FOOTINGS AND DRIVES, ALL FILL SHALL BE FREE OF TREES, ROOTS, MASONRY AND ALL OTHER DELETERIOUS MATERIAL. FILL SHALL HAVE A PLASTICITY INDEX OF 15 OR LESS AND SHALL BE COMPACTED TO AT LEAST 90% MAXIMUM DENSITY AS DETERMINED BY THE STANDARD PROCTOR TEST AT OPTIMUM MOISTURE CONTENT.

SETTLEMENT OF SLABS ON FILL, SUCH AS DRIVES OR PARKING AREAS, SHOULD BE EXPECTED.

CONCRETE

ALL CONCRETE WORK SHALL CONFORM TO ACI 301 SPECIFICATION FOR STRUCTURAL CONCRETE FOR BUILDINGS AND MEET THE FOLLOWING REQUIREMENTS:
CONCRETE - TYPE I CEMENT ASTM C 150, NORMAL WEIGHT AGGREGATES ASTM C 33, 3000 PSI AT 28 DAYS, 5' SLUMP.

REINFORCING STEEL - ASTM A615 GRADE 60, WELDED WIRE FABRIC ASTM A185. REINFORCING STEEL DETAILS - EXCEPT AS NOTED OTHERWISE, WHERE CONTINUOUS REINFORCING IS SPECIFIED, HOOK BARS AT NON-CONTINUOUS ENDS.
LAP BAR SPLICES AS INDICATED:

#3: 1'-3"
#4: 1'-8"
#5: 2'-2"
#6: 2'-2"
WELDED WIRE FABRIC - ONE SPACING PLUS 6"
PROVIDE 1 1/2" TOP COVER, 3" BOTTOM COVER FOR GRADE BEAM REINFORCING.

WOOD PILES

ALL PILES MIN 30' ANSI CLASS 5 TIMBER, MIN TIP 6" DIAMETER, MIN BUTT 8" DIAMETER
MIN 25' PENETRATION, IF NOT CONTACT ARCHITECT.

CONCRETE MASONRY UNITS

ALL CONCRETE MASONRY WORK SHALL CONFORM TO ACI 530/530.1-05. BUILDING CODE REQUIREMENTS AND SPECIFICATIONS FOR MASONRY STRUCTURES.
CONCRETE MASONRY UNITS - ASTM C90, GRADE N-1.
MORTAR: ASTM C270, TYPE "M" OR "S".
GROUT: ASTM C476, 3000 PSI MINIMUM COMPRESSIVE STRENGTH, PEA GRAVEL MIX, 5" MINIMUM SLUMP.

REINFORCING STEEL - ASTM A615 GRADE 60, WIRE STEEL SHALL BE ASTM A82.
LAP SPICE REINFORCING AS INDICATED BELOW:

#4: 2'-0"
#5: 2'-2"
#6: 2'-6"
WIRE JOINT REINFORCING: 1'-0"
THE MASONRY ASSEMBLY SHALL ACHIEVE A UNIT STRENGTH (FM) = 1500 PSI. SEE DRAWINGS FOR COURSING TYPE.

WOOD FRAMING

ALL WOOD FRAMING FABRICATION AND ERECTION SHALL CONFORM TO THE NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION BY THE NFA, THE PLYWOOD DESIGN SPECIFICATION BY THE APA AND MEET THE REQUIREMENTS BELOW, UNLESS NOTED OTHERWISE ALL WOOD CONNECTIONS SHALL BE IN ACCORDANCE WITH THE FASTENING SCHEDULE OF THE INTERNATIONAL BUILDING CODE.

ALL LUMBER AND PLYWOOD SHALL BE IDENTIFIED BY OFFICIAL GRADE MARK AND SHALL BE THE FOLLOWING GRADE:

STUDS: #2 FIR OR SYP 245 PLATES, FURRING,
JOISTS / RAFTERS: #2 FIR OR SYP S45
PLATES IN CONTACT WITH CONCRETE: #2 SYP CELCURE

FRAMING LUMBER SHALL BE THE FOLLOWING MINIMAL NOMINAL SIZES:

EXTERIOR WALLS: 2X6 STUDS @ 16" O.C. FIR OR SYP
INTERIOR PARTITIONS: 2X4 @ 16" O.C. FIR OR SYP
BASE PLATES: 2X THICKNESS OF WALL, FIR OR SYP
JOISTS: SEE PLAN FOR SIZES

BRIDGING SHALL BE SOLID AND THE SAME DEPTH AS THE JOIST. 8" MAX SPACING OF BRIDGING LINES.

PROVIDE HURRICANE CLIPS AT ALT. VERTICAL STUDS SECURED TO THE TOP AND BOTTOM PLATES IN ACCORDANCE WITH 802.5.1 IRC 2015 ED.
TOP PLATES WILL BE SECURED TO EACH OTHER AT EVERY 16" O.C. D. PROVIDE HURRICANE CLIPS AT ALTERNATE RAFTER SECURING RAFTERS TO WALL FRAMING.

JOIST NOTCHES MAY OCCUR IN THE TOP OR BOTTOM, BUT MAY NOT BE LOCATED IN THE CENTER ONE-THIRD OF THE SPAN. A NOTCH MAY NOT EXCEED ONE-SIXTH THE ACTUAL DEPTH OF THE JOIST EXCEPT AT THE VERY ENDS, WHERE IT MAY BE ONE-FOURTH. HOLES BORED IN JOISTS MUST NOT BE LARGER THAN ONE THIRD THE DEPTH OF THE JOIST AND MUST NOT BE WITHIN TWO INCHES OF BOTTOM EDGE.

IN COMBUSTIBLE CONSTRUCTION WHERE THERE IS USABLE SPACE BOTH ABOVE AND BELOW THE CONCEALED SPACE OF A FLOOR/CEILING ASSEMBLY, DRAFT-STOPS SHALL BE INSTALLED SO THAT THE AREA OF THE CONCEALED SPACE DOES NOT EXCEED 1,000 SQUARE FEET. (IRC 2015 SECTION R302.12)

FLOOR DECKING

APA RATED 3/4" T&G PLYWOOD OR "ADVANTEC" FLOOR DECKING. NAIL WITH 8D NAILS SPACED AT 6" O.C. AT PANEL ENDS AND 12" O.C. AT INTERMEDIATE SUPPORTS. PROVIDE SOLID BLOCKING AT ALL PANEL EDGES

ROOF DECKING

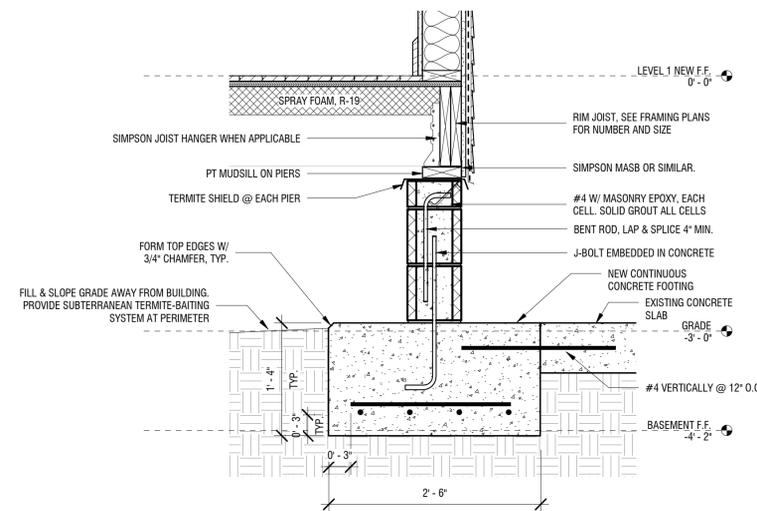
SHALL BE 5/8"x4'-0"x8'-0" CDX PLYWOOD WITH EXTERIOR GLUE APPLIED OVER ROOF WITH PLY CLIPS. NAIL WITH 10D NAILS SPACED AT 6" O.C. AT PANEL EDGES AND 12" O.C. AT INTERMEDIATE SUPPORTS. PROVIDE SOLID BLOCKING AT ALL PANEL EDGES.

WALL SHEATHING

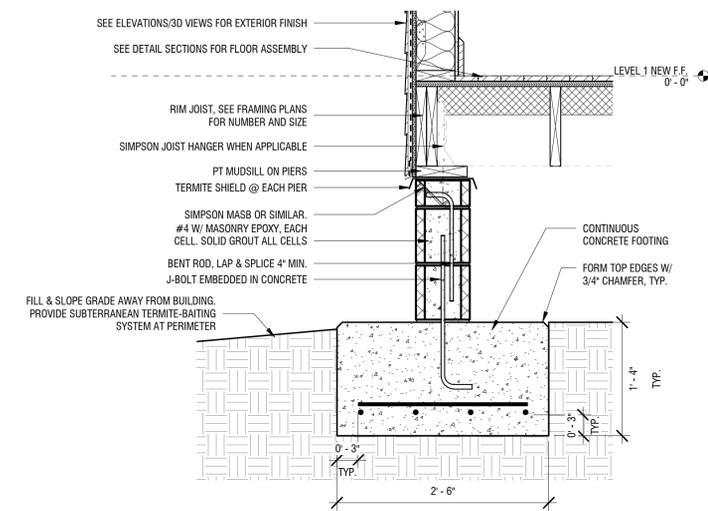
PROVIDE 1/2" PLYWOOD OR 1/2" WINDGUARD SHEATHING ON ALL EXTERIOR WALLS. NAIL PLYWOOD EDGES WITH 10D NAILS AT 6" O.C. AT PANEL EDGES AND 12" O.C. AT INTERMEDIATE SUPPORTS. PROVIDE SOLID BLOCKING AT ALL PANEL EDGES. THE INSTALLATION OF PLYWOOD SHEATHING ON EXTERIOR WALLS SHALL BE INSTALLED IN ORDER TO PROVIDE SHEAR WALL ON EXTERIOR OF BUILDING.

GYPSUM WALL BOARD

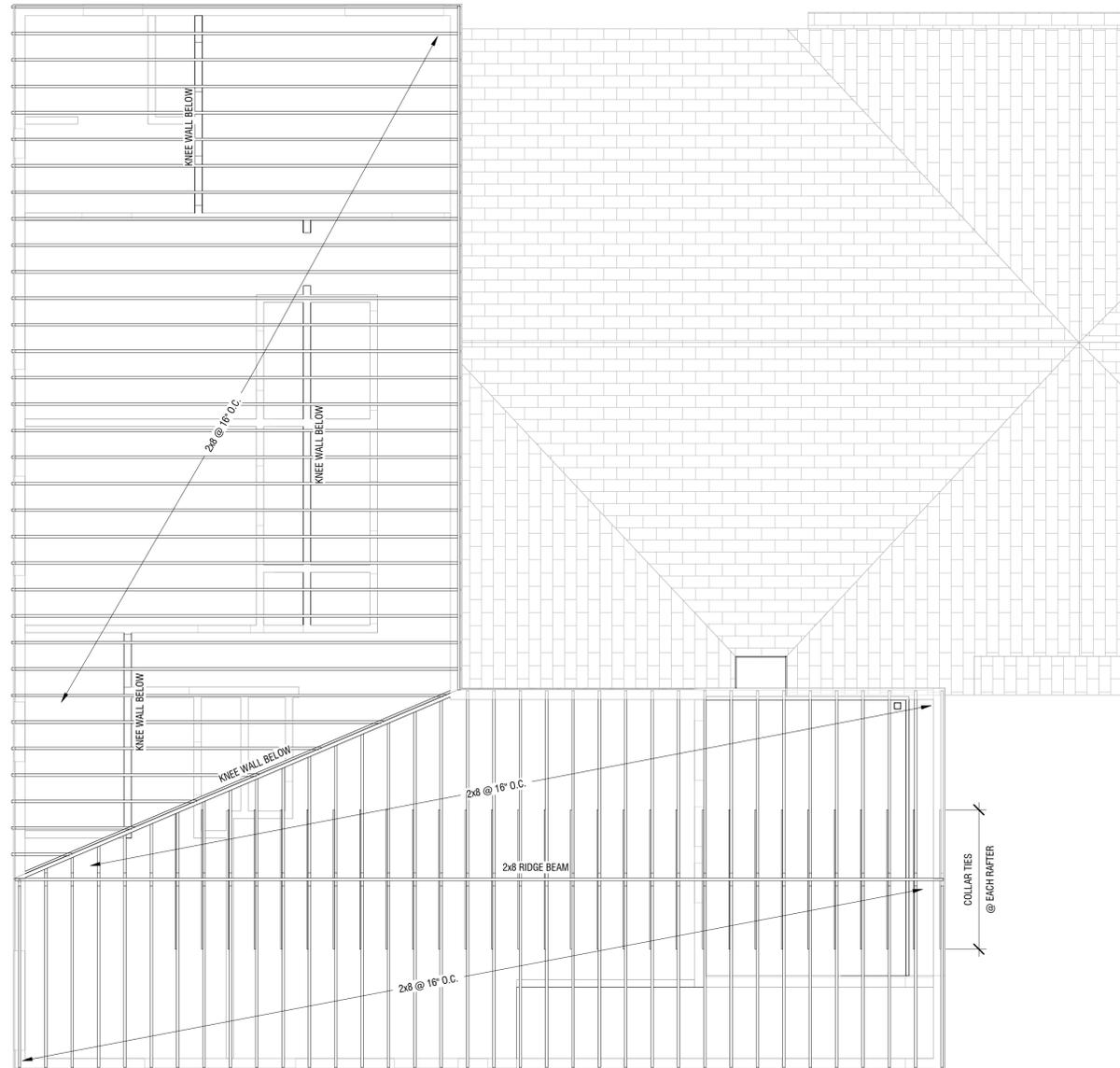
SHALL BE 1/2" THICKNESS AT WALLS AND 5/8" THICKNESS AT CEILINGS, 48" WIDE AND OF GREATEST POSSIBLE LENGTHS.



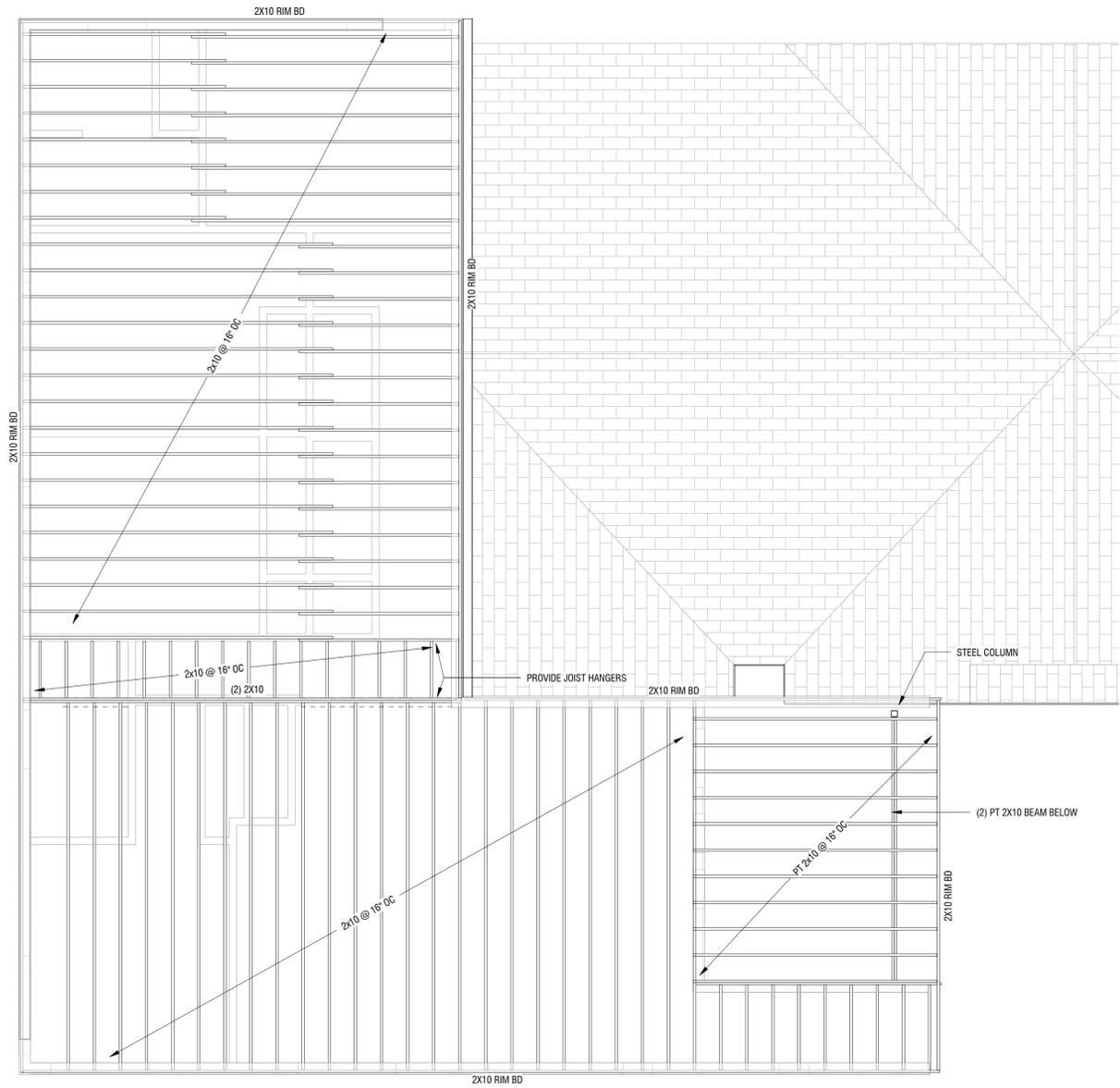
2 DETAIL - FLOOR FRAMING @ EXISTING SLAB
1" = 1'-0"



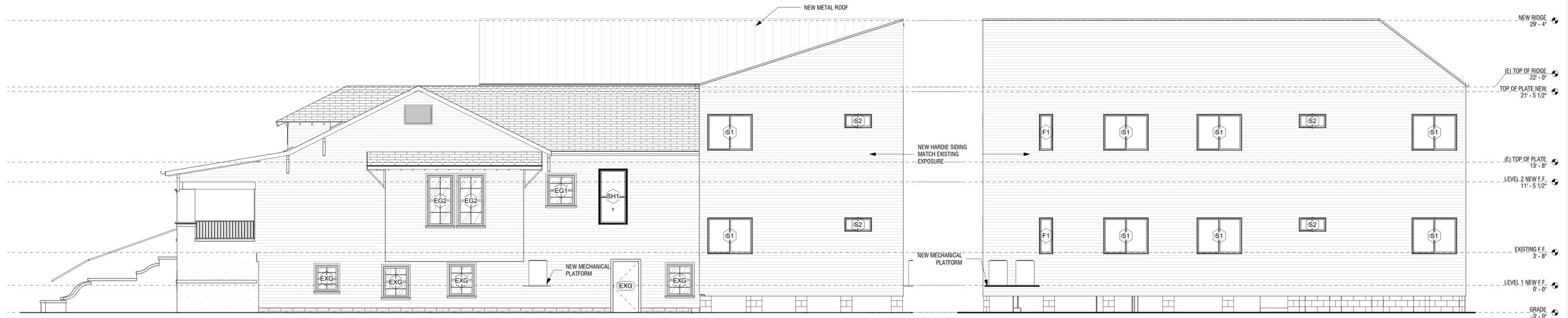
1 DETAIL - FLOOR FRAMING
1" = 1'-0"



2 ROOF FRAMING
 1/4" = 1'-0"

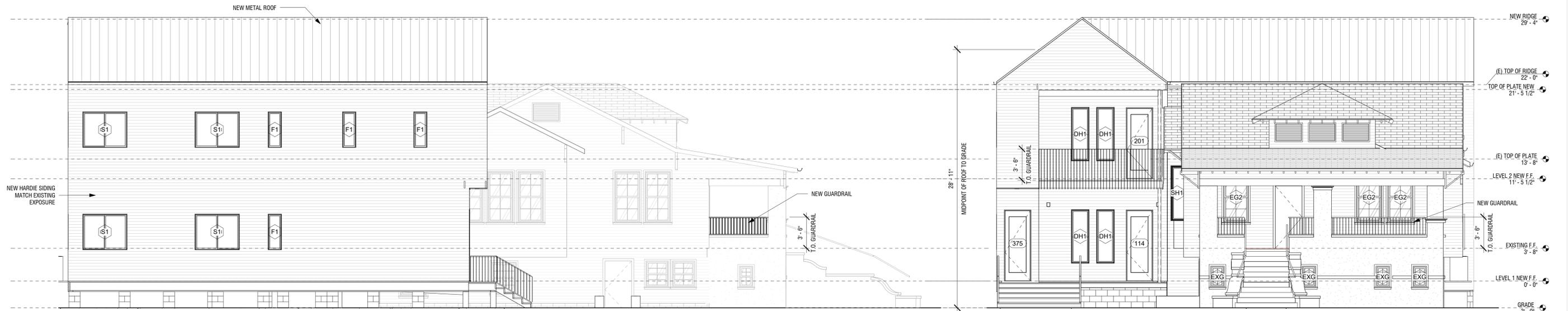


1 LEVEL 2 CEILING FRAMING
 1/4" = 1'-0"



4 BUILDING ELEVATION - RIGHT
 3/16" = 1'-0"

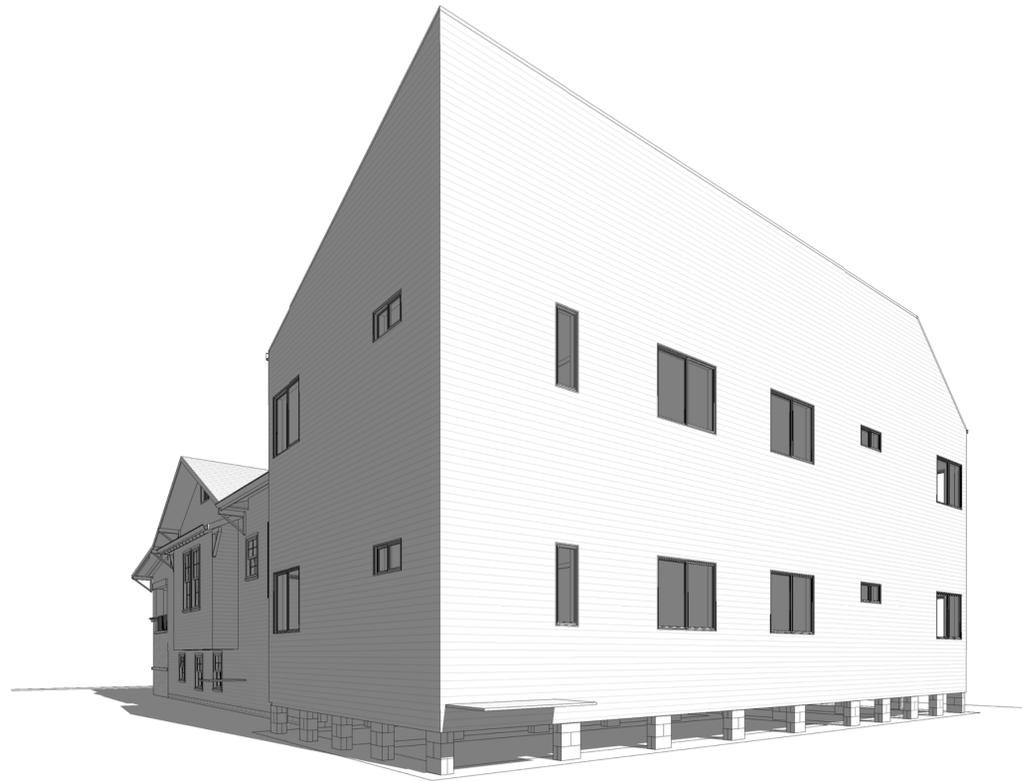
3 BUILDING ELEVATION - REAR
 3/16" = 1'-0"



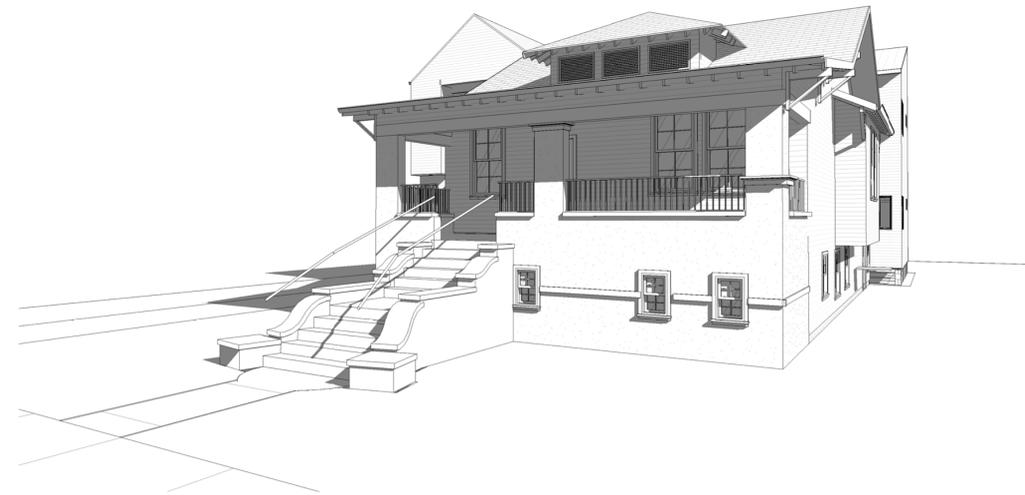
2 BUILDING ELEVATION - LEFT
 3/16" = 1'-0"

1 BUILDING ELEVATION - FRONT
 3/16" = 1'-0"

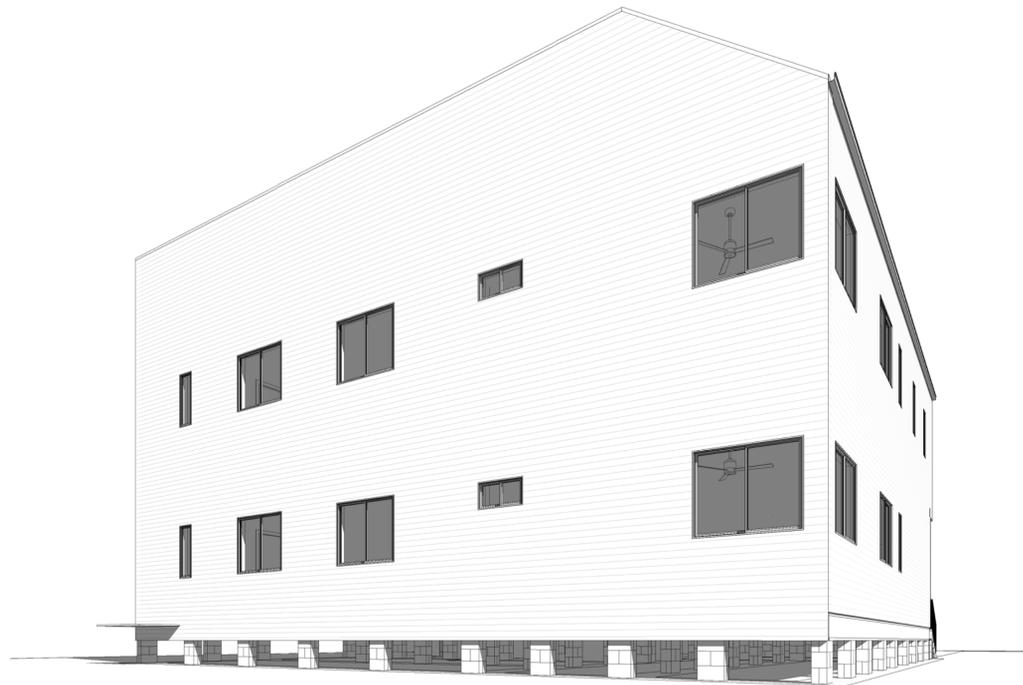




4 REAR VIEW



3 FRONT VIEW



2 REAR VIEW



1 FRONT VIEW

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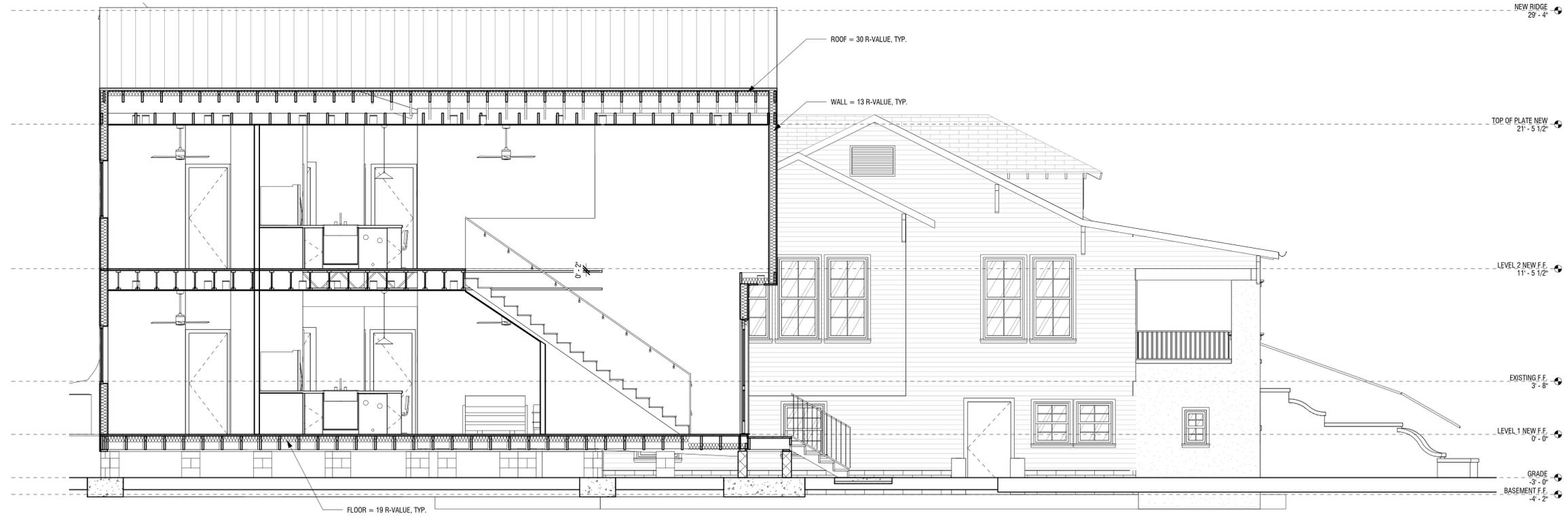
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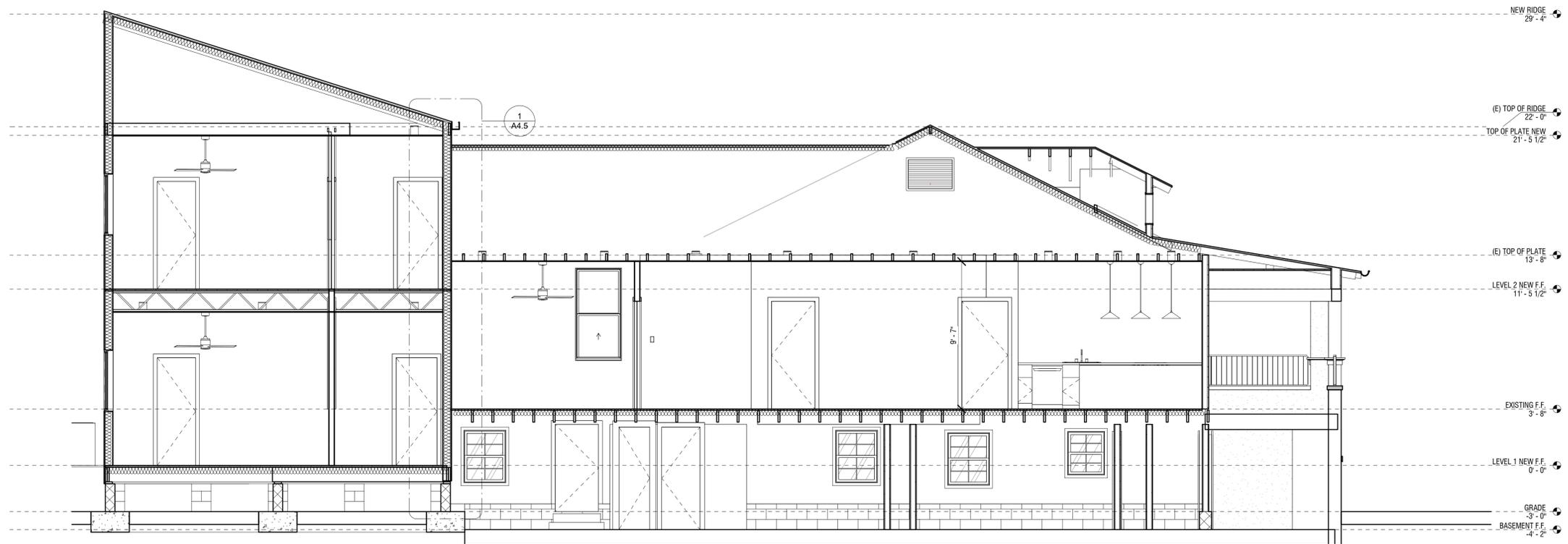
NUMBER	DATE

NOTE: 3D VIEWS FOR ILLUSTRATION
 ONLY. FINAL MATERIALS, MASSING, AND
 LOCATIONS AND SIZES OF OPENINGS
 ARE SUBJECT TO CHANGE.

A3.1
 3D VIEWS



2 BUILDING SECTION B
 1/4" = 1'-0"



1 BUILDING SECTION A
 1/4" = 1'-0"

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A4.0
 BUILDING SECTIONS



1 BUILDING SECTION C
 1/4" = 1'-0"

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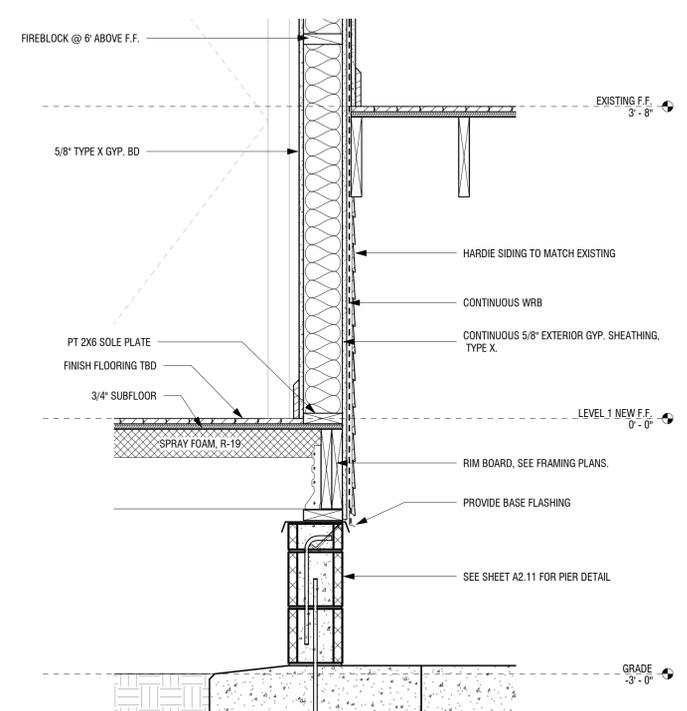
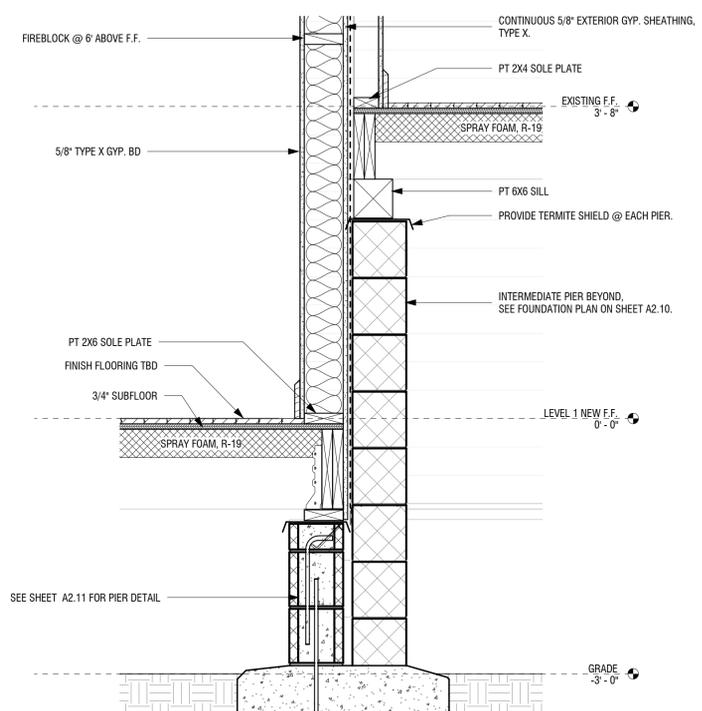
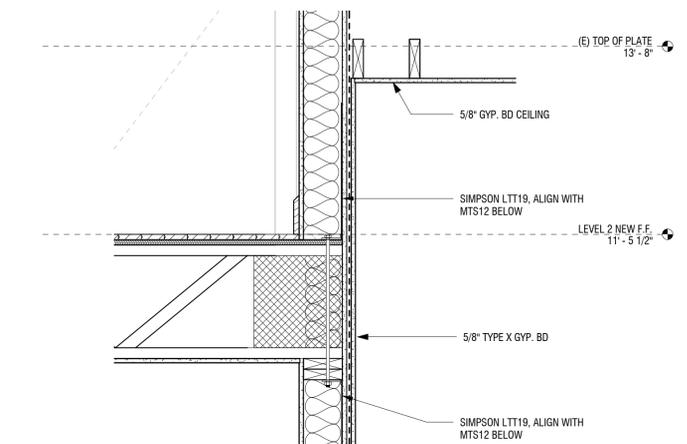
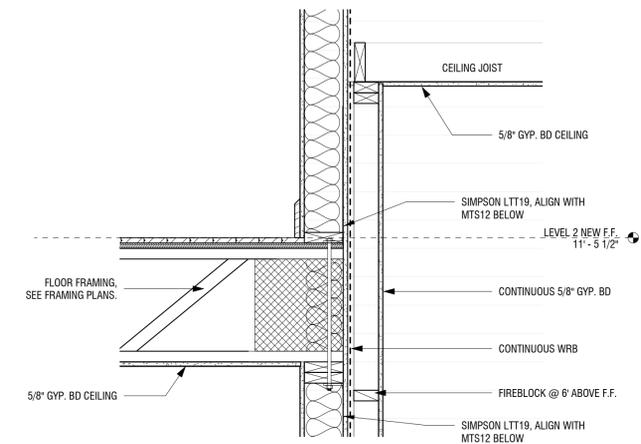
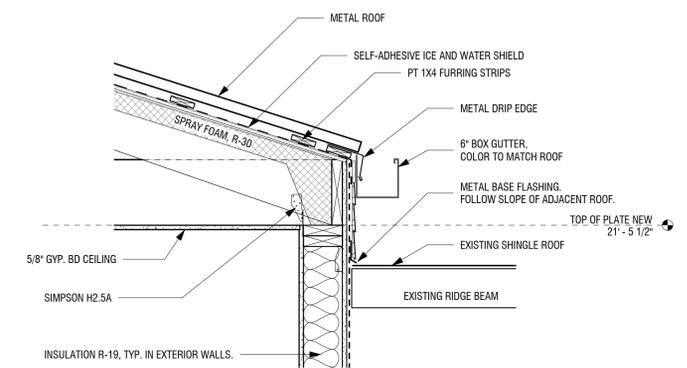
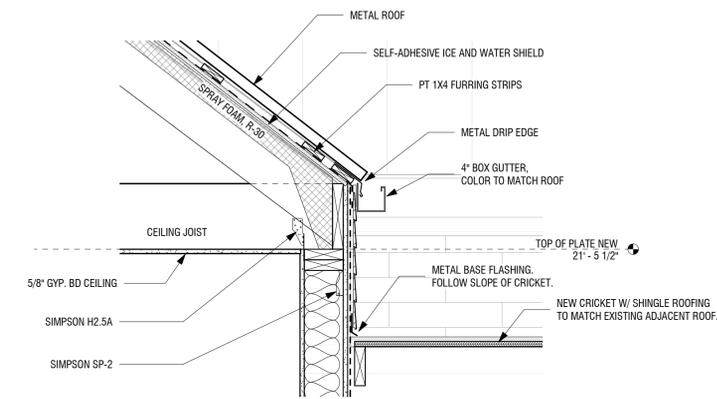
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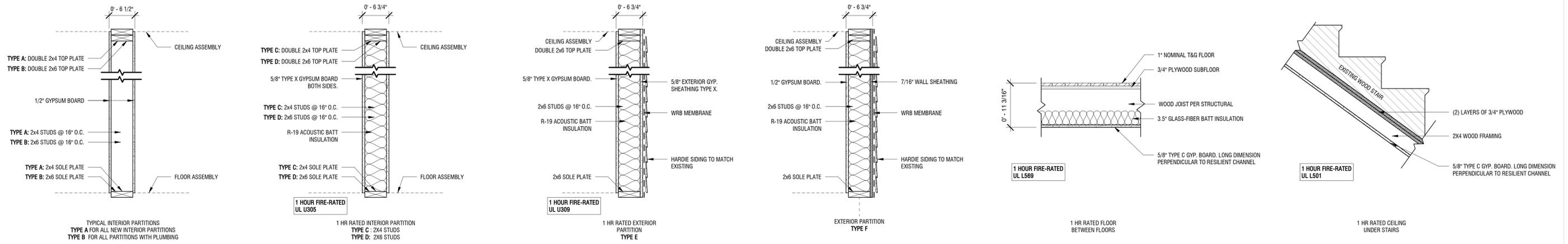
NUMBER	DATE

A4.1
 BUILDING SECTIONS



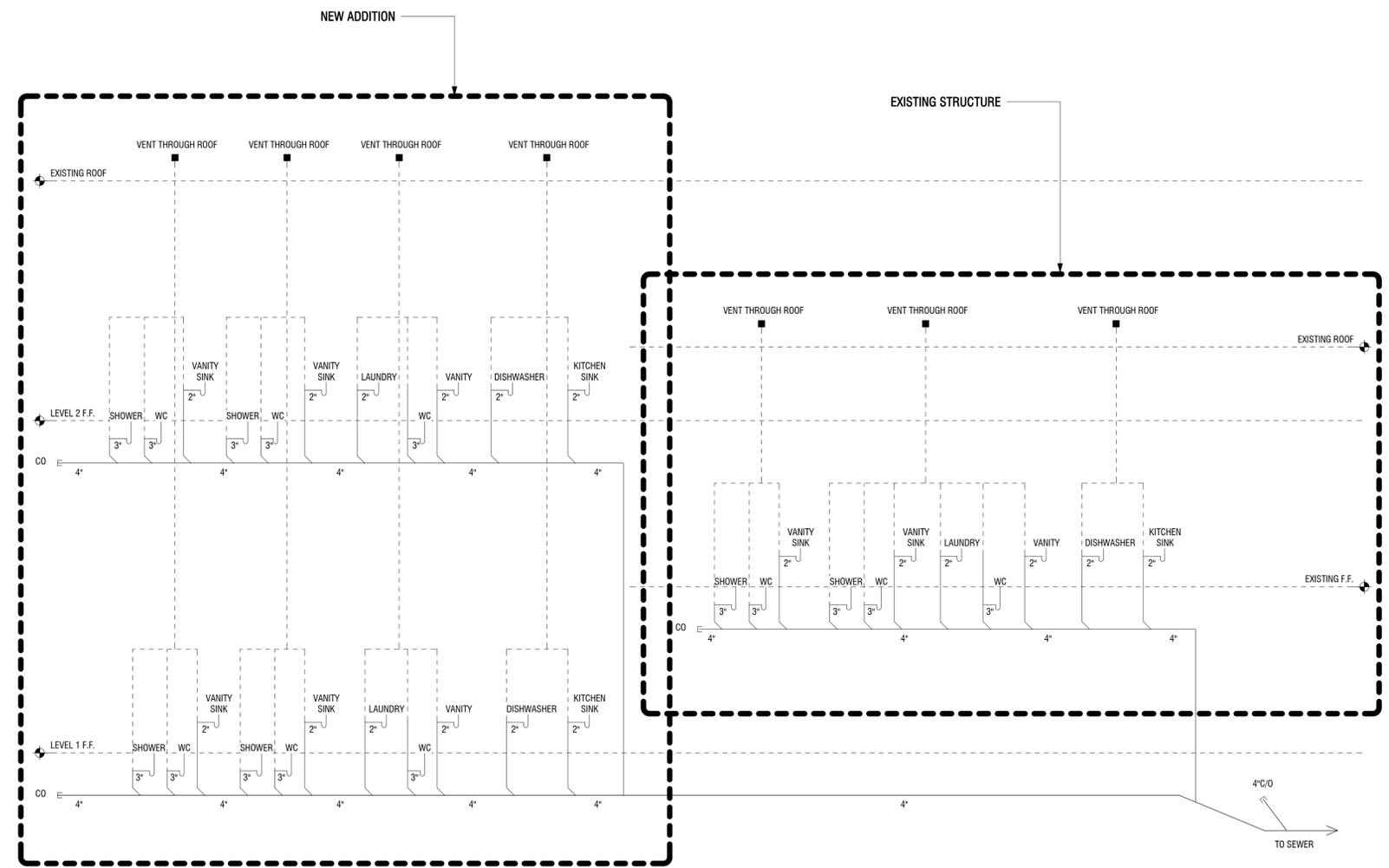
2 WALL SECTION A
 1" = 1'-0"

1 WALL SECTION B
 1" = 1'-0"



1 WALL AND CEILING TYPES
1" = 1'-0"

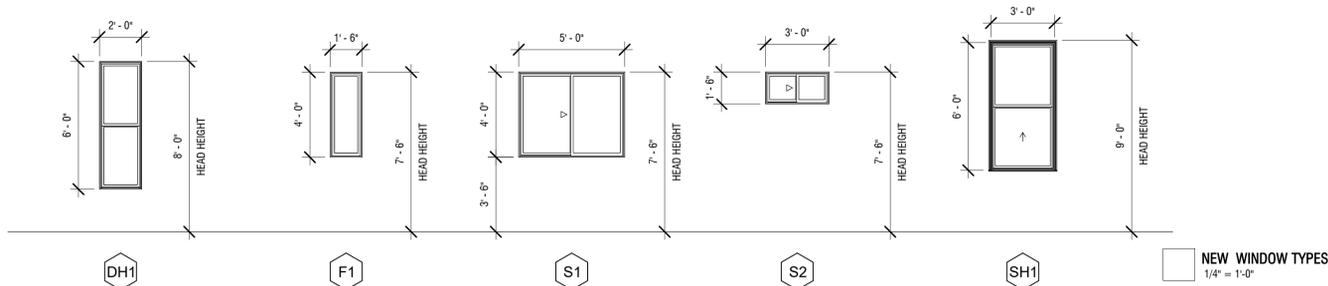
NOTE: SEE SHEET A4.5 FOR WALL SECTIONS DEPECTING FIRE SEPARATION BETWEEN THE NEW ADDITION AND THE EXISTING STRUCTURE.



2 PLUMBING RISER DIAGRAM
1" = 1'-0"



revisions:	NUMBER	DATE



NEW WINDOW SCHEDULE							
TYPE MARK	WINDOW TYPE	SIZE		HEAD HEIGHT	COUNT	EGRESS WINDOW	Comments
		WIDTH	HEIGHT				
DH1	DOUBLE HUNG	2'-0"	6'-0"	8'-0"	4		
F1	FIXED	1'-6"	4'-0"	7'-6"	7		
S1	SINGLE SLIDER	5'-0"	4'-0"	7'-6"	12	Yes	
S2	SINGLE SLIDER	3'-0"	1'-6"	7'-6"	4		
SH1	SINGLE HUNG	3'-0"	6'-0"	9'-0"	2		

WINDOW & GLASS NOTES

ALL WINDOW SIZES ARE APPROXIMATE AND/OR SELECTED BY OWNER. VERIFY WITH WINDOW MANUFACTURER FOR AVAILABLE SELECTIONS AND SIZING.

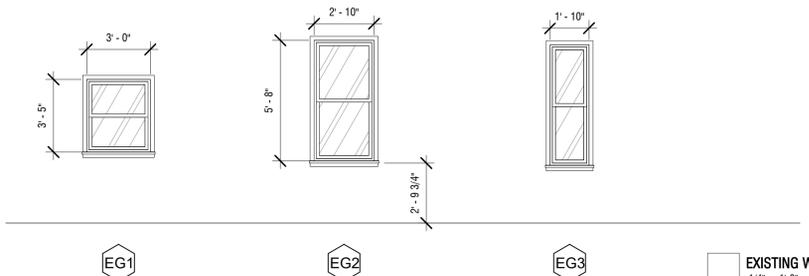
IMPACT RESISTANT GLAZING (COMPLIANT WITH ASTM E-1886 AND THE E-1986/WMDA HALLMARK PROGRAM) OR PROTECTION FROM WIND BORNE DEBRIS BY WAY OF SHUTTERS OR PRECUT 1/2" PLYWOOD PANELS (COMPLIANT WITH THE REQUIREMENTS OF IRC 2015 R301.2.1.2) SHALL BE PROVIDED FOR ALL OPENINGS.

ALL GLASS IN EXTERIOR DOORS AND WINDOWS TO BE INSULATED, DOUBLE GLAZED, WITH LOW-EMISSIVITY FILM.

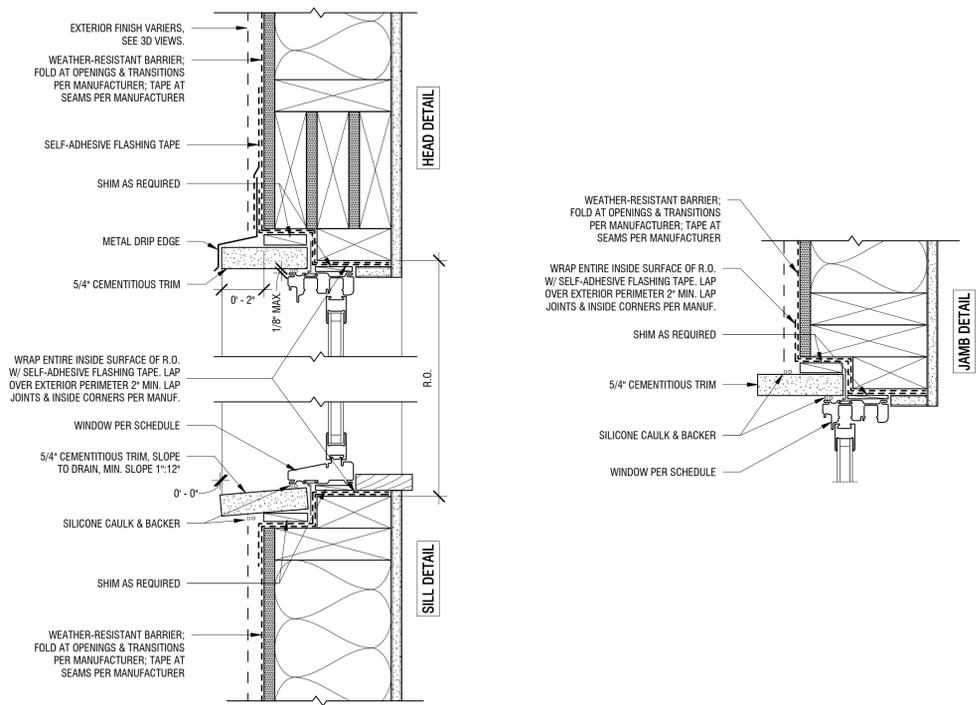
MINIMUM OPENING AREA OF EGRESS WINDOW TO BE 5.7 SQUARE FEET. BOTTOM OF EGRESS WINDOW NOT TO EXCEED 44" FROM THE FINISHED FLOOR. MINIMUM EGRESS WINDOW OPENING SIZE IS 24" HIGH & 20" WIDE.

WINDOWS INSTALLED IN STAIR OR BATHTUB ENCLOSURES LESS THAN 60" FROM THE FLOOR TO BE EQUIPPED WITH SAFETY GLAZING IN ACCORDANCE WITH SECTION R308.4 OF THE IRC 2015 EDITION.

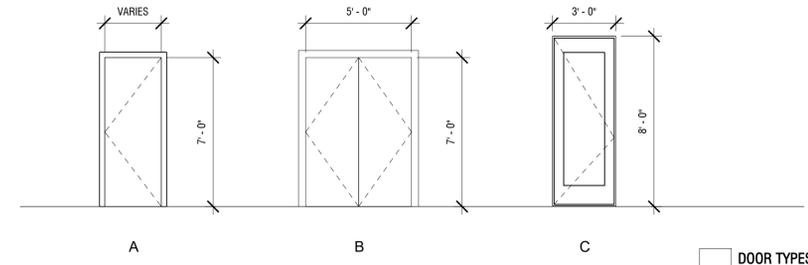
** BASIS OF DESIGN: MARVIN ESSENTIAL WITH EBONY EXTERIOR AND INTERIOR FINISH.



EXISTING WINDOW SCHEDULE						
TYPE MARK	Description	SIZE		HEAD HEIGHT	COUNT	EGRESS WINDOW
		WIDTH	HEIGHT			
EG1	SINGLE HUNG	3'-0"	3'-5"	8'-7"	1	
EG2	SINGLE HUNG	2'-10"	5'-8"	8'-7"	10	YES
EG3	SINGLE HUNG	1'-10"	5'-8"	8'-7"	1	



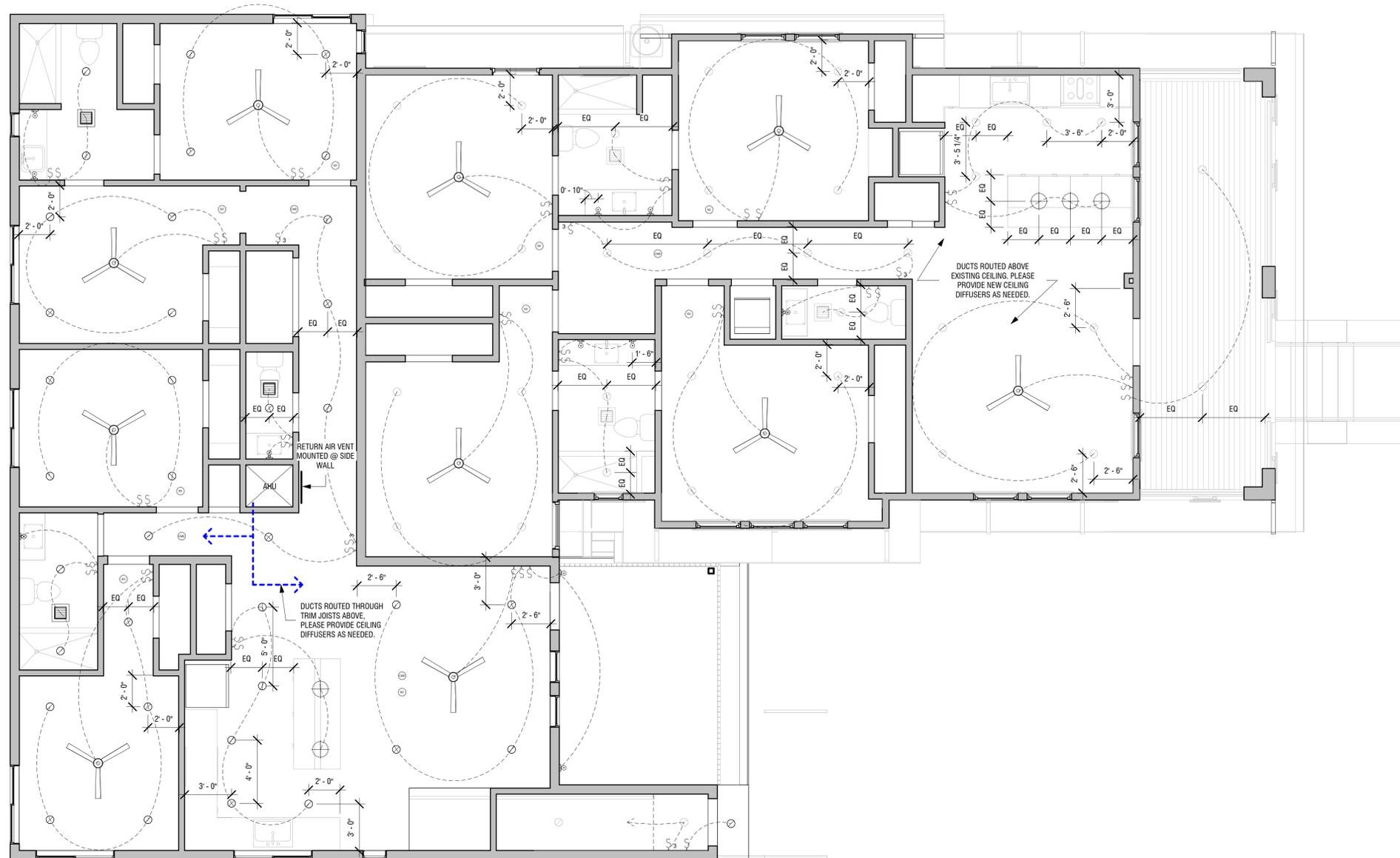
1 WINDOW DETAILS - TYP.
3" = 1'-0"



DOOR SCHEDULE						
MARK	DOOR TYPE	SIZE		ELEVATION	HARDWARE	COMMENTS
		WIDTH	HEIGHT			
100	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
101	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
102	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
103	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
104	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
105	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
106	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
107	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
108	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
109	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
110	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
111	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
112	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
113	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
114	GLAZED ENTRANCE DOOR	3'-0"	8'-0"	C		
115	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
116	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
117	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
118	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
119	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
120	SINGLE SWINGING DOOR	2'-0"	7'-0"	A		
121	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
122	DOUBLE SWINGING DOOR	5'-0"	7'-0"	B		
123	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
124	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
125	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
126	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
127	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
128	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
201	GLAZED ENTRANCE DOOR	3'-0"	8'-0"	C		
202	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
203	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
204	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
205	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
206	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
207	SINGLE SWINGING DOOR	2'-0"	7'-0"	A		
208	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
209	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
210	DOUBLE SWINGING DOOR	5'-0"	7'-0"	B		
211	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
212	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
213	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		
214	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
215	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
216	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
217	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
222	SINGLE SWINGING DOOR	3'-0"	7'-0"	A		
347	SINGLE SWINGING DOOR	2'-6"	7'-0"	A		
375	GLAZED ENTRANCE DOOR	3'-0"	8'-0"	C		
378	SINGLE SWINGING DOOR	2'-8"	7'-0"	A		

RCP LEGEND

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1 RCP - LEVEL 1
 1/4" = 1'-0"

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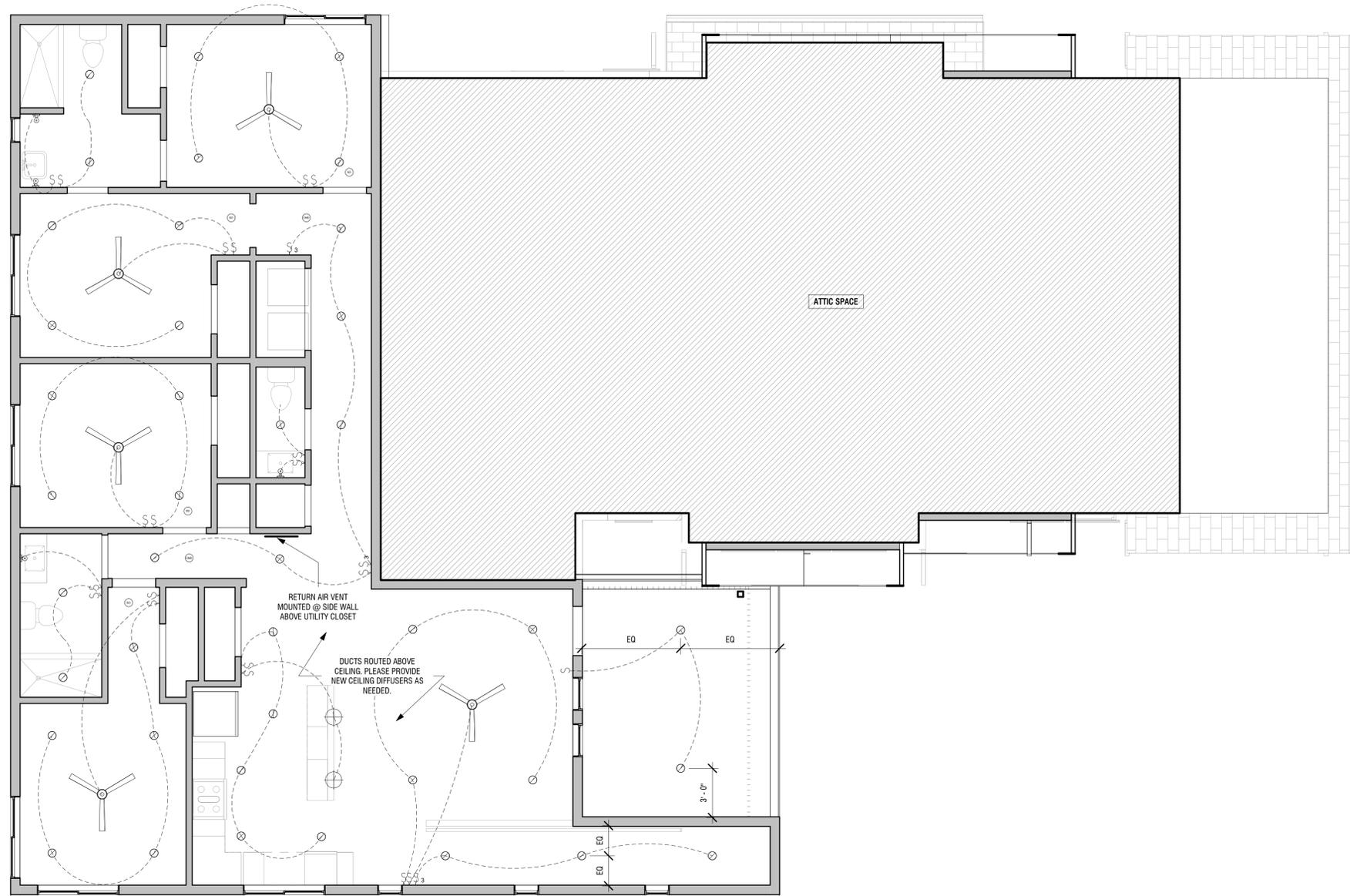
02/03/2020
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revisions:	
NUMBER	DATE

A6.0
 RCP LEVEL 1

RCP LEGEND

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1 RCP - LEVEL 2
 1/4" = 1'-0"

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NUMBER	DATE

A6.1
 RCP LEVEL 2

City Planning Commission Regular Meeting – May 26, 2020

Written Public Comment

Item 3: ZD050-20 (University Area Off-Street Parking Interim Zoning District)

In support of this application

Julianna Padgett, Carrollton Riverbend Neighborhood Association, 935 Dante Street

"Carrollton Riverbend Neighborhood Association supports the amendment of the CZO, Article 19 to establish the University Interim Off Street Parking Zoning District. We ask the CPC to allow the continuation of this protection.

The university area has experienced recent, rapid and unprecedented numbers of renovations of traditional shotgun single and doubles. The renovations, primarily by out of state developers, greatly increase the number of bedrooms while essentially eliminating yard/green spaces. This type of development, geared towards increasing the number of individuals in one unit, puts a significant stress on neighbors in terms of noise, property values, storm-water management as well as parking.

This seems to be an expanding trend. Carrollton Riverbend area is beginning to see similar renovations and will shortly be requesting protection also. We, therefore, join our neighbors in urging the CPC to continue the University Interim Parking District, which has already successfully stopped some development. While we recognize that other mechanisms will be researched via the parking study, these developments need to be stopped now.

CRNA is not opposed to increasing density. However, it must be done thoughtfully and in a way that sustains the historic pattern of a neighborhood. These types of renovations greatly and negatively impact the pattern and quality of where we live.

Thank you."

"

Robert Strain, 7625 Burthe St

"This is in reference to ZD 050/20, University Area IZD. We as residents of the Maple Area Neighborhood need this IDZ to remain in place while a solution to our neighborhoods greatest threat is found. Our neighborhood is being destroyed and our quality of life diminished by out of state and some local investors who have no concern for the integrity and historical value of our neighborhood. They are buying up properties and maximizing the number of bedrooms to capitalize on student rentals. They rent individual rooms from \$1000 to \$1500 a month. All this money goes out of state. \$10000, \$12000, \$15000 a month per property. They only care about profit, have no concern about the additional congestion, increase in parking or additional strain

to our utilities or historical value of these homes. Right now we are looking at close to 40 additional bedrooms being added to a 3 block stretch of my street alone. Every one converted is one less affordable home for families who want to live and contribute positively to our neighborhood. This does nothing for affordable housing, Increases density and negatively impacts the quality of life for the residents who already live here. This needs to be stopped before it is too late. This IZD will help us find that solution before it's too late. Ask yourself, how would you feel if this was happening in your neighborhood! Please leave this IZD in effect! Thank you Robert Strain."

Richard Bienvenu, Maple Area Residents Inc (MARI), 900 Burdette St.

"This is in reference to ZD 050/20, University Area IZD. The recent development of these Doubles to Dormitories do not fit into the character and style of our neighborhood, and is only being done for one reason: to squeeze as much money as they can out of limited space by charging exorbitant rents with absolutely no regard for their neighbors, the uniqueness of our neighborhood, and the parking problems and congestion that inevitably ensue. One especially egregious example is a recently built home on Burthe St with it's front steps smack dab against the sidewalk with no space in between. The house is ugly, does not fit any style but ugly and too large for the surrounding houses. show did such a building ever get approved? We encourage you to support the motion for the IZD to stop these abusive and destructive practices by these out of town and some local modern day robber barons who are invading and ruining the quality, integrity and livability of our unique New Orleans neighborhood. Leave this IZD in place. Richard Bienvenu"

Susan Johnson (representing Paulette Perrien), 2822 Lepage St., Apt. 3, New Orleans, La. 70119

"There are zero significant public benefits for long-term affordable housing with the denial of M-20-80.

The only exceptions are development greed and shoulder-shrugging by the administration, which will lead to adaptive strategies that are destructive to our environment, neighborhoods and quality of life, which is already almost absent from the former Historic City of Carrollton.

Please allow passage of M-20-80. Residents require a balance that adequately addresses resident use—not the benefit of out-of-state developers.

Learn from Canal and Rampart while the time-line is still possible for reversal of your objections to M-20-80.

Cordially, if confused by your actions,
Paulette Perrien

Activist-at-Large
City of Carrollton"

Susan Johnson (representing self), 2822 Lepage St., Apt. 3, New Orleans, 70119

"Please support the Carrollton area IZD.

1320 Lowerline is owned by Amicus Properties. At the time it was purchased in August 2019, the building had 11 bedrooms. The architect's plans provide for 12 bedrooms in three units, a net increase of only one bedroom.

But on two stories the plans include yet another room. It is right next to the bedrooms, it's the same size, and it has a closet. These two rooms are labeled "office."

Current zoning allows four unrelated people to live in a single unit. With these so-called offices, Amicus will be able to provide living space for five people per unit.

Or, then again, would Amicus attempt to rent the twelve official bedrooms as doubles? The stated occupancy load of this building is 24 people. With double occupancy the building would violate the zoning code, but it would still be within the safety guidelines for the fire code.

The parking limitations established by M-20-80 afford the barest protection against developer abuse such as the residents of Carrollton fully expect from Amicus Properties and other developers such as Preston Tedesco, the Ehrensing Brothers, Edie Pitt, and Ravi Doddamani.

Please support M-20-80.

S.P. Johnson
Carrollton native"

Ann Herzpg, 901 Cherokee Street

"The house at 7414 Burthe has always been a single family home. A family of five lived there for many years and never had more than two cars. This house has no off street parking, and the renovation will turn it into rentals with a total of nine bedrooms and potentially nine cars. Currently, parking is difficult because the block is already dense with rental properties and not enough off street parking. a neighbor told me that the renovation at 7414 Burthe would include a parking pad for one car in the front yard. I don't even think that is legal, and it certainly won't solve the problem."

Betty DiMarco, Carrollton United, 8221 Birch St., New Orleans, LA 70118

"Carrollton United is in favor of City Council Motion M-20-80 For the creation of the IZD for the University Area. The motion is needed to create a mechanism to prevent over development of above market rate housing. Small 2 bedroom doubles are being turned into shared housing units containing sometimes 5 bedrooms on each side. This is unacceptable in an already densely populated area.

Housing issues in the entire Carrollton area - parish line to Claiborne to Leake Ave to Broadway - need to also be taken into consideration. Instead of creating the much needed affordable housing in the city, City Planning is allowing shared housing units to be created that further destroy our neighborhoods."

Paul Baricos, Central Carrollton Resident's Association, 8026 Cohn St

"This is in reference to ZD 050/20, University Area IZD.

As a resident of Carrollton I urge you to keep this IDZ in place until this entire matter is fully investigated. This is a threat to our neighborhood and our quality of life by investors who have apparently have little concern for the integrity or well-being of this community. They are buying up properties and maximizing the number of bedrooms to capitalize on student rentals in a neighborhood already flush with student rentals. Affordable housing is a problem city-wide but none more so than in the University area. This IZD should remain in place so that the planning commission can get a true understanding of the potentially devastating impact that this new type of development could have.

Paul Baricos
8026 Cohn St."

Sallie E. Davis, 1528 Lowerline St.

"My name is Sallie Davis. I own and live at 1528 Lowerline Street and I also own my family home at 901 Cherokee Street at the corner of Burthe. As a longtime resident of Carrollton, I can say that the pace of construction and development happening right now turning historic family homes into rooming houses is faster than I have ever seen, and it is making fundamental changes to the fabric and liveability of the neighborhood that may be impossible to recover from if left unchecked. I support the action taken by the City Council and urge you to do the same. Here are my big concerns: 1. Parking is already a huge problem on my street when students are here. My husband has difficulty walking long distances and already finds he has to park around the corner from our house. Now, with four more bedrooms just added across the street there could be 4 additional cars looking for a space. 2. Runoff from additional paving and roofs. We had another "second house" built behind us on Hillary St. and since then I have had a near flooding of my basement level, which only ever happened during Katrina. 3. Parking spaces in front of the house: I notice that with these rules developers must be eager to create as much

parking as possible, and now the City seems to feel it is fine to approve parking pads in front of historic homes. 4. Crime. These developments, such as: 7414 Burthe St., 7612 Burthe St., 7307 Burthe St., 7313 Burthe St., 7219 Burthe St., 817 Hillary St. and 1409 Broadway are creating neighborhoods full of two-year residents. They are busy learning and growing, but are not paying attention to problems in the neighborhood such as potholes, crime, drainage, etc. 5. Property values. As a homeowner I worry that if these developments are not checked, my house will be less valuable. These are preventable problems that fall squarely in the hands of City government. 6. Huge problems with the permit process, and the integrity of the applications in many cases. For sure I can point to misrepresentations in two of them, and yet permits have been granted. 7. Big Dogs eat first. I am concerned that there is pressure behind the scenes because of the enormous profit potential and exposure of some of these developers may be affecting public posture on this issue by City officials. For example, I believe that an Amicus project under permit review right now at 1409 Broadway, where a 3 bedroom bungalow is to become a three unit 12 bedroom affair would not be approvable if the university zone remains, but if that ordinance went away they could proceed. That project alone has the potential to add 8 additional cars to the street. Where will they park? In summary. I support this initiative and further study on this issue. Let's end what I call "the rape of Burthe Street!"

Sarah Keiffer, 7718 Freret Street, New Orleans, LA 70118

"Please support the IZD.

The CZO recognizes that, long before the D2Ds came, Historic Urban Neighborhoods already had "dense development patterns" and "higher residential density" and "were developed without accommodation for the auto." Staff Report, p 26. Thus, the D2Ds take an already dense housing and double the density. These super-density conversions have many negative effects.

The Staff Report gets it backwards. The negatives of loss of affordable housing, etc., will NOT be caused by the IZD. Instead, it is the D2Ds, that, by doubling the density, will increase parking demand and runoff, drive up the cost of housing, and push low and moderate income residents out.

D2Ds push the social costs of their profits off on local residents. Eight to ten tenants in a shotgun double? Where are they going to park? Where are their neighbors going to park? How many showers and toilet flushes will they generate? How will the drainage system handle the run off caused by building out to every setback? How many garbage cans will block the sidewalk? How can residents looking for affordable housing compete with private equity converting shotgun doubles into super-dense dormitories?

Please support Councilmember Giarrusso's motion and allow the IZD to be put in place and the study to proceed.

Respectfully

Sarah Keiffer"

Lynton Cook, 1125 Lowerline St. New Orleans, La. 70118

"I am writing in support of the IZD referred to above and those of the City Council members to stop the abusive development in the area. I believe the Council has a better understanding of the issues facing the residents than the staff of the Planning Commission. The impact of allowing dormitory style renovations in the University area will destroy the 150 year old neighborhood and the quality of life of its residents.

Consider the following:

Up to 8 cars for each structure with no available off street parking

Four to 6 garbage cans placed on the front yards compared to just 2-4 at the present time. Currently each can remains on the front yards or on the curbs between each pickup. They will no longer have any back yards to put the cans. Out of state property owners cannot be counted on to police this problem with the cans. It is unlawful for these cans remain on the curbs all week."

Keith Hardie, 618 Audubon Street NOLA 70118

"Please support the Council's IZD.

Why is it important to move quickly?

Doubles to Dormitories (D2Ds) are the new Short Term Rentals. Out of state developers are snatching up properties, usually shotguns, usually doubling the number of bedrooms, and renting the rooms for \$1200 a month. Approximately one residential property a month, mostly affordable units, is being lost. This is so lucrative that real estate agents are going door to door asking to buy houses.

For example, a Connecticut developer purchased a shotgun double at 821 Hillary Street with 30' frontage, and increased the number of bedrooms from four to eight. The same developer purchased the double next door and plans show a total of 10 bedrooms. That's eighteen bedrooms in two adjacent properties. Neither has a single off street parking space.

Is this affordable housing?

No. D2Ds are pricing long term residents out of the market. For eight bedrooms, the investor will take in \$ 9600 per month or \$ 115,000 a year. No local looking to buy a double shotgun and live in one side and rent the other could compete with these developers.

We made the mistake of not stopping Short Term Rentals until they had proliferated. Let's not make that mistake again."

Elaine Leyda, 1618-1620 Dublin Street

"I support Reference: ZD 050/20, University Area IZD. The CDC in this case is wrong, There are too many properties being bought up and developed in ways that destroy our neighbors. Listen to us. We live in these areas. Both sides of S Carrollton are seeing rampant D2D development, huge parking problems. It is bad."

In opposition of this application

Terez Hobson, Greater New Orleans Housing Alliance, 54 Tern Street, New Orleans LA, 70124

"GNOHA agrees with the CPC staff "that the proposed amendment would drastically increase the parking requirement in the area, which would have several negative impacts including eliminating housing opportunities for other types of households, increasing housing demand and costs, encouraging the demolition of buildings and homes to accommodate vehicles, encouraging out-of-scale residential development that prioritizes the automobile, and increasing the amount of impervious surfaces and stormwater runoff."

Evan Loukadakis, Home Builders Association of Greater New Orleans, 2424 N. Arnoult Rd. 70001

Thank you, Chair, for allowing us to present comments. The Home Builders Association of Greater New Orleans supports staff's recommendations for denial related to council motion M-20-80. We understand the resident's frustrations with the quality of life issues in the area; however, we believe this is not the appropriate tool. Adding additional parking requirements will negatively modify the neighborhoods' character. There is not enough space to accommodate the parking requirements-- unless historic structures or portions of existing structures are torn down. The additional parking will also increase housing costs for builders and existing homeowners, which range from \$5,000-\$15,000 per space. We are collaborating with our members to provide alternative recommendations for the University Area Parking Study."

FW: EXTERNAL EMAIL: Garbage and fire escapes

Paul Cramer <pcramer@nola.gov>

Mon 6/15/2020 8:38 AM

To: Aspen S. Nero <asnero@nola.gov>; Valerie Goines <Valerie.Goines@nola.gov>; Travis L. Martin <trlmartin@nola.gov>; Larry W. Massey Jr. <lwmasssey@nola.gov>; Brooke Perry <btperry@nola.gov>; Rachael Berg <rberg@nola.gov>

fyi

-----Original Message-----

From: Dorothea Martin <teddy1233@cox.net>

Sent: Sunday, June 14, 2020 7:21 PM

To: Joseph I. Giarrusso <Joseph.Giarrusso@nola.gov>

Cc: Keith Hardie <keithhardie@yahoo.com>; HV Nagendra <h.nagendra@att.net>; Richard Bienvenu <Rbienvenu@aol.com>; George Jeansonne <georgejeansonne@gmail.com>; Jerry Speir <jerryspeir@gmail.com>; Jenel Hazlett <JENEL.HAZLETT@pbfenergy.com>; John Delamatre <jdelamatre@cox.net>; Tammie T. Jackson <ttjackson@nola.gov>; Jac Carolan <jacjr1@gmail.com>; Julianna Padgett <juliannapadgett@gmail.com>; Aimee Freeman <freemanamie@me.com>; George Jeansonne <georgejeansonne@gmail.com>; Guy Cook <gelmlane@aol.com>

Subject: EXTERNAL EMAIL: Garbage and fire escapes

EMAIL FROM EXTERNAL SENDER: DO NOT click links, or open attachments, if sender is unknown, or the message seems suspicious in any way. DO NOT provide your user ID or password.

When the Doubles 2 Dorms are rented

1) will there be garbage cans or a garbage bin per building?

In a building with a total of 8 residents, how many cans and will they get placed by the curb? Or will garbage hang out all over? unsanitary.

2) fire escape for the tenants?

Issues for large rental buildings.

This needs to be addressed. Rope ladders will burn and who gets to go first ? Will the 2,3,4th tenant be able to make it out without injury?

Teddy Martin

504-866-0707

teddy1233@cox.net

Larry W. Massey Jr.

From: Evan Loukadakis <evan@home-builders.org>
Sent: Monday, June 15, 2020 9:33 AM
To: Larry W. Massey Jr.; Aspen S. Nero; Paul Cramer
Subject: EXTERNAL EMAIL: University Area Parking Study

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi CPC team,

I hope you're all doing well. After speaking with a few of our members, I wanted to follow up with you on a couple points we discussed during our Zoom meeting.

- **Raising homes:** I spoke with Davie Shoring to get a better understanding of raising homes in historic neighborhoods. Raising a 2,000sqft home with a 7-and-a-half foot vertical clearance will range from \$70,000-\$200,000; a 1,000 sqft home will range from \$30,000-\$40,000—not including costs related to any damage that tends to occur when raising historic homes.
- **Zone Parking Requirements:** New Orleans was built as a European city, and I turned to a parking study the European Union commissioned on managing parking requirements in dense, historic areas.
 - **European Parking Model:** The key model is the PUSH&PULL project, which aims to improve urban mobility in European cities by means of parking space management combined with mobility management measures. By introducing paid parking, increasing parking fees, reducing or restraining parking supply or implementing comparable measures, car drivers will be “pushed” to use more sustainable transport. At the same time, the income generated from parking space management can be used to promote alternatives, thus “pulling” or attracting users towards public transport, walking, cycling and other sustainable modes.
 - Chicago has a very similar system and I wanted to provide you with their outline: <https://www.chicityclerk.com/city-stickers-parking/about-parking-permits>
 - Also, I mentioned that Spanish Town, a historic neighborhood in downtown Baton Rouge, utilizes parking tag requirements in the area. [Here is the language for their requirements](#)

Please let me know if you have any questions.

Thank you,



Evan Loukadakis

Government Relations Manager, HBA | Greater New Orleans

o. 504.837.2700 | c. 318.305.4607

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2424 N. Arnoult Rd. Metairie, LA 70001



Carrollton Area Network

(A network for neighborhood and business organizations on South Carrollton Ave.)

July 13, 2020

Dear Madam Mayor Cantrell:

The Carrollton Area Network (CAN) is a collaboration among 12 neighborhood associations and Organizations in the Carrollton area of New Orleans. We work collectively to promote the vitality of our neighborhoods to preserve and maintain a good quality of life for our community.

We are seeking your support in preventing a very destructive student housing model from expanding in Carrollton and several other neighborhoods in Uptown New Orleans surrounding Tulane and Loyola Universities. Single-family residences, shotgun doubles, and triplexes, long favored by local renters and homeowners, are being purchased and converted into mini-dorms that we call “Doubles to Dorms” or “D2Ds” (doubles seem to be the housing type of choice and because the housing is so intense and the bedrooms are marketed to students, they can only be compared to dormitories). If this practice is not halted, studied, and regulated, it will forever change the residential and architectural character of many historic, Uptown neighborhoods.

After purchasing these properties, developers expand the structures to every setback, usually doubling the number of bedrooms. In the MARI neighborhood alone, approximately one residential property a month is being lost. The major player in these conversions is Amicus Properties of New York City, which has accumulated ten properties in under two years, closely followed by several local developers. In one instance Amicus (<https://www.amicus-properties.com>) purchased two adjacent shotgun doubles on Hillary Street and increased the number of bedrooms from four to eight in one property and from four to ten in the other, for a total of 18 bedrooms in the two (with 60 feet of lot frontage). These properties rent at an advertised rate of \$1,000 to \$1,400 per bedroom, per month, far more than most area rentals. Neither project has a single off-street parking space.

As a recent CPC staff report on this development correctly noted, the housing character and street layout of Carrollton were formed prior to the prevalence of the automobile. Thus, many properties were originally developed without any off-street parking. However, what the report did not note is that since that time Carrollton has evolved into one of the most diverse, densely populated, and walkable neighborhoods in the city in terms of race, income, age, mix of renters and homeowners, types of housing, local business accessibility, and public transportation. And, of course, rental housing for students has always existed (or co-existed) together with housing stock for long-term residents. But, up until now, students have always lived in apartments dispersed throughout the neighborhood. This evolution has taken many years and has achieved a balance today making Carrollton one of the most livable neighborhoods in the city for students and nonstudents alike. And, up until now, zoning and land use regulations reflected that diversity and balance. D2D housing development is threatening all of that.

Central Carrollton Association; Maple Area Residents Inc (MARI); Uptown Triangle Residents Association, Carrollton Riverbend Neighborhood Association, Oak Street Main Street; Palmer Park Neighborhood Association, Northwest Carrollton Civic Association, Hollygrove Neighbors, Holly Grove Dixon Neighborhood Association, Together Gert Town, Fontainebleau Improvement Association

Carrollton Area Network

(A network for neighborhood and business organizations on South Carrollton Ave.)

The detrimental consequences are many. Housing units that have long been affordable to both local renters and first-time homeowners are being lost - converted into permanent, dormitory-style dwellings affordable only to affluent college students. The high concentration of students – as many as 20 in some cases - on a single residential block on parcels sized to house one or two families, or individuals, will have an enormous negative impact on that block: noise, trash, sewerage, water use, traffic, and parking, to name a few of the most obvious problems. And because the renovations are designed to use as much of the lot as possible, they diminish or eliminate green space leaving less open areas to absorb rainwater, increasing runoff and flooding.

So far, we have identified 16 properties being converted throughout the university area; and residents are regularly being contacted to sell their properties. The City Council has recognized the problem and has instituted an IZD to temporarily halt further development of this type. They also have directed the CPC to conduct a parking study of the Carrollton area and the development of D2Ds. While parking is a major problem, again, it is not the only problem. This type of development in an historic neighborhood has to be analyzed and regulated to prevent the destruction of its architecture, much of which is affordable housing, and to prevent the negative impact it has on the quality of life of all its residents. We urge you to direct the City Planning Commission to do just that.

Respectively,

Board of Directors, Carrollton Area Network (CAN)

Paul Baricos
Vice President, CAN
Central Carrollton Residents Association

Brenda Lomax-Brown
Secretary, CAN - Hollygrove Dixon Neighborhood Association

Teddy Martin,
Treasurer, CAN - Maple Area Residents, Inc.

Betty Dimarco
CAN Director - Carrollton United

Katherine Hammer
CAN Director - Uptown Triangle Neighborhood Association.

Neighborhood Leaders, Carrollton Area Network (CAN)

Julianna Padgett
President, Carrollton Riverbend Neighborhood Association

Richard Bienvenu
President, Maple Area Residents, Inc.

Jenel Hazlett
President, Northwest Carrollton Civic Association.

Central Carrollton Association; Maple Area Residents Inc (MARI); Uptown Triangle Residents Association, Carrollton Riverbend Neighborhood Association, Oak Street Main Street; Palmer Park Neighborhood Association, Northwest Carrollton Civic Association, Hollygrove Neighbors, Holly Grove Dixon Neighborhood Association, Together Gert Town, Fontainebleau Improvement Association

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Ruth Kennedy
President, Holly Gove Neighbors

Candis Carter
President, Together Gert Town

Ann Fusilier
Director, Friends of Palmer Park

Todd Taylor
President, Uptown Triangle Neighborhood Association.

Keith Hardie
Vice President, Maple Area Residents, Inc.

CC – Council member Joseph Giarrusso
Mr. Robert Rivers – Director City Planning Commission.