

ORDINANCE

AMENDING TITLE 7 (UNIFIED DEVELOPMENT CODE), CHAPTER 10 (SUPPLEMENTARY USES), OF THE CODE OF ORDINANCES OF THE CITY OF BATON ROUGE AND PARISH OF EAST BATON ROUGE, SO AS TO AMEND AND REENACT SECTION 10.102D URBAN DESIGN OVERLAY DISTRICT FOUR- NICHOLSON DRIVE, OLD SOUTH BATON ROUGE.

BE IT ORDAINED by the Metropolitan Council of the Parish of East Baton Rouge and City of Baton Rouge that:

Section 1. Title 7, Chapter 10, of the Code of Ordinances of the City of Baton Rouge and Parish of East Baton Rouge is hereby amended, so as to amend and re-enact Section 10.102D thereto, which shall read as follows:

"Section 10.102d Urban Design Overlay District Four - Nicholson Drive, Old South Baton Rouge

A. Purpose

To provide guidelines for development activity in Urban Design Overlay District Four (District) as shown in Appendix G along Nicholson Drive from Chimes Street (to the south) to Interstate I-10 (to the north) and to strengthen the physical and economic character of the corridor by promoting and encouraging consistency in the quality of design and compatibility with the existing character of the area and the neighborhood residents' vision as emerged through the Old South Baton Rouge Revitalization Planning process.

The district boundaries as set forth in this Ordinance may be altered only with the affirmative vote of two-thirds (2/3) of the members of the Metropolitan Council voting at a meeting in which a quorum is present. The Planning Commission staff shall certify compliance with the District prior to the issuance of a building permit.

The North Zone is defined by I-10 to the north, the railroad to the west, Garner St. to the south, and Iowa St. to the east.

The Central Zone is defined by Garner St. to the north, the railroad to the west, W. McKinley St. to the south, and Iowa St. to the east.

The South Zone is defined by W. McKinley St. to the north, the railroad to the west, W. Chimes St. to the south, and Iowa St. to the east.

Address Streets include: Aster St, Chimes St, Garner St, Iowa St, Johnson St, McKinley St, Oklahoma St, Terrace St, and Wyoming St.

B. Enforcement and Review

1. New Construction

- a. All developments within this district, with the exception of single family detached units, shall also comply with the additional requirements set forth in this UDOD Ordinance. Planning Commission staff shall certify compliance prior to issuance of building permits.

2. Existing Development

- a. All lighting in Urban Design Overlay District 4 must comply with the current Lighting Ordinance (13384) within one (1) year from the date of ~~approval~~ adoption of this Ordinance by the Metropolitan Council on November 20, 2007.
- b. All on premise signs in Urban Design Overlay District 4 must comply with the sign regulations imposed by this Ordinance and the Unified Development Code Sign Ordinance within five (5) years from the date of ~~approval~~ adoption of this Ordinance by the Metropolitan Council on November 20, 2007.

3. Renovations and Additions

- a. Any renovation, expansion or reconstruction of forty (40) percent or more of an existing building or structure. A renovation, expansion or reconstruction shall be calculated based upon the gross square footage under the roof. Planning Commission staff shall certify compliance prior to issuance of ~~Certificates of Occupancy~~ building permit.
- b. All developments within this district with the exception of single family detached units shall also comply with the additional requirements set forth in this Ordinance.

4. General Provisions

- a. Development may only be approved which adheres to the appropriate zoning, height, and use.

C. Waivers, Variances, and Exceptions

1. The district boundaries as set forth in this Ordinance may be altered only with the affirmative vote of two-thirds (2/3) of the members of the Metropolitan Council voting at a meeting in which a quorum is present.
- ~~2. Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for requirements for attaining sign permits in the District.~~
2. Parking waivers may only be granted by the Planning Commission in situations where the minimum parking requirement cannot be met due to size, shape, topographical constraints, or historical character of the neighborhood.
3. A waiver of the requirements for service areas may be granted by the Planning Commission for a good cause.

D. Dimensional Regulations

1. Building Siting and Orientation

- a. This section describes the architectural guidelines that aid in enhancing the spatial legibility and the overall aesthetics of the District.
- b. As highlighted in the Old South Baton Rouge Neighborhood and Economic Revitalization Strategy, Nicholson Drive has been divided into three distinct zones that will manifest unique development patterns: The North Zone will develop as a southern extension of the Catfishtown attractions and entertainment district flanked by other uses such as residential, office, commercial, hospitality and tourism. The South Zone will continue to evolve as a higher quality, LSU student living and commercial district with mixed-use, apartments, lofts, and condominiums, which will also influence the Central Zone to transition from a single-family neighborhood to a slightly higher density townhome environment with a possibility of low-rise mixed-use apartment flats at the north end.
- c. Separate "Orientation, Siting, and Setback", "Scale and Height", "Parking and Access Accommodations", and "Park and Open Space Accommodations" subsections apply specifically to each of the aforementioned Zones.

d. North Zone

(i) Orientation, Siting, and Setback

1. The general intent of the orientation, siting and setback standards for the North Zone is to encourage development that reinforces the urban grid of the neighborhood street and sidewalk system by maintaining a consistent building edge behind the right-of-way/parcel lines with parking and servicing to the side and rear out of view. Outlined below are the relative setback standards by use and location:

- a. Pedestrian entrances and storefronts should be designed to orient to the block's street frontage. While side or rear entries may be needed, the predominant major building entry should be oriented toward the major street.
- b. The front building ~~facade~~ façade should be oriented parallel to the street or toward a major plaza or park.
- c. Buildings on corners along Nicholson Drive and on public open spaces should include storefront design features for at least fifty (50) percent of the ground floor wall area on the side street elevation.
- d. Commercial and mixed-use buildings along Nicholson Drive shall have a minimum front yard setback of ten (10) feet and a maximum of fifteen (15) feet from the public right-of-way and intersecting side street right-of-way.
- e. Commercial and mixed-use buildings along ~~existing or new address~~ side streets shall have a minimum front yard setback of five (5) feet and a maximum of ten (10) feet from the public right-of-way and intersecting side street right-of-way.
- f. Commercial and mixed-use buildings having a publicly accessible arcade or porch structure, measuring between ten (10) feet and fifteen (15) feet in width, on the ground floor of the front façade, may be built directly behind the public right-of-way line on Nicholson Drive

and its related side street corners.

- g. Commercial and mixed-use buildings having a publicly accessible arcade or porch structure, measuring between eight (8) feet and ten (10) feet in width, on the ground floor of the front façade, may be built directly behind the public right-of-way line on ~~existing or new address side~~ streets.
- ~~h. Buildings exceeding four stories in height must step the upper floor façades (on the street side) an addition fifteen (15) feet from the front building façade. for a total setback of twenty-five (25) feet minimum to thirty (30) feet maximum, depending on the initial ground level building setback below.~~
- i. Multifamily residential buildings along Nicholson Drive shall have a minimum front yard setback of ten (10) feet and a maximum of fifteen (15) feet from the public right-of-way and intersecting side street right-of-way.
- j. Multifamily residential buildings along ~~existing or new address side~~ streets shall have a minimum front yard setback of ten (10) feet and a maximum of fifteen (15) feet from the public right-of-way and intersecting side street right-of-way.
- ~~k. On-site surface parking bays running parallel with Nicholson Drive or proposed address streets shall be setback a minimum of six (6) feet and maximum of eight (8) feet from the public right-of-way to accommodate adequate screening for the parking lot.~~
- ~~l. On-site, mid-block parking bays running perpendicular to Nicholson Drive or a proposed address street shall be setback a minimum of ten (10) feet and maximum of fifteen (15) feet to accommodate entry parking islands.~~
- ~~m.~~ k. All structures shall be setback in accordance with the sections illustrated in Appendix G, UDOD Nicholson Drive, North Zone, Sections A-A1 through D-D. ~~Old South Baton Rouge supplementary materials~~

~~located in the Planning Commission Resource Center.~~

~~n. 1.~~ There shall be a thirty (30) feet minimum separation between multifamily residential buildings.

(ii) Scale and Height

~~The general intent of the height and scale standards for the North Zone is to encourage development that is a minimum of two stories and a maximum of eight stories, with accompanying roof structures that are no more than one additional story in height allowing for rooftop utilities and potential dormered loft spaces. Outlined below are the relative height standards by use and location:~~

a. North Nicholson Zone - North of Oklahoma Avenue

1. The general intent of the height and scale standards for the North Zone is to encourage development that is a minimum of two (2) stories and a maximum of eight (8) stories, with accompanying roof structures that are no more than one additional story in height allowing for rooftop utilities and potential dormered loft spaces. Outlined below are the relative height standards by use and location:

a. ~~Multi-family residential~~ All buildings on Nicholson Dr. or an "Address Street" must be two four stories or twenty-five (25) forty-five (45) feet minimum and are permitted to be eight stories or ninety (90) feet maximum to the top plate height.

~~b. Mixed-use buildings with retail on the ground level and residential above must be four stories or fifty (50) feet minimum and are permitted to be eight stories or ninety-five (95) feet maximum to the top plate height.~~

~~c. Commercial/office buildings must be four stories or fifty (50) feet minimum and are permitted to be eight stories or ninety-five (95) feet maximum to the top plate height.~~

~~d.~~ b. Ancillary Accessory structures must be two stories or twenty-five (25) feet minimum height provided that two-story structures shall be employed only as supporting elements that are integral to larger building masses on site.

~~e.~~ c. Parking Structures are permitted to a maximum height of ~~fifty (50)~~ ninety (90) feet to the top of screen wall parapet.

~~f.~~ In lower elevation, flood prone areas homes and businesses must be elevated one (1) foot above the minimum Base Flood Elevation and constructed in a manner that flood water is not displaced on another property owner by excessive filling. The structure should be elevated with open pier or wall and flood louver construction to allow the substructure to flood during storm events without impact or damage to the principal structure or neighboring structures.

~~g.~~ The height limit for each building and parking structure shall be in conformance with the approved Unified Development Code and District guidelines.

b. North Nicholson Zone - South of Oklahoma Avenue

1. The general intent of the height and scale standards for the North Zone is to encourage development that is a minimum of ~~four (4)~~ two (2) stories and a maximum of ~~eight (8)~~ six (6) stories, with accompanying roof structures that are no more than one additional story in height allowing for rooftop utilities and potential dormered loft spaces. Outlined below are the relative height standards by use and location:

a. ~~Multi-family residential~~ All buildings on Nicholson Drive or an "Address Street" must be ~~three~~ two stories or ~~thirty-five (35)~~ twenty-five (25) feet minimum and are permitted to be ~~four~~ six stories or ~~forty-five~~

~~(45)~~ sixty-five (65) feet maximum to the top plate height.

- ~~b. Townhome buildings on Nicholson Drive or an "Address Street" must be three stories or thirty-five (35) feet minimum and are permitted to be four stories or forty-five (45) feet maximum to the top plate height.~~
- ~~c. Mixed-use buildings with retail on the ground level and residential above must be three stories or forty (40) feet minimum and are permitted to be four stories or fifty (50) feet maximum to the top plate height.~~
- ~~d. Commercial office buildings must be three stories or forty (40) feet minimum and are permitted to be four stories or fifty (50) feet maximum to the top plate height.~~
- e. b. Ancillary~~Accessory~~ structures must be two stories or twenty-five (25) feet minimum height provided that two-story structures shall be employed only as supporting elements that are integral to larger building masses on site.
- f. c. Parking structures are permitted to a maximum height of sixty-five (65) feet to the top of the screen wall parapet ~~must be two to three levels with a maximum height of thirty-five (35) feet to the top of screen wall parapet.~~
- ~~g. In lower elevation, flood prone areas homes and businesses must be elevated one (1) foot above the minimum Base Flood Elevation and constructed in a manner that flood water is not displaced on another property owner by excessive filling. The structure should be elevated with open pier or wall and flood louver construction to allow the substructure to flood during storm events without impact or damage to the principal structure or neighboring structures.~~
- ~~h. The height limit for each building and parking structure~~

~~shall be in conformance with the approved Unified Development Code and this ordinance's guidelines.~~

(iii) Parking and Access Accommodations

The general intent of the parking and access siting standards for the North Zone is to encourage both surface and structured parking design and layout that minimizes the visual impact on surrounding developments and the public realm. Outlined below are the relevant parking and access standards by location:

- a. All surface parking shall be located at the rear of the buildings they serve.
- b. Mid-block and corner parking oriented to the side of the building it serves is permitted with the approval of Planning Commission staff.
- c. One surface parking access point per ~~block face~~ five hundred (500) feet of street frontage per development shall be permitted along Nicholson Drive and all adjoining side streets.
- d. Required parking may be accommodated under the rear of residential structures if it is screened from the public right-of-way.
- e. Surface parking must be configured to allow adequate service truck access to trash, recycling and utility services areas of a building.
- f. Free standing parking lots shall be setback a minimum of fifteen (15) feet and a maximum of twenty (20) feet from the rear façade of retail, commercial or mixed-use structures (unless the parking is incorporated into the ground floor of the structure).
- g. Free standing parking lots shall be setback a minimum of ten (10) feet and a maximum of fifteen (15) feet from the rear façade of multi-family residential structures (unless the parking is incorporated into the

ground floor of the structure).

- h. Parking structures must have an architectural façade that shields the parking bays, using similar materials as the building it serves, on all elevations, with no entrance facing Nicholson Drive.
- i. Any detached parking structures must be set behind the primary building it serves along Nicholson Drive. Attached parking structures are permitted if incorporated within the overall design of the primary building.
- j. Where possible, parking structures must be centrally located within a development block and shall not be visible from surrounding streets.
- k. One parking structure access point (drive) per ~~block face~~ five hundred (500) feet of street frontage shall be permitted along Nicholson Drive with one additional access point per block face permitted along adjoining side streets.
- ~~l. Parking structures may include a green roof deck for density bonus consideration by the Planning Commission (See Appendix K – Stormwater BMP Manual).~~
- ~~m. l.~~ Underground parking structures are optional.
- ~~n. m.~~ On-site surface parking bays running parallel with Nicholson Drive or proposed address streets shall be setback a minimum of six (6) feet and maximum of eight (8) feet from the public right-of-way to accommodate adequate screening for the parking lot.
- ~~o. n.~~ On-site, mid-block parking bays running perpendicular to Nicholson Drive or a proposed address street shall be setback a minimum of ten (10) feet and maximum of fifteen (15) feet to accommodate entry parking islands.

(iv) Park and Open Space Accommodations

- 1. The general intent of the park and open space standards for the North Zone is; first, to encourage the

preservation of mature vegetation in the area and reestablish the "Civic Boulevard" character that has been lost along the Nicholson Corridor; second, to establish a greenway along the northern portion of the Corporation Canal as parcels are redeveloped; and third, to establish a designated portion of the North Zone as a large public gathering and event space for the citizens of Old South Baton Rouge. ~~Outlined below are the relevant park and open space standards by location:~~

2. A twenty-five (25) feet minimum building and parking setback, measured from the centerline, on the west side of the Corporation Canal from Interstate 10 to Van Buren Street must be respected and all existing mature, healthy vegetation must be preserved and documented within this zone.

e. Central Zone

(i) Orientation, Siting, and Setback

1. The general intent of the orientation, siting and setback standards for the Central Zone is to encourage development that reinforces the pastoral qualities of the Nicholson Drive tree lined boulevard and the Magnolia Mound Plantation. This can be achieved by maintaining the large green setback along both sides of Nicholson Drive as a park like setting for low scale residences framing small scale interior streets and parking spaces, with convenient on-street visitor parking and resident parking to the rear of the homes out of view (interior streets are all streets between Nicholson Drive and River Road, and Nicholson Drive and Corporation Canal). Outlined below are the relative setback standards by use and location:

- a. All buildings located in front of Magnolia Mound property between the north property line and Johnson Street shall have a fifty (50) foot setback from the public right-of-way.

- b. All buildings located on the eastern side of Nicholson shall have a fifty (50) foot setback from the public right-of-way.
- c. Attached Townhome Buildings along interior streets and ~~mews~~ alleys shall have a minimum setback of five (5) feet and a maximum of fifteen (15) feet from the public right-of-way or from the back of sidewalk on a private street or internal green space (interior streets are all streets between Nicholson Drive and River Road, and Nicholson Drive and Corporation Canal).
- d. There shall be a twenty (20) feet minimum separation between attached residential townhome buildings.
- e. Mixed-use buildings along the western side of Nicholson Drive shall have a minimum front yard setback of fifty ten (50-10) feet and a maximum of fifty ten (50-10) feet from the public right-of-way and intersecting side street right-of-way. This setback may be varied between ten (10) feet and fifty (50) feet per approval of the Planning Commission.
- f. Buildings on corners along the western side of Nicholson Drive and on public open spaces should include storefront design features for at least fifty (50) percent of the ground floor wall area on the side street elevation.
- g. Pedestrian entrances and storefronts should be designed to orient to the block's street frontage. While side or rear entries may be needed, the predominant major building entry should be oriented toward the major street.
- h. The front building façade should be oriented parallel to the street or toward a major interior plaza or park.
- i. Multifamily residential buildings along the western side of Nicholson Drive shall have a minimum front yard setback of

fifty (50) feet and a maximum of fifty-five (55) feet from the public right-of-way and a minimum side street setback of ten (10) feet from the right-of-way.

j. There shall be a thirty (30) feet minimum separation between multi-family residential or mixed-use buildings.

k. All structures shall face onto either a roadway or internal open space. Structures are not permitted to side or back onto Nicholson Drive.

l. All structures shall be setback in accordance with the sections illustrated in Appendix G, UDOD Nicholson Drive, Central Zone, Sections A-A1 through D-D2. Exhibits 14 through 18 in the Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center.

(ii) Scale and Height

2. The general intent of the height and scale standards for the Central Zone is to encourage development that is a minimum of two stories and a maximum of ~~three (3)~~ four (4) stories, with accompanying roof structures that are no more than one additional story in height allowing for rooftop utilities and potential dormered loft spaces. Outlined below are the relative height standards by use and location:

West Side of Nicholson Drive:

~~a. Multi-family residential buildings along Nicholson Drive, and internal to the site, as illustrated in Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center, are permitted to be three stories or thirty-five (35) feet maximum to the top plate height.~~

b. ~~a. Multi-family residential~~ All buildings on Nicholson Drive, internal to the site, and/or on side streets an "Address Street" must be between two stories or twenty-five (25) feet ~~minimum~~ and

~~are permitted to be three~~ four
~~stories or thirty-five (35)~~ forty-
five (45) feet maximum to the top
plate height.

~~e.~~ b. Directly across from Magnolia
Mound property line on Nicholson
Drive, all buildings are limited
to two (2) stories or twenty-five
(25) feet to the top plate height,
with a setback of fifty (50) feet.

~~d. Townhome buildings along Nicholson~~
~~Drive, and interior to the site~~
~~and/or on side streets are permitted~~
~~to be three stories or thirty-five~~
~~(35) feet maximum to the top plate~~
~~height.~~

~~e. Townhome buildings on side streets~~
~~are permitted to be three stories~~
~~or thirty-five (35) feet maximum to~~
~~the top plate height.~~

~~a. Mixed-use buildings with retail on~~
~~the ground level and residential~~
~~above must be three stories or~~
~~forty (40) feet maximum to the top~~
~~plate height.~~

~~b.~~ c. Ancillary Accessory structures
must be a one story or fifteen (15)
feet minimum height provided that
single story structures shall be
employed only as supporting
elements that are integral to
larger building masses on site.

~~h.~~ d. Parking structures are permitted
to a maximum height of forty-five
(45) feet to the top of the screen
wall parapet except directly across
from Magnolia Mound property line
on Nicholson Drive, where parking
structures shall not exceed 25 feet
in height to the top of the screen
wall.

~~c. The height limit for each building~~
~~and parking structure shall also be~~
~~in conformance with the approved~~
~~Unified Development Code and these~~
~~District guidelines.~~

~~d. In lower elevation, flood prone~~
~~areas businesses must be elevated~~
~~above the minimum Base Flood~~
~~Elevation and constructed in a~~
~~manner that flood water is not~~
~~displaced on another property owner~~
~~by excessive filling. The~~
~~structure should be elevated with~~
~~open pier or wall and flood louver~~

~~construction to allow the substructure to flood during storm events without impact or damage to the principal structure or neighboring structures.~~

East Side of Nicholson Drive:

- a. All buildings on Nicholson Drive, internal to the site, and/or on side streets must be between two stories or twenty-five (25) feet minimum and four stories or thirty-five (45) feet maximum to the top plate height.
- b. Ancillary Accessory structures must be a one story or fifteen (15) feet minimum height provided that single story structures shall be employed only as supporting elements that are integral to larger building masses on site.

(ii) Parking and Access Accommodation

- 1. The general intent of the parking and access siting standards for the Central Zone is to encourage both surface parking that minimizes the visual impact on surrounding developments and site access that minimizes the vehicular conflicts along Nicholson Drive and neighboring, intersecting streets. Outlined below are the relevant parking and access standards by location:
 - a. Private resident parking shall be located and accessed with an alley to the rear of multifamily or commercial buildings and consist of a garage integral to the residence, a freestanding garage or a parking pad.
 - b. Freestanding garages serving single-family residential homes shall be placed a minimum of five (5) feet and maximum of ten (10) feet from the alley right-of-way to allow for proper turning movements from the alley cartway.
 - c. All surface parking for multifamily or Mixed-use buildings shall be located at the rear of the buildings they serve.

- d. One shared parking access point per ~~block face~~ five hundred (500) feet of street frontage shall be permitted along all adjoining side streets; however, no direct parking lot access is permitted off of Nicholson Drive.
- e. Alleys and parking driveways at the rear of mixed-use or residential buildings with parking below shall be set back a minimum of five (5) feet and a maximum of ten (10) feet from the rear façade to allow for proper turning movements from the alley ~~cartway~~.
- f. On-street parallel parking is permitted within public rights of way or private street easements.
- g. Visitor parking can ~~shall~~ be provided within the on-street parking spaces.
- h. Required parking may be accommodated under the rear of residential structures if it is screened from the public right-of-way (Appendix G, UDOD Nicholson Drive, Central Zone, Section D-D2.)~~Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center~~).
- i. No parking structures are permitted on the eastern side of Nicholson Drive.
- j. Free standing parking lots shall be setback a minimum of fifteen (15) feet and a maximum of twenty (20) feet from the rear façade of multi-family residential structures (unless the parking is incorporated into the ground floor of the structure).
- k. ~~No freestanding detached~~ Any allowed, detached parking structures ~~are permitted within the Central Zone area~~ must be set behind the primary building it serves along Nicholson Drive. Attached parking structures are permitted if incorporated with the overall design of the primary building.
- l. Any allowed parking structures must have an architectural façade that

shields the parking bays using similar materials as the building it serves, on all elevations, with no entrance facing Nicholson.

m. Where possible, any allowed parking structures must be centrally located within a development block and shall not be visible from surrounding streets.

n. Streets and alleys must be configured to allow adequate service truck access to trash, recycling and utility services areas of a building.

o. Semi-transparent fences are allowed, but are limited to three (3) feet in height (e.g., wood picket and decorative metal fences).

p. Six (6) foot high privacy fences may be allowed in rear and side yards. Privacy fencing is not permitted to extend forward from the back of the structure toward the front of the house and/or street.

(iii) Park and Open Space Accommodations

1. The general intent of the park and open space standards for the Central Zone is to encourage the preservation of mature vegetation and the pastoral character along the Nicholson Corridor ~~and its surrounding large lot sites.~~ The large open spaces, mature trees and heritage of Magnolia Mound Plantation ~~the area~~ is what makes this portion of Nicholson unique and must be preserved. ~~and thus development in this area must be held to a higher standard than revitalization areas to the north and south.~~ Outlined below are the relevant park and open space standards by location:

a. A fifty (50) feet building setback on the west and east sides of Nicholson Drive must be respected and all existing mature, healthy vegetation must be preserved and documented within this zone.

~~b. All proposed development sites along Nicholson Drive between~~

~~Garner Avenue and Johnson Street must have a detailed tree surveyed prepared for the site indicating the species and health of any mature tree over six (6) inches in diameter at breast height (DBH).~~

~~c. b. Twenty (20) percent of any development site must be kept in dedicated open space, preferably located around existing mature trees and directly across Nicholson Drive from the Magnolia Plantation House as illustrated in Appendix G, UDOD Nicholson Drive, Central Zone, Updated Plan. ~~Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center. The fifty (50) building setback may be included in the calculation of dedicated open space.~~~~

c. South Zone

(i) Orientation, Siting, and Setbacks

1. The general intent of the orientation, siting and setback standards for the South Zone is to encourage development that reinforces the urban grid of the neighborhood street and sidewalk system by maintaining a consistent building edge behind the right-of-way/parcel lines with parking and servicing to the side and rear out of view. Outlined below are the relative setback standards by use and location:

a. Pedestrian entrances and storefronts should be designed to orient to the block's street frontage. While side or rear entries may be needed, the predominant major building entry should be oriented toward the major street.

b. The front building façade should be oriented parallel to the street or toward a major plaza or park.

c. Buildings on corners along Nicholson Drive and on public open spaces should include storefront design features for at least fifty (50) percent of the

ground floor wall area on the side street elevation.

- d. Commercial buildings along Nicholson Drive shall have a minimum front yard setback of ten ~~fifty~~ (10 ~~50~~) feet and a maximum of fifty ~~ten~~ (50 ~~10~~) feet from the public right-of-way and intersecting side street right-of-way.
- e. Mixed-use buildings along Nicholson Drive shall have a minimum front yard setback of five (5) feet and a maximum of ten (10) feet from the public right-of-way and intersecting side street right-of-way.
- f. Commercial and mixed-use buildings having a publicly accessible arcade or porch structure, measuring between eight (8) feet and ten (10) feet in width, on the ground floor of the front façade, may be built directly behind the public right-of-way line on Nicholson Drive and its related side street corners (~~Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center~~).
- g. Multifamily residential buildings along Nicholson Drive shall have a minimum front yard setback of ten (10) feet and a maximum of fifteen (15) feet from the public right-of-way and intersecting side street right-of-way.
- ~~h. On-site surface parking bays running parallel with Nicholson Drive shall be setback a minimum of six (6) feet and maximum of eight (8) feet from the public right-of-way to accommodate adequate screening for the parking lot. (Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center).~~
- ~~i. On-site, mid-block parking bays running perpendicular to Nicholson Drive shall be setback a minimum of ten (10) feet and maximum of fifteen (15) feet to~~

~~accommodate a parking island (Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center).~~

~~j. h.~~ All structures shall be setback in accordance with the sections illustrated in Appendix G, UDOT Nicholson Drive, South Zone, Sections A-A through F-F2. Exhibits 20 through 25 located in the ~~Planning Commission office.~~

~~k. i.~~ There shall be thirty (30) feet minimum separation between multifamily residential buildings.

(ii) Scale and Height

1. The general intent of the height and scale standards for the South Zone is to encourage development that is a minimum of ~~two (2)~~ one (1) stories and a maximum of four (4) stories, with accompanying roof structures that are no more than one additional story in height allowing for rooftop utilities and potential dormered loft spaces. Outlined below are the relative height standards by use and location:

~~a. Multi-family residential~~ All buildings on Nicholson Drive and side streets are permitted to be between one (1) story or fifteen (15) feet and four ~~three~~ stories or ~~thirty-five (35)~~ forty-five (45) feet maximum to the top plate height.

~~b. Multi-family residential buildings on Nicholson Dr. or an "Address Street" are permitted to be four stories or forty-five (45) feet maximum to the top plate height.~~

~~c. Townhome buildings on side streets are permitted to be three stories or thirty-five (35) feet maximum to the top plate height.~~

~~d. Mixed-use buildings with retail on the ground level and residential above are permitted to be four stories or fifty (50) feet maximum~~

to the top plate height.

~~e. Commercial buildings are permitted to be three stories or twenty-five (25) feet maximum to the top plate height.~~

f. b. Ancillary Accessory structures must be a one story or fifteen (15) feet minimum height provided that single story structures shall be employed only as supporting elements that are integral to larger building masses on site.

~~g.~~ c. Parking structures must be two to ~~three~~ four levels with a maximum height of ~~thirty-five (35)~~ forty-five (45) feet to the top of screen wall parapet.

~~h. In lower elevation, flood prone areas businesses must be elevated one (1) foot above the minimum Base Flood Elevation and constructed in a manner that flood water is not displaced on another property owner by excessive filling. The structure should be elevated with open pier or wall and flood louver construction to allow the substructure to flood during storm events without impact or damage to the principal structure or neighboring structures.~~

(iii) Parking and Access Accommodations

1. The general intent of the parking and access siting standards for the South Zone is to encourage both surface and structured parking design and layout that minimizes the visual impact on surrounding developments and the public realm. Outlined below are the relevant parking and access standards by location:

a. All surface parking shall be located at the rear of the buildings they serve.

b. Mid-block and corner parking oriented to the side of the building it serves is permitted with the approval of Planning Commission staff ~~and if designed and implemented per the parking~~

~~templates illustrated in Old South
Baton Rouge supplementary
materials located in the Planning
Commission Resource Center.~~

- c. One shared parking access point per block face shall be permitted along Nicholson Drive and all adjoining side streets.
- d. Required parking may be accommodated under the rear of multifamily structures if it is screened from the public right-of-way.
- e. Surface parking must be configured to allow adequate service truck access to trash, recycling and utility services areas of a building.
- f. Free standing parking lots shall be setback a minimum of seven (7) feet and a maximum of ten (10) feet from the rear façade of retail, commercial or mixed-use structures (unless the parking is incorporated into the ground floor of the structure).
- g. Free standing parking lots shall be setback a minimum of fifteen (15) feet and a maximum of twenty (20) feet from the rear façade of multi-family structures (unless the parking is incorporated into the ground floor of the structure).
- h. One parking structure access point (drive) per block face shall be permitted along Nicholson Drive.
- i. Where possible, parking structures must be centrally located within a development block and shall not be visible from surrounding streets.
- ~~j. Parking structures may include a green roof deck for density bonus consideration by the Planning Commission. (See Appendix K)~~
- k. Parking structures with frontage along public streets must have an architectural façade that shields

the parking bays using similar materials are the building it serves, on all elevations, with no entrances facing Nicholson Drive.

l. Any detached parking structures must be set behind the primary building it serves along Nicholson Drive. Attached parking structures are permitted if incorporated within the overall design of the primary building.

m. On-site surface parking bays running parallel with Nicholson Drive shall be setback a minimum of six (6) feet and maximum of eight (8) feet from the public right-of-way to accommodate adequate screening for the parking lot.

n. On-site, mid-block parking bays running perpendicular to Nicholson Drive shall be setback a minimum of ten (10) feet and maximum of fifteen (15) feet to accommodate a parking island.

D. Utilities

1. Lighting

a. Adequate lighting is essential to both the business community and residents, because it increases visibility and security. The following are general requirements and recommendations which should be met when designing for lighting in the public realm and private development projects.

b. Light Fixture Design Standards

(i) A coordinated hierarchy and diversity of lighting and intensities is required to maximize the quality of the nighttime environment within the District area to guide pedestrians and motorists through the Nicholson Drive area and accent special features. Special features may include but are not limited to, the Magnolia Mount Plantation, parks, courtyards, building entrances, pathways, and open spaces. This hierarchy and diversity shall respond to the relative enclosures, spaces, plant and building materials along with building heights and architectural features.

c. Lighting design criteria shall apply to:

- (i) Nicholson Drive and other Public Streets
- (ii) Private Streets, Alleys, and Access Drives
- (iii) Pedestrian and Landscaped Areas
- (iv) Natural Open Spaces and Trails
- (v) ~~Motor/Parking Lots~~, Pedestrian Courts and Plazas
- (vi) Surface Parking Areas

~~d. Public streets New pole-mounted lighting within the District shall be illuminated using pedestrian-scale lighting of twelve (12) feet to fourteen (14) feet pole height with a controlled light distribution pattern.~~

e. d. New pole-mounted lighting shall be pedestrian-scale and cannot exceed fourteen (14) feet in height.

~~f. e. Private streets, alleys, and access drives shall use pole-mounted lighting to be compatible with the adjacent architecture. Landscape up-light and down-light accents shall be provided, where appropriate. In a fashion similar to public streets, those streets and alleys which are intended to serve a dual use for occasional "festival" activities and "outdoor markets" shall include supplemental lighting and appropriate electrical conduit and service connections to fulfill this purpose.~~

~~g. f. A lighting plan shall be prepared for all proposed developments of thirty thousand (30,000) square feet or larger. The plan shall provide both vertical and horizontal illumination levels.~~

~~h. g. A white-colored light source shall be used to give a truer rendition of the existing surfaces that are being illuminated. Lighting in pedestrian plazas, pedestrian connections and sitting areas shall provide reasonable levels of nighttime visibility. Accent lighting shall be used at special locations such as stairs, entry signage, and sculpture.~~

~~i. h. Light fixture illumination at motor courts parking lots and driveways shall be provided~~

from indirect sources such as landscape, bollard lights, accent uplighting and downlighting. Where used, pole-mounted sources shall have a controlled cutoff reflector and shall match public street lighting fixtures. Light sources shall produce a white light. Colored lenses are prohibited. Lighting shall be positioned and/or screened to minimize light spillover to adjacent sites and communities.

~~j.i.~~ Except for any hotels and restaurants, flood lighting of building exteriors shall be prohibited without the approval of Planning Commission staff. An illumination impact plan may be required by Planning Commission staff prior to building approval.

~~k. j.~~ The ~~pp~~roposed ~~Central Zone park and neighborhood park areas~~ shall be illuminated similar to private pedestrian landscape areas. Illumination intensities shall be greater than minimal standards to ensure nighttime "vibrancy" in and around the area. ~~Motor courts~~ Parking lots and driveways will receive some illumination from adjacent buildings. Additional lighting within courtyards shall be provided by hidden source landscape up-light and down-light accents. ~~Those areas that are intended to serve "festivals" and "outdoor markets" shall include supplemental lighting and appropriate electrical conduit and service connections.~~

E. Streets and Sidewalks

1. ~~Motor Courts~~ Parking Lots, Driveway Areas, and Pedestrian Courts

a. Materials shall indicate to motorists that they have entered a pedestrian area. One or more materials may be used as the dominant material for ~~motor court~~ parking lot paving including:

- (i) Integrally colored concrete with special accent bands.
- (ii) Pre-cast concrete unit pavers.
- (iii) Rustic terrazzo (integral exposed aggregate concrete).
- (iv) Clear or stress finished concrete, with special jointing patterns and accent bands of another material.
- (v) Stone and/or brick pavers.

(vi) Imprinted paving patterns, such as stamped concrete.

b. Header curbs are required at the edge of all ~~motor court~~ parking lot vehicular driving surfaces to separate vehicular travelways from pedestrians. They shall be constructed of concrete or stone. Bituminous curbs are not permitted.

2. Curb Cuts

a. Curb cuts shall be kept to a minimum of one per ~~block face~~ five hundred (500) feet of street frontage per development on Nicholson per approval of DOTD. The Planning Director may grant one additional curb cut per block face not fronting on Nicholson Drive for developments that utilize structured parking.

b. Shared drive-ways and parking areas are encouraged to minimize the number of curb cuts along Nicholson Drive.

3. Sidewalks

a. Site and Building Integration

(i) Adequate and safe sidewalks and areas of pedestrian circulation from street and parking areas shall be provided. The sidewalks and circulation areas must be a minimum of five (5) feet in width and distinguished from vehicle use areas by using colored pavement, brick, alternative pavements and/or landscaping. Pervious hardscape materials should be preferred over impervious where feasible to help reduce stormwater runoff speed and quantities.

b. Circulation

(i) ~~The previous section describes the goals for ground level pedestrian and vehicular circulation.~~ Planning Commission staff shall ensure that an integrated system of through building passages, garage connections, pedestrian concourses, and covered walkways completes the overall circulation system.

c. Private sidewalks

(i) Private walkways shall be provided by individual developers and property owners and connect to both existing and proposed sidewalks, ~~motor courts~~ parking lots and driveway areas, buildings, and public spaces within neighboring developments.

- (ii) Covered walkways ~~should~~ shall be provided by individual developers and/or property owners at building entries and porte cocheres. Sidewalk connections shall also be provided to buildings and their parking lots. These widths may vary depending on site constraints.
- (iii) Consistent graphics and lighting programs shall be used to identify all private walkways. ~~Bituminous paving shall not be used in sidewalk areas as this does not complete the existing concrete walks and the proposed streetscape improvements.~~

d. Public Sidewalks and Associated Streetscapes

- (i) Consistent graphics and lighting programs shall be used to identify public sidewalks. ~~Bituminous paving shall not be used in sidewalk areas. Where appropriate pervious pavement materials should be preferred over impervious materials for any private sidewalk to help reduce stormwater runoff speed and quantities.~~

e. Crosswalks

- (i) Pedestrian crosswalks in the District should be consistent in layout and design; however, the materials used for implementation may differ between crossings. The surface treatment of crosswalks will vary depending on the types of streets of which it is comprised. In areas where a more elaborate streetscape crosses one that is less so, the crosswalk treatment should respond to the more elaborate of the two. Thus, where a brick streetscape crosses a concrete streetscape, the crosswalks should match the brick.
- (ii) The dimensions for crosswalks may also vary from street to street. It is generally desirable to align the outer limits of crosswalks with the building ~~facades~~ façades or rights-of-way of the two intersecting streets. The inner limits of the crosswalks are then defined by adopting standard dimensions for crossing widths (ranging from ten (10) feet to fifteen (15) feet or equal to the sidewalk/right-of-way width. This approach allows the streetscape to continue visually across the street.

However, this approach does not always work due to misaligned building ~~façades~~ façades, curvilinear streets or misaligned streets. In such cases it is best to run crosswalks parallel to a line projected from face of curb to face of curb from the misaligned roadways.

- (iii) Street crosswalks are desirable across all public streets, private vehicular access ways, ~~motor courts~~ parking lots and service drives located between parking areas and building entrances. To enhance public safety, minimize crossing conflicts and provide visual cues to both pedestrians and motorists, all pedestrian street crossing shall be well defined. Articulating crosswalks through contrasting unit paving materials and painted striping will provide a designated path for pedestrians.

f. Paving Materials

- (i) Sidewalk paving materials should be reviewed and approved by Planning Commission staff and where appropriate pervious materials should be used instead of impervious to help reduce stormwater runoff speed and quantities.

- (ii) Bituminous paving shall not be used in sidewalk areas.

2. Streetscape Amenities

- a. Benches, tables and chairs are encouraged within all future public enhancement and private development projects in the District. Color and style should complement and be coordinated with the building and paving materials. Construction should be of contoured, recycled wood, plastic or metal with the frame and/or end members constructed of heavy metal for quality and durability.
- b. Trash receptacles are required in public plaza areas, open green spaces, parks, bus stops, highly trafficked street corners and other sections of the Nicholson Avenue UDOD where people will congregate. Trash receptacles should also be located outside of food service facilities and convenience stores. They should not be placed where they would interfere with pedestrian or ADA movement.
- c. Approved materials are stone, pre-cast concrete, and metal. To the extent feasible,

trash receptacle colors and materials shall complement and be coordinated with adjacent buildings and other site furnishings.

- d. Planning Commission staff reserves the right to review and approve all street and hardscape furnishings. ~~Additional recommendations are presented for each of the specific streetscape and site furnishing items above in Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center.~~

3. Bikeways

- a. Roadway surfaces must be designed to accommodate bicyclists and should connect to the surrounding, existing, and planned bicycle systems to and link LSU, downtown, the riverfront, parks, open spaces, schools, libraries, civic buildings and neighborhoods within the area.
- b. Bike lanes shall meet all local transportation and state regulations.
- c. Bikeway lanes shall be properly located along Nicholson Drive, in accordance with sections illustrated in Appendix G, UDOD Nicholson Drive, and Address Streets. ~~Accommodations for bicyclists should be primarily for the recreational or leisure cyclist. Traveling at relatively slow speeds, the cyclists will likely make frequent stops along roadways within the District. Therefore,~~
- d. Bike racks should be located at various locations throughout ~~downtown~~ the area to provide safe and convenient temporary storage. ~~Areas that are designated for bicyclists should use paving materials that are smooth and free of obstruction.~~
- e. There must be a clearly designated separation between bicycle zones and vehicular areas. This separation can be visually ~~be~~ established by using ~~varying colors or materials, where possible~~ painted zones, bollards, or other materials where possible.

4. Transit

- a. Bus stops are already located along Nicholson Drive. At full development of the Nicholson Drive area and in light of the growing student population a higher use of the public transit should be expected. The bus stop shelters shall be specified and coordinated with the character of the adjacent architecture and streetscape furnishings. The design and location of all bus facilities, including bus

parking, on private property shall be approved by Planning Commission staff.

- b. Developments with more than four hundred (400) feet of frontage at designated CATS bus stops may construct a bus shelter which is architecturally compatible with the primary building and may be eligible for a credit against traffic impact fees as determined by the Department of Public Works.

G. Signs

1. Abandoned

- a. Whenever a sign becomes structurally unsafe, as determined by the East Baton Rouge Parish building official and/or the Planning Commission, or endangers the safety of a structure, premises or the public, or is erected or maintained in violation of these design guidelines and the City's zoning ordinance, or is abandoned or the use with which it is associated is abandoned or discontinued, the Planning Director and/or the Planning Commission may, by the issuance of a violation notice and correction order, order such sign to be made safe and comply with these guidelines and the City's ordinance, or be removed.
- b. If the cost of repairing a sign exceeds fifty (50) percent of the signs value, it shall be removed and the replacement sign shall conform to these design guidelines and the City's zoning ordinance. The more restrictive requirements between the two documents shall apply.
- c. Failure to comply with the notice shall constitute grounds for the Planning Director and/or the Planning Commission to have the sign removed, and the cost thereof shall be borne by the person so notified as an addition to any fine imposed by a court of law for a violation of this chapter. If the cost is not paid as an addition to a fine, the Parish may seek to recover such cost by any means allowed at law or equity.

2. Calculations

- a. Developments with one-hundred (100) feet or less of frontage may only utilize wall, canopy, awning or projecting signs. All signs must be attached to the building.
- b. Developments with more than one-hundred (100) feet of frontage with a building setback of at least fifteen (15) feet may utilize a monument sign not to exceed six (6) feet in height and

thirty-six (36) square feet per face.

- c. Developments with more than one hundred (100) feet and less than two hundred (200) feet of frontage, with a building setback of at least fifteen (15) feet, may utilize a monument sign not to exceed six (6) feet in height and thirty-six (36) square feet per face.
- d. Developments with more than two hundred (200) feet of frontage may utilize a monument sign not exceeding ten (10) feet in height and seventy-five (75) square feet per face.
- e. Signs to be located within proposed public right-of-way must receive approval from Planning Commission staff and must comply with all regulations of the UDC Sign Ordinance or apply for a sign waiver.
- f. Any sign to be located within the public right of way must meet the requirements of Title 2 of the Code of Ordinances and any other applicable provision of state or local law.

3. Prohibited Signs

- a. Pole signs, changeable letter signs (except as part of an identification sign), and flagging are prohibited.

~~4. Illumination~~

- ~~a. b. An allowed sign may not flash, blink or fluctuate, nor be animated.~~
- ~~b. Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for requirements concerning non-illuminated signs in the District.~~

~~5. Non-Illumination Signs~~

- ~~c. Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for requirements concerning illuminated signs in the District.~~

~~6. Temporary Signs~~

- ~~a. Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for requirements concerning temporary signs in the District.~~

7. 4. Permanent On-Premise Signs By Type

a. Monument Signs

- (i) One monument sign is allowed per frontage.

b. Changeable Letter Signs

- (i) One restaurant preview and menu board per site shall be permitted, and will be no greater than three (3) feet in height and four (4) feet in length.

c. Wall Signs

- (i) Wall signs cannot exceed thirty-six (36) square feet in sign area.

- (ii) ~~Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for requirements concerning Building-Mounted Signs in the District.~~

d. Canopy, Awning Signs, and Projecting Signs

- (i) Canopy, awning and projecting signs are not to exceed twelve (12) feet in length.

~~e. Public Signs~~

- (i) ~~Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for requirements and recommendations concerning public signs in the District.~~

~~f. Small Regulatory Signs~~

- (i) ~~Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for requirements concerning small regulatory signs in the District.~~

~~g. Tenant Directory Signs~~

- (i) ~~Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for requirements concerning tenant directory signs in the District.~~

~~h. e.~~ Public Flags

- (i) Patriotic flags such as the flag of Baton Rouge, the State of Louisiana, United States Armed Forces, the United States of America, and corporate and nonprofit

organization flags used in conjunction with patriotic flags shall be permitted. Corporate flags, nonprofit organization flags, and patriotic flags shall be limited to one each per lot and shall not be larger than six (6) feet by ten (10) feet. Oversized flags shall not be permitted. Flags shall be sized in accordance with pole height as follows:

Pole height in feet	Flag dimension in feet
15	3 by 5
20-25	4 by 6
30-35	5 by 8
40	6 by 10

Note: Pole heights over 40 feet are not permitted.

5. Off Premise Signs

i. The following guidelines shall be applied to all off-premise signs in the District:

(i) In the South Zone (West Chimes Street to West McKinley Street), new off-premise signs can only be erected if an existing sign, including structure, is removed. New off-premise signs cannot exceed three hundred (300) square feet per face and must meet current Unified Development Code requirements.

(ii) In the Central Zone (West McKinley Street to Garner Street), off-premise signs are prohibited.

(iii) In the North Zone (Garner Street to Interstate 10), off-premise signs cannot exceed three hundred (300) square feet per face and must meet current Unified Development Code requirements.

j. Motor vehicles (including but not limited to trucks, buses, vans, automobiles and tractors) containing any type of sign (other than painted name, logo, and business information on a commercial vehicle) shall not be parked or placed in any zoning district within sight distance of a public street, easement or private road. This prohibition shall not apply to overnight parking of vehicles.

k. Except for public signs or locational advertising signs, all signs shall be located within respective property lines of the parcel on which the use or activity being advertised is located, and shall not project into any public right-of-way, existing or proposed to be

dedicated by the landowner, unless approved as provided by ~~subsection (a) hereafter~~ Section 10.102d.G.5.a. when located on right-of-way immediately abutting the advertiser's premises. Such signs and their locations shall not obstruct or interfere with traffic, sighting distance, signals and public signs.

2. Design Intent

a. The complex needs and functions of a mixed-use corridor require an integral sign system to direct, orient, identify, and inform. It also facilitates pedestrian and vehicular movement through and around the community.

(i) All site signs shall be coordinated with a consistent style throughout the development project. Site signs shall be high quality and maintain a uniform color scheme, material, and design. A unifying logo shall relate the signs to one another.

(ii) Primary entrance signs identifying the overall development can occur at key locations where internal roadways intersect main roads. These sites will be determined by the Developer and reviewed and approved by the Planning Commission staff. These signs shall be architecturally compatible and be consistent with the buildings in the development.

(iii) Secondary entrance signs identifying specific buildings or tenants shall occur at key parking facility entryways. These signs shall be of small monument style and consistent with the primary entrance signs.

(iv) Directional signs indicate locations of tenants, facilities, amenities, and other important locations. They shall be designed in scale to accommodate vehicles and pedestrians.

(v) Regulatory signs will indicate handicapped parking, loading zones, fire lanes, and other service-related components. These signs shall be kept to a minimum and be consistent with the overall sign system whenever possible and shall conform to the height, information and color standards of East Baton Rouge Parish and the State of Louisiana. Sign faces shall be of approved materials, but sign backs and posts shall be painted in a color consistent with the theme of the overall project. Posts shall be round or

rectangular tube steel; "Channel" posts are not allowed.

H. Parking

1. Off- Street Parking

- a. Surface parking lots, if properly designed and screened, can contribute to the urban character of a district and provide an attractive pedestrian environment. A low evergreen hedge and fence or masonry wall will screen wheels, bumpers and paving, thereby eliminating the harshest visual aspects of the parking lot, while also providing for surveillance and security.
- b. All parking areas must be located at the rear or to one side of the primary building or structure. The main entrance must be visually and physically accessible from the public sidewalk and street.
- ~~c. On corner lots, no surface parking areas may be located between the building and or the two (2) street right of ways front property lines.~~
- ~~d. c. On corner lots, no parking areas may be located between the building and the two (2) front property lines.~~
- ~~e. d. The landscape bed for the parking lots screening must be a minimum of six (6) feet wide and contain a continuous evergreen hedge or masonry wall with a maximum height of thirty (30) inches.~~
- ~~f. e. Any parking area containing twenty-five (25) or more spaces shall include sunken parking islands with curb cuts or drains that would allow channelization of stormwater to vegetation planted within the island. (See Appendix K)~~
- ~~g. f. Rooftop parking is encouraged and should be utilized if possible.~~
- ~~h. g. Shared drive-ways and parking areas are encouraged to minimize the number of curb cuts along Nicholson Drive.~~
- ~~i. h. Cross access easements between parking lots are encouraged in site plan review.~~
- ~~j. i. Existing properties that are further subdivided must utilize shared parking and shared street entrances, which shall be shown on the final plat.~~
- ~~k. j. At-grade parking areas, as well as medians,~~

will be graded to ensure the preservation of existing vegetation as close as possible to the edge of the parking lot.

- ‡. k. A maximum side slope of two to one (2:1) will be allowed provided that such slopes are planted in groundcover.
- ‡. l. The maximum slope for lawn areas shall be three to one (3:1). A maximum slope and cross slope of five (5) percent is allowed within the surface parking areas, and a minimum ten (10) foot buffer will be allowed between buildings and surface parking lots.
- ‡. m. Landscaped medians will also be provided between parking areas and service drives.
- ‡. n. There shall be a ten (10) foot minimum buffer between the rear and side of buildings and the surface parking. Within this buffer there shall be a minimum five (5) foot landscape planting buffer adjacent to the building with a sidewalk of five (5) foot minimum width adjacent to the parking area.
- ‡. o. Interior parking shall provide adequate turnaround areas for emergency and delivery vehicles.
- ‡. p. Individual off-site parking spaces within commercial areas shall not have direct individual access to any public street other than for parallel parking.
- ‡. q. All parking lot entrances shall be marked with painted pedestrian crossings.
- ‡. r. Access locations from the street to the surface parking lot, landscaping and sidewalk locations must be approved by Planning Commission staff. Section 10.102d.I.1.e highlights additional landscaping requirements.
- ‡. s. A waiver of the minimum parking requirement as set forth in Section 17.7 may be granted for all other circumstances by application to the Planning Commission if compliance with other provisions of this Ordinance is not feasible due to parking requirement. Applicant must specify reason for waiver request.

2. Parking Structures

- a. Parking Structures shall appear as inconspicuous as possible and be visually screened from adjacent property and open space by the use of gradually sloping earth berms, new plantings, and/or the preservation of existing trees, where possible. Any parking

structure that is located adjacent to a street shall have retail/commercial uses on the first level fronting the street and set back ten feet from the public Right-of-way. If this is not feasible, the parking structure shall be setback from the Right-of-way ~~the required distance established by~~ at the discretion of the Planning Director. The setback shall be planted with trees, shrubs, and ground cover to soften the view of the structure and establish an appropriate sense of scale. ~~Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for additional requirements.~~

3. Alternative Porous Pavement Parking

- a. Alternative Porous Pavement Parking (~~Appendix K - Stormwater BMP Manual~~) must be utilized for parking spaces over the required number of parking spaces for that Development. Alternative Porous Pavement Parking must also be utilized for parking on lots that abut the Corporation Canal. The use of porous pavement is encouraged throughout the parking areas. (See Appendix K - Stormwater BMP Manual)

4. Schedule of Off-Street Parking Requirements

- a. One bicycle parking space for every twenty (20) motor vehicle parking spaces or a rack(s) that will hold ten (10) bicycles (permanently anchored) is encouraged. The bicycle rack(s) should be visually and physically accessible from the public sidewalk and street.

I. Landscape and Trees

1. Landscape Standards

a. Developed Site Area

- (i) The following Guidelines establish typical plant quantities. Because parcels will vary in size, physical character and restrictions, more or less plant material than specified below may be required as determined by the DPW Urban Forestry & Landscape Manager.

b. Commercial, Office, and Retail Properties

Shade Trees:

- 1. One (1) Class "A" tree per forty (40) linear foot of frontage along public roadways and major private streets planted thirty-five (35) to forty-five (45) feet on-center.

2. One (1) per ten (10) surface parking spaces with a minimum of two (2) Class "A" trees per landscape median within a parking lot. Landscape islands shall be a minimum of three hundred (300) square feet.
3. Surface parking lots shall not have more than two bays of parking without a continuous planted median separating them. The median shall have a minimum width of ten (10) feet, unless otherwise determined by the DPW Urban Forestry & Landscape Manager.
- ~~4. Where feasible, spacing of street trees shall be coordinated with the striped on-street parking spaces, when such striping exists. This spacing allows vehicle passengers to open doors without hitting a tree and thus minimizes the damage inflicted upon trees from car doors.~~

(ii) Evergreen and Ornamental Trees:

1. Two Class "B" trees may be substituted for each required Class "A" tree up to thirty (30) percent of the required number, if approved by the DPW Urban Forestry & Landscape Manager.

~~2) Ground Plane Planting:~~

- a. A minimum of fifteen (15) percent of a developed site shall consist of planting beds with shrubs, flowers, or groundcover.

c. Plant Materials

- (i) ~~Since Nicholson is a state route, please refer to "Policy for Roadside Vegetation Management," pages 37-41 located in the Planning Commission office. at Department of Transportation Development website, [http://www.dotd.la.gov/highways/maintenance/Policy For Roadside Vegetation Management.pdf](http://www.dotd.la.gov/highways/maintenance/Policy%20For%20Roadside%20Vegetation%20Management.pdf)~~

2. Street Planting Area

- ~~a. Shrubs and ground cover plantings to the extent that forty (40) percent of the street planting area is planted with vegetation other than turf grass.~~
- ~~b. Constructed elements such as courtyards, plazas, planters, benches, fountains and tables, in addition to the required landscaping may be included.~~

- ~~c. A combination of both natural and constructed elements is encouraged.~~
- ~~d. Corner lots with frontage on more than one street must provide a Street Yard Planting Area along the entire frontage of both streets.~~
- e. a. Any Development with a Building Setback of twenty (20) feet or more shall include a ten (10) foot Street Planting Area within the Front Yard Setback. The minimum requirements for the Street Planting Area shall include one (1) Class "A" tree or two (2) Class "B" trees for every forty (40) linear feet of public street frontage, or fraction thereof, measured at the property line.

2. Buffer Yard Screening

- a. Any commercial Development that abuts a residential land use must include a solid eight (8) foot fence, constructed with allowable materials, for screening. A fence permit that is in compliance with UDC Section 9.3 must be obtained from the Department of Public Works Inspection Division.
- b. Where gas fueling bays, parking lots, or any portion of a Vehicular Use Area front directly on Nicholson Drive, a landscape bed containing a continuous green hedge or masonry wall must be provided to screen the Vehicular Use Area from view. The masonry wall's color and finish shall match the primary structure. The landscape bed must be a minimum of six (6) feet wide and the evergreen hedge or masonry wall cannot exceed thirty (30) inches in height.
- c. Unless otherwise provided, allowable materials for fences and walls include: natural and man-made stone, brick, aluminum, architectural concrete, or wood. Fencing made of barbed wire, razor wire, plastic, chain link, or vinyl clad chain link is prohibited.

3. Sight Triangle Area

- a. On every corner lot within the triangle formed by the street lines of such lot and a line drawn between points on such lines as established below, there shall be no sign structure within the setbacks provided below ~~in subsections (a) and (b) hereafter.~~
- b. For a lot having an interior angle of ninety (90) degrees or more at the street corner thereof points shall be twenty (20) feet from the property lines extended.

- c. For a lot having an interior angle of less than ninety (90) degrees at the street corner thereof: Points shall be twenty (20) feet from the property lines extended, plus one foot for every ten (10) degrees or major fraction thereof by which such interior angle is less than ninety (90) degrees.

4. Vehicular Use Area

- a. Any Development containing twenty-five (25) or more parking spaces shall contain a minimum of two (2) Class "A" trees or four (4) Class "B" trees for every fifteen (15) parking spaces, or fraction thereof.
- b. All parking areas shall be required to have a minimum of ten (10) percent of the total interior Vehicular Use Area landscaped with trees, shrubs and ground cover other than turf grass.
- c. Any Development containing twenty-five (25) or more parking spaces shall, where at all possible, include sunken parking islands with curb cuts or drains that would allow channelization of stormwater to vegetation planted within the island.
- d. Any Development requiring a Commercial Building Permit that abuts a lot with existing residential land use must contain a minimum twelve (12) foot wide Bufferyard and the minimum planting as required for a fifteen (15) foot Bufferyard Type A. Seventy-five (75) percent of the required trees in the Bufferyard must be evergreen.

5. Service Areas

Service areas are defined as designated areas for short-term trash storage and pick-up, short-term recyclable materials storage and pick-up as well as above or below ground utility equipment such as condenser units, chillers, transformers, utility meters, etc. ~~Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for more information.~~

a. Location

- (i) Service areas within the District must be carefully sited to be easily accessible, while remaining hidden from direct view from the primary or side streets. ~~This can generally be accomplished by adhering to the following guidelines:~~
- (ii) Utility areas, mechanical equipment or designated loading spaces shall be located at the rear of buildings.
- (iii) Service areas should be designed to be

to be part of the primary building and should not detract from the aesthetic appeal of the District.

- (iv) Service areas may not be accessed or serviced directly on a public street. They must be located internal to the parcel and adequately screened from view.
- (v) Service areas shall not be located at the entrance to a parking lot.
- (vi) Service areas shall be accessible by both vehicle access gates and a separate pedestrian access gate.

b. Utilities

- (i) Utility and service integration must be considered in the development of all blocks and parcels within subdivided blocks to allow the most effective connection to the infrastructure systems. These considerations shall include the installation of sleeves for future extension of piping, shared, and oversized utility connections between buildings and shared entry courts or service areas.

b. Screening

- (i) All dumpsters, exposed storage areas, machinery, service areas, truck loading areas, utility buildings, air conditioning units and other similar structures shall be screened from view from neighboring properties and streets with the same materials, color and/or style as the primary building in order to be architecturally compatible with the primary building.

c. Service Bay Enclosures

- (i) Fences, walls and gates may also be used in combination with walls and landscaping to provide screening of undesirable views or uses such loading docks, junkyards, building service areas, utility equipment, vehicle storage and outside storage. Where walls and fences are used for this purpose, their design shall be considered in context with the architecture of the buildings they serve and viewed as an extension of the architecture itself. Design, materials, color, location, and height of fencing must be approved by Planning Commission staff.

6. Maintenance

- a. Landscaping must be maintained according to the plan that was approved as part of the Building Permit process.
- b. Individual owners shall be responsible for maintenance and upkeep.

8. Tree and Urban Forest Preservation Standards

- a. Trees that measure ten (10) inches or more in diameter at ~~chest~~ breast height may not be removed from a site without permission of the DPW Urban Forestry & Landscape Manager. The removal of such a tree may be denied if the tree is found to significantly contribute to the aesthetic character or ecology of a site or its surrounding area.

J. Design Standards

1. ~~Building Materials~~

- ~~a. Outlined below is a quick reference list providing an overview of the detailed guidelines requirements for the entire the District that are further described in Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center:~~

1. ~~Facades~~ Façades

- a. Building ~~facades~~ façades shall be varied and articulated for pedestrian visual interest.
- b. Long, blank, unarticulated street wall ~~facades~~ façades shall not be allowed. ~~Facades~~ Façades shall instead be divided into a series of structural bays (i.e., masonry piers that frame window and door elements).
- c. Opening in gables shall be centered.
- d. The main entry to a building, leading to a lobby, stair or central corridor shall be emphasized at the street level to announce a point of arrival in one or more of the following ways:
 - (i) Flanked columns, decorative fixtures or other details.
 - (ii) An entry recessed within the building's mass.
 - (iii) Covered by means of a portico (formal porch) projecting from or set into the building face (refer to zoning guidelines for allowable projections).
 - (iv) Punctuated by means of a change in roofline, a tower, or a break in the

surface of the subject wall.

- e. Flush mounted windows are not permitted.
- f. Any primary entrances to buildings shall have awnings, roof-type overhangs, or building overhangs.
- g. All highly reflective glazing and darkly tinted glass is prohibited on the façade.
- h. Building skin shall avoid exterior reflective materials and mirrored glass.

2. Building Materials

- a. Building materials shall be appropriate to scale and massing.
- b. Building materials shall be predominantly brick, cast stone, cementitious siding, clay tile, natural or synthetic stucco, or other architecturally indigenous materials.
- c. Environmental sustainability principles are encouraged in building design.
- d. Pre-fabricated metal outbuildings are not permitted. All ancillary accessory structures must be approved by Planning Commission staff prior to construction.
- e. Exposed ends of unit and foundation walls shall be clad in brick or cast stone.

3. Structure

- ~~a. Building skin shall avoid exterior reflective materials and mirrored glass.~~
- ~~b. a. Building massing and landscaping shall relate strongly to adjoining blocks/land bays.~~
- ~~c. b. Where appropriate, the design of buildings shall provide a transition from the pedestrian level/storefront to the upper floors by the use of materials, building articulation, color and level of detailing. When seen from the streets, a transition zone shall add interest at the vehicular and pedestrian scale, thereby reinforcing the aesthetic experience and providing diversity and focal points.~~
- ~~d. c. All structures shall be accessible in accord with the Americans with Disabilities Act. No mechanical lifts or exterior ramp systems greater than fifteen (15) feet in~~

length shall be allowed within any street.

~~e.~~ d. Exterior fire escapes shall not be allowed within any zone. All means of emergency egress shall be contained within the structure.

4. Roofs

a. Roofscapes shall be delineated by gables, cupolas, steeples, and towers.

~~b. Arcades, porches, balconies, bays, and awnings of proper scale are encouraged.~~

~~c. Opening in gables shall be centered.~~

~~d.~~ b. Roof articulation of mixed use, commercial and office structures: To avoid long expanses of unarticulated roofs, roofs shall be architecturally articulated at least every forty (40) linear feet. The articulation may consist of dormers, hip roofs, cupolas, gables, etc.

~~e.~~ c. Roof articulation of multifamily residential structures: To avoid long expanses of unarticulated roofs, roofs shall be architecturally articulated at least every twenty (20) linear feet. The articulation may consist of dormers, hip roofs, cupolas, gables, etc.

~~f. Environmental sustainability principles are encouraged in building design.~~

~~g. Exposed ends of unit and foundation walls shall be clad in brick or cast stone.~~

~~h.~~ d. Dormers, chimneys and any other items extending above the roofline shall be of the same color and materials used in the building's façade.

~~i.~~ e. Chimneys shall be clad in brick, cast stone, or architectural pre-cast concrete materials only.

~~j.~~ f. Roof penetrations, such as vents, skylights and stacks, shall be placed on rear roof slopes.

~~k. The primary entrances to buildings shall have awnings, roof-type overhangs, or building overhangs. All highly reflective glazing and darkly tinted glass is prohibited.~~

~~l. Flush mounted windows are not permitted.~~

~~m.~~ g. Mechanical equipment and roof color shall be compatible and integrated with the building design. Visible roof mounted equipment is prohibited. If necessary, the

equipment shall be masked behind discreet screening materials. All roof-mounted mechanical equipment shall be screened and painted to blend the roofing color. Equipment shall be arranged in an orderly, clustered manner, grouped behind one parapet screen. At a minimum, a single continuous parapet wall without louvers or penetrations shall screen, or hide entirely, all roof mechanical equipment from ground views. Antennae, disks, solar panels, etc., if required by building occupants, shall be grouped in an orderly manner behind the mechanical screen referenced above unless specifically approved by Planning Commission staff.

5. Awnings

~~a. Awnings, if used, should be of a durable, commercial grade fabric, canvas or similar material having a matte finish.~~

(i) Awnings, where used, should be of durable, commercial grade materials.

(ii) Bright and/or contrasting awning colors should be avoided. The awning colors should complement the building they are intended to serve and the proposed street furnishings.

(iii) Awnings should have a single color or two-color stripes. Utilizing more colors is permitted but will be considered as sign area and confusion.

(iv) When there are several businesses in one building, awnings of a compatible color should be used with simple signs on the valance flap that may vary in type style and color to differentiate the individual businesses within the building.

(v) Where the ~~facade~~ façade is divided into distinct structural bays (sections defined by vertical architectural elements, such as masonry piers), awnings should be placed within the vertical elements rather than overlapping them. The awning design should respond to the scale, proportion and rhythm created by these structural bay elements and "nestle" into the space created by the structural bay.

(vi) Awning frames and supports should be of painted or coated metal or other non-

corroding material.

- (vii) Glossy or shiny plastic or similar awning material is not recommended.
- (viii) Aluminum, metal, or canvas awnings are permitted in the District.
- (ix) Awning shape should relate to the window or door opening. Barrel-shaped awnings should be used to complement arched windows while square awnings should be used on rectangular windows.
- (x) Awnings should be well-maintained, washed regularly and replaced when faded or torn.
- (xi) Arcades, porches, balconies, bays, and awnings of proper scale are encouraged.
- ~~(xii) Pre-fabricated metal outbuildings are not permitted. All ancillary structures must be approved by Planning Commission staff prior to construction.~~
- ~~(xiii) Mechanical equipment and roof color shall be compatible and integrated with the building design. Visible roof mounted equipment is prohibited. If necessary, the equipment shall be masked behind discreet screening materials. All roof-mounted mechanical equipment shall be screened and painted to blend the approved roofing color. Equipment shall be arranged in an orderly, clustered manner, grouped behind one parapet screen. At a minimum, a single continuous parapet wall without louvers or penetrations shall screen, or hide entirely, all roof mechanical equipment from ground views. Antennae, disks, solar panels, etc., if required by building occupants, shall be grouped in an orderly manner behind the mechanical screen referenced above unless specifically approved by Planning Commission staff. Refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for more information.~~
- ~~(xiv) Where appropriate, the design of buildings shall provide a transition from the pedestrian level/storefront to the upper floors by the use of materials, building articulation, color and level of detailing. When seen from the streets, a transition~~

~~zone shall add interest at the vehicular and pedestrian scale, thereby reinforcing the aesthetic experience and providing diversity and focal points.~~

~~(xv) All structures shall be accessible in accord with the American's with Disabilities Act. No mechanical lifts or exterior ramp systems greater than fifteen (15) feet in length shall be allowed within any street.~~

~~(xvi) Exterior fire escapes shall not be allowed within any zone. All means of emergency egress shall be contained within the structure.~~

~~(xvii) The main entry to a building, leading to a lobby, stair or central corridor shall be emphasized at the street level to announce a point of arrival in one or more of the following ways:~~

~~1. Flanked columns, decorative fixtures or other details.~~

~~2. An entry recessed within the building's mass.~~

~~3. Covered by means of a portico (formal porch) projecting from or set into the building face (refer to zoning guidelines for allowable projections).~~

~~Punctuated by means of a change in roofline, a tower, or a break in the surface of the subject wall.~~

Section 2. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this ordinance, or the invalidity of the application thereof to any person or circumstances shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

Section 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed.