

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 10.102E URBAN DESIGN OVERLAY DISTRICT FIVE- NORTH GATES, 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 10.102E thereto, which shall read as follows:

"Section 10.102e Urban Design Overlay District Five - North Gates, Old South Baton Rouge

A. Purpose

To provide guidelines for development activity in Urban Design Overlay District Five (District) along Highland Road roughly bounded by E. McKinley Street and W. Mckinley Street to the north, Corporation Canal to the east, and E. Chimes Street and W. Chimes Street to the south as shown in Appendix G, also characterized as Growth Center 8 in the Horizon Plan, and to strengthen the physical and economic character of the corridor by promoting and encouraging consistency in the quality of design.

B. Enforcement and Review

1. New Construction

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

2. Existing Developments

- a. All lighting in the District 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 the District 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. Additions and Renovations

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 building permits.

b. All developments within this district with the exception of single family detached units shall comply with the additional requirements set forth in this Ordinance.

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. A waiver of the minimum parking requirements 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.

D. Dimensional Regulations

1. Permitted Height

a. The general intent of the height and scale standards for the District is to encourage development that is a minimum of two (2) 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:

b. Multi-family residential buildings on side streets are permitted to be three stories or thirty-five (35) feet maximum to the top plate height (side streets are all streets between McKinley Street and Chimes Street).

- c. Multi-family residential buildings on Highland Road ~~or an "Address Street"~~ are permitted to be four (4) stories or forty-five (45) feet maximum to the top plate height.
- d. Townhome buildings on side streets are permitted to be three (3) stories or thirty-five (35) feet maximum to the top plate height (side streets are all streets between McKinley Street and Chimes Street).
- e. Mixed-use buildings with retail on the ground level and residential above are permitted to be four (4) stories or fifty (50) feet maximum to the top plate height.
- f. Commercial buildings are permitted to be three (3) stories or twenty-five (25) feet maximum to the top plate height.
- g. Ancillary structures must be a one (1) 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. Parking structures must be two (2) to three (3) levels with a maximum height of thirty-five (35) feet to the top of screen wall parapet.
- ~~i. The height limit for each building and parking structure shall be in conformance with the approved Unified Development Code and District guidelines.~~

2. Building Siting and Orientation

- a. The general intent of the orientation, siting and setback standards for the District 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:
- b. Developments shall create generally a continuous streetscape on all frontages by using a combination of the following:

(i) Streetscape elements

- 1. Building face;
- 2. Low wall, canopy structure or attractive fence;
- 3. Articulated screening wall around service/loading areas;
- 4. Street furniture; ~~and~~

5. Container-based landscaping, ~~as well as~~ as ; and
6. Incorporation of signage into any of the above.

(ii) Building Façade

1. Buildings shall have at least one (1) primary entrance facing the street, or is directly accessed by a sidewalk or plaza within ten (10) feet of the primary entrance.
2. The front building façade should be oriented parallel to the street or toward a major plaza or park.
3. The face of a building should provide pedestrian entrances at a minimum rate of one (1) entrance per fifty (50) feet along the street.
4. Buildings on West Chimes Street, West State Street, Lake Street, on corners along Highland Road 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 (side streets are all streets between McKinley Street and Chimes Street).

(iii) Setbacks and Building Separation

1. Commercial buildings in the District shall have a minimum front yard setback of zero (0) feet and a maximum of fifteen (15) feet from the public right-of-way and intersecting side street right-of-way (side streets are all streets between McKinley Street and Chimes Street).
2. Mixed-use buildings in the District shall have a minimum front yard setback of zero (0) feet and a maximum of ten (10) feet from the public right-of-way and intersecting side street right-of-way (side streets are all streets between McKinley Street and Chimes Street).
3. 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 (~~see Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center~~).

4. Multifamily residential buildings 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 (side streets are all streets between McKinley Street and Chimes Street).

5. ~~On-site surface parking bays running parallel with Highland Road shall be setback a minimum of 6'-0" and maximum of 8'-0" from the public right-of-way to accommodate a combination of low walls and landscape planting for the parking lot (see Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center).~~

6. ~~On-site, mid-block parking bays running perpendicular to Highland Road shall be setback a minimum of 10'-0" and maximum of 15'-0" to accommodate a parking island (see Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center).~~

7. ~~5.~~ All structures shall be setback in accordance with the sections illustrated in Appendix G, UDOD North Gates Area, Sections A-A through G-G. ~~Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center.~~

8. ~~6.~~ There shall be a thirty (30) foot minimum separation between multifamily residential buildings.

E. 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 along the District area and to guide pedestrians and motorists through the North Gates area, and accent special features. Special features may include but are not limited to the 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.
- (ii) Lighting design criteria shall apply to:
 - 1. Portions of Highland Road that are within the District
 - 2. Public Streets, Private Streets, Alleys, and Access Drives
 - 3. Pedestrian and Landscaped Areas
 - 4. Natural Open Spaces and Trails
 - 5. ~~Motor/~~ Parking Lots, Pedestrian Courts and Plazas
 - 6. Surface Parking Areas

~~c. 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.~~

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

~~e.d. 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.~~

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

~~g.e.~~ A white-colored light source shall be used to give a truer rendition of the existing surfaces that are being illuminated.

~~h.f.~~ Lighting in pedestrian plazas, pedestrian connections and sitting areas shall provide reasonable levels of nighttime visibility. Accent lighting should be used at special locations such as stairs, entry signage, and sculpture.

~~i.g.~~ Light fixture illumination at ~~motor courts~~ parking lots 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.h.~~ Except for any hotels and restaurants, flood lighting of building exteriors shall be prohibited without the approval of Planning Commission staff.

~~k.i.~~ ~~The p~~Proposed Gateway Triangle Park, and neighborhood park areas should 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 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.~~

~~F. Floodways, Floodplains, Drainage, and Water Quality~~

~~1. 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.~~

~~G. E. Streets and Sidewalks~~

1. Streets and Alley Right of Ways

a. The North Gates area is envisioned to be developed as a fully integrated multi-use

district, with a strong emphasis placed on coordinated pedestrian linkages. Therefore, it is important that equal attention be paid to both pedestrian and vehicular circulation throughout the area. An integrated multi-use development provides greater opportunities to share facilities and infrastructure systems, thereby creating greater convenience and economies for users.

b. Curb Cuts

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

(ii) Shared drive-ways and parking areas are encouraged to minimize the number of curb cuts on Highland Road.

2. Sidewalks

~~a. 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.~~

b. Adequate and safe sidewalks and areas of pedestrian circulation from street and parking areas shall be provided.

c. 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.

d. Pervious hardscape materials should be preferred over impervious where feasible to help reduce stormwater runoff speed and quantities. (See Appendix K). Bituminous paving shall not be used in sidewalk areas. Sidewalk paving materials should be reviewed and approved by Planning Commission staff ~~and where appropriate pervious materials should be used instead of impervious.~~ (See UDC Chapter 15)

~~e. All public sidewalks within the District shall be consistent with section 13.6 of the Unified Development Code.~~

~~f. e.~~ 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. (See UDC Chapter 15)~~

~~g.f. Private walkways shall be provided by individual developers and property owners and connect to both existing and proposed sidewalks, motor courts parking lots, buildings, and public spaces within neighboring developments. ~~Where possible, pervious materials should be preferred over impervious ones for any private sidewalk to help reduce stormwater runoff speed and quantities. (See Appendix K)~~~~

(i) Covered walkways ~~shall~~ should 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.

(ii) 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~~

h.g. Streetscape Amenities

(i) Benches, tables and chairs are encouraged within all future public enhancements 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. ~~Please see Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for examples of recommended benches, tables, and chairs.~~

(ii) Trash receptacles are encouraged in public plaza areas, open green spaces, parks, bus stops, highly trafficked street corners and other sections of the District 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.

(iii) Approved materials for trash receptacles 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. ~~Please refer to Old South Baton Rouge supplementary materials located in the Planning Commission Resource Center for examples of recommended trash receptacles.~~

(iv) 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.

(v) 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. However, this approach does not always work due to misaligned building ~~facades~~ façades, curvilinear streets or misaligned streets. In such cases crosswalks must be run parallel to a line projected from face of curb to face of curb from the misaligned roadways.

(vi) 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.

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 Highland Road in accordance with sections illustrated in Appendix G, UDOD North Gates Area, and Address Streets. ~~Areas that are designated for bicyclists should use paving materials that are smooth and free of obstruction.~~

d. 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.~~ painting zones, bollards, or other materials where possible.

4. Transit

a. Bus stops are already located along Highland Road. At full development of the North Gates Area and in light of the growing student population, a higher use of the public transit should be expected. The bus stop shelters are encouraged to be coordinated with the character of the adjacent architecture and streetscape furnishings.

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.

H. Signs

1. Calculations

~~b.a.~~ Developments with fifty (50) feet or less of frontage may only utilize wall, canopy, awning or projecting signs. All signs must be attached to the building.

a.b. Developments with more than fifty (50) feet of frontage may utilize monument signs.

2. Prohibited Signs

~~b.a.~~ Pole signs and changeable letter signs (except as part of an identification sign) are prohibited.

3. Permanent On-Premise Signs By Type

a. Monument Signs

(i) Monument signs cannot exceed eight (8) feet in height.

b. Wall Signs

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

c. Canopy, Awning and Projecting Signs

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

4. Off Premise Signs

~~b.a.~~ New off-premise signs may only be erected if existing signs and their structures are removed. New off-premise signs cannot exceed three hundred (300) square feet per face and must meet current Unified Development Code requirements.

I. Parking

1. Off- Street Parking

a. All parking areas must be located at the rear or to one (1) side of the primary building or structure. The main entrance must be visually and physically accessible from the public sidewalk and street.

b. On corner lots, no parking areas may be located between the building and the two (2) ~~front property lines~~ street right of ways.

c. On-site surface parking bays running parallel with Highland Road shall be setback a minimum of six (6) feet and maximum of eight (8) feet from the public right-of-way to accommodate a combination of low walls and landscape planting for the parking lot.

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

e. Interior parking shall provide adequate turnaround areas for emergency and delivery vehicles.

f. Rooftop parking is encouraged and should be utilized if possible.

g. Shared drive-ways and parking areas are encouraged to minimize the number of curb cuts along ~~Nicholson Avenue~~ Highland Road.

h. Cross access easements between parking lots are encouraged in site plan review.

- i. Existing properties that are further subdivided must utilize shared parking and shared street entrances, which shall be shown on the final plat.
- j. 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. If this is not feasible, the parking structure shall be setback from the Right-of-way the required distance established by 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.
- k. 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) must be visually and physically accessible from the public sidewalk and street.

2. Alternative Porous Pavement Parking

- a. Alternative Porous Pavement Parking 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).
- b. Any parking area containing twenty-five (25) or more parking 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)

3. Schedule of Off-Street Parking Requirements

- a. The Planning Director may grant a parking reduction up to twenty-five (25) percent of the required number of spaces, whenever developments are for a high density use such as multi-family projects of less than seventy-five (75) units, commercial recreation facilities with land area contain more than one-half acre, offices, shops, store, or other commercial uses with a building or buildings containing less than thirty-thousand (30,000) square feet, or an addition to an existing structure(s) in which the increase in aggregate floor area less than thirty-thousand (30,000) square feet is less than twenty (20) percent.

- b. Parking reductions for multi-family developments greater than seventy-five (75) units or commercial or office uses with a building or buildings containing more than thirty-thousand (30,000) square feet, or an addition to an existing structure(s) in which the increase in aggregate floor area is greater than thirty-thousand (30,000) square feet is greater than twenty (20) percent must be granted by the Planning ~~Director~~ Commission.

4. Design Standards

- a. The general intent of the parking and access siting standards for the District 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:
 - (i) Corner parking lots along Highland Road are prohibited.
 - (ii) One shared parking access point per block face shall be permitted along Highland Road.
 - (iii) Required parking may be accommodated under the rear of multifamily residential structures if it is screened from the public right-of-way.
 - (iv) Surface parking must be configured to allow adequate service truck access to trash, recycling and utility services areas of a building.
 - (v) 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.
 - (vi) 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.
 - (vii) All structured parking shall be located at the rear or within the buildings they serve.
 - (viii) Where feasible, parking structures must be centrally located within a development

block and shall not be visible from surrounding streets.

~~(ix) Parking structures may include a green roof deck for density bonus consideration by the Planning Commission. (see Appendix K)~~

b. Access locations from the street to the surface parking lot, landscaping and sidewalk locations must be approved by Planning Commission staff.

c. All parking lot entrances shall be marked with painted pedestrian crossings.

J. Landscape and Trees

1. Landscape Standards

a. Developed Site Area

(i) Any Development with a Building Setback of twenty (20) feet or more shall include at least one of the following:

1. 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. A ten (10) foot minimum courtyard, patio, or urban garden. The minimum tree requirements for Street Planting Areas shall apply.

3. A ten (10) foot covered porch or arcade, to be constructed of similar materials and character as the main building.

4. 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, subject to decision by ~~as determined by~~ the DPW Urban Forestry & Landscape Manager.

a. Commercial, Office, and Retail Properties Shade Trees:

i. 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) on-center.

ii. One (1) tree 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.

iii. 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.

~~iv. Where feasible, spacing of street trees shall be coordinated with the striped on-street parking spaces. This spacing allows vehicle passengers to open doors without hitting a tree and thus minimizes the damage inflicted upon trees from car doors.~~

Evergreen and Ornamental Trees:

i. Two (2) Class B trees may be substituted for each Class A tree up to thirty (30) percent of the required number, if approved by the DPW Urban Forestry & Landscape Manager.

Ground Plane Planting:

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

(ii) Plant Materials

1. Refer to "Policy for Roadside Vegetation Management," pages 37-41, located ~~in the Planning Commission office.~~ at the Department of Transportation Development website: www.dotd.la.gov/highways/maintenance/Policy_For_Roadside_Vegetation_Management.pdf

~~b. Street Yard Planting Area~~

~~(i) Shrubs, ground cover, and/or container-based plantings.~~

~~(ii) Constructed elements such as courtyards, plazas, planters, benches, fountains and tables, in addition to the required landscaping may be included.~~

~~(iii) A combination of both natural and constructed elements is encouraged.~~

~~e.~~b. Buffer Yard Screening

(i) Unless otherwise provided, allowable materials for fences and walls include: cast stone, brick, aluminum, architectural concrete, or wood. Fencing made of barbed wire, razor wire, plastic, chain link, or vinyl clad chain link is prohibited.

(ii) 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.

~~d.~~c. Vehicular Use Area

(i) 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.

(ii) Where gas fueling bays or any portion of a Vehicular Use Area front directly on Highland Road, a landscape bed containing a continuous green hedge or masonry wall must be provided to screen the Vehicular Use Area from view. The color and finish of masonry walls 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.

(iii) Parking areas that abut a residential lot 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.

(iv) There shall be a ten (10) foot minimum buffer between the rear 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 five (5) foot minimum

width sidewalk adjacent to the parking area.

- (v) At-grade parking areas, as well as medians, shall be graded to ensure the preservation of existing vegetation as close as possible to the edge of the parking lot.
- (vi) A maximum side slope of two to one (2:1) will be allowed provided that such slopes are planted in groundcover.
- (vii) The maximum slope for lawn areas shall be three to one (3:1).
- (viii) 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.
- (ix) All surface parking lots shall have landscape medians as well as peripheral evergreen screening buffers.
- (x) The landscape medians will be at least ten (10) feet in width and designed to accommodate a suppressed water quality Rain Garden for water purification prior to going into the City sewer system. (See Appendix K)
- (xi) Landscaped medians will also be provided between parking areas and service drives.
- (xii) 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.
- (xiii) 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.

d. 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, among others.

(i) Location

- a. 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 (side streets are all streets between McKinley Street and Chimes Street). This can generally be accomplished by adhering to the following guidelines;
- b. Utility areas, mechanical equipment or designated loading spaces shall be located at the rear of buildings;
- c. Service areas should be designed to be part of the primary building and should not detract from the aesthetic appeal of the District;
- d. 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;
- e. Service areas shall not be located at the entrance to a parking lot; and
- f. Service areas should be accessible by both vehicle access gates and a separate pedestrian access gate.

(ii) Utilities

- a. 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.

(iii) Screening

- a. 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.

b. Trash, Recycling and Utility Service Area Enclosures

i. If the utility area is separate from the building it serves, it must be enclosed by a six (6) foot solid wall or fence constructed with the same materials, color, and/or style as the primary building. Enclosures should be constructed of masonry wall construction with steel swing gates or an ornamental steel fence enclosure with ornamental steel swing gates, painted in a dark color. They must match the primary structure and separated pedestrian gate access must be provided in addition to the service vehicle double gate access.

ii. All dumpsters and equipment shall be located behind the building being served. They should be located in the rear of parking lots in a location that is easily accessible and maneuverable for service trucks. The enclosure shall be maintained in a structurally sound manner, in good appearance, replaced when necessary and kept free of refuse and debris. Trash and utility enclosures may not be located within required Building Setback areas.

(iv) Service Bay Enclosures

a. 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.

e. Maintenance

(v) Landscaping must be maintained according to the plan that was approved as part of the Building Permit process.

(vi) Individual owners shall be responsible for maintenance and upkeep.

2. 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.

D. Design Standards

~~1. Building Materials~~

1. This section describes the architectural guidelines that aid in enhancing the spatial legibility and the overall aesthetics of the District. The various building configurations shall be integrated into an overall theme that is complementary and yet creates a dynamic set of architectural interrelationships. Each building design shall enhance the District's spatial legibility and aesthetic experience.

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

a. Façades

(i) Building ~~façades~~ façades shall be varied and articulated for pedestrian visual interest.

(ii) Long, blank, unarticulated street wall ~~façades~~ façades shall not be allowed. ~~Facades~~ Façades shall instead be divided into a series of structural bays such as masonry piers that frame window and door elements.

(iii) Opening in gables shall be centered.

(iv) The main entry to a building, leading to a lobby, stair or central corridor shall be emphasized at the street level to announce this point of entry as an

expression of an architectural transition and shall be incorporated into the design. This can be achieved in one or more of the following ways:

(a) Flanked columns, decorative fixtures or other architectural details.

(b) An entry recessed within the building's mass. Such recesses can be created with a larger arched or cased decorative opening.

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

(d) For major or significant entries to a large building: Punctuated by means of a change in roofline, a tower, or a break in the surface of the subject wall.

b. Buildings Materials

(i) All highly reflective glazing and darkly tinted glass is prohibited.

(ii) The building skin shall avoid exterior reflective materials and mirrored glass.

(iii) One dominant color comprising over fifty (50) percent of the building elevation and two (2) accent colors are recommended.

(iv) Reflective, mirrored, bronze, and/or gold glass is not allowed.

(v) Re-fabricated metal outbuildings are not permitted. All ancillary structures must be approved by Planning Commission staff prior to construction.

c. Structure

(i) Building architecture shall be of traditional styling and proportion.

(ii) Building materials shall be appropriate to scale and massing.

(iii) Building materials shall be predominantly brick, cast stone, cementitious siding, clay tile, natural or synthetic stucco, or other architecturally indigenous materials.

(iv) Building skin shall avoid exterior reflective materials and mirrored glass.

- (v) Building massing and landscaping shall relate strongly to adjoining blocks/land bays.
- ~~(vi) All structures shall be accessible in accord with the American with Disabilities Act. No mechanical lifts or exterior ramp systems greater than fifteen (15) feet in length shall be allowed within any street.~~
- ~~(vii) Traditional architectural elements, such as awnings, benches, pedestrian-scale streetlights, bollards, and signage shall be compatible and coordinated with the aesthetic experience.~~
- ~~(viii) Exterior fire escapes shall not be allowed within any zone. All means of emergency egress shall be contained within the structure.~~

d. Roofs

- (i) Roofscapes shall be delineated by gables, cupolas, steeples, and towers.
- ~~(ii) Arcades, porches, balconies, bays, and awnings of proper scale are encouraged.~~
- ~~(iii) Opening in gables shall be centered.~~
- ~~(iv)~~ ~~(ii)~~ 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. Environmental sustainability principles are encouraged in building design.
- ~~(v)~~ ~~(iii)~~ Exposed ends of unit and foundation walls shall be clad in brick or stone.
- ~~(vi)~~ ~~(iv)~~ Dormers, chimneys and any other items extending above the roofline shall be of the same color and materials used in the building's façade.
- ~~(vii)~~ ~~(v)~~ Chimneys shall be clad in brick, cast stone, or architectural pre-cast concrete materials only.
- ~~(viii)~~ ~~(vi)~~ Container-based plantings appropriate to the urban environment shall be employed along frontages of all streets.

- ~~(ix)~~ (vii) Roof penetrations, such as vents, skylights and stacks, shall be placed on rear roof slopes.
- ~~(x)~~ (viii) Parking garages shall be placed at the rear of buildings or underground.
- ~~(xi)~~ (ix) The primary entrances to buildings should have awnings, roof-type overhangs, or building overhangs.
- ~~(xii)~~ (x) 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.
- ~~(xiii)~~ Traditional architectural elements, such as awnings, benches, pedestrian-scale streetlights, bollards, and signage shall be compatible and coordinated with the aesthetic experience.
- ~~(xiv)~~ All highly reflective glazing and darkly tinted glass is prohibited.
- ~~(xv)~~ The building skin shall avoid exterior reflective materials and mirrored glass.
- ~~(xvi)~~ One dominant color comprising over fifty (50) percent of the building elevation and two (2) accent colors are recommended. Reflective, mirrored, bronze, and/or gold glass are not allowed.

e. Awnings:

- ~~(i)~~ 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 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 permitted. Awnings shall not be used as signs and interior illuminated awnings are not allowed.
- (viii) Aluminum, metal, glass, 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) 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.~~
- ~~(xi) Exterior fire escapes shall not be allowed within any zone. All means of emergency egress shall be contained within the structure. Arcades, porches,~~

balconies, bays, and awnings of proper scale are encouraged.

~~f. The main entry to a building, leading to a lobby, stair or central corridor shall be emphasized at the street level to announce this point of entry as an expression of an architectural transition and shall be incorporated into the design. This can be achieved in one or more of the following ways:~~

~~(i) Flanked columns, decorative fixtures or other architectural details.~~

~~(ii) An entry recessed within the building's mass. Such recesses can be created with a larger arched or cased decorative opening.~~

~~(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) For major or significant entries to a large building: Punctuated by means of a change in roofline, a tower, or a break in the surface of the subject wall.~~

~~(v) Re-fabricated metal outbuildings are not permitted. All ancillary structures must be approved by Planning Commission staff prior to construction.~~

~~(vi) 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.~~

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.