

DRAFT

East Baton Rouge City-Parish Design Levels

Purpose and Intent

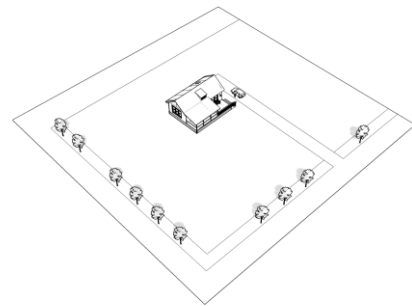
To provide a range of guidelines for development by promoting and encouraging consistency in the quality of design and ensure that high quality development is maintained throughout the Parish. The intent of the design levels is to require additional standards in areas desiring to increase the walkability and strengthen the physical and economic character of identified areas.

Design Levels Defined

All properties in East Baton Rouge City-Parish shall be located in one of five Design Levels:

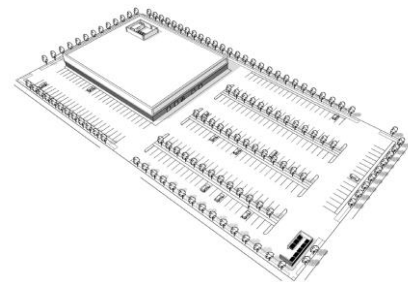
Design Level 1: Base Standards

Design Level One is intended to cover the majority of the parish and includes rural and suburban areas not otherwise designated in an urban design level. Design Level One requires that the standards in the existing ordinance are met. [Note – several amendments are recommended to the existing standards. Those are provided in a separate ordinance] Base standards apply to all design levels, unless otherwise noted.



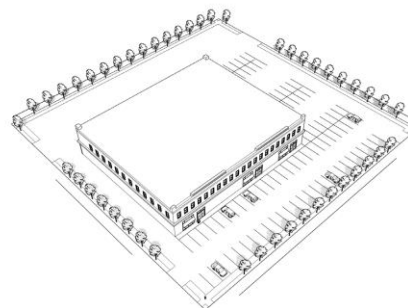
Design Level 2: Suburban Areas

Design Level Two includes selected auto-oriented corridors with heavy auto use and minimal existing pedestrian activity and adjacent large lot residential uses.



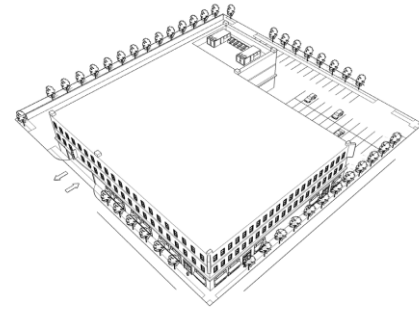
Design Level 3: Walkable Areas

Design Level Three includes areas with moderate to heavy auto use and a high potential for walkability.



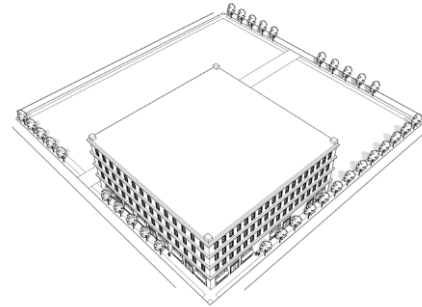
Design Level 4: Urban Center

Design Level Four includes pedestrian-oriented areas that generally have lower density than downtown Baton Rouge.



Design Level 5: Urban Core

Design Level Five includes pedestrian-oriented areas within downtown or other pedestrian-oriented areas with similar densities as downtown.



Application

A. The standards of this Chapter shall apply to those developments, except agricultural uses, meeting any of the following thresholds:

1. Residential

- a. Building a structure that contains two (2) or more dwelling units. (Unless the standards specifically notes it applies to all single family development.)
- b. Building a structure on lots of less than ten thousand (10,000) square feet.
- c. Developing a parking lot.

2. Non-residential

- a. Building a structure of greater than one thousand (1,000) square feet.
- b. Converting a residential structure to non-residential use.
- c. Developing a parking lot.

3. Expansions / Renovations

- a. The expansion of existing buildings or site development, excepting single- and two-family, is subject to the provisions of this Chapter based on the following Expansion Applicability Table.
- b. Signage shall be brought into conformity when businesses change ownership or renovations are made to the site or building. *(suggested revision that needs review)*

Expansion Applicability Table							
<i>Use</i>	<i>Site Plan Required</i>	<i>Building Design Standards</i>	<i>Fencing and Screening</i>	<i>Parking and Transportation</i>	<i>Pedestrian Amenities</i>	<i>Signs and Lighting</i>	<i>Landscape</i>
Single-family expansion	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Multi-family expansion of 10% of the number of units or 10 units, whichever is less.	Yes	Yes, applied to new units with exterior walls	Yes	Yes, applied to the additional parking required for the new units	Yes	Yes	Yes
Non-residential expansion. All buildings shall be subject to these provisions when the cumulative expansion exceeds the greater of 1,000 square feet or 40% of the building's square footage at the time of original adoption of this code, or when originally constructed if constructed after xxx, 2014.	Yes	Yes, applied to new floor area with exterior walls	Yes	Yes, applied to the additional parking required for the new floor	Yes	Yes	Yes, applied to the expanded impervious area attributable to the new floor area
Reconstruction after any voluntary demolition of all or substantially all improvements on a site.	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Parking lot expansion (excluding re-striping) of six spaces or more.	Yes	N/A	N/A	Yes, applied to the additional parking spaces	NA	NA	Yes, and removed trees must be replaced
Conversion of a residential structure to a non-residential use where no site improvements are required.	N/A	N/A	Yes	Yes	Yes	Yes	N/A

Business changes ownership or change of use	N/A	N/A	N/A	N/A	N/A	Yes (<i>needs review</i>)	N/A
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Criteria for Approval

A Site Review is required for any development that is required to meet the requirements of this Chapter. The following criteria shall be used to approve or deny a site plan:

- A. A complete application has been submitted to the Building Official.
(insert list of required submittals)
- B. All applicable City ordinances and regulations have been met by the proposed development.
- C. All requirements of the Design Levels have been met.
- D. A Transportation Impact Analysis (TIA) has been provided for:
 - 1. Any proposed development that can be reasonably expected to generate more than one thousand (1,000) vehicle trip ends during a single day and/or
 - 2. Any proposed development that can reasonably expected to generate more than one hundred (100) vehicle trip ends during a single hour.

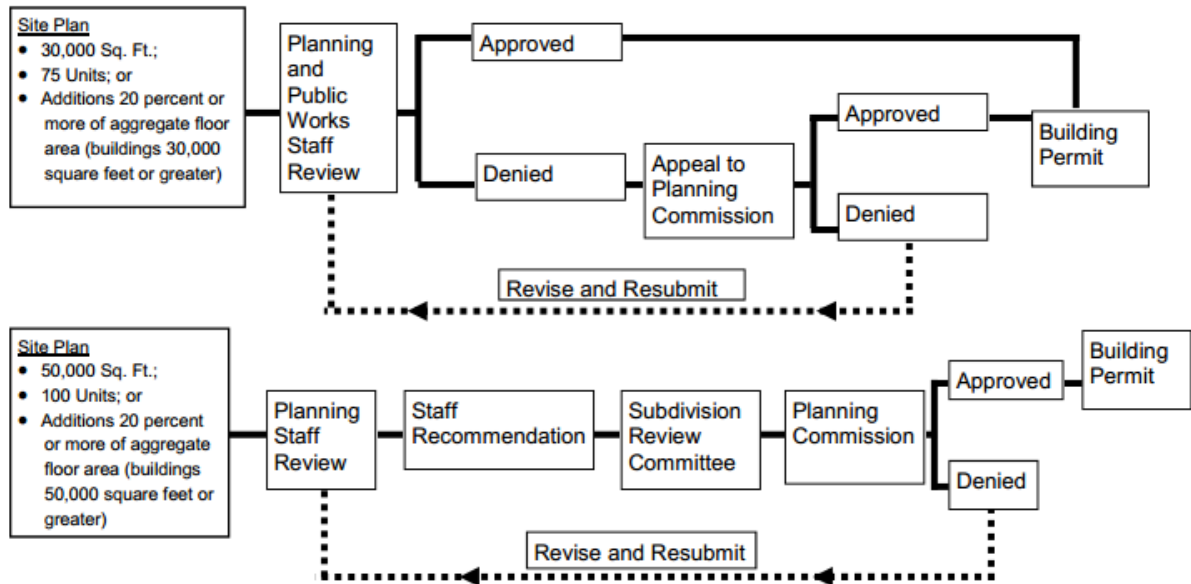
Alternative Development Plan

The Alternative Development Plan provides the option to address the design level criteria through a flexible discretionary process utilizing the Planning Commission Procedure outlined below.

- A. Criteria for Approval. The goals and objectives which must be met, and by which the proposal will be judged are:
 - 1. Preserve Existing Neighborhoods.
 - 2. Assure quality development that fits in with the character of the area and meets or exceeds the Design Level goals.
 - 3. Improve pedestrian and vehicular connectivity.
 - 4. Ensure that infrastructure is capable of accommodating development prior to the development occurring.
 - 5. Ensure that the developer's alternative proposal results overall in a high quality development meeting the intent of the design standards in this Chapter.
- B. Planning Commission Review Procedure. The following review procedure will be followed to obtain approval of an Alternative Development Plan:

[ADD IN AN ALTERNATIVE DEVELOPMENT PLAN PROCEDURE:]

Site Plan Review Process



DESIGN LEVEL 1

Design Level Requirements

A. Design Level 1 Base Standards Requirements

1. No additional standards are required through this Chapter beyond the requirements in base standards in the UDC.

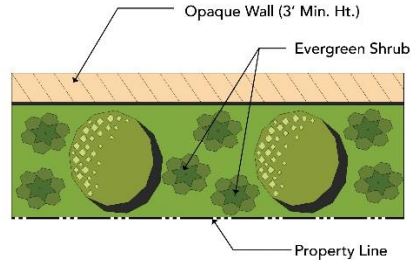
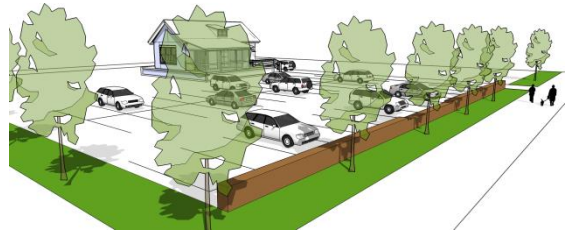
NOTE: *The following amendments will be made to other UDC chapters, as noted.*

1. (Add into Chapter 17 Parking)

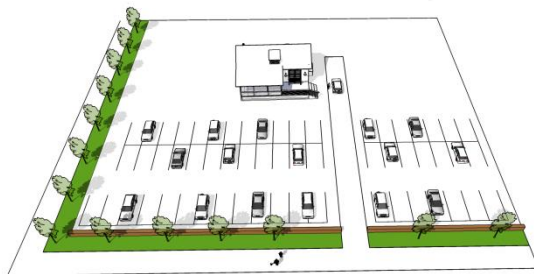
Location of off-street parking. If over 10% of the required parking is provided, it shall be constructed of pervious surfaces.



2. (Add into Chapter 18 Landscape and Trees) **Parking lot screening.** Screened from view of all street frontages. Parking area buffer strips must be provided if a parking area is within 100 feet of the front property line or within 50 feet of a side or rear property line. A minimum width of 5 feet required for all parking buffer strips. Buffer Strips located between a parking area and street frontage must have a 3 foot wall or berm with evergreen shrubs.



3. (Add into Chapter 13 Streets and Sidewalks) **Access management.** Every platted lot shall be permitted to have at least one driveway of minimum width onto each street which the lot abuts. The maximum number of driveways per platted lot and the minimum spacing between driveways on the same platted lot and from an existing driveway on an adjacent lot shall be as specified in Table [Insert Table with required spacing.]



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4. (Add into Chapter 13 Streets and Sidewalks) **Shared access.** On large undeveloped commercial tracts anticipated to contain several individual lots, establish:

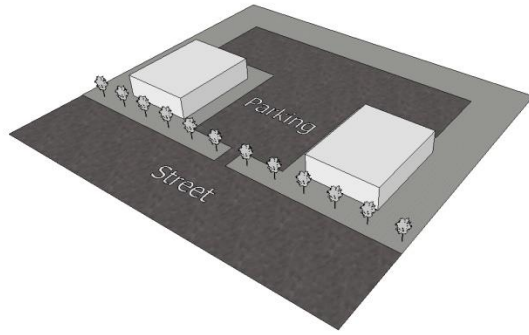
- overall internal circulation
- primary and secondary access points and
- additional on street turn lanes to serve the entire site

Site plan requirements may include but are not limited to additional provisions for the dedication of access easements to eventually extend into and across adjacent lots, the designation and location of future shared major driveways and on street frontage areas designated as "Controlled Access Areas" where future deceleration lanes and turn lanes may preclude the installation of a permanent driveway.

5. (Add into Chapter 13 Streets and Sidewalks) **Pedestrian access.** Where a sidewalk(s), multi-use path(s), or public transportation stop exists, a designated pedestrian access way shall connect the sidewalk, path or transportation stop to the primary entrance of the building.

Pedestrian paths to buildings from parking lots shall be a minimum of 5-feet wide and clearly marked.

6. Amendments to the landscape requirements to simplify point requirement system [These are being developed now]



DESIGN LEVEL 2

B. Design Level 2 Suburban Areas Requirements

1. Building Design and Setbacks

- a. **Attached front garages.** Attached front entry garages of residential dwellings (including single family residential units) may not extend forward of the front building wall and the total width of the garage door(s) shall not occupy more than 40% of the total building frontage. This requirement does not apply to attached side entry garages. Front entry garages that are setback at least 30 feet behind the front building wall are exempted from the 40% maximum limitation.

Not in compliance:

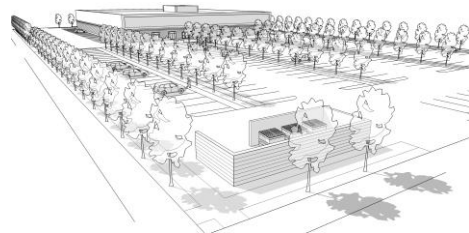


In compliance:



2. Fencing and Screening

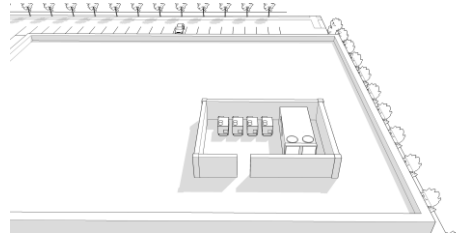
- a. **Fencing and wall materials in public view.** Fences shall be constructed of vinyl coated chain-link, vinyl, wood, wrought iron, masonry, stone or steel materials. However, required screening fences and walls shall be constructed of wood, masonry, stone or steel materials. Fencing made of barbed wire, razor wire, plastic, chain link, or vinyl clad chain link is prohibited for screening purposes. Fences and walls shall be designed and constructed to allow proper drainage flow. The structural support members of wooden perimeter fences shall be located on the interior of the fence and shall not be visible from public view.
- b. **Utility areas** (refuse, service areas, mechanical equipment, exposed storage). All utility areas (refuse, service areas, mechanical equipment, exposed storage areas, machinery, truck loading areas, utility buildings, and other similar structures) shall



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be screened from view from neighboring properties and streets using the same materials, color and/or style as the primary building and located in the side or rear yards.

- c. **Rooftop mechanical equipment.** Roof top mechanical equipment shall be screened from view of all street frontages and residential uses or residential zoning districts. Screening materials shall be the same color and/or style as the roof materials.



3. Parking and Transportation

- a. **Required parking may be reduced by using one or more of the following tools:**

- i. Public parking district
- ii. Transportation demand management
- iii. Shared parking

- b. **Connecting new streets.** Developments shall provide roadways that remain permanently open to the public and provide community-wide access as part of an overall connected street network. Streets shall be aligned to join with planned or existing streets. Existing street stubs, contiguous to the proposed development, shall be connected to the proposed street system. Street stubs into adjacent undeveloped or underdeveloped properties shall be required to ensure adequate circulation. When connections to anticipated or proposed surrounding



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streets are required the right-of-way shall be extended and the street developed to the property line of the subdivided property at the point where the connection to the anticipated or proposed street is expected. Connections shall be based on an approved street master plan or adopted spacing requirements.

- c. **Internal pedestrian circulation.** A minimum 5-foot wide designated pedestrian access way from the parking lot to the primary entrance of the building shall be provided and clearly marked.



4. Pedestrian Amenities

- a. **Pedestrian amenities** (Benches, trash receptacles, galleries, arcades, awnings, outdoor seating). Pedestrian amenities such as benches, trash receptacles, galleries, arcades, awnings, and outdoor seating shall be allowed in the right-of-way subject to approval by the Building Official.



5. Signs and Lighting

No additional sign or lighting standards are required.

- 6. **Landscaping** *Will expand this section and coordinate with landscape chapter recommendations*
 - a. 25% of the required landscape shall be provided within the front yard setback.

DESIGN LEVEL 2

- b. 1 landscape island (a minimum 240 sq ft) shall be required per 12 vehicular spaces
- c. XX points shall be granted for every 100 sq ft of green infrastructure
- d. xx points shall be granted for every 100 sq ft of green-roof designs
- e. xx points per 100 sq ft granted for green-wall systems

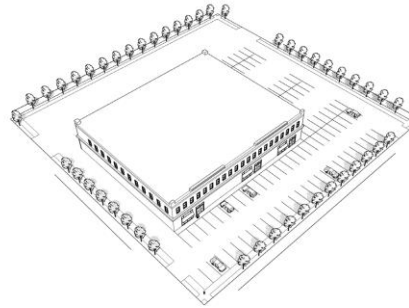
DESIGN LEVEL 3

C. Design Level 3 Walkable Areas Requirements

1. Building Design and Setbacks

a. Required primary street frontage.

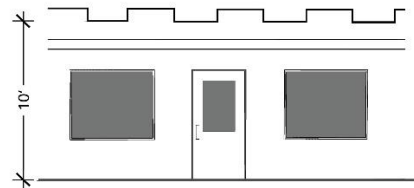
A minimum of 50% of the primary street frontage shall have buildings within 65 feet of the front property line.



b. Primary street façade

transparency. A minimum of 30 percent of the ground floor on the primary street shall be transparent.

Minimum ground story transparency means the total area of window and door openings filled with glass, expressed as a percentage of the total facade area by story. Transparency is measured between 0 and 10 feet above the adjacent sidewalk.



c. Side street façade transparency.

A minimum of 25 percent of the ground floor on the side and rear streets shall be transparent.

Shutters, trims, or false or mirrored windows shall not count toward the minimum requirement.

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- d. **Attached front garages.** Attached front entry garages of residential dwellings (including single family residential units) may not extend forward of the front building wall and the total width of the garage door(s) shall not occupy more than 40% of the total building frontage. This requirement does not apply to attached side entry garages. Front entry garages that are setback at least 30 feet behind the front building wall are exempted from the 40 percent maximum limitation.



- e. **Stairwell placement.** Stairwells shall not be the dominant architectural feature along any façade facing a public street or sidewalk.
- f. **Building orientation.** Buildings shall have their primary orientation toward the street rather than the parking area. The primary entrance must be readily apparent as a prominent architectural component and visible from the street.
- g. **Entranceway location.** Pedestrian entrances and storefronts shall orient to the primary street frontage. While side or rear entries may be needed, the predominant major building entry shall be oriented toward the primary street.

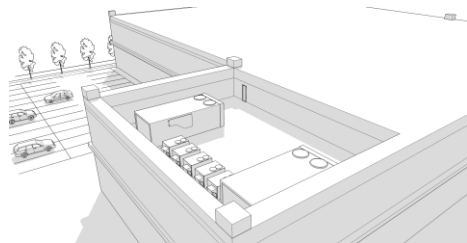
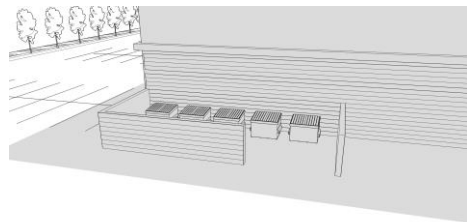


2. Fencing and Screening
- a. **Fencing and wall materials in public view.** Fences shall be constructed of wood, wrought iron, masonry, stone or steel

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materials. However, required screening fences and walls shall be constructed of wood, masonry, stone or steel materials. Fencing made of barbed wire, razor wire, plastic, chain link, or vinyl clad chain link is prohibited for screening purposes. Fences and walls shall be designed and constructed to allow proper drainage flow. The structural support members of wooden perimeter fences shall be located on the interior of the fence and shall not be visible from public view.

- b. **Utility areas** (refuse, service areas, mechanical equipment, exposed storage). All utility areas (refuse, service areas, mechanical equipment, exposed storage areas, machinery, truck loading areas, utility buildings, and other similar structures) shall be screened from view from neighboring properties and streets using the same materials, color and/or style as the primary building and located in the side or rear yards. Screening shall be visually integrated with the building architecture.
- c. **Rooftop mechanical equipment.** Roof top mechanical equipment shall be screened from view of all street frontages and residential uses or residential zoning districts. Screening materials shall be the same color and/or style as the roof materials and integrated into the design of the building.



- 3. **Parking and Transportation**
 - a. **Pedestrian level standards.** Minimum parking requirements are reduced in walkable areas, as indicated in the Parking Table in Chapter 17, Parking. [Note –

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revised parking chapter is provided at the end of this document for reference.]

- b. Bicycle parking.** Bicycle parking for all developments shall be provided:
- Residential uses with less than 5 units – 0 spaces required
 - Residential uses with 5 or more units – 1 space per every 5 units required
 - Commercial – 1 space per 20,000 sf of GFA
 - Public - 1 space per 20,000 sf of GFA
- [Note: question as to whether 1 space per 20,000 GFA is adequate]*



80% of the required bicycle parking shall be placed:

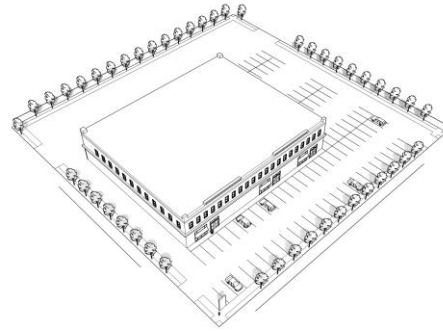
- i. Outside a building
- ii. At the same grade as the sidewalk or at a location that can be reached by an accessible route
- iii. Within 50 feet of the primary entrance. For buildings with multiple entrances, 50 percent of the required parking shall be within 50 feet of the primary entrance

20% of the required bicycle parking shall be enclosed in a secure and weather protected area and shall be located in:

- A locked room;
 - An area enclosed by a fence with a locked gate;
 - An area within view of an attendant or security guard or monitored by a security camera; or
 - An area visible from employee work areas.
- i. Enclosed bicycle parking areas shall be located on-site or in an area within three hundred feet of the building it serves.
 - ii. If the bicycle parking is provided in a parking garage, the bicycle parking spaces shall be clearly marked and shall be separated from vehicular parking.

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- c. **Off-street parking requirements.** Parking provided in excess of the required number of parking spaces is limited to no more than 20% over the minimum requirement.
- d. **Location of off-street parking.** No more than one double loaded row of parking spaces shall be allowed in the front of a building. One row of off street parking shall be permitted between the building and the street frontage. The parking area between the building and the street frontage shall be 65' or less.
- e. **Sidewalk waivers.** No sidewalk waiver shall be granted for newly dedicated streets.
- f. **On-street parking may be counted.** Required off-street parking may be reduced by adjacent on-street parking spaces at a rate of one off-street parking space credit for every two on-street spaces up to four credits, thereafter one space credit for each on-street parking space.
- i. The following shall constitute an on-street parking space:
 - Parallel parking, each 24 feet of uninterrupted curb
 - 45 degree diagonal, each 17 feet of uninterrupted curb
 - Curb space must be contiguous to the lot which contains the use which requires the parking
 - ii. Parking spaces may not be counted if they are within 25 feet measured along



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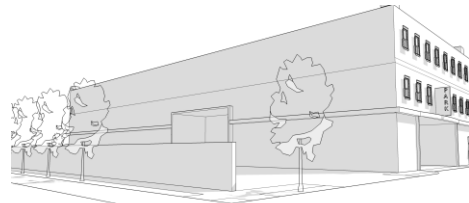
the curb of any corner or intersection of an alley or street, nor within 10 feet of an intersection of a street and driveway, nor in any other parking configuration that violates any law or standard of City of Baton Rouge or the State of Louisiana.

- iii. Parking spaces located on arterials and collectors may not be credited for on-street parking, unless part of an adopted corridor plan for that street.
- d. On-street parking spaces credited for a specific use shall not be used exclusively by that use, but shall be available for general public use at all times. No signage or actions limiting general public use of on-street spaces shall be permitted.
- e. **Required parking may be reduced by using one or more of the following tools:**
 - i. Public parking district
 - ii. Transportation demand management
 - iii. Shared parking
- g. **Connecting new streets.** Developments shall provide roadways that remain permanently open to the public and provide community-wide access as part of an overall connected street network. Streets shall be aligned to join with planned or existing streets. Existing street stubs, contiguous to the proposed development, shall be connected to the proposed street system. Street stubs into adjacent undeveloped or underdeveloped properties

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shall be required to ensure adequate circulation. When connections to anticipated or proposed surrounding streets are required the right-of-way shall be extended and the street developed to the property line of the subdivided property at the point where the connection to the anticipated or proposed street is expected. Connections shall be based on an approved street master plan or adopted spacing requirements.

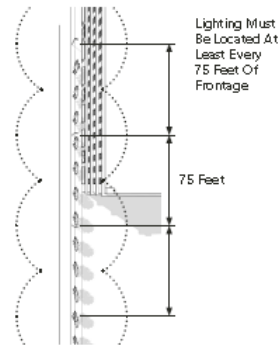
- h. Pedestrian Access.** Where a sidewalk(s), multi-use path(s), or public transportation stop exists, a designated pedestrian access way shall connect the sidewalk, path or transportation stop to the primary entrance of the building. Pedestrian paths to buildings from parking lots shall be a minimum of 5-feet wide and clearly marked.
- i. Internal pedestrian circulation.** A minimum 5-foot wide designated pedestrian access way from the parking lot to the primary entrance of the building shall be provided and clearly marked.
- j. Off-street loading.** Loading docks are not permitted to be visible from the street, and shall not be accessed directly from the street.



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4. Pedestrian Amenities

- a. **Pedestrian lighting.** Pedestrian lighting (free-standing or wall-mounted) shall be provided at one light for every 75 feet of street frontage or per an approved Pedestrian Lighting Plan.



- b. **Pedestrian access lighting.** Pedestrian access points and building entrances shall be lighted as focal points and shall be visible from the street.
- c. **Pedestrian amenities** Pedestrian amenities such as benches, trash receptacles, galleries, arcades, awnings, and outdoor seating shall be allowed in the right-of-way subject to approval by the Building Official.
- d. **Mid-block pedestrian passage.** A mid-block pedestrian passage shall be required when the perimeter of the block exceeds 1,600 feet
- e. **Street features** (reduced block length, bump-outs, indented parking, parallel parking). Developments that exceed 50% of a block face shall provide one or more of the listed street features in Table XX. [Insert table with examples of acceptable features and pictures.]

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5. Signs and Lighting

- a. **Sign type and height.** Only monument and building signs are permitted.
 - i. Monument signs shall be limited to a maximum of 15 feet in height.
 - ii. Building signs shall be no more than one square foot of building sign per linear foot of building along primary street frontage.



- b. **Shielding of light.** Light shall be fully shielded from adjacent properties.
- c. **Light fixture height.** Light fixtures on private property shall be limited to a maximum of 20 feet in height. The building official may increase the allowable height if:
 - i. The proposed lighting is required for safety and
 - ii. A lighting plan is filed showing that the proposed lighting meets the intent of this provision to not adversely impact adjacent residential properties.
- d. **Pedestrian access lighting.** Pedestrian access points shall have building-mounted lighting and shall be visible from the adjacent street frontage.
- e. **Portable signs size and timing.**
 - i. Portable signs may be 10 square feet in size.
 - ii. Portable signs are allowed during business hours and must be brought inside at closing.

6. Landscaping *Will expand this section and coordinate with landscape chapter recommendations*

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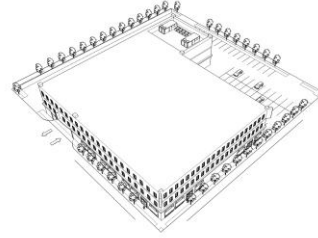
- a. 25% of the required landscape shall be provided within the front yard setback.
- b. 1 landscape island (a minimum 240 sq ft) shall be required per 12 vehicular spaces
- c. XX points shall be granted for every 100 sq ft of green infrastructure
- d. xx points shall be granted for every 100 sq ft of green-roof designs
- e. xx points per 100 sq ft granted for green-wall systems

DESIGN LEVEL 4

D. Design Level 4 Urban Center Requirements

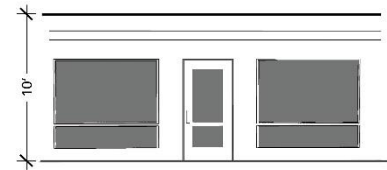
1. Building Design and Setbacks

- a. **Required primary street frontage.** A minimum of 50% of the primary street frontage shall have buildings within 10 feet of the front property line.



- b. **Required side and rear street frontage.** A minimum of 40% of the side and rear street frontages shall have buildings within 10 feet of the front property line.

- c. **Primary street façade transparency.** A minimum of 50 percent of the ground floor on the primary street shall be transparent. Minimum ground story transparency means the total area of window and door openings filled with glass, expressed as a percentage of the total facade area by story. Transparency is measured between 0 and 10 feet above the adjacent sidewalk.



■ 50% Min Transparency (may include all windows and glass doors, but not mirrored finishes)

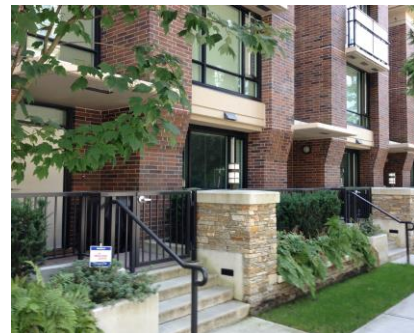
- d. **Side street façade transparency.** A minimum of 25 percent of the ground floor on the side and rear streets shall be transparent. Shutters, trims, or false or mirrored windows shall not count toward the minimum requirement.
- e. **Attached front garages.** Attached front entry garages of residential dwellings (including single family residential units) may not extend forward of the front building wall and the total width of the garage door(s) shall not occupy more than 40% of the total building frontage. This requirement



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does not apply to attached side entry garages. Front entry garages that are setback at least 30 feet behind the front building wall are exempted from the 40 percent maximum limitation.

- f. **Stairwell placement.** Stairwells shall not be the dominant architectural feature along any façade facing a public street or sidewalk.
- g. **Building orientation.** Buildings shall have their primary orientation toward the street rather than the parking area. The primary entrance must be readily apparent as a prominent architectural component and visible from the street.
- h. **Entranceway location.** Pedestrian entrances and storefronts shall orient to the primary street frontage. While side or rear entries may be needed, the predominant major building entry shall be oriented toward the primary street.
- i. **Porch or stoop required for residential uses.** Residential buildings shall have a ground floor elevation of 30 inches.

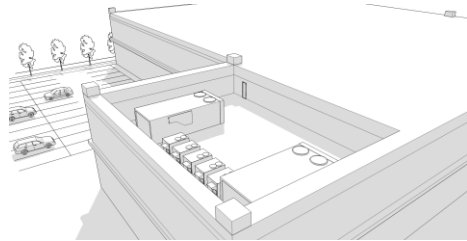
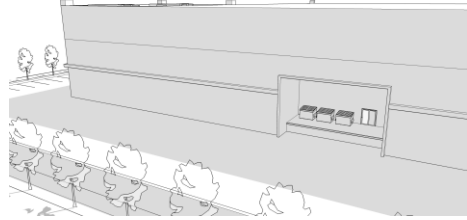


- 2. Fencing and Screening
 - a. **Fencing and wall materials in public view.** Fences shall be constructed of wrought iron, masonry, stone or steel materials. However, required screening fences and walls shall be constructed of masonry, stone or steel materials. Fencing made of wood, barbed wire, razor wire, plastic, chain link, or vinyl clad chain link is prohibited for screening purposes. Fences

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and walls shall be designed and constructed to allow proper drainage flow.

- b. Utility areas** (refuse, service areas, mechanical equipment, exposed storage). All utility areas (refuse, service areas, mechanical equipment, exposed storage areas, machinery, truck loading areas, utility buildings, and other similar structures) shall be screened from view from neighboring properties and streets using the same materials, color and/or style as the primary building and located in the side or rear yards. Screening shall be visually integrated with the building architecture.
- c. Rooftop mechanical equipment.** Roof top mechanical equipment shall be screened from view of all street frontages and residential uses or residential zoning districts. Screening materials shall be the same color and/or style as the roof materials and integrated into the design of the building.



3. Parking and Transportation

- a. Pedestrian level standards.** Minimum parking requirements are reduced in walkable areas, as indicated in the Parking Table in Chapter 17, Parking. *[Note – revised parking chapter is provided at the end of this document for reference.]*
- b. Bicycle parking.** Bicycle parking for all developments shall be provided:
- Residential uses with less than 4 units – 0 spaces required
 - Residential uses with 4 or more units – 1 space per every 4 units required
 - Commercial – 1 space per 15,000 sf of GFA
 - Public - 1 space per 15,000 sf of GFA



DESIGN LEVEL 4

60% of the required bicycle parking shall be placed:

- i. Outside a building
- ii. At the same grade as the sidewalk or at a location that can be reached by an accessible route
- iii. Within 50 feet of the primary entrance. For buildings with multiple entrances, 50 percent of the required parking shall be within 50 feet of the primary entrance

40% of the required bicycle parking shall be enclosed in a secure and weather protected area and shall be located in:

- A locked room;
 - An area enclosed by a fence with a locked gate;
 - An area within view of an attendant or security guard or monitored by a security camera; or
 - An area visible from employee work areas.
- i. Enclosed bicycle parking areas shall be located on-site or in an area within three hundred feet of the building it serves.
 - ii. If the bicycle parking is provided in a parking garage, the bicycle parking spaces shall be clearly marked and shall be separated from vehicular parking.

c. Off-street parking requirements. Parking provided in excess of the required number of parking spaces is limited to no more than 10% over the minimum requirement. Any additional parking shall be pervious or designated as shared parking areas.

d. Location of off-street parking. All off-street parking shall be located to the side or rear of the main building. Parking areas

DESIGN LEVEL 4

shall comprise 40% or less of the side or rear street frontage for the lot or tract.

- e. **Parking structure facades.** Parking structure facades along street frontages shall complement and be integrated into the design of the principle building.
- f. **Parking structure ground floor uses.** Active uses are required on the ground floor of parking structures facing the primary street. Ground-story spaces should be flexible enough to accommodate a variety of retail and office uses. Large storefront windows shall be provided to encourage interaction between the pedestrian and the ground-story space.
- g. **Sidewalk waivers.** No sidewalk waiver shall be granted for newly dedicated streets.
- h. **Required parking may be reduced by using one or more of the following tools:**
 - i. Public parking district
 - ii. Transportation demand management
 - iii. Shared parking
- i. **On-street parking may be counted.** Required off-street parking may be reduced by adjacent on-street parking spaces at a rate of one off-street parking space credit for every two on-street spaces up to four credits, thereafter one space credit for each on-street parking space.
 - i. The following shall constitute an on-street parking space:

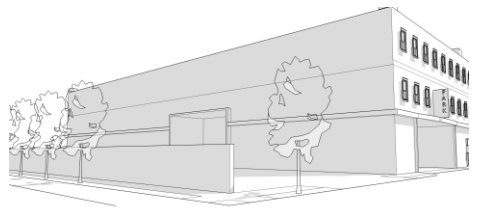
DESIGN LEVEL 4

- Parallel parking, each 24 feet of uninterrupted curb
 - 45 degree diagonal, each 17 feet of uninterrupted curb
 - Curb space must be contiguous to the lot which contains the use which requires the parking
- ii. Parking spaces may not be counted if they are within 25 feet measured along the curb of any corner or intersection of an alley or street, nor within 10 feet of an intersection of a street and driveway, nor in any other parking configuration that violates any law or standard of City of Baton Rouge or the State of Louisiana.
- iii. Parking spaces located on arterials and collectors may not be credited for on-street parking, unless part of an adopted corridor plan for that street.
- iv. On-street parking spaces credited for a specific use shall not be used exclusively by that use, but shall be available for general public use at all times. No signage or actions limiting general public use of on-street spaces shall be permitted.
- j. **Connecting new streets.** Developments shall provide roadways that remain permanently open to the public and provide community-wide access as part of an overall connected street network. Streets shall be aligned to join with planned or existing streets. Existing street stubs, contiguous to the proposed development,

DESIGN LEVEL 4

shall be connected to the proposed street system. Street stubs into adjacent undeveloped or underdeveloped properties shall be required to ensure adequate circulation. When connections to anticipated or proposed surrounding streets are required the right-of-way shall be extended and the street developed to the property line of the subdivided property at the point where the connection to the anticipated or proposed street is expected. Connections shall be based on an approved street master plan or adopted spacing requirements.

- k. **Pedestrian Access.** Where a sidewalk(s), multi-use path(s), or public transportation stop exists, a designated pedestrian access way shall connect the sidewalk, path or transportation stop to the primary entrance of the building. Pedestrian paths to buildings from parking lots shall be a minimum of 5-feet wide and clearly marked.
- l. **Internal pedestrian circulation.** A minimum 5-foot wide designated pedestrian access way from the parking lot to the primary entrance of the building shall be provided and clearly marked.
- m. **Off-street loading.** Loading docks are not permitted to be visible from the street, and shall not be accessed directly from the street. If screening is provided, it shall be consistent with the building architecture.



DESIGN LEVEL 4

4. Pedestrian Amenities

- a. **Pedestrian lighting.** Pedestrian lighting (free-standing or wall-mounted) shall be provided at one light for every 75 feet of street frontage or per an approved Pedestrian Lighting Plan.
- b. **Pedestrian access lighting.** Pedestrian access points and building entrances shall be lighted as focal points and shall be visible from the street.
- c. **Pedestrian amenities** Pedestrian amenities such as benches, trash receptacles, galleries, arcades, awnings, and outdoor seating shall be allowed in the right-of-way subject to approval by the Building Official.

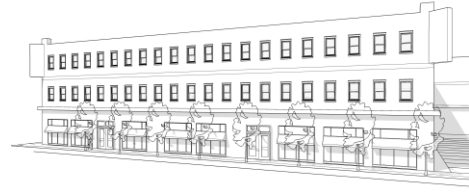


- d. **Mid-block pedestrian passage.** A mid-block pedestrian passage shall be required when the perimeter of the block exceeds 1,600 feet
- e. **Street features** (reduced block length, bump-outs, indented parking, parallel parking). Developments that exceed 50% of a block face shall provide one or more of the listed street features in Table XX [Insert table with examples of acceptable features and pictures.]

DESIGN LEVEL 4

5. Signs and Lighting

- a. **Sign type and height.** Only monument and building signs are permitted.
 - i. Monument signs shall be limited to a maximum of 5 feet in height.
 - ii. Building signs shall be no more than one square foot of building sign per linear foot of building along the primary street frontage.
- b. **Shielding of light.** Light shall be fully shielded from adjacent properties.
- c. **Light fixture height.** Light fixtures on private property shall be limited to a maximum of 20 feet in height. The building official may increase the allowable height if:
 - iii. The proposed lighting is required for safety and
 - iv. A lighting plan is filed showing that the proposed lighting meets the intent of this provision to not adversely impact adjacent residential properties.
- d. **Pedestrian access lighting.** Pedestrian access points shall have building-mounted lighting and shall be visible from the adjacent street frontage.
- e. **Portable signs size and timing.**
 - i. Portable signs may be 6 square feet in size.



DESIGN LEVEL 4

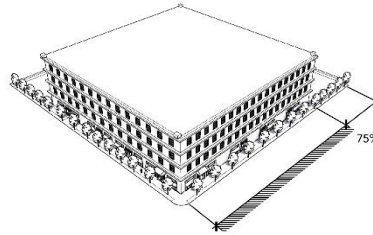
- ii. Portable signs are allowed during business hours and must be brought inside at closing.
- 7. Landscaping *Will expand this section and coordinate with landscape chapter recommendations*
 - a. 25% of the required landscape shall be provided within the front yard setback.
 - b. Parking lots are exempt from landscape requirements
 - c. xx points shall be granted for every 100 sq ft of green infrastructure
 - d. xx points shall be granted for every 100 sq ft of green-roof designs
 - e. xx points per 100 sq ft granted for green-wall systems

DESIGN LEVEL 5

E. Design Level 5 Urban Core Requirements

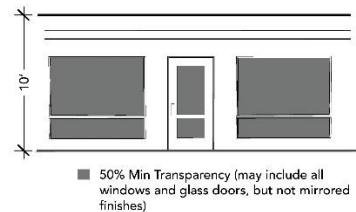
1. Building Design and Setbacks

- a. Required primary street frontage.** A minimum of 75% of the primary street frontage shall have buildings within 10 feet of the front property line.



- b. Required side and rear street frontage.** A minimum of 40% of the side and rear street frontages shall have buildings within 10 feet of the front property line.

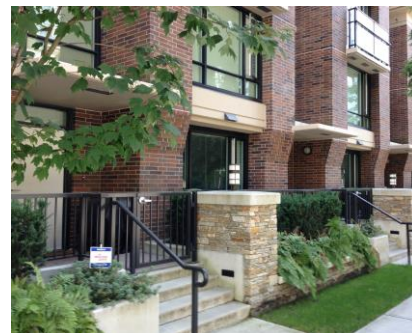
- c. Primary street façade transparency.** A minimum of 50 percent of the ground floor on the primary street shall be transparent. Minimum ground story transparency means the total area of window and door openings filled with glass, expressed as a percentage of the total facade area by story. Transparency is measured between 0 and 10 feet above the adjacent sidewalk.



- d. Side street façade transparency.** A minimum of 50 percent of the ground floor on the side and rear streets shall be transparent. Shutters, trims, or false or mirrored windows shall not count toward the minimum requirement.

DESIGN LEVEL 5

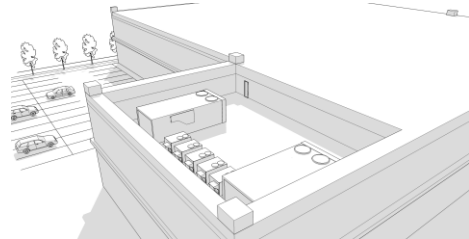
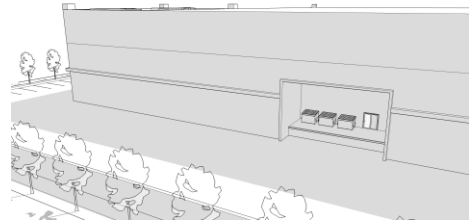
- e. **Attached front garages.** Attached front entry garages of residential dwellings (including single family residential units) may not extend forward of the front building wall and the total width of the garage door(s) shall not occupy more than 40% of the total building frontage. This requirement does not apply to attached side entry garages. Front entry garages that are setback at least 30 feet behind the front building wall are exempted from the 40 percent maximum limitation.
- f. **Stairwell placement.** Stairwells shall not be the dominant architectural feature along any façade facing a public street or sidewalk.
- g. **Building orientation.** Buildings shall have their primary orientation toward the street rather than the parking area. The primary entrance must be readily apparent as a prominent architectural component and visible from the street.
- h. **Entranceway location.** Pedestrian entrances and storefronts shall orient to the primary street frontage. While side or rear entries may be needed, the predominant major building entry shall be oriented toward the primary street.
- i. **Porch or stoop required for residential uses.** Residential buildings shall have a ground floor elevation of 30 inches.



DESIGN LEVEL 5

2. Fencing and Screening

- a. **Fencing and wall materials in public view.** Fences shall be constructed of wrought iron, masonry, stone or steel materials. However, required screening fences and walls shall be constructed of masonry, stone or steel materials. Fencing made of wood, barbed wire, razor wire, plastic, chain link, or vinyl clad chain link is prohibited for screening purposes. Fences and walls shall be designed and constructed to allow proper drainage flow.
- b. **Utility areas** All utility areas (refuse, service areas, mechanical equipment, exposed storage areas, machinery, truck loading areas, utility buildings, and other similar structures) shall be incorporated as part of the building and shall be visually integrated with the building architecture.
- c. **Rooftop mechanical equipment.** Roof top mechanical equipment shall be screened from view of all street frontages and residential uses or residential zoning districts. Screening materials shall be the same color and/or style as the roof materials and integrated into the design of the building.



3. Parking and Transportation

- a. **Urban Core Standards.** There are no minimum parking requirements in Design Level 5. Parking that is provided shall meet all design and layout requirements of this and other ordinances.

DESIGN LEVEL 5

b. Bicycle parking. Bicycle parking for all developments shall be provided:

- Residential uses with less than 4 units – 0 spaces required
- Residential uses with 4 or more units – 1 space per every 4 units required
- Commercial – 1 space per 10,000 sf of GFA
- Public - 1 space per 10,000 sf of GFA

50% of the required bicycle parking shall be placed:

- i. Outside a building
- ii. At the same grade as the sidewalk or at a location that can be reached by an accessible route
- iii. Within 50 feet of the primary entrance. For buildings with multiple entrances, 50 percent of the required parking shall be within 50 feet of the primary entrance

50% of the required bicycle parking shall be enclosed in a secure and weather protected area and shall be located in:

- A locked room;
 - An area enclosed by a fence with a locked gate;
 - An area within view of an attendant or security guard or monitored by a security camera; or
 - An area visible from employee work areas.
- i. Enclosed bicycle parking areas shall be located on-site or in an area within three hundred feet of the building it serves.
 - ii. If the bicycle parking is provided in a parking garage, the bicycle parking spaces shall be clearly marked and shall be separated from vehicular parking.



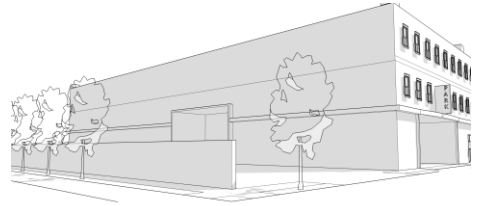
c. Off-street parking requirements. No on-site surface parking is permitted between the building and the street.

- d. **Parking structure facades.** Parking structure facades along street frontages shall complement and be integrated into the design of the principle building.
- e. **Parking structure ground floor uses.** Active uses are required on the ground floor of parking structures facing the street. Ground-story spaces should be flexible enough to accommodate a variety of retail and office uses. Large storefront windows shall be provided to encourage interaction between the pedestrian and the ground-story space.
- f. **Sidewalk waivers.** No sidewalk waiver shall be granted for newly dedicated streets.
- g. **Connecting new streets.** Developments shall provide roadways that remain permanently open to the public and provide community-wide access as part of an overall connected street network. Streets shall be aligned to join with planned or existing streets. Existing street stubs, contiguous to the proposed development, shall be connected to the proposed street system. Street stubs into adjacent undeveloped or underdeveloped properties shall be required to ensure adequate circulation. When connections to anticipated or proposed surrounding streets are required the right-of-way shall be extended and the street developed to the property line of the subdivided property

DESIGN LEVEL 5

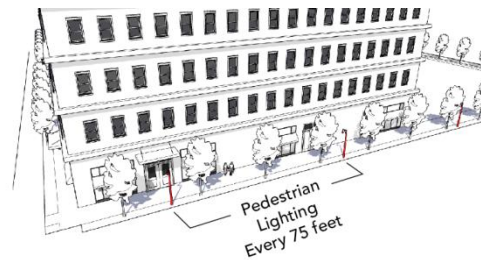
at the point where the connection to the anticipated or proposed street is expected. Connections shall be based on an approved street master plan or adopted spacing requirements.

- h. Off-street loading.** Loading docks are not permitted to be visible from the street, and shall not be accessed directly from the street. If screening is provided, it shall be consistent with the building architecture.



4. Pedestrian Amenities

- a. Pedestrian lighting.** Pedestrian lighting (free-standing or wall-mounted) shall be provided at one light for every 75 feet of street frontage or per an approved Pedestrian Lighting Plan.
- b. Pedestrian access lighting.** Pedestrian access points and building entrances shall be lighted as focal points and shall be visible from the street.
- c. Pedestrian amenities** Pedestrian amenities such as benches, trash receptacles, galleries, arcades, awnings, and outdoor seating shall be allowed in the right-of-way subject to approval by the Building Official.



5. Signs and Lighting

- a. Sign type and height.** Only building signs are permitted.

DESIGN LEVEL 5

- i. Building signs shall be no more than one square foot of building sign per linear foot of building along primary street frontage.
 - b. **Shielding of light.** Light shall be fully shielded from adjacent properties.
 - c. **Light fixture height.** Building mounted lighting only, with the exception of poles/structures in parking areas, plazas and public spaces.
 - d. **Pedestrian access lighting.** Pedestrian access points shall have building-mounted lighting and shall be visible from the adjacent street frontage.
 - e. **Portable signs size and timing.**
 - i. Portable signs may be 6 square feet in size.
 - ii. Portable signs are allowed during business hours and must be brought inside at closing.
- 8. Landscaping *Will expand this section and coordinate with landscape chapter recommendations*
 - a. Parking lots are exempt from landscape requirements
 - b. xx points shall be granted for every 100 sq ft of green infrastructure
 - c. xx points shall be granted for every 100 sq ft of green-roof designs
 - d. xx points per 100 sq ft granted for green-wall systems

OFF-STREET PARKING REQUIREMENTS (To be placed in parking chapter) (Please review for concept – still working on exact requirements)

USE		
RESIDENTIAL	PARKING REQUIREMENT (BASE)	WALKABLE DISTRICT PARKING REQUIREMENT
Single Family (per unit)	2	1.5
Two family/duplex (per unit)	2	1.5
Multi-family 1 bedroom (per unit)	1	0.75
Multi-family 2 bedrooms (per unit)	2	1.31
Multi-family 3 bedrooms (per unit)	2.5	1.5
Multi-family 4 bedrooms (per unit)	4.4	1.52
Dormitories and lodging houses (which includes rooming/boarding houses) (per room)	1	0.25
Fraternity & sorority houses (per active member)	1 per 5	1 per 7
Group homes, halfway homes, & special homes (per 3 beds)	1	1
Townhouses (per unit)	2	1.5
COMMUNITY SERVICES USES	PARKING REQUIREMENT (BASE)	WALKABLE DISTRICT PARKING REQUIREMENT
Churches (per 4 seats)	1	1
Hospitals (per 1,000 sf of administrative space)	.5	.4
Elementary school (per class room + per 100 sf GFA administrative space)	1.5 + .1	1.5
Middle school (per classroom + per auditorium seat)	2 + .1	2
High school (per classroom + per auditorium seat)	2 + .2	2
Trade schools, colleges, & universities (per class room + per 100 sf GFA administrative space)	10 + .3	5 + .3
Art Galleries & museums (per 100 sf)	.3	0.25
Bus/transportation depots (per 100 sf)	1	0.5
Community centers (per 100 sf of assembly area)	3.5	5
Libraries (per 200 sf)	1	0.4
Nursing homes (per 3 beds + per 100 sf administrative space)	1 + .3	0.75
Private institutions, clubs, lodges & union halls (per 100 sf)	2.5	2
Retirement homes, assisted living, & congregate care (per four units)	1	0.8

PLACES OF ASSEMBLY	PARKING REQUIREMENT (BASE)	WALKABLE DISTRICT PARKING REQUIREMENT
Bowling alleys (per lane)	4	0.75
Health clubs & spas (per 200 sf gross floor area)	1	0.5
Miniature golf courses (per hole)	2	2
Movie theaters (per 4 seats)	1.2	1
Recreation Facilities (per 100 sf)	.4	.2
Skating rinks (per 100 sf)	1	.5
Stadiums, arenas, auditoriums, theaters, & exhibitions (per 100 sf)	3.2	2
Tennis courts (per court)	3	1
RETAIL AND SERVICE USES	PARKING REQUIREMENT (BASE)	WALKABLE DISTRICT PARKING REQUIREMENT
Auto maintenance facilities - fast service (per 100 sf)	1	0.6
Banks - full service (per 100 sf)	.33	.2
Barber/beauty shops (per 100 sf)	.66	.2
Bars, lounges and night clubs (per 100 sf)	4	1
Car repair garages (per bay + per 100 sf office space)	3 + .3	3 + 0
Car sales, new (per 250 sf show room)	1	0.8
Car sales, used (per 100 sf of lot area)	.2	.2
Car wash (per 100 sf of administrative space)	1	1
Day care centers (children or adult) (per 5 enrollees)	1.2	.6
Drive-in restaurant & drink dispensaries (per 100 sf)	1	0.4
Furniture, appliances, & carpet sales (per 100 sf)	2	.1
Lumber & heavy equipment sales (per 100 sf)	.1	.1
Hotels & motels (per unit + per 100 sf of assembly area + 100 sf of office space)	1 + 3.2 + .4	1 + .5 + .2
Mini warehouse storage, self-service storage facility (per 100 sf office area)	1.2	1
Mortuaries/funeral homes (per 50 sf)	1	0.5
Outdoor market (per 300 sf)	1	0.6
Restaurants (per 100 sf + 100 sf employee space)	1 + .4	.5 + .8
Riverboat gaming (per 100 sf + 100 sf employee area)	2 + 1	2
Service stations, full (# + per lube rack)	4 + 1	2 + .5
Service stations, self-serve (per pump + per 100 sf retail/employee area)	1 + .25	.5
Shopping centers, other retail, & service uses (per 100 sf)	.33	.25

OFFICES AND CLINICS	PARKING REQUIREMENT (BASE)	WALKABLE DISTRICT PARKING REQUIREMENT
Medical Clinic (per exam room + per 100 sf administrative space)	1 + .33	.5 + .25
Other professional & business offices (per 100 sf)	.33	0.25
Veterinary services (per exam room + per 100 sf administrative space)	1 + .33	.5 + .33
INDUSTRIAL USES	PARKING REQUIREMENT (BASE)	WALKABLE DISTRICT PARKING REQUIREMENT
Furniture repair, upholstery shops (per 100 sf)	.5	.3
Manufacturing (per 100 sf)	.25	0.2
Storage and distribution centers (per 100 sf sales/office space)	.5	.3
Warehouse and wholesale establishments (per 100 sf)	.5	.3