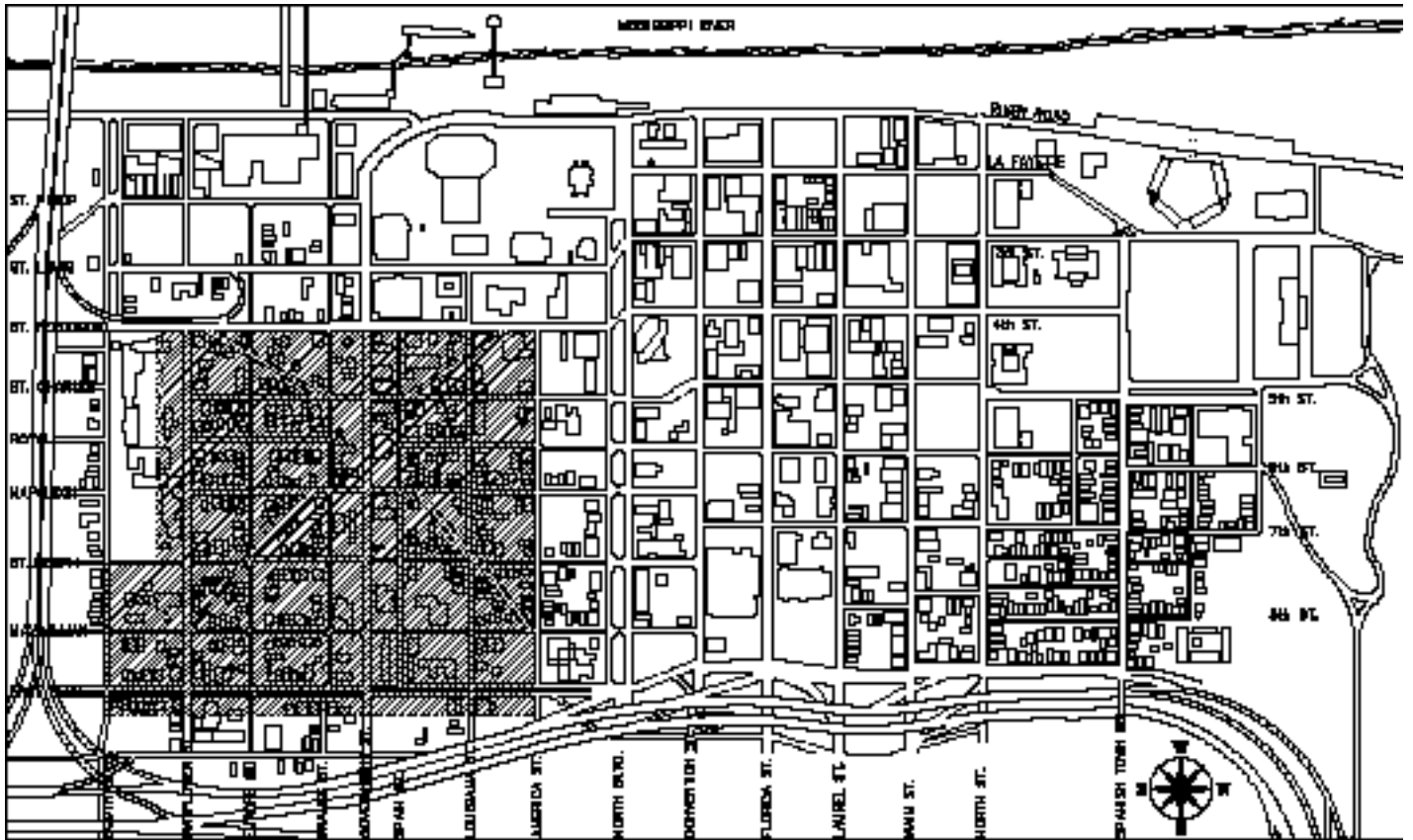


PLAN BATON ROUGE



BEAUREGARD TOWN NEIGHBORHOOD

SUMMARY:

Beauregard Town has unique difficulties, including traffic patterns that expose its heart to regional traffic and strip commercial development. Several of these problems may be corrected immediately at a very low cost. Others, like the recovery of Government Street from strip commercial, can begin with

the restoration of the Royal Square. A proposed management system fulfills the need to maintain standards, and the creation of a completely new zoning code that supports existing building types, replacing the current suburban code that inadvertently makes compatible building types illegal.

BTN-1

THE BEAUREGARD TOWN NEIGHBORHOOD

Project Name: Government Street Correction

Observation: Government Street at the heart of Beauregard Town has the design characteristics of an out-of-date commercial strip.

Discussion: Four lanes for speeding traffic, no on-street parking, no trees, small sidewalks, long distance signage, and buildings behind parking lots all combine to make this street a visual blight. What once united the north and south halves of the neighborhood now separates them. Alternate routes of traffic (South Boulevard and North Boulevard) do not relieve traffic that is now focused on Government Street. The I-10 Government Exit U-turn is not quite effective in bringing cars to South Boulevard. Cars back up on Government Street during Centroplex events, due to slow access to the Centroplex parking garages, and also because the northern access to these garages is not explicit.

Recommendation: Widen the sidewalks on Government Street at Royal Square to include tree planters and narrow lanes slightly. Place a sign on the U-Turn ramp for the Centroplex as well as for the Convention Center. On the highway, advertise the North Boulevard Exit as also serving the Centroplex to increase use of the northern garage entries. Curve the corner where South Boulevard meets the traffic coming south from the U-Turn.

Responsibility: Plan Baton Rouge, Downtown Development District and Metro Council

[Signage improvements will be implemented through a Visitor Amenity Package and Interstate Sign replacement.]

BTN-2

Project Name: East Boulevard Correction I

Observation: Traffic on East Boulevard is too fast.

Discussion: The traffic lanes of East Boulevard are the correct width, but people do not park along them frequently enough to slow down passing cars.

Recommendation: Add additional landscaping to the median towards its outer edges, encroaching upon the roadway. Stripe the parking area.

Responsibility: Baton Rouge Green

See Transportation

BTN-3

Project Name: East Boulevard Correction II

Observation: Traffic on East Boulevard ends up trapped in a parking lot.

Discussion: East Boulevard is continuous to the south, but through passage north has been blocked by the highway on-ramp. The problem is not that the road ends this way, but that people expect it not to end. This elegant boulevard deserves a graceful celebration at its northern terminus.

Recommendation: Convince the First Methodist Church to erect a gateway at the entrance to its parking lot. This gateway is to be centered upon the northbound lane of East Boulevard.

Responsibility: Plan Baton Rouge, Downtown Development District and Metro Council

See Transportation

BTN-4

Project Name: East Boulevard Correction III

Observation: East Boulevard is an elegant thoroughfare blighted by a number of parking lots along its edges.

Discussion: The street needs spatial definition to be successful, but the parking lot owners do not want to lose parking spaces. The solution is to lease the edges of their lots free to developers to build liner housing.

Recommendation: Encourage liner buildings on these lots.
Note: This strategy can and should be used throughout Beauregard Town.

Responsibility: Plan Baton Rouge and Downtown Development District

See Infill Buildings

PLAN BATON ROUGE

BTN-5

Project Name: Beauregard Playground

Observation: Residents need a neighborhood park for their children.

Discussion A: South Boulevard Elementary has a playground that is kept locked and under used. The school does not want outsiders causing trouble, but this is a civic institution and should be willing to share the playground in exchange for maintenance from the city.

Recommendation A: Improve the school playground to serve both students and neighborhood residents. Give a key to residents, and employ BREC to provide maintenance necessitated by neighborhood usage. The residents have suggested a park design with benches grouped and scattered, winding paths, and shade trees.

Discussion B: There is a large lot (64' x 200') on Mayflower Street between Napoleon and Joseph Streets with a \$250,000 lien on it from the FDIC. It is under city control, and will necessarily remain empty for a long time.

Recommendation B: Negotiate a write down from the FDIC. Turn the designated lot into a sitting and play area for residents. If this happens, the adjacent air-conditioning unit for the Police Barracks must be wrapped in a sound-deadening wall.

Discussion C: There is a curving U-turn on-ramp between St. Louis and St. Ferdinand Streets, just south of Europe Street, that is unnecessary. Pending a study confirming the geometry, this ramp could be removed. The turnaround could instead take place on Europe or Mayflower Street (which can now connect through). This area would then become available for a park.

Recommendation C: Pending a study confirming the geometry, remove the U-turn ramp, connect Mayflower as a through street, and create a park on the ramp site.

Discussion D: The front yard of the Police Department between Royal and Napoleon Street could be available if the fence was pushed back. This site does not impose a security risk for the police barracks.

Recommendation D: Replace the existing fence with two small segments of fence coplanar with and connecting the three buildings. The area in front then becomes available to BREC as a community park.

Responsibility: Plan Baton Rouge and Downtown Development District

BTN-6

Project Name: St. Ferdinand Street Correction

Observation: St. Ferdinand Street is a dangerous high-speed road, with four lanes all heading south. Northward traffic is diverted into the neighborhood at Penalvert, confusing drivers. Somerulos Street consists of two one-way streets encountering each other at a baffling intersection at Louisiana Street.

Discussion: The Downtown's old comprehensive one-way traffic retrofit has proved to be a failure. One-way streets speed up traffic at the expense of pedestrians, and confuse and frustrate visitors. Just as one-way traffic has been discredited and eliminated in other city cores, it should be eliminated here.

Recommendation: Reduce St. Ferdinand Street to one lane in each direction, with parking along both sides. If this creates excessive congestion, the parking can be prohibited during rush hours. Once St. Ferdinand Street is converted to two-way, the diverter can be removed at Penalvert, and Somerulos can run northward for its entire length. (See below)

Responsibility: Downtown Development District and Metro Council

See Transportation

[The Baton Rouge Downtown Transportation Plan recommends that two-way operation be implemented on St. Ferdinand between North Boulevard and Penalvert Street. The diverted island at Penalvert Street will have to be removed.]

BTN-7

Project Name: St. Louis Street Correction

Observation: Cars drive too fast on St. Louis and St. Philip Streets.

Discussion: St. Louis is three lanes wide in one direction. St. Philip is two lanes wide. Reverting these streets to two-way with parking on one side would calm traffic, provide less confusing paths for visitors, and provide overflow parking.

Recommendation: Revert St. Philip and St. Louis to one travel

THE BEAUREGARD TOWN NEIGHBORHOOD

lane in each direction, with the additional lanes for parking. Parking can be eliminated during rush hours with signage if necessary.

Responsibility: Downtown Development District and Metro Council

See Transportation

[The Baton Rouge Downtown Transportation Plan concluded that the morning peak hour traffic volumes prevent St. Louis from being converted to two-way.]

[When the Baton Rouge Downtown Transportation Plan was presented to the public, the residents of Beauregard Town expressed opposition to changing the streets to two-way.]

BTN-8

Project Name: Maximillian Street Correction

Observation: Cars drive too fast on Maximillian, St. Joseph, and St. Charles Streets.

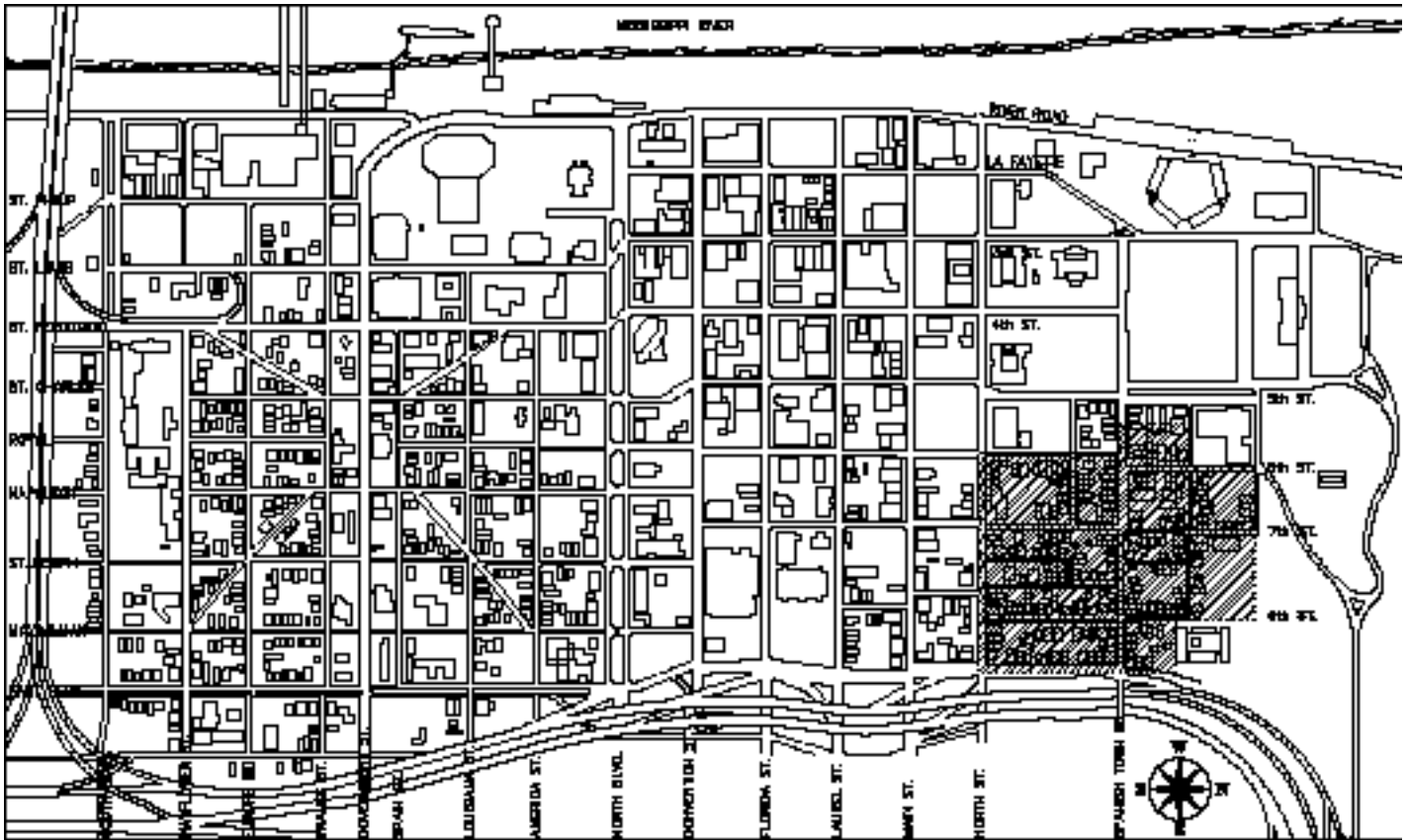
Discussion: See the above discussion. The solution is to eliminate the one-way system in Beauregard Town. All of the local streets have a 24' pavement, which is the standard traditional American street width. In residential neighborhoods, this width accommodates traffic both ways, and parking on one side. Napoleon Street currently corresponds to this configuration. Ideally, cars do not always park on the same side of the road, creating a traffic-calming weave trajectory.

Recommendation: Revert all Beauregard Town streets to two-way. Remove all parking restrictions, except at corners. Neither mark nor forbid parking on these streets; just allow it to happen naturally.

Responsibility: Downtown Development District and Metro Council

See Transportation

PLAN BATON ROUGE



SPANISH TOWN NEIGHBORHOOD

SUMMARY:

Spanish Town is subject to traffic stress, but to a lesser extent than Beauregard Town. Its codes must be rewritten, ideally to be identical to those of Beauregard Town, for ease of administration. Peculiar to Spanish Town, however, is the threat posed by its proximity to the State Capitol Grounds — less by the state buildings, which are responsibly controlled by the Capitol

Master Plan, than by the high land value created by proximity. This neighborhood includes two large open parcels where it is possible to build very destructive buildings. The development of these sites must be negotiated or they should be purchased for a park.

STN-1

Project Name: Predictability

THE SPANISH TOWN NEIGHBORHOOD

Observation: Property owners in proximity to the State Capitol tend to not preserve or renovate their existing buildings because they anticipate that the state will claim their property through eminent domain or that investors will purchase it at an elevated price.

Discussion: Current elected state officials have given their assurances that there are no current plans to condemn more private property in Spanish Town, but the action of future officials cannot be predicted. The State cannot unequivocally declare that it will not expand its campus in perpetuity.

Recommendation: Based on scope and breadth of State Capitol Master Plan, the State would not expand beyond its current boundaries to correspond with Plan Baton Rouge's initiatives. The State could issue preservation easements to purchase the development rights from the owners. These would be similar to those used to retain open space in perpetuity, or devise some other long term guarantee that it will not claim any more residential areas of Spanish Town.

Responsibility: Plan Baton Rouge and Downtown Development District

STN-2

Project Name: Costello Lane Correction

Observation: Curbs on tight street corners in Spanish Town are crushed by garbage and other trucks.

Discussion: The worst instance is at the southern end of Costello Lane, where both corners are crushed. A roll-over curb is needed that would be unpleasant for cars to drive over, but usable and resistant to trucks.

Recommendation: As curbs are scheduled for repair, the city should replace these curbs with a roll-over design made of three inch 90-psi blocks.

Responsibility: Downtown Development District and Office of the Mayor.

See Transportation

[The Baton Rouge Downtown Transportation Plan recommends the damaged curbs on Costello Lane be repaired when other road repairs are done in Spanish Town.]

STN-3

Project Name: North Street Correction

Observation: Traffic on North Street moves at a speed that is noxious to Spanish Town residents.

Discussion: Four lanes in one direction guarantees the high speed.

Recommendation: Revert to one lane each way with parking both sides. Post signs outlawing parking during rush hours only.

Responsibility: Downtown Development District and Office of the Mayor

[The Baton Rouge Downtown Transportation Plan did not recommend changing North Street to two-way because of the cost of reconfiguring the ramp from I-110 northbound.]

STN-4

Project Name: Spanish Town Road Correction

Observation: Traffic on Spanish Town Road is too fast for residents.

Discussion: The single most important complaint by residents of Spanish Town is the speed of the vehicles that take this road to exit the Capitol Complex. This is one of the places where traffic calming devices are warranted, as a wide road delivers traffic to this point with great momentum. A stop sign has been installed at the Seventh Street intersection, but further measures are necessary.

Recommendation: Construct a chicane at the entrance to Spanish Town Road just east of Fifth, and mark parallel parking alternating from side to side, along with a posted speed limit of 25 MPH. To divert as much traffic as possible, a sign should be posted before the chicane indicating that a left turn leads to Interstate 110 via the Capitol Lake Drive.

PLAN BATON ROUGE

Responsibility: Downtown Development District and Office of the Mayor

[The Baton Rouge Downtown Transportation Plan recommends installing a deflector at the entrance to Spanish Town Road. Signage could also be used to divert traffic to Fifth Street to Capitol Access Road for access to I-110. The Spanish Town Civic Association does not want to implement this traffic-calming technique.]

STN-5

Project Name: Ninth Street Correction

Observation: Traffic on Ninth Street is fast and perceived to be dangerous.

Discussion: The three existing one-way lanes are never congested, and vehicles are therefore constantly weaving. Cars in the narrow right lane encroach the center lane dangerously. Since the right lane is exit-only, vehicles often cut left with little warning. Residents find it difficult and perilous to exit their driveways.

Recommendation: Reduce the road to two lanes by adding on-street parking to the right. This necking down can be emphasized with bulb-outs, especially at the commencement of the parking lanes at the north. The curb north of Spanish Town Road should be built outward to slow cars down from their highway speed.

Responsibility: Downtown Development District and Office of the Mayor

[The Baton Rouge Downtown Transportation Plan recommends curbside parking on the west side of Ninth Street between Spanish Town Road and Main Street. DOTD must grant permission because Ninth Street is a state highway. The Historic Spanish Town Civic Association heartily endorses this recommendation.]

STN-6

Project Name: Bungalow Lane Correction

Observation: People drive too fast on Bungalow Lane.

Discussion: Commuters and others use Bungalow Lane to cut through. The current configuration is a single 15 ft. travel lane, which encourages speeding. Because cars speed, the City has not allowed residents to build garages from which cars can back

onto the Lane. Bungalow Lane is the same width as Lucilla Lane, which has parking on one side. Since Bungalow Lane should only handle local traffic, it would benefit from the same arrangement.

Recommendation: Allow parking on one side of Bungalow Lane. Allow residents to construct garages from which residents back directly out onto the roadway. To further slow traffic and create a more scenic environment, it may be possible to remove the asphalt pavement to reveal bricks below.

Responsibility: Downtown Development District and Office of the Mayor

[The Baton Rouge Downtown Transportation Plan recommends parking on one side of Bungalow Lane.]

STN-7

Project Name: Senior Citizens' Park

Observation: Baton Rouge Recreation and Parks Commission has not completed the Senior Citizens' Park.

Discussion: To be truly useful the park should serve not only the elderly, but neighborhood families as well. The elderly usually enjoy the activity of children at play.

Recommendation: BREC should prioritize the completion of this park, adding a pavilion for sheltered sitting, raised planters for elderly gardening, and children's play equipment.

Responsibility: Spanish Town Civic Association

[Ribbon cutting for the completed Senior Citizens' Park was held June 1999.]

STN-8

Project Name: State Capitol Park Plan

Observation: New State buildings will be built directly across the street from residential lots in Spanish Town. The East State Office Building [Galvez Building] may harm the residential context of Spanish Town to its east. The same is true of any building which replaces the decrepit Insurance Building.

Discussion: Spanish Town buildings should not be dwarfed by new buildings, exposed to surface parking lots, or subjected to additional commuter traffic. The design of these buildings and their parking will have a profound effect on the quality of life of Spanish Town residents.

THE SPANISH TOWN NEIGHBORHOOD

Recommendation: The east buildings must be designed to locate surface parking hidden below or at midblock or so that it is invisible to the east. This parking should be accessed only from the west. These buildings must mirror their neighbors across the street to the east, not as large towers behind deep setbacks, but as low buildings against the street, stepping upward, further back from the street.

Responsibility: Spanish Town Civic Association

[The Galvez Building (East State Office Building) is under construction; completion is scheduled for June 2003.]

STN-9

Project Name: State Capitol Park Plan

Observation: The State's new East [Galvez] garage may destroy pedestrian quality on Fifth, Sixth, Main and North streets.

Discussion: Pedestrians, given a choice, will not walk past the blank walls of a parking garage. Not every street must participate in the pedestrian network, but Main Street has important pedestrian potential. It must be fronted with habitable space.

Recommendation: For the sides that enfront Main, the parking garage must be faced with a habitable component, preferably a public market at the first floor level.

Responsibility: State Commissioner of Administration and Downtown Development District

[Main Street Market will be located on the Fifth Street side of the Galvez Garage. There will also be four retail pods, three on Main Street and one on North Street.]

STN-10

Project Name: State Capitol Park Plan

Observation: The Insurance Building parking lot has closed its western entrances, causing all traffic to travel on Sixth Street. Many commuters from this lot speed home on Spanish Town Road.

Discussion: Flooding has forced the closure of the two Fifth Street entrances. This is the State's responsibility to repair them. The building is currently undergoing renovations, and is not expected to be demolished for 5 years.

Recommendation: Repair the flooding problems and reopen western entrances of the insurance building. The eastern entrances may have to be temporarily closed to retrain drivers to use the other entries.

Responsibility: State Commissioner of Administration

[Flooding has been eliminated and west entrances have been reopened.]

STN-11

Project Name: Arsenal Park Dog Run

Observation: The residents of Spanish Town have nowhere to let their dogs run off the leash.

Discussion: The creation of a dog-run area within Arsenal Park will be a convenience and a courtesy to Downtown residents, increasing use to the park and reducing loitering.

Recommendation: The State should consider designating a limited area of the park as a dog run. The best place would be a location where loitering is currently a problem.

Responsibility: Spanish Town Civic Association

STN-12

Project Name: Arsenal Park Pavilion

Observation: There is a missed opportunity at the north end of Seventh Street; it terminates unacknowledged at Capitol Park.

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Discussion: Seventh Street should become an important corridor link to Beauregard Town and deserves a dignified terminus. The park as a visible destination will increase pedestrian traffic and discourage loitering.

Recommendation: Create a pavilion at the north end of Seventh Street.

Responsibility: Spanish Town Civic Association and Downtown Development District

STN-13

Project Name: Traffic Noise Attenuation

Observation: Highway noise is a significant nuisance to Spanish Town residents.

Discussion: Air displacement by speeding vehicles, in addition to the noise caused by empty trucks bottoming out on a bump, bring down the value of the neighborhood. Fortunately, a stand of trees hides the highway from view but this does not reduce the noise pollution.

Recommendation: A sound-attenuation wall should be built between the highway and the stand of trees for the length of Spanish Town. This wall should not damage the existing stand of trees, nor should it be taller than them.

Responsibility: Plan Baton Rouge and Downtown Development District

[The Baton Rouge Downtown Transportation Plan recommends installation of a sound attenuation wall but did not identify sources of funding to implement this recommendation.]

STN-14

Project Name: Special Project Site 1

Observation: The owner of the property on the southeast corner of North Street and Seventh is planning to expand his headquarters to the diagonally opposite corner of the block.

Discussion: It is legal by code to place a building behind a corner parking lot, blighting that intersection. The owner may secure a C-5 upzoning, but intends to negotiate a compromise. It was possible to design an office building that would meet his needs while presenting a pedestrian friendly face to the street. There are two designs (depending on whether or not he acquires a next-door lot) that would be in violation of current zoning (due

to illogical suburban setback requirements) but are compatible with the proposed new code. These include 5 ft. setbacks on all sides, parking hidden behind a wall, occupied frontage along the length of North Street, and a 2 ½-story building with the opportunity for apartments within an attic. Some of the parking requirement would be met on site, with the remainder purchased or leased from lots or garages nearby.

Recommendation: Include as a part of the plan the permit of a building with the characteristics described in the special project.

Responsibility: Downtown Development District

See Site 1

[The Planning Commission changed Land Use for this property in the Sub Area meetings. Petroleum Service Inc. will move ahead with construction plans, but has also purchased an additional office building on the corner of 8th and Main Street. Renovations began in October 2001.]

STN-15

Project Name: Special Project Site 2

Observation: Three-fourths of the block bordered by Sixth, Seventh, Lakeland, and State Capitol Streets is owned by two families. The proximity of this site to the State Capitol may result in the demolition of the existing houses.

Discussion: A skyscraper has been designed for this site, but current A-4 zoning would allow only 4 stories. The best solution is to save the critical houses while allowing a large, but low and compatible office building to face towards the State buildings.

Recommendation: A design can be developed to accomplish approximately 115,000 sq. ft. of building, while preserving the houses facing Lakeland. The parking can be partially handled on-site in a masked 3-story parking garage. Additional parking, if necessary, may have to be leased off site, or the building would be smaller. The owners should be persuaded

THE SPANISH TOWN NEIGHBORHOOD

to build a structure compatible with the historic district.

Responsibility: Downtown Development District

STN-16

Project Name: Special Project Site 3

Observation: There is a site facing Lake Park with the possibility of being developed as an apartment tower.

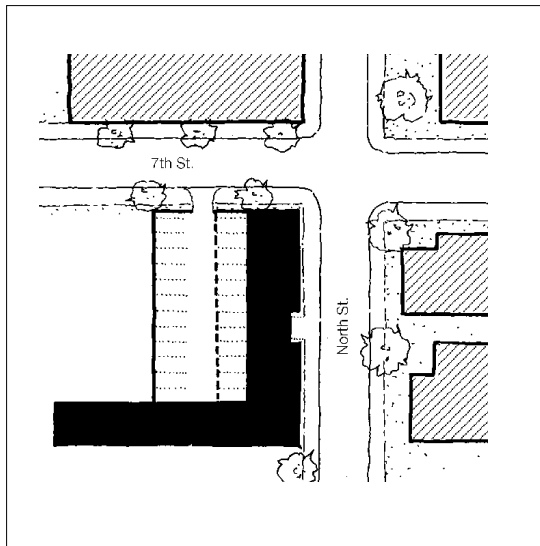
Discussion: The area between Capitol Lake and Capitol Avenue is naturally beautiful forested area. A responsible low-rise development involves spreading the program into a

3-story village with a 5-story corner tower in the best location for park views. Parking is accommodated in a midblock lot masked by townhouses. Against the lake, larger townhouses frame a passage to a small square on the water. The plan was met with interest by the owners who may decide to build.

Recommendation: A better alternative is to purchase these woods by condemnation for all the citizens of Baton Rouge. Baton Rouge Recreation and Park Commission can absorb it as part of the Victory Park restitution.

Responsibility: Downtown Development District

See Site 3



SITE 1

CHARACTERISTICS:

32-space walled parking lot hidden from 7th Street

7500 Sq. ft. per floor on two floors

5-ft. setbacks to north, east, west

L-shaped ground floor connecting back to existing structure

Upper story overlapping northern parking row

Parking lot concealed behind building streetwall



SITE 3

CHARACTERISTICS:

Two new single family houses to match existing

12 Townhouses @2250 s.f. (3 story)

13 garage townhouses @1500 s.f. (3 story)

24 Tower units @ 900 s.f. (in 6 story tower)

70 parking spaces in 2 story garage

PLAN BATON ROUGE

BOTH NEIGHBORHOODS

Project Name: Parking Policy

Observation: In much of Spanish Town and some of Beauregard Town, residents have difficulty finding on-street parking near their houses and businesses.

Discussion: Capitol visitors have few places to park on the Capitol grounds, and overflow east into Spanish Town. Law offices and other related businesses tend to create parking problems in northern and central Beauregard Town. Residents, business owners, and their guests want to park close to their buildings. A Resident Only parking sticker policy would allow these neighborhoods to better serve their citizens. Each home or business owner / renter could obtain a sticker for their car and mirror-tag passes for guests. Certain blocks could be marked “Resident Parking Only,” and non-subscribing cars would be ticketed. The revenue from infractions will pay for the administration of the policy if it is efficiently managed.

Recommendation: A Resident Only parking policy should be initiated for all of Spanish Town and Beauregard Town. It would be available by election on a street-by-street basis. The inconvenience of applying for passes annually should prevent residents from engaging in this program if it is unnecessary. Like all such programs, this one should be implemented and then assessed for effectiveness at one year.

Responsibility: Downtown Development District

[The DDD is researching successful parking policies from other municipalities to determine feasibility and legality for the two historic neighborhoods.]

BN-2

Project Name: Streetscape in General

Observation: Brick streets and sidewalks lay underneath the asphalt of many streets. Residents would like to have them back.

Discussion: The removal of the asphalt and the maintenance of bricks are not something that the residents can expect the city to pay for. However, property values are likely to rise on streets where the brick is exposed.

Recommendation: On a block-by-block basis, owners may elect to incur the expense, and have their asphalt streets restored to brick (where the brick is intact).

Responsibility: Downtown Development District and Plan Baton Rouge

BN-3

Project Name: Streetscape in General

Observation: Tree roots are damaging sidewalks. Some sidewalks are on private property, and owners are not motivated to make repairs.

Discussion: Some sidewalks are on private property because the road was widened (at the owners’ expense) to overlap existing property lines. Property owners lack the means and motivation to repair them regularly. This constitutes a disincentive for living Downtown.

Recommendation: The city should fix these and all broken sidewalks.

Responsibility: Downtown Development District and Plan Baton Rouge

BN-4

Project Name: Streetscape in General

Observation: Utility poles multiply because unused ones are not removed.

Discussion: While a minor complaint, as it is merely aesthetic, this would be unacceptable in a (competing) suburban residential area.

Recommendation: Pressure the utility companies to remove these poles.

Responsibility: Downtown Development District and Plan Baton Rouge

[The Historic Spanish Town Neighborhood has identified unused poles and submitted a request for removal to DPW and Entergy.]

BN-5

Project Name: Streetscape in General

Observation: Some street names have been changed from their original names.

Discussion: Many citizens still remember the old names. Historic Preservation involves all aspects of the past, not just the physical artifacts.

Recommendation: At the request of the residents (put to a

BOTH NEIGHBORHOODS

local vote), Spanish Town and Beauregard Town should be able to reinstitute street names.

Responsibility: Downtown Development District and Plan Baton Rouge

[Historic Spanish Town Civic Association has voted to put dual names (new and historic) on some street signs on a trial basis.]

BN-6

Project Name: New Code

Observation: It is possible to acquire variances without the neighbors having a chance to comment.

Discussion: For whatever reason, the current public notification requirements are not effective.

Recommendation: Establish a system whereby all variance requests are advertised consistently and neighbors on the block are notified by mail.

Responsibility: Downtown Development District

BN-7

Project Name: New Code

Observation: A Historic Preservation Ordinance is being considered for Beauregard Town.

Discussion: It is not easy to offer recommendations on the proposed ordinance written by the Beauregard Town Historic District and Landmark Commission as it is a document that has not been presented to the property owners nor to the Metro Council. However, it is worth stressing that such an ordinance may be the best hope to maintain its historic character, since Beauregard Town is lacking in other mechanisms to do so. If this ordinance is to be effective, the process of approval must be simple and brief; it should not add more than two weeks of time to a building that meets its requirements. Also, the requirements must be reasonable and not precious, such that those who wish to use historic buildings in novel ways, or construct new buildings of unique character, do not find their paths blocked (this would be contrary to those counter productive historic preservation ordinances that grew out of the Charter of Venice. The discredited modernist mandate to force all new construction to manifest its contemporary nature is destructive to historic cities.) New buildings and additions to older buildings must be allowed — and indeed encouraged — to blend in seamlessly

with the traditional fabric.

Recommendation: Ascertain that Beauregard Town has a succinct effective and efficient Historic Preservation Ordinance. The new code may render it unnecessary.

Responsibility: Downtown Development District and Plan Baton Rouge

[Beauregard Town, in partnership with the Foundation for Historical Louisiana, will hold meetings to receive comments from the public.]

BN-8

Project Name: New Code

Observation: Houses converted to offices are habitually accompanied by the tearing down of adjacent buildings in order to provide parking.

Discussion: On-street parking must be sufficient to this need. The on-site parking requirement of the code should be revised and limited to certain locations beside or behind buildings. The on-site parking requirements must be waived for those who preserve historic buildings.

Recommendation: Include these provisions in the New Code.

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Responsibility: Downtown Development District and Plan Baton Rouge

See Codes in General

BN-9

Project Name: Parking Meters

Observation: Parking meters in the south half of Be-auregard Town are often unnecessary, and some are missing in places where they are necessary, such as on Spain Street.

Discussion: Parking meters are unwelcome on streets that do not receive overflow parking from commercial uses, but on others they are beneficial, to prevent unproductive parking.

Recommendation: There should be a block-by-block program by which property owners elect to have meters and their timing.

Responsibility: Downtown Development District

See Transportation

[The Baton Rouge Downtown Transportation Plan has recommended relocation, removal, and addition of parking meters throughout downtown.]