



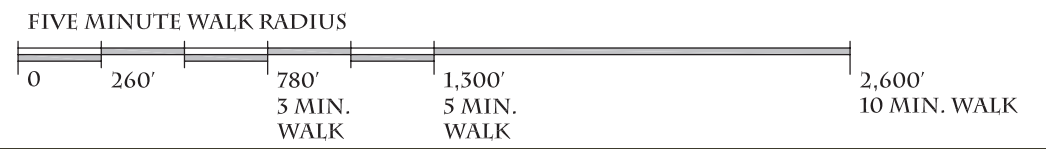
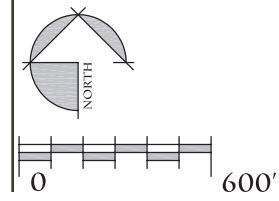
Town Plan

Urban Regulating Standards



LSU South Campus. Master Plan and Design Codes section C

- BUILDINGS
- PARKING
- PARKING GARAGE
- SPECIAL PAVING
- RESERVE
- PRESERVE/BIOSWALE



ARCHITECTS  
SOUTHWEST  
**Louisiana State University**  
*South Campus Master Plan*

Master Plan and Design Codes

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Baton Rouge, Louisiana



# Urban Regulating Standards

Urban Regulating Plan

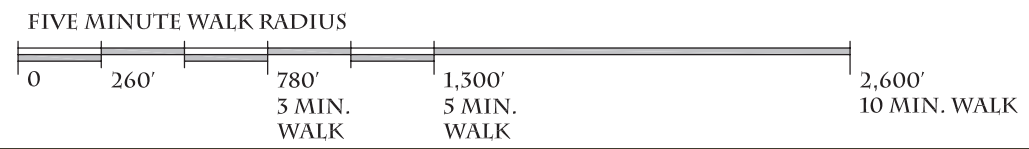
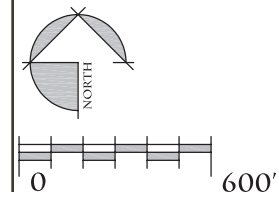
Urban Regulating Standards



Refer to page 26 for an explanation of the Urban Sectors in the Regulating Plan.

**LEGEND**

	DISTRICT CENTER (I, II)
	DISTRICT GENERAL (I, II)
	DISTRICT EDGE (I, II)
	SPECIALIZED
	OWNED BY OTHERS
	RESERVE
	PRESERVE



ARCHITECTS  
SOUTHWEST  
**Louisiana State University**  
*South Campus Master Plan*

Master Plan and Design Codes



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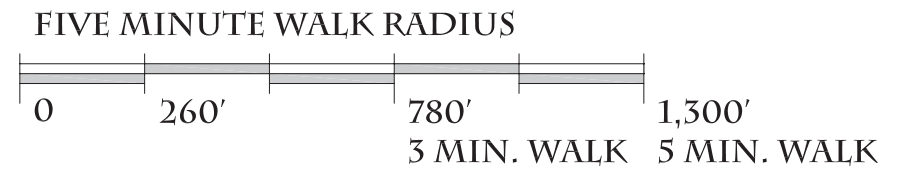
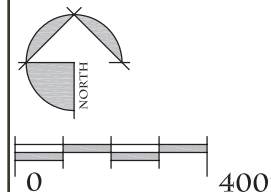
Key Plan



Refer to page 26 for an explanation of the Urban Sectors in the Regulating Plan.

LEGEND

- DISTRICT CENTER (I, II)
- DISTRICT GENERAL (I, II)
- DISTRICT EDGE (I, II)
- SPECIALIZED
- OWNED BY OTHERS
- RESERVE
- PRESERVE



**Urban Regulating Standards**  
Urban Regulating Plan B

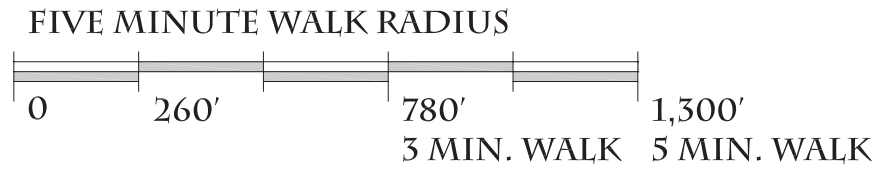
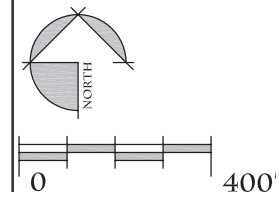
Key Plan



Refer to page 26 for an explanation of the Urban Sectors in the Regulating Plan.

**LEGEND**

- DISTRICT CENTER (I, II)
- DISTRICT GENERAL (I, II)
- DISTRICT EDGE (I, II)
- SPECIALIZED
- OWNED BY OTHERS
- RESERVE
- PRESERVE



LSU South Campus. Master Plan and Design Codes section C Urban Regulating Standards



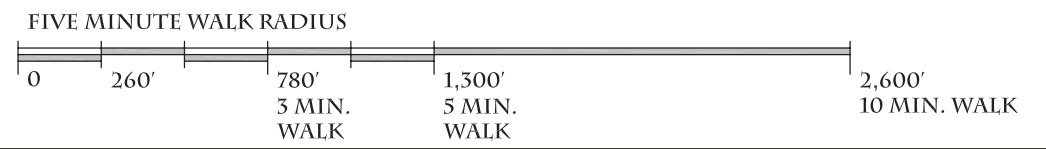
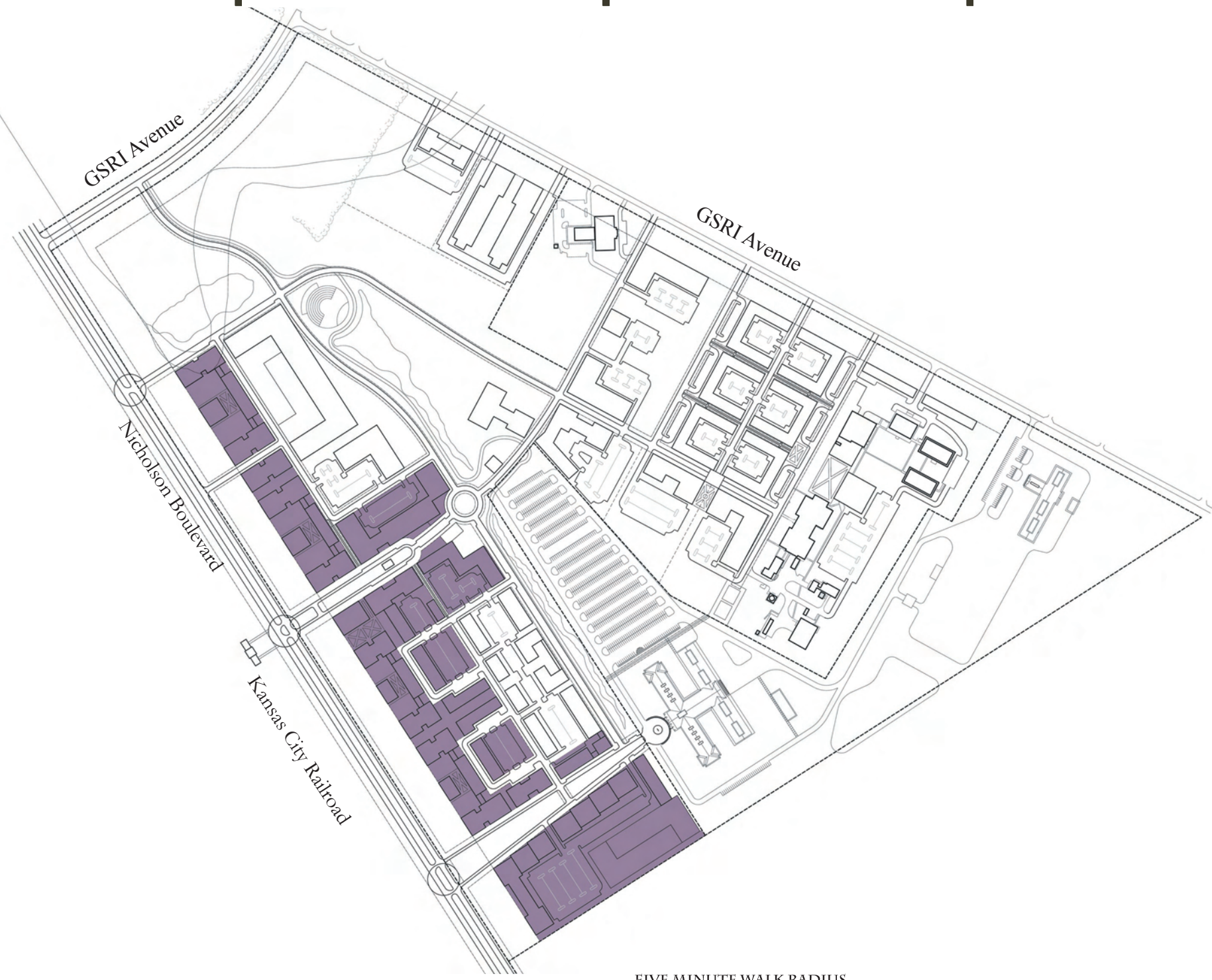
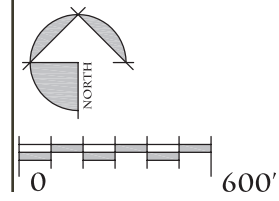
### Urban Regulating Standards District - Center



Urban Regulating Standards

Refer to page 26 for an explanation of the Urban Sectors in the Regulating Plan.

 DISTRICT CENTER



LSU South Campus. Master Plan and Design Codes section C

Urban Regulating District - Center



Urban Regulating Standards  
District - Center



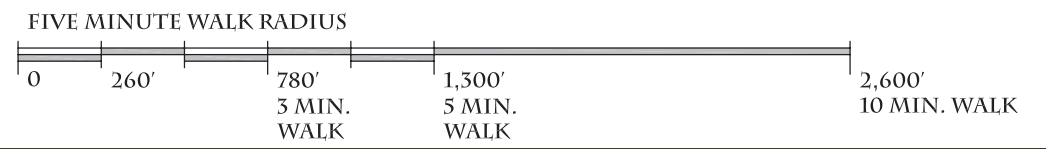
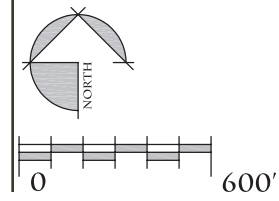
Urban Regulating Standards

C

Refer to page 26 for an explanation of the Urban Sectors in the Regulating Plan.

DISTRICT GENERAL

LSU South Campus. Master Plan and Design Codes section



Urban Regulating District - General

C



Urban Regulating Standards  
District - Edge



Urban Regulating Standards

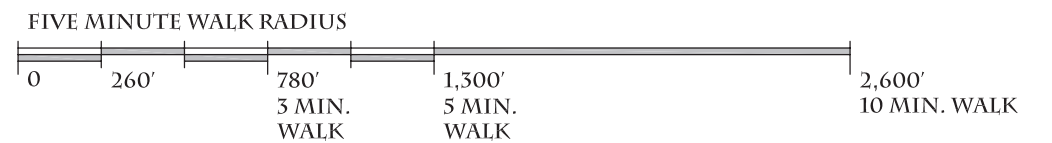
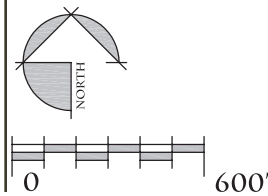
C

section

LSU South Campus. Master Plan and Design Codes

Refer to page 26 for an explanation of the Urban Sectors in the Regulating Plan.

DISTRICT EDGE



Urban Regulating Standards  
District - Specialized

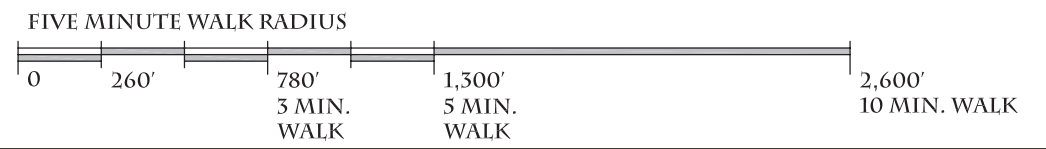
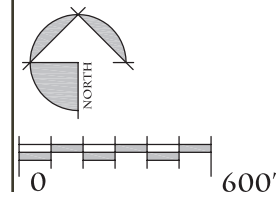


Urban Regulating Standards

Refer to page 26 for an explanation of the Urban Sectors in the Regulating Plan.

LSU South Campus. Master Plan and Design Codes section C

SPECIAL DISTRICT



Urban Regulating District - Specialized





**Urban Regulating Standards**  
*Building Type Guidelines*



LEGEND	
1.	SEE URBAN REGULATION
2.	RIGHT OF WAY
3.	BUILDING ZONE
4.	PARKING ZONE
5.	STREET
6.	COURTYARD
7.	SIDEWALK

**BUILDING TYPES**

The Urban Fabric of all great “Places” is generally defined by several factors. The most critical and broadest factor, embraces the districts regional context. The more fine-grained structure of the block is defined by the connective “tissue”, the street. The most important element, it can be argued is how the *building* engages with the street through the creation of the Building Type. For Centuries, the *building* has given scale and life to the street, particularly when it engages the street properly. There are several *building* types, which helped define all the greatest places in the world. In the code for the LSU South Campus, three building types are utilized

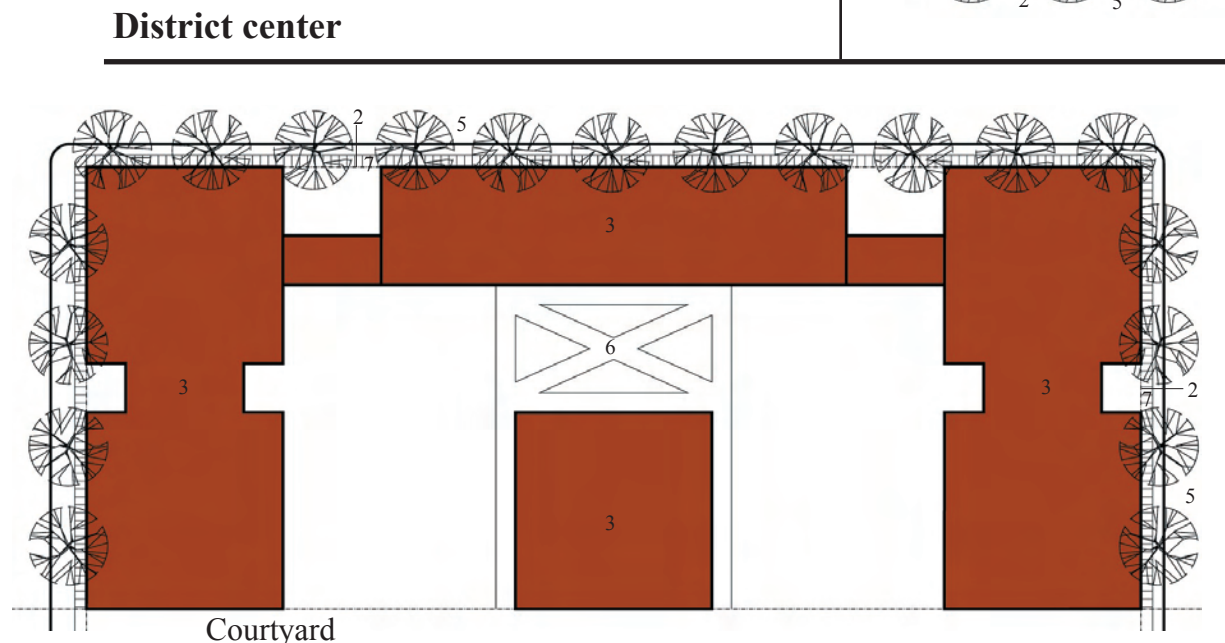
The first building type is the “Courtyard Building”. The *courtyard* building is characterized by the placement of building walls, assembled to create an internal courtyard within the confines of its walls on at least three sides. The courtyards are often further expressed by their uses. Uses can range from formal to informal and public to private. (See Building Type Guidelines.)

The second building type is the “Rear-yard Building”. The rear-yard building is characterized by the placement of the buildings primary mass at the front of the lot. The resulting building configuration, places activity areas, such as parking, courtyards or even equipment in the rear of the lot. This building type is very urban and serves well in creating a block structure, which allows parking fields and services to be internalized, thereby enhancing the Districts urban fabric and pedestrian life. (See Building Type Guidelines.)

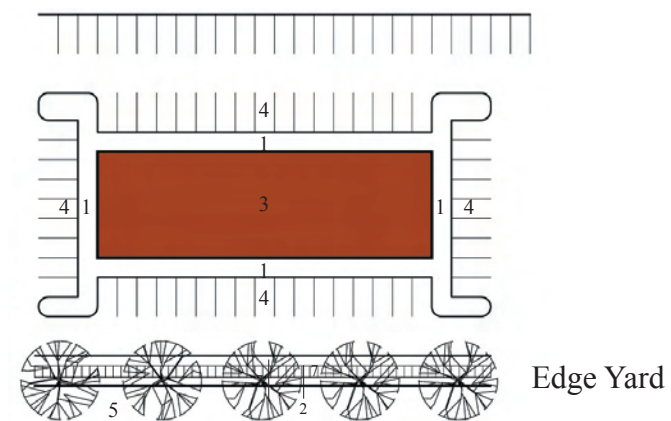
The third building type is the “Edge-yard Building”. The Edge-yard building is characterized by the buildings walls being set back from it lots edges in accordance with the outlined urban regulating instructions. This form is the most suburban of building types and would be found more often in the district edges. More often then not the parking field is located in the front yard. (See Building Type Guidelines.)

Successfully adapting various Building Types can accommodate mix uses, while maintaining compatibility and even interjecting excitement!

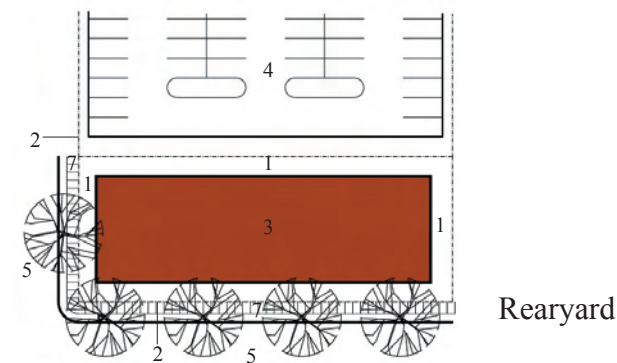
Building Types are not to be confused with Architectural Typologies. Architectural Typologies as used in this code, are met to introduce yet another level of building diversity which complements the whole of the District. See Architectural Standards more discussion on this subject.



**District Edge**



**District General**



EDGE  
TRANSECT  
CENTER



Urban Regulating Standards  
Building/Architectural Type

Urban Regulating Standards



Refer to page 26 for an explanation of the building and architectural types.

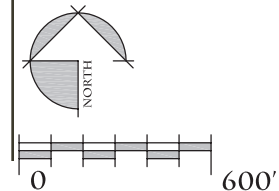
LEGEND

BUILDING TYPE

- CY COURTYARD BUILDING
- RY REARYARD BUILDING
- EY EDGEYARD BUILDING

SUMMARY TABLE

SQ. FT.	ARCHITECTURAL TYPE	
1,459,775	TYPE I	
824,365	TYPE II	
361,083	TYPE III	
374,074	TYPE IV	
16,191	SIGNATURE	
3,035,488	TOTAL SF	



### Urban Regulating Standards Building/Architectural Type A

#### Key Plan



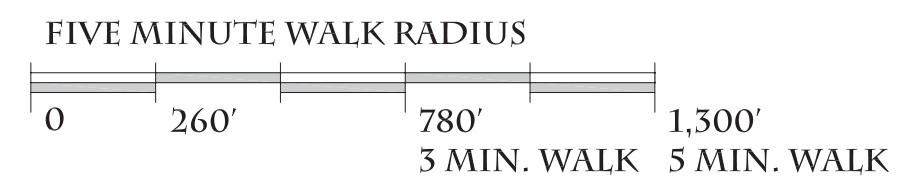
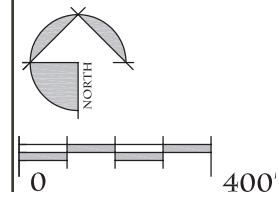
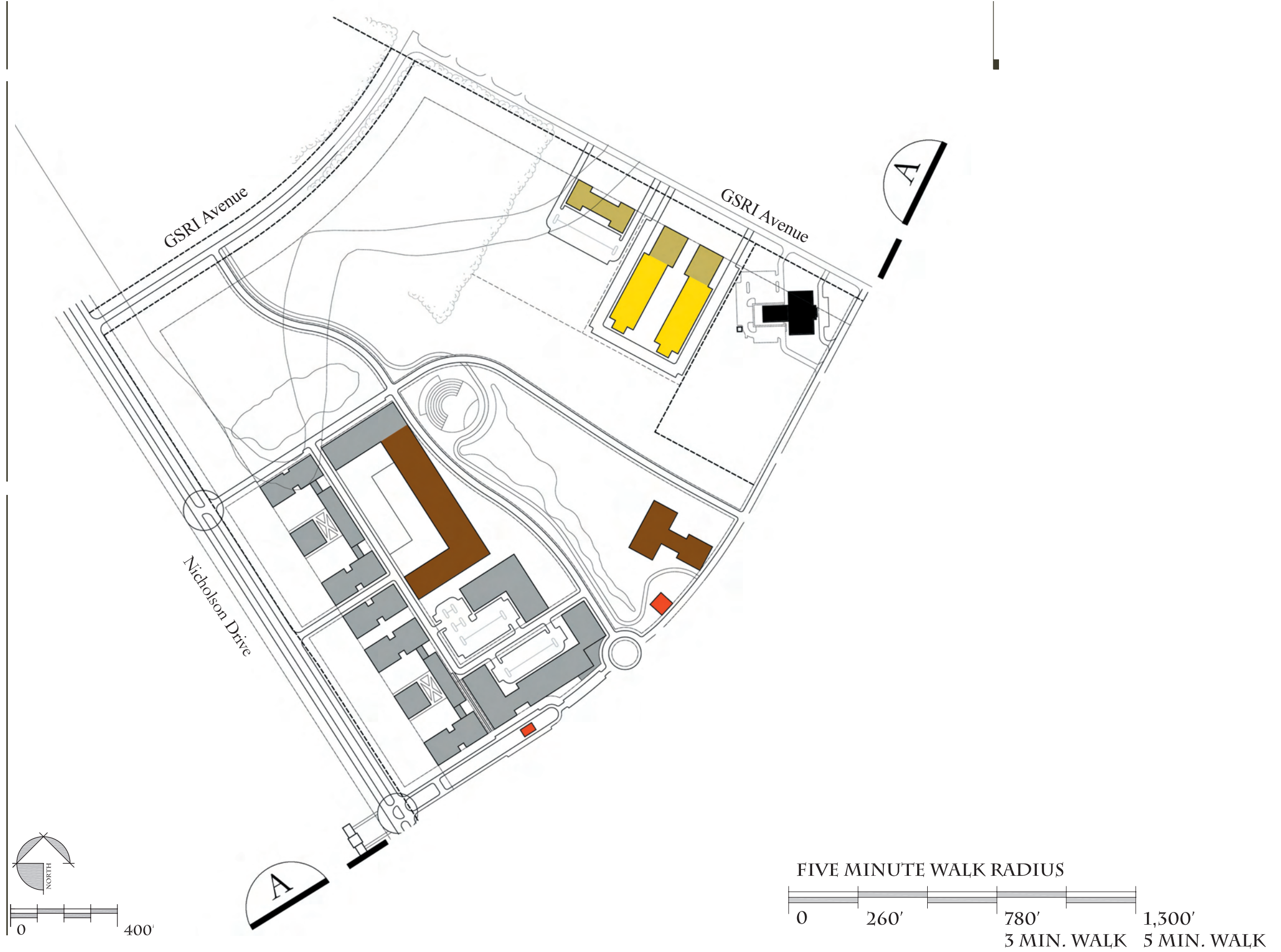
Refer to page 26 for an explanation of the building and architectural types.

#### LEGEND

- BUILDING TYPE**
- CY COURTYARD BUILDING
  - RY REARYARD BUILDING
  - EY EDGEYARD BUILDING

**SUMMARY TABLE**

SQ. FT.	ARCHITECTURAL TYPE	
1,459,775	TYPE I	
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LSU South Campus. Master Plan and Design Codes section C Urban Regulating Standards



**Urban Regulating Standards**  
**Building/Architectural Type B**

Key Plan



Refer to page 26 for an explanation of the building and architectural types.

**LEGEND**

**BUILDING TYPE**

- CY COURTYARD BUILDING
- RY REARYARD BUILDING
- EY EDGEYARD BUILDING

**SUMMARY TABLE**

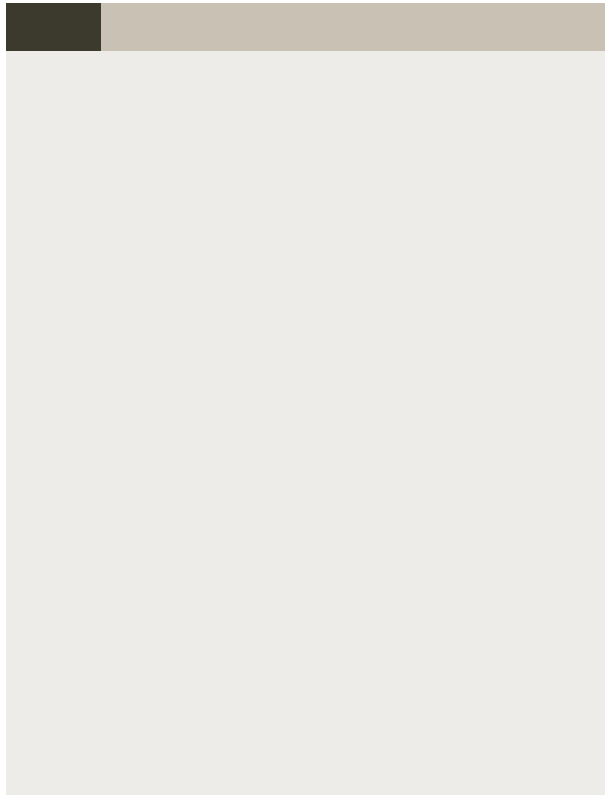
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LSU South Campus. Master Plan and Design Codes section C Urban Regulating Standards

42 Urban Regulating Building/Architectural Type Plan B





**Urban Regulating Standards**  
Land Uses

**Specialized Buildings**



**Mixed Use (Office, educational, Research & Commercial)**

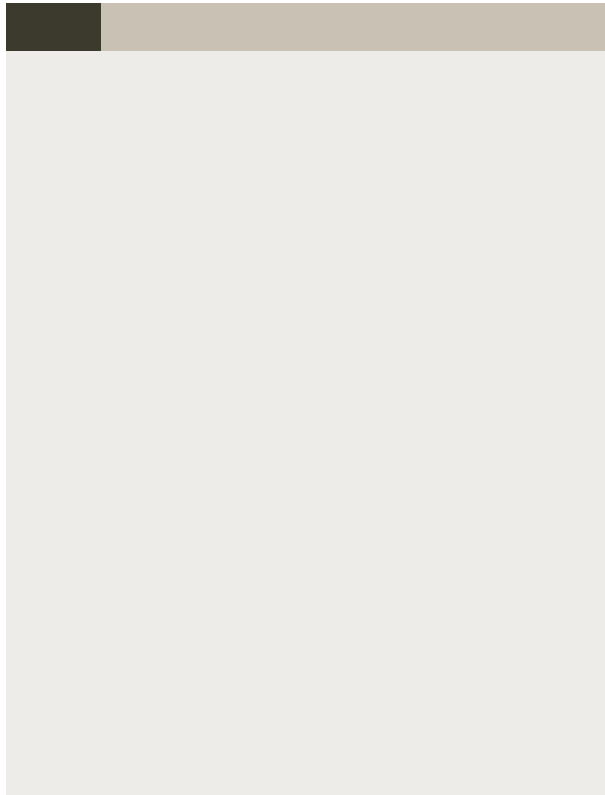


**Open space**





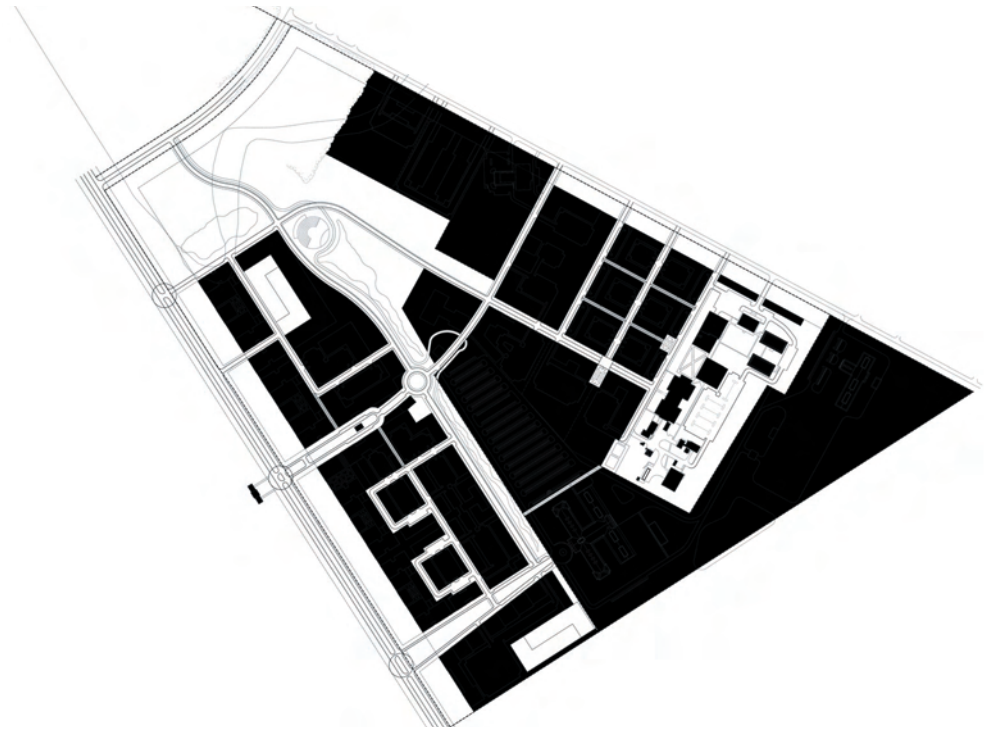
**Urban Regulating Standards**  
Common and Restricted Space



**Common**



**Restricted**





# Thoroughfare Standards

The Streets in the LSU South Campus will be a major component of the public realm and there are several criteria, which must be observed in relation to street layout and design. Street networks should add to the connectivity between parcels and increase the overall accessibility of the network within the district. It is important to always understand that streets will serve BOTH pedestrians and vehicles, connecting the development to the surrounding area. To accomplish this streets are organized around a hierarchy from wide urban boulevards to narrow intimate streets, public and private. Some of the streets will provide parking, accented by landscaping and generous sidewalks. Each of these elements is interjected to provide a function, not just an aesthetic gesture. If done successfully streets will create active public places with multiple entries to buildings. Pedestrians are at least as important, if not more so! When pedestrians circulate across vehicular routes a change in paving materials, textures or colors should be provided to emphasize the conflict point, improve visibility, provide safety, and enhance aesthetic appeal.

Parking can be provided in a variety of forms to meet the needs of the various users. Streets are designated with parking either on one or both of the street frontages. On-Street parking, serves to not only downsize the scale of conventional parking fields, but calms the traffic speeds of the streets.

