



Office of the Planning Commission

City of Baton Rouge and Parish of East Baton Rouge
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Troy L. Bunch, FASLA
Planning Director

Exhibit A. Baton Rouge Aviation Business Park Zoning Regulations

September 1, 2010

MEMORANDUM

TO: Planning Commission

FROM: Troy L. Bunch, Planning Director *TLB*

SUBJECT: **PUD 4-10 Ryan Airport Northern Development Area Final Development Plan Part I**
(Specific proposed uses are mixed use commercial and manufacturing)

LOCATION This property is located to the south of Blount Road between Veterans Memorial Boulevard and Plank Road. A proposed Final Development Plan. (Council District 2-Addison)

| | |
|------------------------|---|
| PRESENT ZONING | A1 (Single Family Residential), A3.1 (Limited Residential), and C2 (Heavy Commercial) |
| LOT/BLOCK NUMBER | 10 |
| LOT ID NUMBER | Property owned by Ryan Airport Development |
| APPLICANT | Baton Rouge Metropolitan Airport |
| ENGINEER/LAND SURVEYOR | Gary Beard, URS Corporation |
| ACTION REQUESTED | Planned Unit Development Final Development Plan approval |

STAFF COMMENTS

- Existing land use** is transportation communication utilities.
Surrounding land use is transportation communication utilities and vacant.
- Existing zoning** is A1 (Single Family Residential), A3.1 (Limited Residential), and C2 (Heavy Commercial).
Surrounding zoning is A1 (Single Family Residential), A3.1 (Limited Residential), and C2 (Heavy Commercial).
- Size** of subject property is 202 acres.
- Background** The concept plan for this Final Development Plan is being heard simultaneous at the September 13, 2010 Planning Commission Meeting and approval is contingent with the final approval of the concept plan by the Metropolitan Council meeting scheduled on September 22, 2010. The proposed Final Development Plan includes Building A consisting of 207,000 square feet, Building B consisting of 86,000 square feet, Building C consisting of 78,000 square feet, Building D consisting of 77,000 square feet, Building E Consisting of 28,000 square feet, Building F consisting of 38,000 square feet, and Building G consisting of 38,000 square feet all to be used for manufacturing.

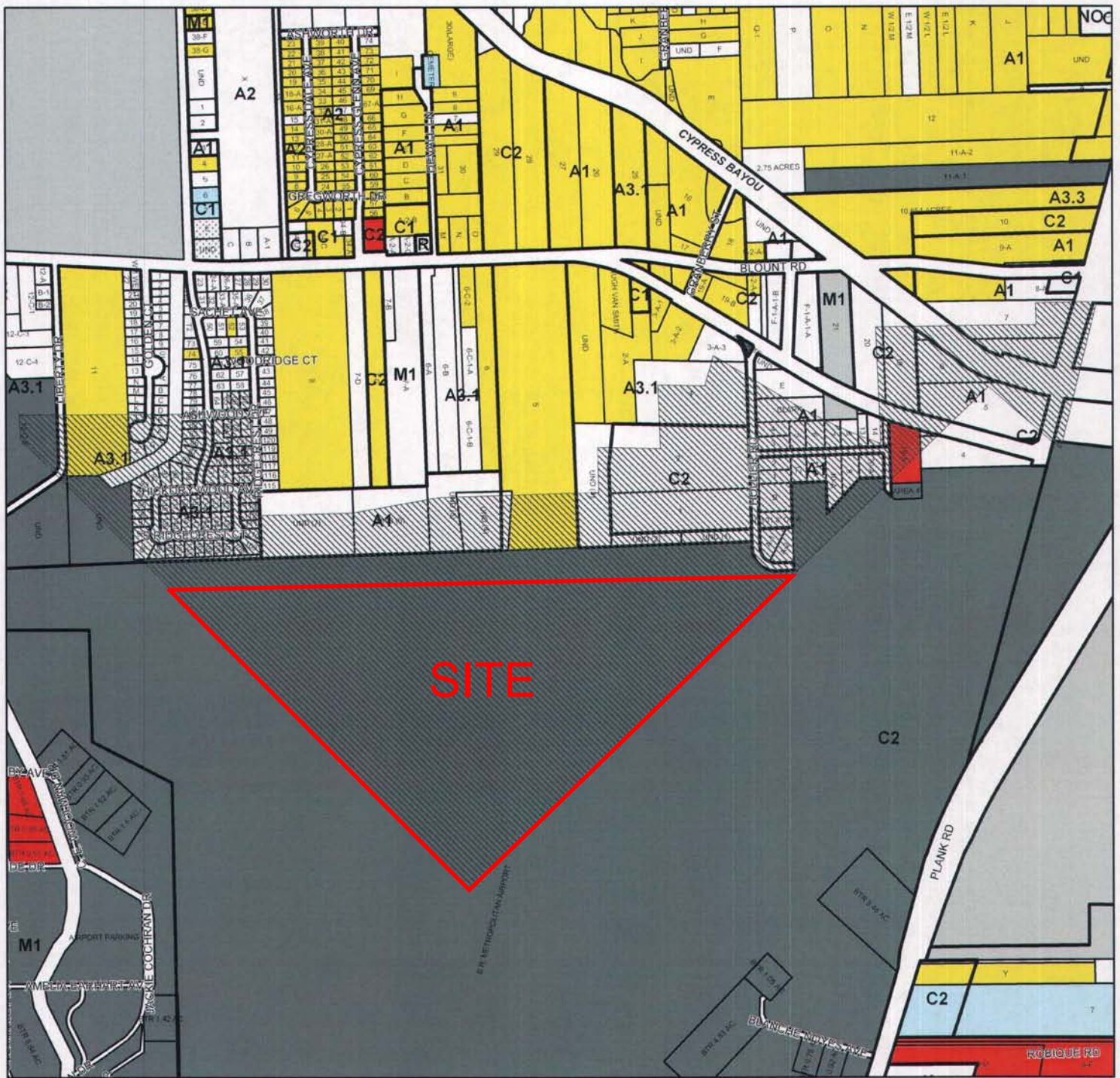
Parking for the proposed site is as follows:

| Use | Formula | Required | Proposed |
|----------------------------|--|------------|------------|
| Manufacturing (Building A) | 1 space per each 400 sq. ft. for establishments up to 10,000 sq. ft. | 25 | 25 |
| Manufacturing (Building B) | 1 space per each 400 sq. ft. for establishments up to 10,000 sq. ft. | 25 | 290 |
| Manufacturing (Building C) | 1 space per each 400 sq. ft. for establishments up to 10,000 sq. ft. | 25 | 25 |
| Manufacturing (Building D) | 1 space per each 400 sq. ft. for establishments up to 10,000 sq. ft. | 25 | 25 |
| Manufacturing (Building E) | 1 space per each 400 sq. ft. for establishments up to 10,000 sq. ft. | 25 | 83 |
| Manufacturing (Building F) | 1 space per each 400 sq. ft. for establishments up to 10,000 sq. ft. | 25 | 120 |
| Manufacturing (Building G) | 1 space per each 400 sq. ft. for establishments up to 10,000 sq. ft. | 25 | 120 |
| Handicapped Spaces | 1,001 and over | 6 | 24 |
| Totals | | 175 | 688 |

The applicant has submitted a Stormwater Management Plan, Water Quality Impact Study, and requested a waiver on the Drainage Impact Study from the Department of Public Works. A Traffic Impact Statement is required prior to the Planning Commission meeting.

5. **Horizon Plan Statement** The proposed development is in Planning District 4. The subject property is designated for Transportation Communication Utilities on the "2010 Land Use Plan". The proposed Planned Unit Development is not consistent with the "2010 Land Use Plan". Proposed uses are consistent with Horizon Land Use designation of "Transportation, Communication and Utilities", defined in UDC as "areas where railroad, trucking, aviation, ports...facilities will be dominant". Airport concept plans propose sections of the PUD that will be used for Aviation related businesses and industry and allow new buildings and facilities that "compliment the approved Master Plan of the [Baton Rouge Metropolitan] Airport". Consistent with HP GOAL T7: "Continue to develop and promote aviation services of the Greater Baton Rouge Airport District that meet existing and future air transportation needs, and minimize adverse impacts on the airport environs."
6. **Case History** No relative case history within the past five (5) years.
7. **Access** Public.
8. **Planning Commission Staff Recommendation** The proposed Planned Unit Development Final Development Plan is consistent with the PUD Concept Plan that is simultaneously being heard by the Planning Commission and will be heard by the Metropolitan Council on September 22, 2010. Therefore, the Planning Commission Staff recommends to approve provided that the applicant resolves all comments from The Department of Public Works prior to the Planning Commission Meeting.
9. Scheduled for Planning Commission meeting on **September 13, 2010**.

Applicant has submitted a companion rezoning (PUD 4-10 Ryan Airport Northern Development Area Concept Plan).



LEGEND

Existing Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Industrial
- Commercial
- Office
- Agriculture
- Public-Semi/Public
- Recreation
- Transportation, Communication, and Utilities
- Undeveloped
- Vacant
- Subject Property

PUD 4-10

FINAL DEV. PLAN

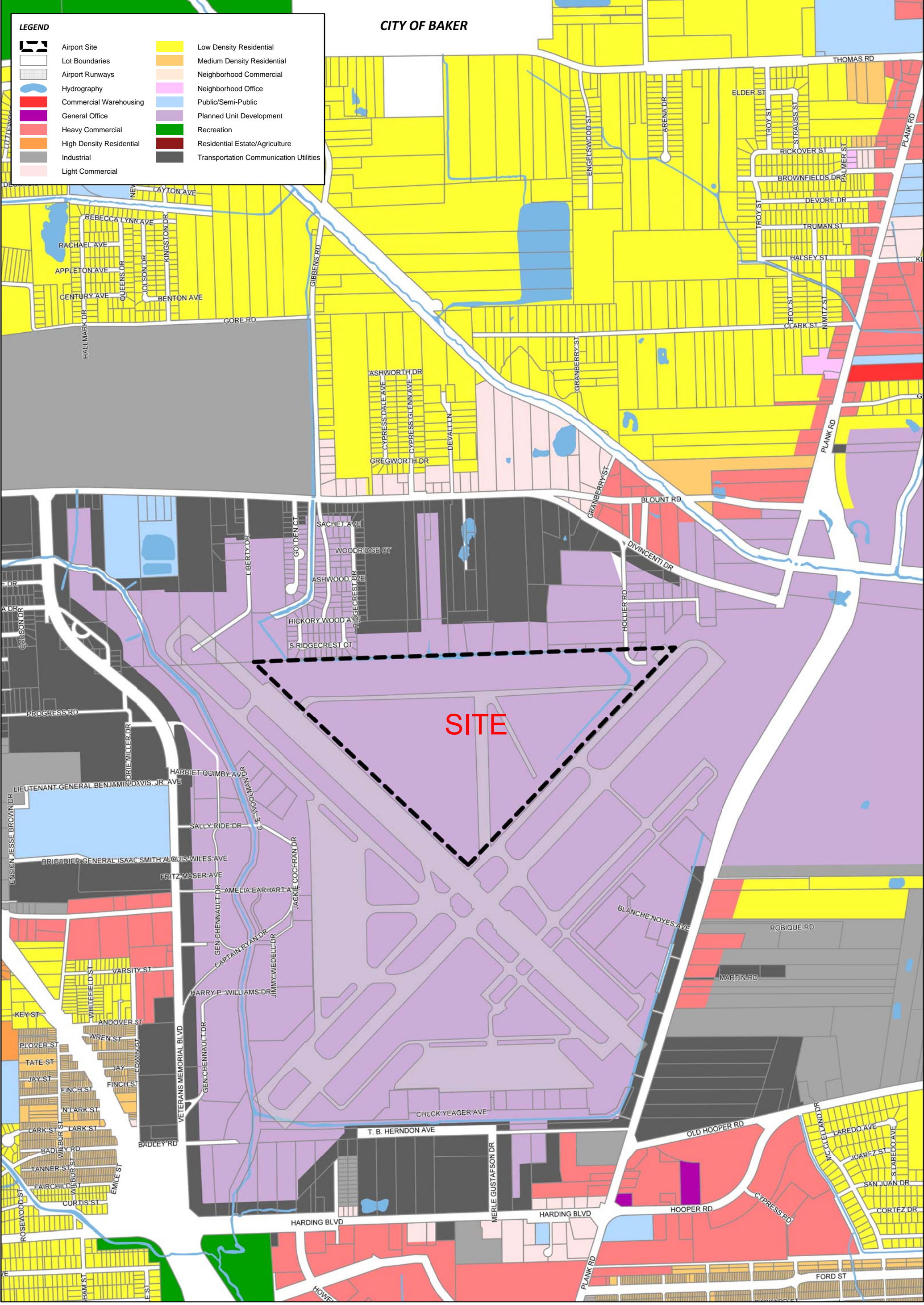


0 200 400 600 800 ft



SCALE

CPPPC



AIRPORT ZONING

Section 8.301 Zones

In order to carry out the provisions of the Unified Development Code, there are hereby created and established certain zones which include all of the land lying within the precision instrument approach zones, non precision instrument approach zones, transition zones, horizontal zone, and conical zone. Such areas and zones are shown on the Ryan Airport Zoning Map consisting of one sheet, prepared by the East Baton Rouge Parish Department of Public Works and dated July, 1974, a copy of which is on file and of record in the Office of the Parish Clerk. The various zones are hereby established and defined as follows:

- A. **PRECISION INSTRUMENT APPROACH ZONE**—An instrument approach zone is established at the NW end of the instrument runway 13/31 for precision instrument landings and takeoffs. The instrument approach zone shall have a width of one thousand (1,000) feet at a distance of two hundred (200) feet beyond the physical end of the runway, widening thereafter uniformly to a width of sixteen thousand (16,000) feet at a distance of fifty thousand two hundred (50,200) feet beyond the physical end of the runway, its centerline being the continuation of the centerline of the runway.
- B. **NON PRECISION INSTRUMENT APPROACH ZONE -WITH VISIBILITY MINIMUMS GREATER THAN THREE FOURTHS (¾) OF A MILE**—A non-precision instrument approach zone is established at each end of runway 4/22 for non-precision instrument approaches for landings and takeoffs. The non precision instrument approach zone shall have a width of five hundred (500) feet at a distance of two hundred (200) feet beyond the physical end of the runway, widening thereafter uniformly to a width of three thousand six hundred (3,600) feet at a distance of ten thousand two hundred (10,200) feet beyond each physical end of the runway, its centerline being the continuation of the centerline of the runway.
- C. **NON PRECISION INSTRUMENT APPROACH ZONE WITH VISIBILITY MINIMUMS AS LOW AS THREE FOURTHS (¾) OF A MILE**—A non precision instrument approach zone is established at the SE end of Runway 13/31 for non precision instrument approaches for landing and takeoffs. The non precision instrument approach shall have a width of one thousand (1,000) feet at a distance of two hundred (200) feet beyond the physical end of the runway widening thereafter uniformly to a width of four thousand (4,000) feet at a horizontal distance of ten thousand two hundred (10,200) feet from the physical end of the runway, its centerline being the continuation of the centerline of the runway.
- D. **TRANSITION ZONES**—These zones are hereby established as the area beneath the transitional surfaces which extend outward and upward at ninety (90) degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. The primary surface is centered longitudinally on the runway, extends two hundred (200) feet beyond each physical end of the runway, is one thousand (1,000) feet wide for Runway 13/31, is five hundred (500) feet wide for Runway 4/22, and the elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

Transitional zones for those portions of the precision approach zone which project through and beyond the limits of the conical surface extend a distance of five thousand (5,000) feet measured horizontally from the edge of the approach zone and at ninety (90) degree angles to the extended runway centerline.

- E. **HORIZONTAL ZONE**—A horizontal zone is hereby established as the area within a figure constructed by swinging arcs of ten thousand (10,000) feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs.

When an adjacent arc or tangent encompasses an arc or tangent it shall be disregarded in the construction of the perimeter of the horizontal zone. The horizontal zone does not include the approach and transitional zones.

- F. **CONICAL ZONE**—A conical zone is hereby established as the area that commences at the periphery of the horizontal zone and extends outward there from a distance of four thousand (4,000) feet. The conical zone does not include the instrument approach zones and transition zones.

Section 8.302 Height Limitations

Except as otherwise provided in the Unified Development Code, no structure or tree shall be erected, altered, allowed to grow, or maintained in any zone created by the Unified Development Code to a height limit herein established for such zone. Such height limitations are hereby established for each of the zones in question as follows:

- A. **PRECISION INSTRUMENT APPROACH ZONE**—One (1) foot in height for each fifty (50) feet in horizontal distance beginning at a point two hundred (200) feet from and at the centerline elevation of the end of the instrument runway and extending to a distance of ten thousand two hundred (10,200) feet from the end of the runway; thence one (1) foot in height for each (40) feet in horizontal distance to a point fifty thousand two hundred (50,200) feet from the end of the runway.
- B. **NON PRECISION INSTRUMENT APPROACH ZONES**—One (1) foot in height for each thirty-four (34) feet in horizontal distance beginning at a point two hundred (200) feet from and at the centerline elevation of the end of the non precision instrument runway and extending to a point ten thousand two hundred (10,200) feet from the physical end of the runway.
- C. **TRANSITION ZONES**—One (1) foot in height for each seven (7) feet in horizontal distance beginning at the side of and at the same elevation as the primary surface and the approach zones and extending to a height of one hundred fifty (150) feet above the airport elevation, which is seventy (70) feet above mean sea level.

In addition to the foregoing, there are established height limits sloping upward and outward seven (7) feet horizontally for each foot vertically beginning at the side of and at the same elevation as the approach zones and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, height limits sloping upward and outward seven (7) feet horizontally for each foot vertically shall be maintained beginning at the sides of and at the same elevation as precision instrument runway approach surface, and extending to a horizontal distance of five thousand (5,000) feet measured at ninety (90) degree angles to the extended runway centerline.

- D. HORIZONTAL ZONE—One hundred fifty (150) feet above the airport elevation or a height of two hundred twenty (220) feet above mean sea level.
- E. CONICAL ZONE—One (1) foot in height for each twenty (20) feet of horizontal distance beginning at the periphery of the horizontal zone extending to a height of four hundred twenty (420) feet above the airport elevation.
- F. EXCEPTED HEIGHT LIMITATIONS—Nothing in the Unified Development Code shall be construed as prohibiting the growth, construction, or maintenance of any tree or structure to a height up to one hundred twenty-five (125) feet above the surface of the land except in the approach and transition zones.

Where an area is covered by more than one (1) height limitation, the more restrictive limitation shall prevail.

Section 8.303 Use Regulations

From and after the taking effect of this Part, it shall be unlawful to put any land located within any zone hereby created to any of the following additional uses:

- A. Any use, which would create unreasonable electrical interference with navigational signals or radio communication between the airport and aircraft, or unreasonably interfere with electronic navigational aids established for the airport.
- B. Any use which would make it difficult for pilots to distinguish between airport lights and others.
- C. Any use which would result in glare in the eyes of the pilots using the airport.
- D. Any use which would impair visibility in vicinity of the airport.
- E. Any use which would otherwise endanger the landing, taking off, or maneuvering of aircraft.
- F. Any business, structure, growth, or occupation which by its very nature is inherently dangerous or hazardous as respects likelihood of causing or resulting in injury or damage to aircraft or persons using Ryan Airport or flying in the vicinity, thereof, except as otherwise provided hereinafter.
- G. Any other use or uses, which would be detrimental, hazardous, or injurious to the safety of aircraft using the Ryan Airport or maneuvering in the vicinity, thereof, or to the health, safety, or general welfare of airport personnel and other persons using said airport except as otherwise provided hereinafter.

Section 8.304 Nonconforming Uses

- A. EXISTING NONCONFORMING USE—The regulations prescribed by this Part shall be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date, hereof, or to otherwise interfere with the continuance of any nonconforming use. Nothing, herein, contained shall require any change in the construction, alteration, or intended use of any structure for which the necessary permits were issued and the construction or alteration of which was begun prior to the effective date of this part.

- B. **ALTERATION OF NONCONFORMING USES**—Before any nonconforming structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher, or replanted, a permit must be secured from the Building Official authorizing such replacement, change, or repair. No permit shall be granted that would allow a structure or tree, or nonconforming use to be made or become higher or become a greater hazard to air navigation than it was when this part became effective; and whenever the Building Official determines that a nonconforming structure or tree has been abandoned or more than eighty (80) percent torn down, destroyed, deteriorated, or decayed:
1. No permit shall be granted that would allow said structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations; and
 2. Whether application is made for a permit under this paragraph or not, the Building Official may by appropriate action compel the owner of the nonconforming structure or tree, at his own expense, to lower, remove, reconstruct, or equip such object as may be necessary to conform to the regulations, or if the owner of the nonconforming structure or tree shall neglect or refuse to comply with such order for ten (10) days after notice, thereof, the said Building Official may proceed to have the object so lowered, removed, reconstructed, or equipped and assess the cost and expense thereof upon the object or the land whereon it is or was located. Unless such an assessment is paid within ninety (90) days from the service of notice thereof on the agent or owner of such object or land, the sum shall bear interest at the rate of ten (10) percent per annum until paid and shall be collected in the same manner, as are general taxes.

Section 8.305 Administrations

- A. The administration and enforcement of this Part shall be the responsibility of the Building Official of the Parish of East Baton Rouge.
- B. Applications for permits shall be made to the Building Official upon a form furnished by him. Applications, which are by this Part to be decided by the Building Official, shall be promptly considered and granted or denied by him. The Building Official shall forthwith transmit applications for action by the Board of Adjustment to the Board of Adjustment for hearing and decision.

Section 8.306 Permits

- A. Permits shall be obtained in each of the following instances:
1. Where it is desired to increase the height of an existing structure to a point, which is less than ten (10) feet below the height limit within any zone hereby created.
 2. Where it is desired to increase the height of any structure, which already projects upward to a point, which is less than ten (10) feet below the height limit within any zone hereby created.
 3. Where it is desired to erect a new or additional structure, which will project upward to a point, which is less than ten (10) feet below the height limit within any zone hereby created.
- B. How obtained:

1. Application for such permit shall be made to the Building Official of the Parish of East Baton Rouge.
2. Each such application shall indicate the purpose for which the permit is desired with sufficient particularity to permit a determination of whether the structure will conform to the regulations, herein, prescribed.
3. If the Building Official determines that the structure will conform to the regulations, the permit shall be granted.

C. Variances:

1. Any person desiring to erect any structure, increase the height of any structure, permit the growth of any tree, or otherwise use his property in violation of airport zoning regulations adopted under this Part may apply to the Board of Adjustment for a variance from the zoning regulations in question. Such variance shall be allowed where a literal application or enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of the regulations and this Part provided that any variance may be allowed subject to any reasonable conditions that the Board of Adjustment may deem necessary to effectuate the purposes of this Part.

D. Hazard Marking and Lighting:

1. In granting any permit or variance under this Section, the Building Official or Board of Adjustment may, if it deems such action advisable to the effectuate the purposes of the Part and reasonable in the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to permit the East Baton Rouge Airport Commission at its own expense to install, operate, and maintain suitable obstruction markers and obstruction lights thereon.