



## Office of the Planning Commission

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Ryan L. Holcomb, AICP  
Interim Planning Director

November 4, 2021

TO: Planning Commission  
THROUGH: Ryan L. Holcomb, AICP, Planning Director *RH*  
FROM: Gilles Morin, AICP, CFM, Assistant Planning Director *GM*  
SUBJECT: **TA-4-21** Garage Setbacks

Application Summary			
<b>Applicant</b>	Planning Commission	<b>Submittal Date</b>	June 21, 2021
<b>Code Section(s)</b>	Chapter 11, Dimensional Regulations; Chapter 17, Parking and Loading; and Chapter 19, Definitions		
<b>Areas Affected</b>	Parishwide		
<b>Planning Commission Meeting Date</b>	November 15, 2021	<b>Metropolitan Council Meeting Date</b>	December 1, 2021
Request			
<b>Summary of Change</b>	UDC amendment; adds clarified regulations in Chapter 17; and revises definition of "Alley", and creates a new definition for "Garage, Front Loaded" in Chapter 19		
Findings			
Approval is recommended, based on consistency with the comprehensive plan and the need to create a more user friendly UDC			

### Case History

- The Department of Development, Department of Transportation and Drainage, and the Parish Attorney requested changes to Garage Setback regulation as a result of complaints from citizens related to vehicle parking that blocked sidewalks and streets
- Staff from Development, and Transportation and Drainage met with Planning Staff on June 22 and July 9, 2021 to discuss potential revisions
- Planning Staff met with Development, Transportation and Drainage, and the Growth Coalition on September 17, 2021 to discuss concerns about potential revisions

### Comprehensive Plan Consistency

- These changes are consistent with the following provisions of FUTUREBR:
  - Transportation Objective 2.1, which calls to establish a network of streets to further reduce congestion, and ensure public and private development consistently supports the goal of connectivity for the street network;
  - Community Design and Neighborhoods Action 1.1.4, which calls to revise the UDC to ensure that the characteristics that contribute to a vibrant, active street space are provided;

- Land Use Action 6.1.1, which calls for ensuring regulatory processes are responsive, efficient, and customer friendly; and
- Land Use Action 6.1.2, which calls for making the UDC more customer friendly

#### **Analysis**

- This amendment establishes:
  - Front loaded garage setbacks for both public and private streets
    - Existing language only applies to public streets
  - Added graphic to aid in calculating proper garage setback;
  - Revises definition of “Alley” to include both public and private;
  - Creates new definition of “Garage, Front Loaded”; and
  - Relocates standards to more appropriate section of the UDC

#### **Community Outreach/Notification**

- The proposed revision was sent to the Federation of Greater Baton Rouge Civic Associations on August 2, 2021 who expressed their support
- The revision was sent to the Growth Coalition on August 2, 2021, and September 17. Their support for the new draft was received September 28, 2021
- Staff reports available to review on November 4, 2021 at <http://la-batonrouge.civicplus.com/AgendaCenter/Planning-Commission-12>
- Legal advertisement published in The Advocate on November 5, 9 and 11, 2021

#### **Findings**

Approval is recommended, based on consistency with the comprehensive plan and the need to create a more user friendly UDC

## Chapter 11, Dimensional Regulations

### Section 11.1.2 Yards

#### A. General Standards

1. Required yards shall be measured from abutting property lines or street rights-of way.
2. Required yards shall be unobstructed by buildings, structures, or objects constructed or located in a fixed location on the ground except as allowed under Section 11.1.2.B, Encroachments into Yards.
3. Required yards for one lot or building shall not be considered as providing the yard for another building or lot.
4. The standard yard requirements described in Tables 11.A, Single Family Development Standards; 11.B, Two-Family Development Standards; 11.C, Multi-Family Development Standards; 11.D, Semi-Detached Development Standards; 11.E, Townhouse Development Standards; 11.F, Zero Lot Line Development Standards; or 11.G, Nonresidential Development Standards; shall apply to all newly created lots other than those exempted under the provisions of Section 11.1.2.C, Exceptions to Yard Requirements.
5. When a lot has zoning of multiple zoning districts, the deepest front yard requirement shall be applied to the entire lot.
- ~~6. Front loaded garages or carports for single family development shall be at least 25 feet from any adjacent public right of way other than an alley.~~
- ~~7. 6.~~ Through lots, lots with frontage on two non-intersecting streets, shall provide a front yard on each street.
- ~~8. 7.~~ On corner lots, the front yard shall be the yard with the narrowest dimension fronting on a street.
8. Additional setbacks for front loaded garages or carports can be found in Section 17.5.2, Locational Standards for Parking Areas

## Chapter 17, Parking and Loading

### Section 17.5.2 Locational Standards for Parking Areas

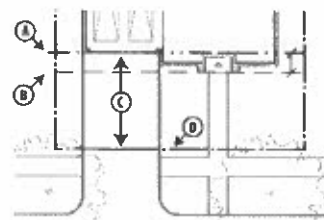
#### A. Single Family Dwellings

1. For any single family dwelling, motor vehicle parking and maneuvering areas shall not be located in any required yard adjacent to a public street (other than an alley) except in an access/driveway or on a parking area adjacent to that driveway that complies with the provisions of Section 17.5.2.A, Single Family Dwellings. Any structure designed to shield or

shelter a motor vehicle that projects into any required yard shall comply with the requirements of the district.

2. Parking for single family dwellings may be permitted on drives off of an alleyway as long as the area designated for such parking is designed consistent with the dimensional requirements for parking stalls shown in Table 17.D, Standard Parking Dimensional Requirements.
3. The front loaded garage or carport face shall be set back a minimum of 25' from the street right-of-way, private servitude of access, back of sidewalk, private street or lot line; whichever is less (See Figure 17.1). This setback shall not be varied without a letter of no objection from the Director of Transportation and Drainage or as approved within Planned Districts, listed in Chapter 8, Zoning Districts.

**Figure 17.1**  
**Garage Setback**



- Ⓐ 25' Garage Setback Line
- Ⓑ Zoning Setback Line
- Ⓒ 25' min. between the garage face and the street right-of-way, private servitude of access, back of sidewalk, private street or lot line; whichever is less
- Ⓓ Street right-of-way, private servitude of access, back of sidewalk, private street or lot line

## Chapter 19, Definitions

**Alley:** a public right-of-way or private servitude that generally runs to the rear of lots for the provision of service or secondary access to homes and businesses.

**Garage, Front Loaded:** a private garage where the overhead doors are generally parallel to the front yard.