



**ZONING STAFF REPORT**  
Central St. Tammany Overlay  
2025-4445-ZC

MICHAEL B. COOPER  
PARISH PRESIDENT

**PLANNING & DEVELOPMENT**  
Ross Liner  
Director

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**Location:** Parcels located on the east and west sides of LA Highway 3241, the east and west sides of LA Highway 434 between Interstate 12 and US Highway 190, and the north and south sides of US Highway 190 between Pugh Road and N. Tranquility Road  
**Council Districts:** 6, 7, 9, & 11

**Prior 12/2/25 Determination:** Postponed for 2 months

**Commission Hearing:** February 3, 2026 – Approved



- Recommended amendments to the official Parish Zoning Map, including parcels and portions of property located within the “Central St. Tammany Overlay Study area”
- District creation of the Central St. Tammany Overlay District including amendments to Chapter 100 – Administration, Section 100-5 Definitions; Chapter 200 – Procedures, Section 200-3.6 Planned Corridor; & Chapter 400 – Zoning, Section 400-7 Overlay Districts of the St. Tammany Parish Unified Development Code to add the Central St. Tammany Overlay District

**OVERVIEW**

The development of LA 3241, a new four lane, limited access divided highway, is poised to reshape travel patterns and intensify development pressures across central St. Tammany Parish. Once completed, the roadway will extend approximately 20 miles, beginning in Bush to the north, passing through Talisheek, and ultimately linking with the existing LA Highway 434 to the south.

The purpose of the LA 3241 Corridor Study is to define the relationship between the roadway and its adjacent uses and work with stakeholders to establish a vision to help guide future development along the corridor. The study establishes a proactive land-use strategy that responds to the limited-access nature of the highway and preserves rural character along a majority of the road.

**BACKGROUND**

LA 3241 was first planned in the late 1980’s as part of Louisiana’s Transportation Infrastructure Model for Economic Development (TIMED) program. The project’s purpose was to create a direct north-south highway connection between I-12 and LA 40/LA 41. The new roadway was cited to increase regional mobility and connectivity, improve hurricane evacuation capacity, and support commercial movement by separating local traffic from industrial and commercial freight.

Planning, design, and construction of the roadway were undertaken solely by the Louisiana Department of Transportation and Development (LADOTD). St. Tammany Parish is focusing on proactively managing land use and development patterns in the areas influenced by the new corridor. The project was planned in three segments:

- Segment 3 (LA 435 to LA 40 and LA 41/Bush), which is complete and opened in June of 2024.
- Segment 2 (LA 435/Talisheek to LA 36), which is complete and opened in June of 2025.
- Segment 1 (LA 36 to I-12/LA 434) is currently not yet under construction.



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### STUDY OVERVIEW

#### Existing Conditions

The corridor was analyzed to identify current conditions, deficiencies, and opportunities, looking at existing and future land uses, zoning, environmental conditions, and transportation networks. The corridor comprises a diverse mix of land uses that reflect a relatively organic spatial development pattern.

- US 190 Corridor: Central St. Tammany Parish's highest concentration of commercial, office, and public/institutional activity fronts this roadway. Single-family residential uses stretch north and south in the vicinity, supporting the neighborhood-oriented services and amenities along US 190.
- LA 434: This portion of the study area is a combination of large, undeveloped, wooded parcels, office and medical uses, as well as some institutional and manufacturing uses. Notably, this segment also includes Tamanend - a large mixed-use planned development.
- LA 3241 (LA 36 to LA 435): This portion of the corridor is largely undeveloped. Though it is the longest stretch in the study area, there are only a handful of property owners due to large parcel sizes.
- LA 3241 (LA 435 to Bush): Clusters of smaller, developable parcels and sparse single-family residences are situated along LA 435 and smaller local streets that transect LA 41. At the junction of LA 41 and LA 3241, there is a relatively diverse mix of industrial, single-family, and undeveloped wooded parcels.

#### Control of Access

During the roadway's inception and design phases, DOTD implemented strict Control of Access (COA) limits to regulate where access points may be introduced along the corridor. This is a requirement for the project's federal and environmental approvals. Federal approval will be required to construct any new interchanges in the area governed by the COA agreement.

- A large majority of the highway will not allow any new streets or driveways.
- New curb cuts are permitted within three main points along the highway, being within the Bush and Talisheek areas and within the Highway 434 area. Any requests for new streets or driveways within the specified areas must meet precise 200' minimum spacing requirements.

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### FINDINGS

#### Central St. Tammany Overlay

The Department of Planning and Development, along with the respective Councilmembers for which the 3241 corridor runs, have proposed specific criteria which should apply to all lots which maintain frontage along the roadway, and which are within a 1-mile buffer spanning east and west from the highway. Regulations are also proposed along the east and west sides of LA Highway 434 between Interstate 12 and US Highway 190, and the north and south sides of US Highway 190 between Pugh Road and N. Tranquility Road.

While individual corridors include specific standards which are outlined within the *Corridor Subarea* section below, a set of general principles is proposed to guide development uniformly across the overlay. Generally, rules which govern all non-single-family development throughout the corridor are as follows:



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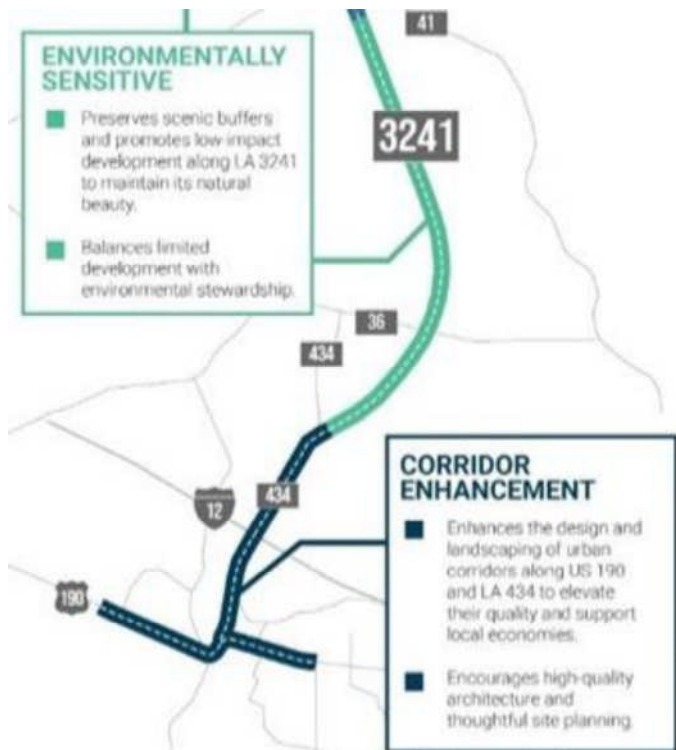
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- Use Restrictions and Standards: Small box variety stores are prohibited within a two-mile radius of any other small box variety store. Outside retail storage is prohibited and all accessory structures are prohibited for this use.
- Use Standards for Commercial, Institutional, and Mixed-Use Development:
  - Increased building design and landscape standards
  - Adequate infrastructure for all new development is required
  - Servitude preservation for roadways, use paths, or sidewalks where indicated within an adopted plan
  - Increased standards for billboards

### QUICK FACT:

The only regulation which will apply to traditional single-family development anywhere within the Central St. Tammany Overlay can be found within the Environmentally Sensitive Area and includes a 50' natural area buffer where a property directly abuts LA 3241.

### Corridor Subareas – Edited for 2/3/26 Planning and Zoning Commission Hearing



To better understand the unique characteristics and needs of the LA 3241 corridor, segments have been classified into distinct subarea typologies. This approach supports targeted strategies to preserve existing wetland and floodplains along most of the controlled access portions of the highway, improve mobility and safety, and guide compatible development patterns along key connection points to the LA 434 and LA 190 corridors.

At the December 2, 2025 Planning and Zoning Commission hearing, staff requested a two-month postponement to allow additional coordination and public outreach. Following that postponement, staff engaged in a community meeting on January 20, 2026 at the Sun Town Hall.

During the community meeting, concerns were raised regarding the intensity and density of uses within the Town Center subareas. In response to this feedback, staff is requesting to move forward with the Corridor Enhancement Subarea as proposed, requesting an additional two-month postponement for the Environmentally Sensitive Subarea, and removing the proposed Town Center subareas from consideration.



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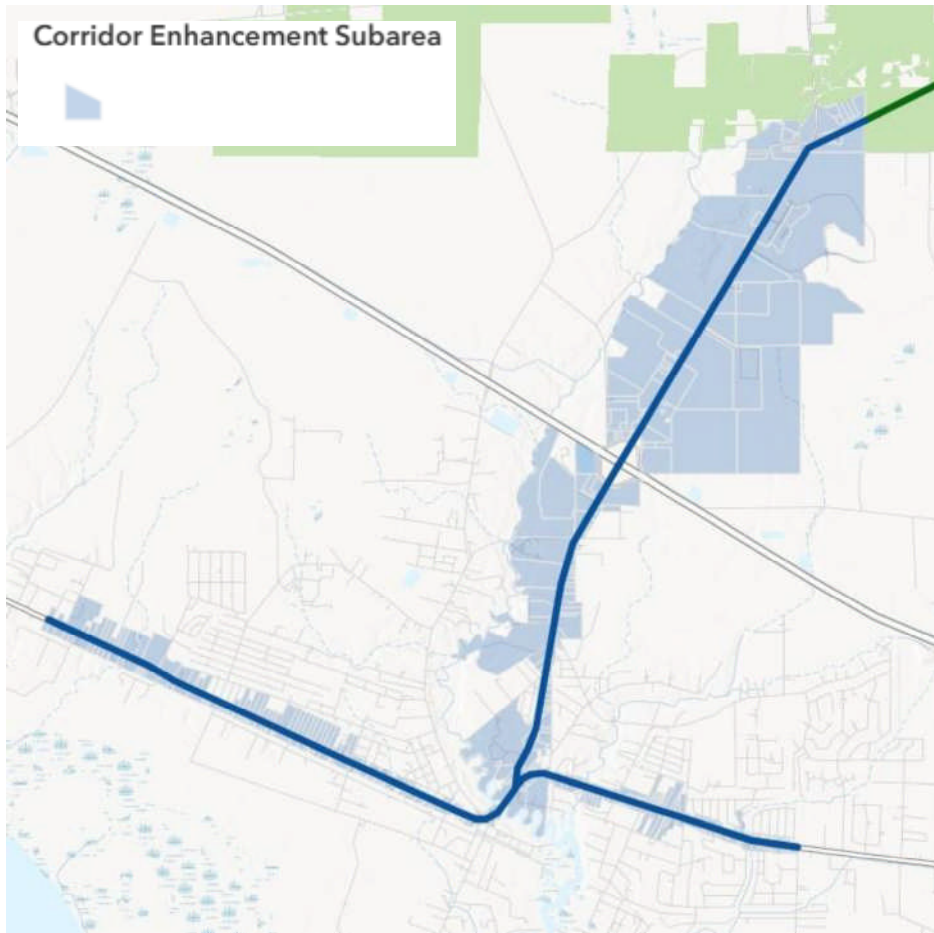
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### A. Corridor Enhancement Overlay District: 11.26 miles



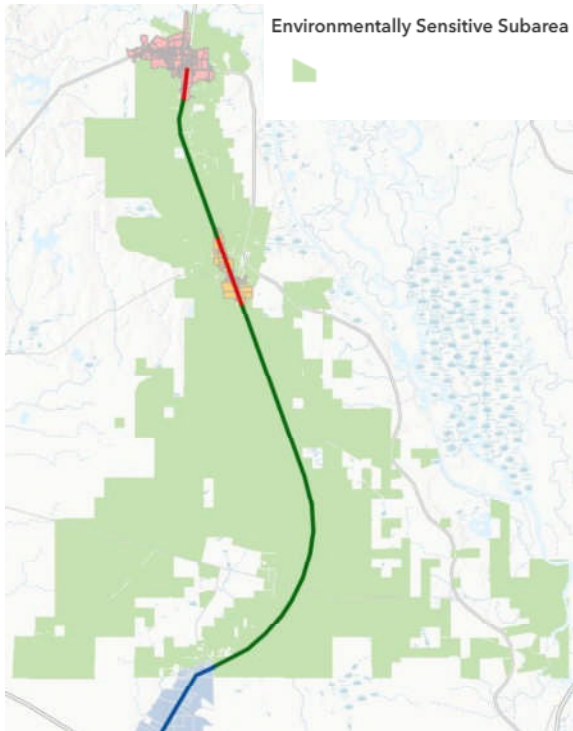
US-190 is a two-lane, undivided roadway with no paved shoulders between Pugh Road and Transmitter Road. LA 434 from US 190 to LA 3241 is also a two-lane, undivided highway with no paved shoulders. Both stretches of roadway feature residential neighborhoods that are given direct access to the roadway. One commercial stretch is present on US 190 with driveways and parking lots also receiving direct access. The transition from US 190 to LA 434 is accomplished using a roundabout.

The purpose of the proposed Corridor Enhancement Subarea is to elevate quality and character of development by emphasizing high quality architecture, enhanced landscaping, and creating visually appealing and functional spaces that support the local economy. Proposed regulations within along the Environmentally Sensitive Area include:

- Increased site design standards that elevate the appearance of commercial uses along the corridor:
  - No more than 2 rows of parking with a travel lane permitted between the façade and front lot line
  - A maximum front built-to line of 71 feet required for pedestrian friendly engagement
  - Sidewalks required along the street frontage where possible
  - Pedestrian connections from sidewalks to building entries, parking areas, and adjacent lots where feasible.
  - Stricter sign standards which mimic the Highway 21 Overlay



**B. Environmentally Sensitive Area – 14.58 miles – Request to Postpone for 2 months**



Two separate and large stretches of LA 3241 are designated as "Control of Access" by LA DOTD. These areas surround freshwater forested/shrub wetlands, and much of the land is protected from further development due to the presence of existing wetland mitigation banks and nature conservancy tracts. The Parish's Future Land Use Map designates this area for agricultural uses, small pockets of residential near intersecting highways, and conservation corridors.

The purpose of the subarea is to preserve and enhance the scenic, natural character of the corridor by emphasizing low impact development and seeking to balance limited growth with the protection of natural landscapes and creating a cohesive and sustainable corridor.

Proposed regulations along the Environmentally Sensitive Area include:

- Requiring any new request for a major subdivision to use the Conservation Subdivision regulations which cluster home sites and employ Low Impact Development (LID) standards including:
  - Increased natural area preservation efforts (40% minimum)
  - Require the conservation of natural resources including tree canopy, wetlands, and native habitat
  - Provide flexibility in site design, density, and lot sizes to support open space preservation and rural character
- Increased tree preservation efforts
  - A minimum 50' natural area buffer must be maintained along the frontage of LA 3241
- Allow for the use of Garden Homes when part of a major subdivision request subject to minimum standards as follows:

| Category           | Requirements  |
|--------------------|---|
| Maximum Density    | 12 units/acre (net)   |
| Minimum lot size   | 3,000 sq ft   |
| Maximum lot width  | 30'   |
| Maximum Height     | 30'   |
| Structure Setbacks | Front yard setback – 10' minimum (facing green space)   |
|                    | Side yard setback – 0' on one side*; 5' on the other  |
|                    | Rear yard setback – 10' minimum   |
|                    | *A zero-lot line is permitted only along one side yard, provided a maintenance easement is established on the adjoining property. |



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### C. Town Center Overlay Districts – Removed from consideration

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#### **PUBLIC INPUT + RESIDENT CONCERNS - Edited for 2/3/26 Planning and Zoning Commission Hearing**

Collaboration and public engagement help ensure that data accurately reflects on-the-ground conditions and supports the identification of community needs. Meaningful outreach also allows residents to share their perspectives, concerns, and local knowledge.

As part of the engagement process, the Parish mailed more than 400 letters to property owners within the study area, providing a link to an online project presentation that included draft language for review. Following this outreach, the Planning Department hosted a community roundtable session, offering members of the public the opportunity to discuss ideas, concerns, and suggestions directly with staff in a one-on-one setting. The Parish has also encouraged community members to reach out with questions, comments, and share information via email or phone call.

The Parish also engaged with the public on January 20, 2026 at the Sun Town Hall and received feedback including concerns related to the intensity and density of uses, traffic, and preservation of rural character associated with the proposed Town Center subareas in the Bush and Talisheek areas.

Based on this feedback, staff is recommending that the proposed Town Center subareas be removed from consideration. Staff is also requesting a two-month postponement of the Environmentally Sensitive Subarea to allow for additional review and coordination. The Corridor Enhancement Subarea is recommended to move forward as proposed.

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#### **SUMMARY**

While traffic projections are not readily available for the entirety of LA 3241, DOTD cited that Segment 3 (LA 435 to LA 40 and LA 41/Bush) alone is expected to carry an average daily traffic load of over 3,000 vehicles daily. It can be estimated that Segments 1 and 2 will likely attract equal or greater traffic than Segment 3 because they connect directly to I-12 and local existing populations along the route. The design of the roadway itself directly funnels this traffic to three distinct points along the Highway, which inevitably will produce more traffic, more attention from developers, and more commercial activity.

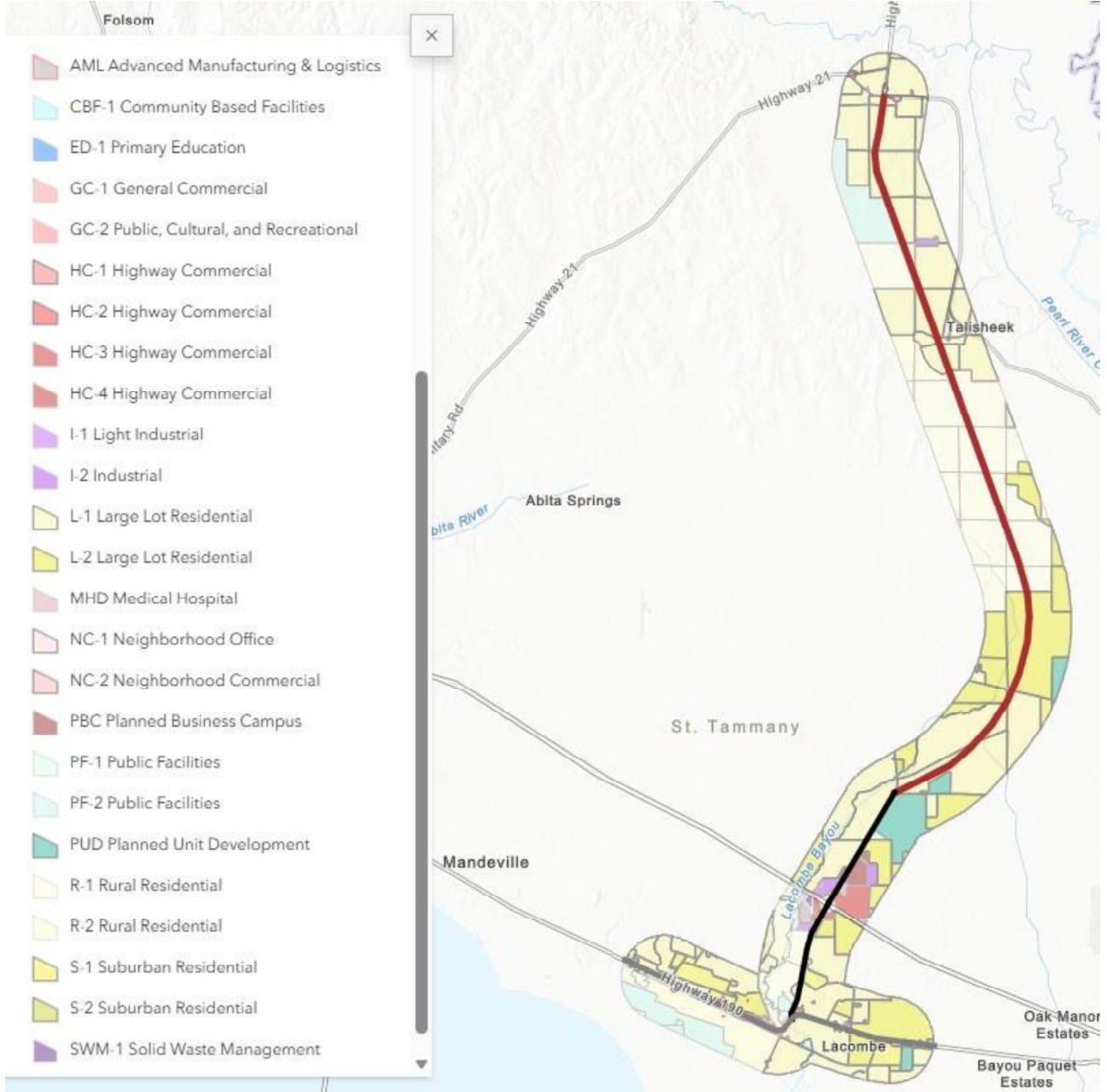
St. Tammany Parish seeks to act on these facts and provide a rational, forward-looking framework to manage future growth by guiding development to appropriate nodes where access is permitted by LADOTD.



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**Proposed Changes Key:**

**Blue, Bold, and Underlined Text** – Added Text

~~Red and strikethrough text~~ - Deleted Text

**Proposed amendments to St. Tammany Parish’s Code of Ordinances, Part II– Unified Development Code, include the following:**

**1. Amend Chapter 100 – Administration to add a definition for “Small Box Variety Store” to read as follows:**

**SEC. 100-5 DEFINITIONS.**

**Small Box Variety Store. A retail store between 5,000 and 15,000 square feet that sells at retail an assortment of physical goods, products, or merchandise directly to the consumer, including food or beverages for off-premises consumption, household products, personal grooming and health products, and other consumer goods. Small box variety stores do not include small retail stores that: contain a prescription pharmacy, sell gasoline or diesel fuel, primarily sell specialty food items (e.g. meat, seafood, cheese, or oils and vinegars), dedicate at least 15% of shelf space to fresh or fresh frozen foods, or dedicate less than 5% of shelf space to food sales.**

\* \* \*

**2. Amend Chapter 200 – Procedures, Sec. 200-3.6 Planned Corridor, to establish review procedures for the Central St. Tammany Overlay District to read as follows:**

**SEC. 200-3.6 PLANNED CORRIDOR**

Developments within a planned corridor district, including the Highway 21 Planned Corridor, ~~and~~ the Tammany Trace Overlay District, **and the Central St. Tammany Overlay District** require special review by the Planning and Zoning Commission for new development or substantial redevelopment, **as indicated within the applicable overlay Section 400-7** prior to issuance of a building permit. The review procedures are outlined as follows.

**A. Applicability**

A planned corridor application is required for the following types of developments within a designated planned corridor district as outlined in Chapter 400, ~~Sec. 400-3.6~~ **Sec. 400- 7:**

1. Any new development.
2. Any substantial redevelopment or reuse including:
  - a. Existing structures where a change of use or change of occupancy would require an increase in the number of parking and loading spaces needed to service the structure.
  - b. Any additions to a development or structures, including construction of parking lots, that adds 50 percent or more to the size of the original development shall comply with the planned corridor district regulations.

- c. Any proposed new sign or change to a new sign which would include a change to its structure, support, or area.

**B. Authority.**

The Planning and Zoning Commission shall have the authority to grant the development review permit with the recommendations of the Department of Planning and Development.

**C. Submittal Requirements.**

All applications shall be filed with the Department of Planning and Development in accordance with the requirements of Sec. 200-3.5 and reviewed for completeness.

**D. Action by the Department of Planning and Development.**

Upon submission of a complete application, the Department of Planning and Development shall review the plans in accordance with the Standards for Review per Sec. 200-3.6.G and shall also provide a report and recommendation to the Planning and Zoning Commission.

**E. Action by the Planning and Zoning Commission.**

1. The Planning and Zoning Commission shall conduct a public hearing on the planned corridor application in accordance with Sec. 200-3.2.H within 60 days from the date the application is accepted. Notice of the public hearing is required in accordance with Sec. 200-2.G.
2. After the close of the public hearing, the Planning and Zoning Commission shall make its findings and decision by majority vote of the membership. Based upon the evidence presented at the public hearing, the Planning and Zoning Commission shall evaluate the application against the applicable Standards for Review per Sec. 200-3.6.G.
3. The decision of the Planning and Zoning Commission shall not become effective until after 10 days of the rendering of the decision, during which time an appeal could be made to the Parish Council through a filing with the Department of Planning and Development.

**F. Conditions.**

1. The Planning and Zoning Commission may impose conditions on the Development Review Permit as are necessary to ensure the continuous conformance to all applicable standards and the integrity of the district.
2. Any conditions imposed by the Planning and Zoning Commission shall be noted in the permit approving the conditional use and incorporated into or noted on the final development plans approved by the Department of Permits and Inspections.
3. Failure to observe the conditions of the Commission imposed pursuant to the issuance of the Development Review Permit shall be deemed to be grounds for violation and subject to the revocation of the plan review permit.

**G. Standards for Review.**

1. The proposal conforms to all regulations of the UDC, including the base zoning district standards and use standards of Chapter 400, and is consistent with the Comprehensive Plan.
2. The proposal meets all general requirements and standards of the planned corridor district per Chapter 400, Sec.400-7.D.
3. Any variances of the UDC necessitated shall be granted by the Planning and Zoning Commission through the have already been granted prior to review and approval of a development plan.
4. The arrangement of landscaping is compliant with the requirements of Chapter 600 of the UDC, creates a desirable and functional environment, promotes the protection of natural resources, and utilizes low-impact development practices for flood mitigation.

5. Circulation and parking areas are designed to provide adequate safe access to the site for both pedestrians and motorists, minimize potentially dangerous traffic movements, minimize adverse impacts on adjacent properties, and clearly define pedestrian access to buildings.

**H. Appeal to the Parish Council.**

1. An applicant for a planned corridor development may appeal the decision of the Planning and Zoning Commission to the Parish Council.
2. Notice of appeal shall be filed in writing with the Department of Planning and Development within 10 days of the decision of the Planning and Zoning Commission.

**I. Action by the Parish Council on Appeal.**

1. An appeal of a planned corridor decision by the Planning and Zoning Commission may be heard by the Parish Council at its next regularly scheduled meeting following the 10- day appeal period. The Parish Council shall have the exclusive right to overturn the Planning and Zoning Commission decision by a majority vote.
2. Any person or persons aggrieved by any decision of the Parish Council relative to a planned corridor decision may file a petition to the 22nd Judicial District Court. The petition shall be filed within 30 days after the decision of the Council becomes final, which shall commence on the day following the effective date of the Council’s adoption of a resolution or ordinance.

**J. Expiration.**

The applicant shall have one year to obtain the appropriate building permits or occupy the site from the date of approval of the Planning and Zoning Commission or Parish Council.

\* \* \*

**3. Amend Chapter 400 – Zoning, Sec. 400-7 Overlay Districts, to establish the Central St. Tammany Overlay District to read as follows:**

**SEC. 400-7 OVERLAY DISTRICTS.**

**J. Central St. Tammany Overlay District.**

1. **Purpose. The overlay promotes thoughtful planning and sustainable growth across the multi-corridor area by:**
  - a. **Setting higher standards for development in urbanizing corridors along US 190 and LA 434.**
  - b. **Promoting a scenic, natural character along the LA 3241 corridor.**
2. **History of the Central St. Tammany Overlay District. The overlay district was established in response to the Louisiana Department of Transportation and Development's (LADOTD) construction of LA 3241, a major new transportation corridor aimed at improving regional connectivity. Recognizing the transformative impact this infrastructure project would have on the surrounding areas, local planners and stakeholders sought to proactively guide growth and development to align with community priorities. By integrating principles of sustainable growth, environmental preservation, and traditional main street design, the overlay sets a framework for managing development in a way that balances progress with the area's unique character and environmental significance.**
3. **Applicability.**

- a. This section applies to:
    - a. lots fronting US 190 between Pugh Rd and Transmitter Rd;
    - b. lots fronting LA 434 between US 190 and LA 3241;
  - b. Below are the subareas within the overlay district and the additional requirements imposed.
    - a. Corridor Enhancement Subarea - Section 400-7-7
4. Development Review Procedures. Requests for development or redevelopment in the designated Central St. Tammany Overlay District shall be submitted to the Department of Planning and Development and reviewed by the Planning and Zoning Commission in accordance with Sec. 200-3.6 Planned Corridor.  
Standalone single-family residential dwellings and accessory uses shall be exempt from the standards for development within the Central St. Tammany Overlay District and shall not be subject to Planning and Zoning Commission review.
5. Standards for Development in the Central St. Tammany Overlay District. Unless otherwise specified in the following overlay district regulations, the standards and requirements of the underlying zoning districts apply. Where there is conflict between the standards of this overlay district and the standards of the underlying zoning district, the standards of this district shall govern.
- a. Use Restrictions and Standards
    - i. A small box variety store is prohibited within a two (2) mile radius of any other small box variety store.
      - 1. A litter can shall be placed directly outside the primary entrance. The operator of the small box variety store shall provide daily litter clean-up of the site and along the public right-of-way abutting the property.
      - 2. Outside storage is prohibited except for small propane tanks. All business, servicing, processing, and storage operations shall be located within the structure.
      - 3. Accessory structures are prohibited for small box variety store uses.
  - b. Design Standards for Commercial, Industrial, Institutional, and Mixed-Use Development
    - i. Building Design
      - 1. Building Materials: Exterior Insulation and Finish Systems (EIFS), stucco, metal, and vinyl are prohibited as predominant surface finish materials on exterior walls visible from the right-of-way.
      - 2. Entrance Orientation: Primary entrances must face the primary street to enhance accessibility and streetscape interaction.
      - 3. Transparency Requirements: The ground floor of new commercial buildings must have at least 50% transparent glass along the primary street facade.
      - 4. Roof Design: Plain mansard roofs are not permitted. Decorative mansard roofs may be included on buildings with a minimum facade height equivalent to two stories.

5. Facade Articulation: Architectural features like shutters, balconies, windows, and doors must be designed to operate as intended, preserving their functional and visual purpose.
  6. Loading Area Placement: Loading areas must be located at the side or rear of the building to minimize visual impact and must be located so as not to hinder the free movement of pedestrians and customer vehicles
  7. Secondary Access Encouragement: Secondary entrances from rear parking areas are encouraged. Façades adjacent to parking areas with public entrances must include pedestrian pathways a minimum of 4' in width for safe and convenient access.
  8. Access Management. Shared access drives and cross-access easements between adjacent properties are encouraged to reduce curb cuts and promote walkability.
- c. Landscaping.
- i. When parking or vehicular use areas are adjacent to a public street, the following screening shall be provided:
    1. A single row of shrubs must be planted, spaced thirty-six (36) inches apart center- to center, to create a continuous visual screen; or
    2. As an alternative to the row of shrubs, a low wall may be used, a minimum height of thirty-six (36) inches to a maximum of forty-eight (48) to ensure effective screening. Where feasible, landscaping should be placed between the wall and the sidewalk to create a softer and more visually appealing transition.
  - ii. Existing trees, other than live oaks and cypress, located within the street buffer area, are not required to be retained. If the owner/developer chooses to retain existing trees located within the required street buffer area, they can qualify for tree credits as set forth in Section 600-3.3. If credit is sought, the retained trees must be identified on the tree survey, and the land clearing permit and the retained trees must be protected with fencing throughout construction
- d. Infrastructure Requirements. Adequate infrastructure shall be in place prior to a building permit being issued.
- i. Central Utilities. All new development shall be connected to a central water and central sewer system approved by the Department of Engineering, Environmental Services, and the appropriate utility provider, when required.
  - ii. Water and sewer infrastructure shall be installed in a servitude and/or right of way in accordance with Sec. 900-7: "Water Systems" and Chapter 900-8: "Sanitary Sewerage and Sewerage Treatment Facilities". Water infrastructure shall be installed so that fire hydrant location(s) are readily accessible by the local fire department.
- e. Servitude Preservation.



**iv. Site Design**

1. Parking. No more than two (2) rows of parking with a travel lane shall be permitted between the façade of the main structure and front lot line. Pedestrian access shall be provided from the parking lot to the front entrance.
2. Sidewalks. A 5-foot-wide concrete sidewalk shall be required along the street frontage of all subject parcels. Where sidewalk installation is not immediately feasible, a minimum 7-foot-wide servitude shall be dedicated for future sidewalk construction. Sidewalks shall connect to building entrances and any on-site pedestrian circulation system and shall align with adjacent properties where applicable.
3. Internal Pedestrian Circulation. Development sites shall include pedestrian connections from sidewalks to building entries, parking areas, and adjacent lots where feasible. Walkways must be a minimum of 5 feet wide and clearly delineated using scored concrete, pavers, striping, etc.
4. Landscaping regulations shall be the same as required per Exhibit 600-3-13: Landscape Area Requirements, except that the following additional standards shall apply:
  - a. Plantings within the required Street Buffer(s) shall contain a minimum of one Class A tree per every 400 square feet of street planting area, one Class B tree per every 300 square feet of street planting area, and 20 shrubs per 100' of linear frontage. In the event utilities are an existing condition with an easement or servitude, the buffer and associated plantings shall extend outside of such area.

**v. Building Placement. A maximum front build-to line of 71-feet is required for pedestrian-friendly engagement.****vi. Sign Standards.**

1. Ground signs.
  - a. Max area and height permitted for single occupancy uses: 25 sq. ft. area and 6 ft. height
  - b. Max area and height permitted for multi-occupancy uses: 50 sq. ft. area and 8 ft. height
  - c. Illumination:
    - i. No internal illumination.
    - ii. White light only, no colored lighting.
    - iii. Spectrum colors only, no iridescent colors permitted.