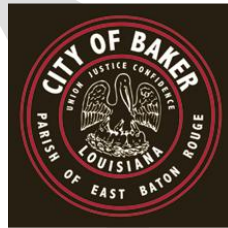


Baker Main Street Economic Development District

MAIN STREET CORRIDOR ANALYSIS STUDY

March 23, 2026

Capital Region Planning Commission (CRPC)



MAIN STREET CORRIDOR ANALYSIS STUDY

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I. Introduction

Baker, Louisiana is a suburban city located in East Baton Rouge Parish approximately four miles north of the City of Baton Rouge. The area that would eventually become the City of Baker was first the location of a railroad station for the Louisville, New Orleans, and Texas Railway, established in 1884. During the early 20th century, industrial development along the Mississippi River brought new jobs to the region, leading to an increase in population and development. This new development supported growth in the area and the development of new communities, including Baker. Baker was officially incorporated as a village in 1944, a town in 1952, and a city in 1962.

Today, Baker offers the best of both worlds, a quiet, tight-knit suburban residential community, and easy access to shopping, retail and other commercial services in Baker and in Baton Rouge proper. In 2016, and again in 2020 and 2024, the City of Baker elected the Honorable Darnell Waites as Mayor. Mayor Waites has prioritized infrastructure development and economic growth during his tenure as Mayor. Under Mayor Waites's leadership, Baker has secured over \$20 million for critical infrastructure projects, increased City revenues by 64% and undertaken numerous quality-of-life enhancements including expanding public transportation services with the LYNX by CATS Micro-Transit Service (<https://cityofbakerla.com/mayor-waites/>).

Louisiana State Highway 19 (Main Street) and Louisiana State Highway 67 (Plank Road) function as the primary gateways for the City of Baker. Both of these streets generally run south to north and connect Baker to the City of Baton Rouge and to cities, towns and rural areas north of Baker to the Louisiana/Mississippi state line. These streets provide direct access to a diversity of use including shopping centers, restaurants, schools, churches, and the tax revenues generated on these streets contribute significantly to the municipal revenues of Baker.

The current Baker administration and city leaders have initiated a vision for economic development to support sustainable and resilient growth in Baker. The continued growth and development of Main Street and Plank Road are central to achieving this vision. These two streets are economic engines that attract visitors, move traffic through Baker, connect the city to the broader regional economy and support the local tax base while also providing critical services and activities for residents. The City of Baker is targeting attention to these streets to emphasize reinvestment, business retention and strategic growth. A key strategy to accomplishing this vision is the creation and implementation of Economic Development Districts for Main Street and Plank Road.

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Economic Development Districts in Baker

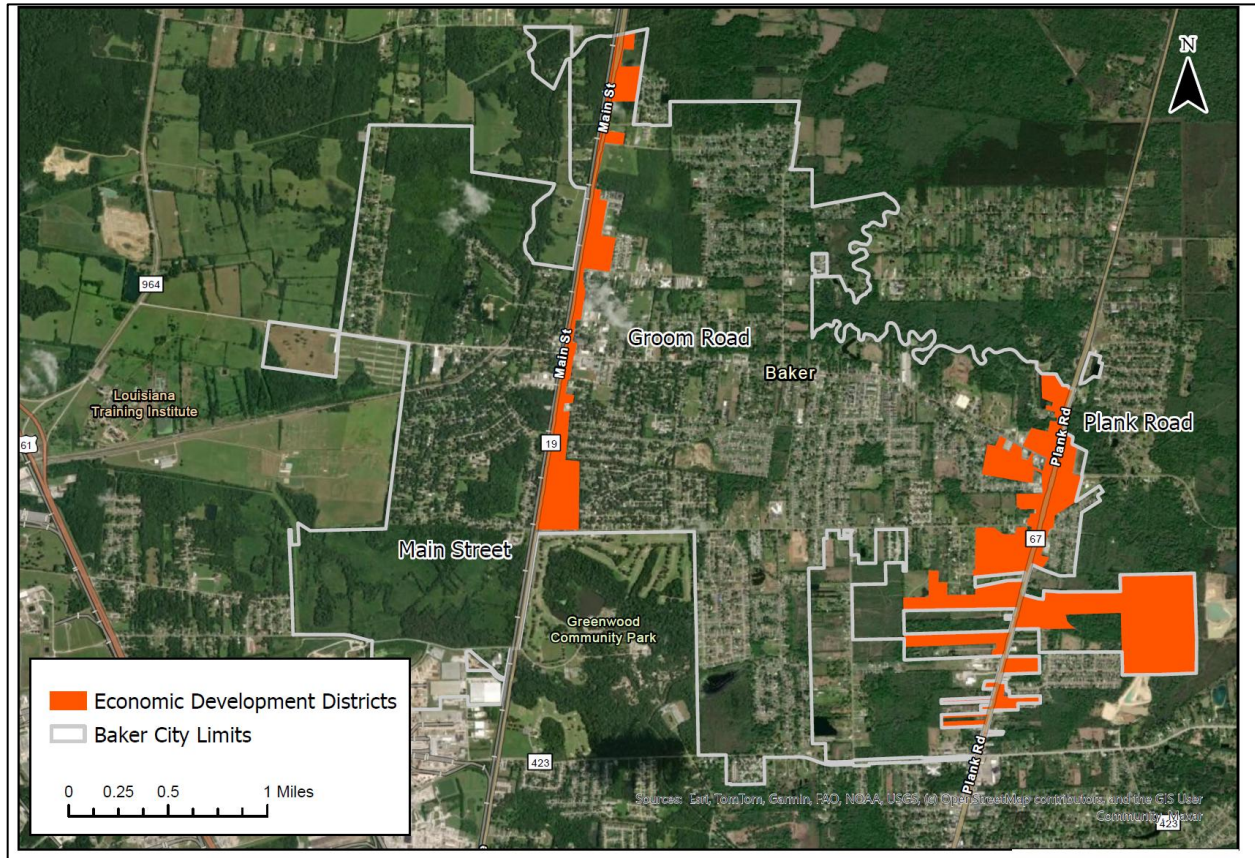
In 2018 the Louisiana Legislature passed SB 227 (Act 393) <https://www.legis.la.gov/Legis/ViewDocument.aspx?d=1052418> to create the Bethany Convention Center Development District as a special taxing district. This district applied to parcels located in Baker on Plank Road, including a large parcel owned by Bethany, a large non-denominational church.

In 2020, the legislature amended the legislation with SB 411 (Act 357) <https://www.legis.la.gov/legis/Law.aspx?d=1055804> to change the name of the district to the **Baker Economic Development District and Convention Center**, enlarge the size of the district and update the governance structure. The amended district focuses on a broader section of Plank Road in Baker and supports economic development in the corridor.

In 2022, the legislature passed SB 475 (Act 768) <https://www.legis.la.gov/Legis/law.aspx?d=1296310> to create the **Baker Main Street Economic Development District (Main Street EDD)**. The purpose of this district is to “provide for cooperative economic development among the district, Baker, the state, and the owners of property in the district, in order to assist in the redevelopment of, and dramatic improvement to, the property within the boundaries of the district and for the purpose of promoting trade, commerce, industry, and employment opportunities in the city of Baker's Central Business District”. Importantly, this legislation also enables the Main Street Economic Development District to levy sales taxes and hotel occupancy taxes within the district to fund infrastructure and economic development projects for the Main Street corridor.

While both economic development districts are important tools for the City of Baker, this corridor analysis study will focus more specifically on the Main Street district and corridor.

MAIN STREET CORRIDOR ANALYSIS STUDY



Goal of Study

The goal of the Baker Main Street Economic Development District Corridor Analysis Study is to create a roadmap for the Main Street Economic Development District and the City of Baker to support growth and investment on Main Street/Highway 19. This study provides data and research analysis, policy guidance, and a visionary plan for Main Street. This study is primarily focused on Main Street, however the methodology is purposed and designed for applicability with the Plank Road/Highway 73 corridor in Baker and other streets/corridors in Baker with the potential for development and re-development.

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II. Overview of Baker Planning and Economic Development

This section of the Corridor Analysis Study provides an overview of the City of Baker's recent and ongoing planning and economic development initiatives and plans. These efforts reflect the City's commitment to revitalizing Main Street and other key corridors, strengthening infrastructure, supporting reinvestment in existing properties, and expanding economic opportunities for residents and businesses. This section of the study summarizes adopted plans, policy initiatives, and strategic investments that provide the policy context for this study and demonstrate how proposed recommendations will align with Baker's long-term vision for growth, mobility and economic development.

Baker Strategic Recovery Plan - 2018



In August 2016, unprecedented rainfall triggered catastrophic flooding across the Baton Rouge region and in the Amite River Watershed, with the City of Baker among the most affected communities.

Of the 5,601 housing units in the city, FEMA identified 3,601 homes that experienced flooding (64 percent of all homes). Of the homes that flooded, 1,442 (40 percent) experienced more than two feet of water in their homes. Thirty-one

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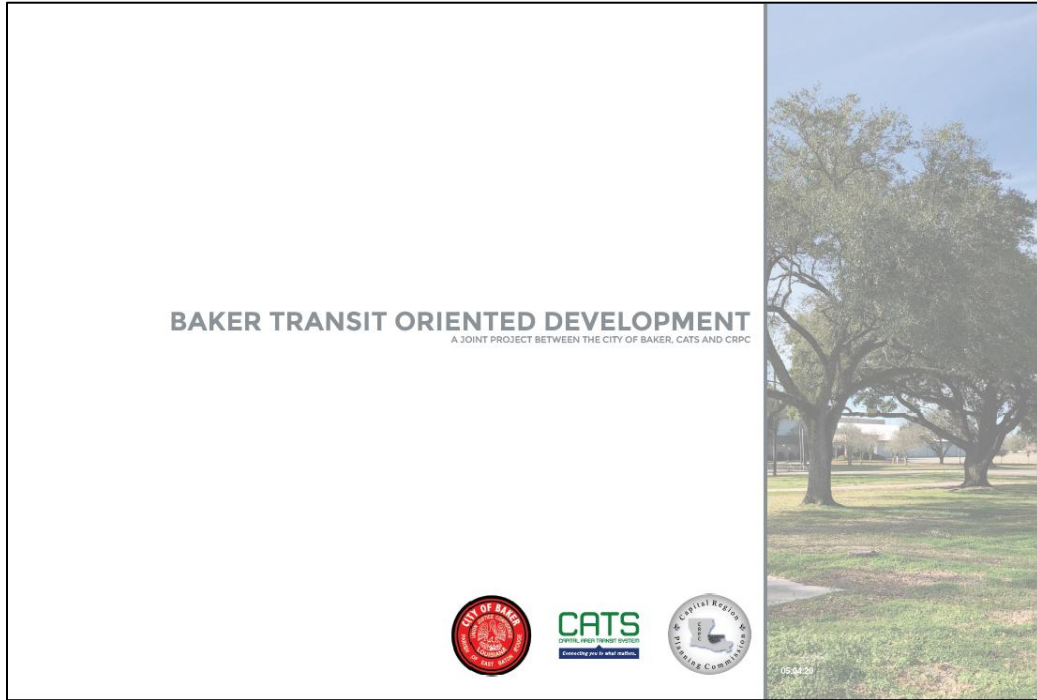
businesses closed as a result of the flood, leaving vacant storefronts in commercial areas (Baker United Strategic Recovery Plan, January 2018).

In 2017 the City of Baker began a planning process to create a recovery plan that would help Baker manage its recovery from the 2016 floods, and also to guide Baker to a stronger, safer more resilient future. The Baker Strategic Recovery Plan (“Baker United”) identifies the City of Baker’s vision for post disaster recovery: “To make Baker a more vital community, encourage growth and strengthen civic engagement”. The plan includes goals and strategies related to community planning, housing, infrastructure, economic development, health and social services, and natural and cultural resources. This plan highlights the need to revitalize and redevelop retail and commercial areas of the city and to make economic development a priority for the City of Baker. The plan also supports the creation of the Main Street Economic Development District (Community Recovery Projects).

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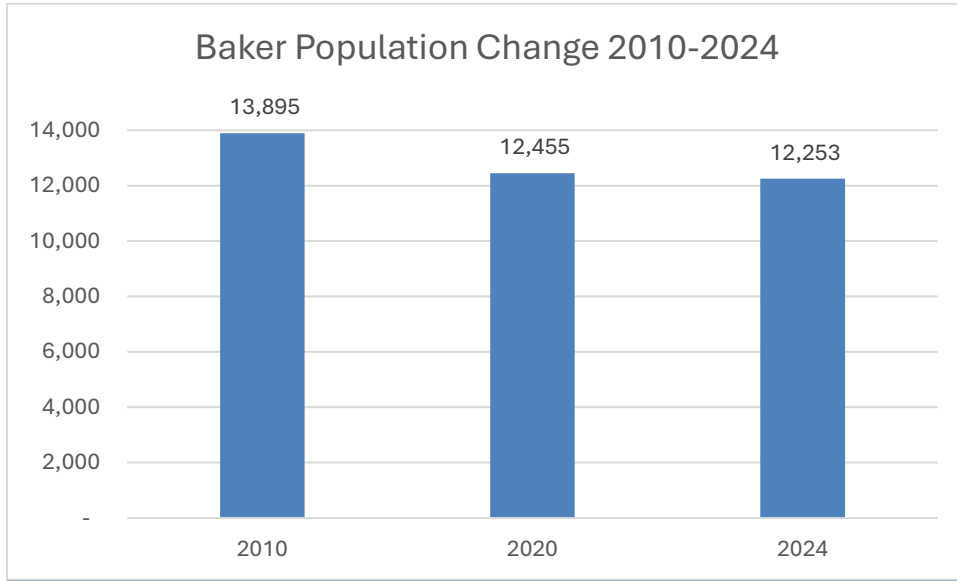
Baker Transit Oriented Development Study



The Baker Transit Oriented Development Study introduces design concepts for developing a Transit Center on Plank Road.

MAIN STREET CORRIDOR ANALYSIS STUDY

City of Baker Demographic Information



Source: US Census 2010, 2010, American Community Survey 2024

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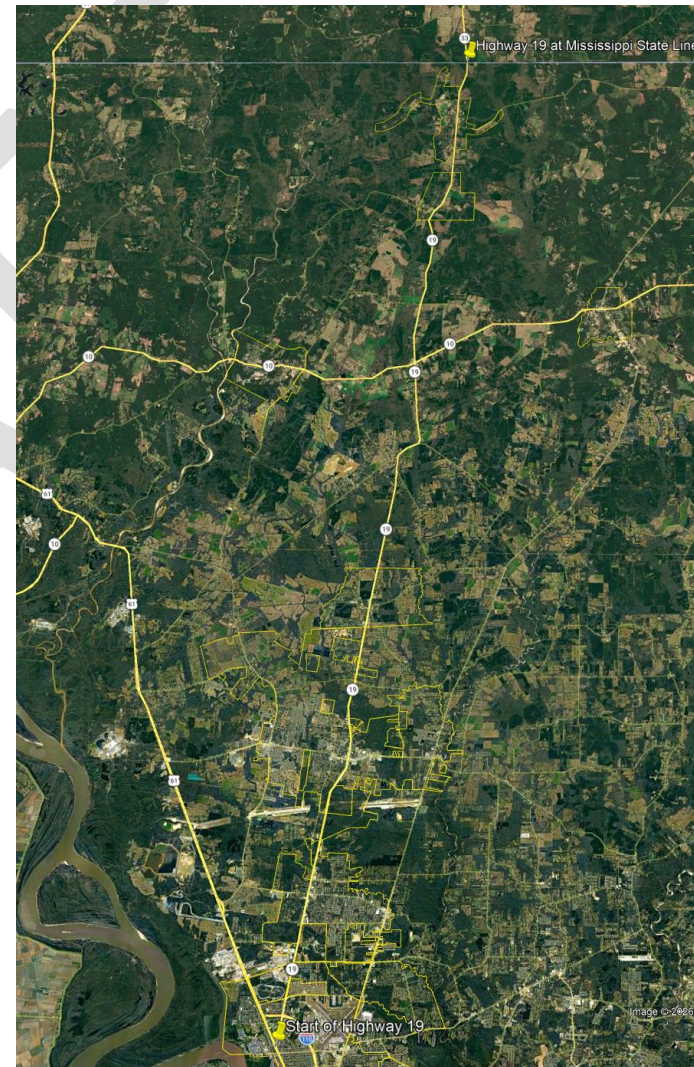
III. Baker and Main Street Zoning, Land Use and Corridor Analysis

Main Street Focus

The Baker Main Street EDD is centered on a large stretch of Louisiana State Highway 19 in Baker, Louisiana. From a regional viewpoint, Highway 19 is an important highway corridor that connects the City of Baton Rouge to several cities and towns, including Baker.

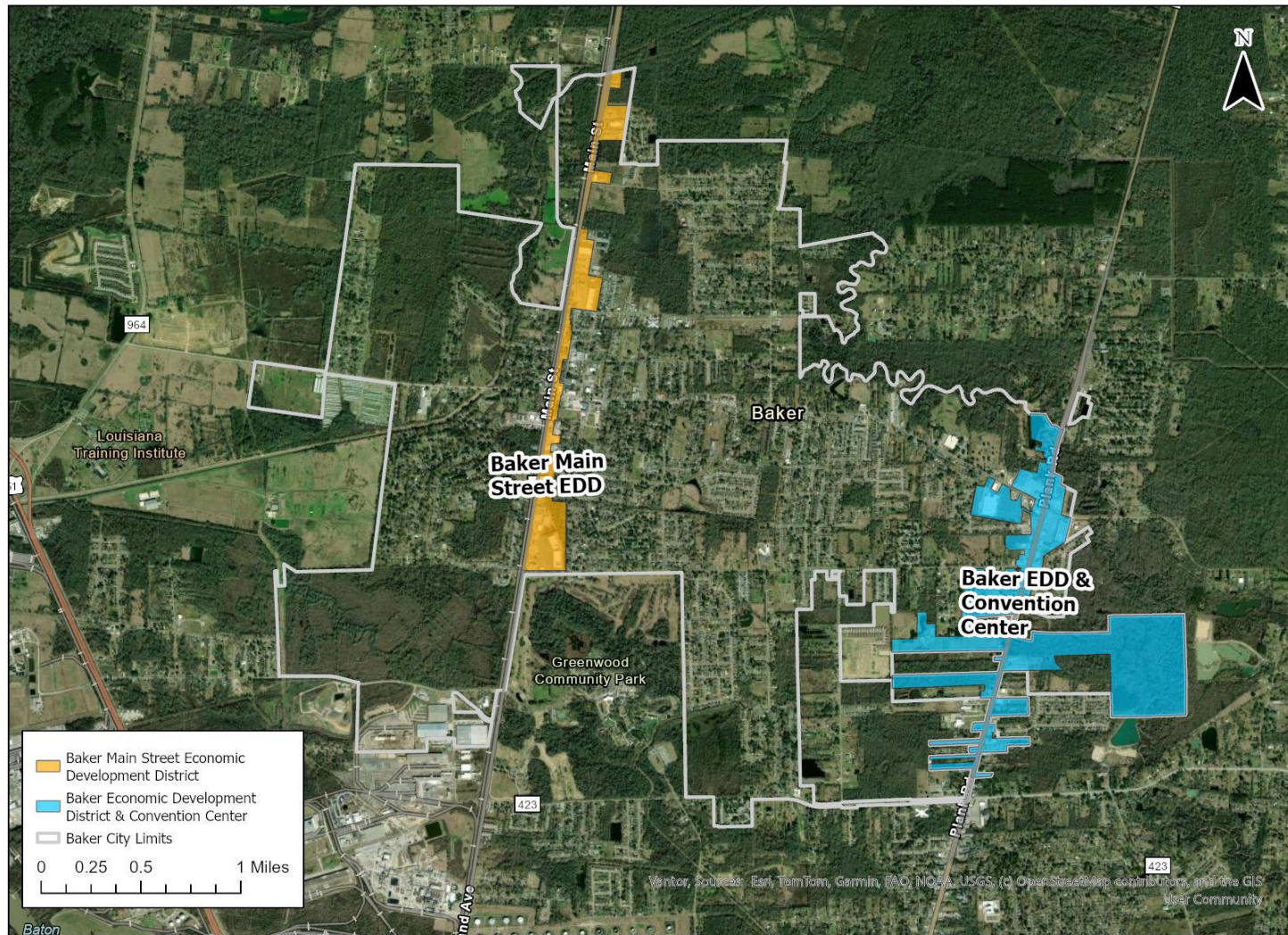
The southern terminus of Highway 19 is located at its intersection with Louisiana State Highway 61 (also referred to as Scenic Highway in this general area), directly east of Southern University. Highway 19, also referred to as Scotland Avenue in this general area, runs north through the Scotlandville community and crosses Interstate 110. After crossing Interstate 110, Highway 19 continues north into Baker, initially entering the Baker city limits at the intersection of Thomas Road. In Baker, Highway 19, referred to as **Main Street**, runs north through Baker, intersecting with several major streets in Baker, including Lavey Road, Groom Road and Baker Boulevard. After leaving the Baker city limits, Highway 19 continues north through the City of Zachary, the Town of Slaughter and several smaller communities before entering Mississippi as Mississippi State Highway 33.

Map of Highway 19 from Baton Rouge to State Line



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City of Baker Map with Economic Development District Overlays



For Planning Purposes Only.

Map Prepared By: **VILLAVASO & ASSOCIATES, LLC**

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City of Baker Map with Outline of Major Streets Network



For Planning Purposes Only.
12/4/2025 DRAFT

Map Prepared By:  VILLAVASO & ASSOCIATES, LLC

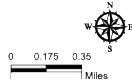
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City of Baker Zoning Map



City of Baker Zoning Map

MAP PREPARATION
Date: 8/10/2021



CRPC's Disclaimer: The documents, sources of data/map were created and assembled by CRPC for your informational, planning reference and guidance only. None of these materials should be utilized by you or other parties without the benefit of advice and instruction from appropriate professional services. CRPC makes no warranty, express or implied, related to the accuracy or content of these materials and data, and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409



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General Zoning in Main Street EDD

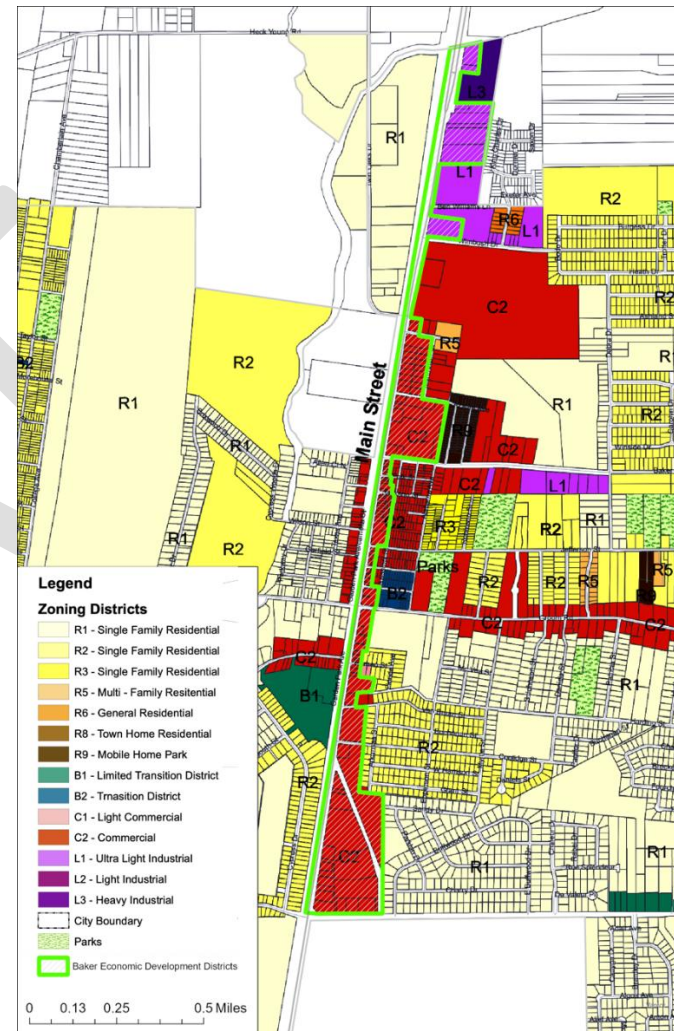
The large majority of the parcels in the Main Street EDD have C-2 Commercial Zoning. The C-2 Commercial Zoning District permits a large range of commercial uses including office, retail, restaurants and auto sales and repair. The Main Street EDD also includes several parcels on the north end of the district with L-1 Ultra Light Industrial zoning. This zoning district permits more intense commercial districts as well as manufacturing and light industry uses.

Main Street EDD General Commercial Snapshot

Commercial uses in the Main Street EDD include gas stations, automobile services and washes, fast food/quick service restaurants, grocery and specialty stores, service-oriented businesses and clothing stores. The built environment is largely single-story commercial strip centers with large, and often underutilized parking lots, “small box” buildings located close to Main Street housing fast food, retail and service-oriented businesses, and gas stations with gas pumps in front of the building.

These characteristics identify Main Street as a commercial corridor with potential for new investment, infill development and re-investment in existing properties.

Baker Zoning District Map – Main Street EDD Focus



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IV. What does an Economic Development District Do?

In 2022, the Louisiana Legislature approved the creation of the Baker Main Street Economic Development District. The district boundaries established in the legislation currently include commercial properties located on the east side of Louisiana State Highway 19/Main Street, between Lavey Lane and the northern city limits of Baker.

An Economic Development District (EDD) is a special development/taxing district that can provide funding for services, infrastructure and economic development projects within a defined geographical area. An EDD is typically funded by an increment of undedicated existing sales, hotel or property taxes (“Existing Tax Increment”) and/or other sales, occupancy or property taxes generated within the EDD.

Who Creates an Economic Development District?

EDDs are generally public government institutions created by legislative acts of a municipal, regional or state government. In the State of Louisiana, EDDs can be created by the legislative branch of state government (the Louisiana Legislature), Parishes and other municipal governments through a legislative act.

EDD Legislation Framework

Legislation creating an EDD generally identifies the following:

- District name
- General purpose of the district
- Legal boundaries
- Governance structure including board membership, appointments and terms of office
- Specific powers and responsibilities of the district
- Taxing and financial authority

EDD Priorities

A priority of any EDD is creating an environment (physical, policy, and funding) that supports development. Focusing infrastructure investments within the EDD can reduce development constraints, improve site readiness and support reinvestment in underutilized and vacant properties. Additionally, transportation-specific improvements can enhance safety, improve traffic flow, and create a more attractive environment for private investment while supporting multiple transportation options. Incentives to support these investments can include matching grants, fee reductions, or low-interest

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loans tied to compliance with design overlay standards, ensuring that public investment supports high-quality, corridor-appropriate development.

Economic Development District Tasks

<i>Implementing Design Guidelines</i>
<i>Property Acquisitions</i>
<i>Creating Market Analysis and Studies</i>
<i>Demolition, Clearing, and Grading</i>
<i>Business Development and Economic Incentives</i>
<i>Supporting Community Events</i>
<i>Attracting New Development</i>
<i>Obtaining Grant Funding for New Projects</i>
<i>Improving Drainage and Sewer Infrastructure</i>
<i>Maintenance of Public Spaces</i>
<i>Designing District Signage and Wayfinding</i>

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V. Corridor Analysis Study Methodology

The Baker Main Street Economic Development District Corridor Analysis Study provides data and research analysis, policy guidance, and visionary plan for the Main Street EDD and the City of Baker. This study focuses on the Main Street EDD, however this methodology is purposed and designed for applicability with the Plank Road/Highway 67 corridor in Baker and other streets/corridors in Baker with the potential for development and re-development.

The methodology for this study includes the following:

- A. Background Research
- B. Stakeholder Engagement
- C. Key Issues Analysis
- D. Development of Vision and Strategic Direction
- E. Building the Road Map for EDD Success
- F. Development of Baker EDD Overlay District Map and Text
- G. Outline for Future Steps for EDD Board after approval of the sales tax dedication

Background Research

Background Research included gathering planning, development, demographic and spatial data on the Main Street EDD, the City of Baker as whole, and nearby areas in East Baton Rouge Parish. This study includes numerous maps, tables and charts that share this information and provides additional context on Main Street.

Background research also included gathering economic development data from the City of Baker and other organizations including CRPC.

Stakeholder Engagement

Stakeholder Engagement included conversations with City elected and public officials, the Main Street EDD Board and other community stakeholders.

Key Issues Analysis

Key Issues Analysis built on background research and stakeholder analysis to drill down into key issues, opportunities, gaps and challenges on Main Street.

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Development of Vision and Strategic Direction

Development of Vision and Strategic Direction included the creation of a vision statement that aligns the legally defined purpose of the Main Street EDD and the goals of Main Street EDD Board with a public proclamation that engages and inspires community and drives support and investment from the public and private sector. Additionally, the strategy direction outlines the steps needed to achieve the vision.

Building the Road Map for EDD Success

Building the Road Map for EDD Success presents goals, measurable objectives, priority projects, and policy recommendations for the Main Street EDD Board and City of Baker to complete, beginning with the creation of a Baker Main Street Corridor Overlay Zoning District.

Development of Baker EDD Overlay District Map and Text

Development of Baker Main Street Zoning Overlay District DRAFT Text and Map presents an overlay district for the Main Street EDD Board and Baker City Officials to review, and when ready, initiate the adoption process including public comments and public hearings.

Next Steps for EDD Board

Next Steps for EDD Board includes outlining future priorities for the board and the City of Baker.

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VI. Stakeholder Engagement and Study Vision

Introduction

This section of the Corridor Analysis Study summarizes the engagement with stakeholders and community members and introduces a vision for the future for the Main Street EDD. Engagement activities for the study included outreach and conversations with city elected and public officials, the Main Street EDD Board and other community stakeholders. These conversations enabled the planning team to develop a vision and focus areas for the Main Street EDD that will support and enhance Main Street while aligning with community needs.

The planning team met with the Baker Main Street EDD Board at several of the monthly board meetings. During these meetings, the planning team updated the Board on the project, gathered important data and information, and learned about many of the strengths and challenges that the Main Street corridor faces. These meeting also included a series of planning and visioning activities that assisted the planning team in gaining a clearer understanding of the vision of the board members for the future of Baker and the Baker Main Street corridor.

Focus Areas and Design Considerations

The Baker Main Street EDD Board participated in several activities to identify focus areas and priorities for re-shaping Highway 19/Main Street to support redevelopment and new commercial development to draw people to the corridor.

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Main Street EDD Focus Areas

- ❖ *Economic development*
- ❖ *Modern building designs*
- ❖ *More walkable*
- ❖ *Supports residents of all ages*
- ❖ *Resilient Infrastructure*
- ❖ *Retail and restaurant options*
- ❖ *Incentives to owners to maintain properties*
- ❖ *Access from side streets for local residents*

Category	Development Incentive
Public Realm	Landscaping and Trees
Land Use & Buildings	Mix of Commercial Uses
Community Experience	Social/Community Amenities
Streetscape Elements	Street Furniture and New Signage
Mobility	Sidewalks and Multi-Use Paths

Potential Architectural/Design Concepts and Opportunities

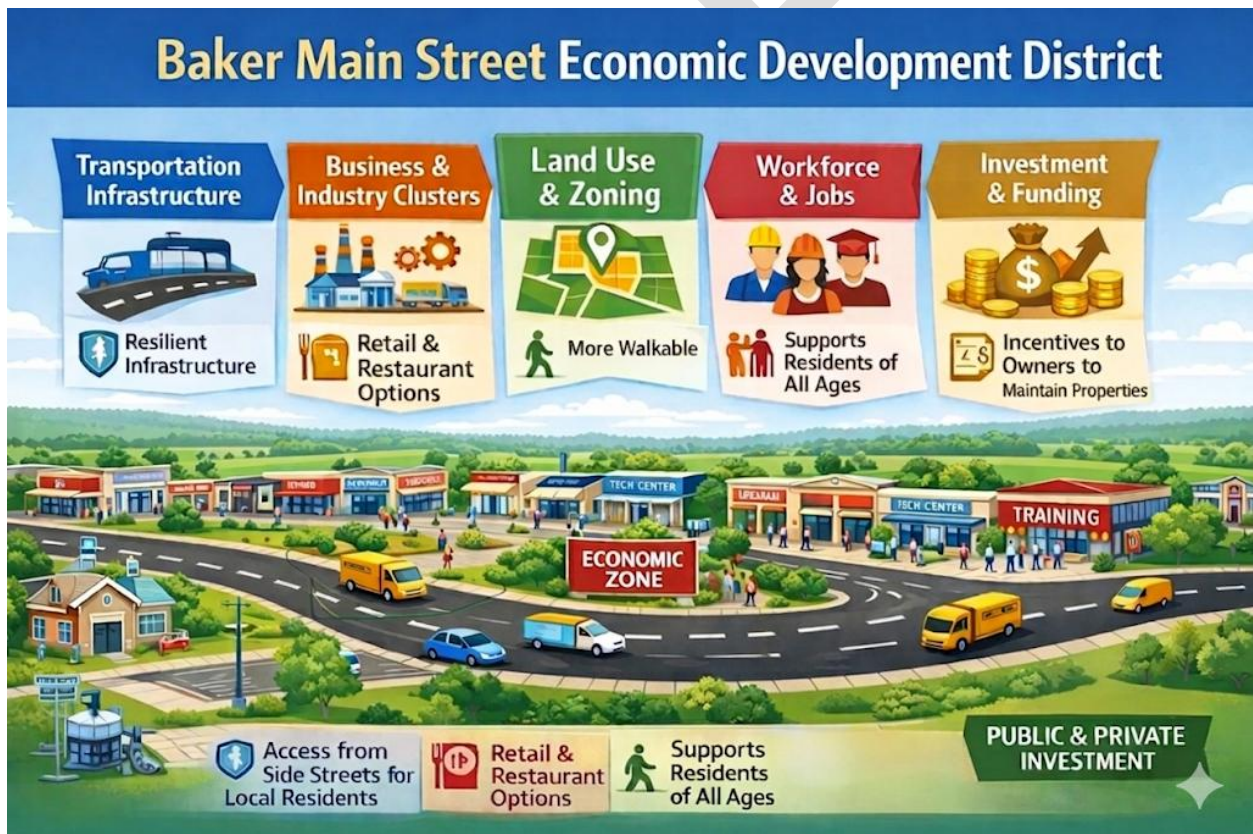


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Below is the corridor analysis study vision statement. This statement is based on an evaluation of existing conditions, community plans and economic development efforts in Baker and shaped by stakeholder and community engagement. This vision statement is designed to ensure that local priorities, concerns and aspirations are directly translated into a clear, implementable framework for the future of the Main Street EDD.

Corridor Analysis Study Vision Statement

Support investment and the revitalization of Main Street as a vibrant and thriving commercial corridor that provides retail and commercial services for Baker residents, draws families from outside of Baker, and connects government and educational institutions, parks and recreational areas, and entertainment options.



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Recommended Main Street EDD Priorities

This is a list of recommendations for the Main Street EDD to consider in supporting new development and reinvestment in the Main Street corridor. Each recommendation includes a brief description, a list of possible implementation tools, and a proposed approach for each tool.

Recommendation 1: Develop new zoning and development standards for the Main Street corridor that incentivizes a coordinated design vision for Main Street and supports people-scale and resilient infrastructure along the corridor.	
<i>Possible Implementation Tools</i>	
Tool	Approach
Adoption of a Main Street Overlay Zoning District	Establish an overlay district that supplements existing zoning by introducing corridor-specific development and design standards without eliminating underlying permitted uses.
Form-Based or Hybrid Development Standards	Incorporate standards that regulate building placement, frontage, height, and massing to promote people-scale development and reinforce a consistent Main Street character.
Streetscape and Public Realm Standards	Adopt requirements for sidewalks, street trees, lighting, furnishings, and frontage zones that support walkability, safety, and corridor identity.
Resilient Infrastructure Requirements	Integrate standards that encourage green infrastructure, enhanced drainage, shade, and materials that improve climate resilience and long-term corridor performance.
Incentive-Based Compliance Tools	Link compliance with the overlay standards to incentives such as expedited permitting, fee reductions, façade grants, or eligibility for EDD funding programs.
Public and Stakeholder Engagement	Conduct targeted engagement with property owners, businesses, and residents to refine standards and build consensus prior to adoption.

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Recommendation 2: Approve dedication of sales tax to support the work of the Main Street EDD and new infrastructure investment in the corridor.

Possible Implementation Tools

Tool	Approach
Sales Tax Authorization and Legal Review	Conduct legal review to confirm statutory authority, eligible uses, and duration of the sales tax dedication in accordance with Louisiana law.
EDD Revenue Dedication Ordinance or Resolution	Adopt an ordinance or resolution formally dedicating a defined percentage of sales tax revenues to the Main Street EDD.
EDD Financial Management Structure	Establish a dedicated EDD fund or account to ensure transparency, accountability, and separation of sales tax revenues from the general fund.
Eligible Use and Spending Policy	Define allowable expenditures, such as infrastructure improvements, streetscape projects, utility upgrades, planning, and incentive programs within the corridor.
Capital Project Prioritization Framework	Create criteria to rank and select infrastructure projects based on economic impact, readiness, safety, and alignment with Main Street goals.
Leveraging and Matching Strategy	Use sales tax revenues as local match to leverage state and federal funding sources, including DOTD, EDA, CDBG, and other infrastructure grants.
Intergovernmental and Agency Coordination	Coordinate with parish, regional agencies, and DOTD to align EDD-funded investments with broader transportation and infrastructure initiatives.
Public Accountability and Reporting	Require annual reporting to the EDD Board and City Council detailing revenues collected, projects funded, and economic outcomes achieved.

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Recommendation 3: Prioritize Infrastructure and Utility Upgrades within the EDD by directing EDD revenues and coordinated capital funding toward targeted improvements to water, wastewater, drainage, lighting, sidewalks, and access management along the Main Street corridor.

Possible Implementation Tools and Processes:

Tool	Approach
Capital Improvements Plan (CIP)	Review and update the City of Baker’s CIP to identify EDD-priority projects and align timing with anticipated development.
EDD Revenue Allocation Policy	Establish a formal policy for dedicating EDD sales tax or other revenues to corridor infrastructure improvements.
Engineering Feasibility and Capacity Studies	Coordinate with the City of Baker to assess water, wastewater, drainage, and roadway capacity constraints within the EDD.
Grant Leveraging Strategy	Use EDD revenues as local match for state and federal funding (DOTD, EDA, CDBG, LCDBG).
Public–Private Infrastructure Agreements	Negotiate cost-sharing or reimbursement agreements for infrastructure improvements that directly enable private redevelopment.
Project Phasing & Prioritization Matrix	Rank infrastructure projects based on development impact, cost, and readiness to guide annual funding decisions.

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Recommendation 4: Establish an EDD Incentive and Reinvestment Program to encourage redevelopment, façade improvements, and infill development along the corridor.

Possible Implementation Tools and Processes:

Tool	Approach
EDD Incentive Policy & Guidelines	Adopt clear eligibility criteria, performance standards, and design compliance requirements for incentives.
Façade Improvement or Redevelopment Grant Program	Create matching grants for exterior improvements, infill development, and adaptive reuse projects.
Fee Waivers or Reductions	Offer reductions in permitting, inspection, or impact fees for projects that meet overlay district standards.
Development Agreements	Use agreements to ensure incentives are tied to project timelines, quality standards, and public benefit outcomes.
Coordination with State Incentives	Align local incentives with Historic Tax Credits, Restoration Tax Abatements, and LED programs.
Annual Program Evaluation:	Require reporting on investment leveraged, jobs created, and properties improved to highlight successes raise the profile of the Main Street EDD.

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Recommendation 5: Implement Access Management and Multimodal Safety Improvements (in coordination with East Baton Rouge Parish and DOTD) including access management strategies, shared driveways, internal circulation, and pedestrian and bicycle safety enhancements along the Main Street corridor.

Possible Implementation Tools and Processes:

Tool	Approach
DOTD Coordination & Corridor Agreements	Establish regular coordination with Louisiana DOTD for access management approvals and corridor safety improvements.
Access Management Standards	Adopt local standards for shared driveways, cross-access easements, and driveway spacing within the EDD.
Multimodal Design Guidelines	Incorporate pedestrian, bicycle, and transit accommodations into the design overlay and capital projects.
Traffic & Safety Studies	Conduct targeted studies to identify high-conflict areas, crash patterns, and priority safety improvements.
Capital Project Implementation	Fund sidewalk gaps, lighting, crossings, and median or turn-lane improvements using EDD and grant funds.
Development Coordination Process	Require site plan review to ensure new development supports access management and internal circulation goals.

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VII. Framework/Draft Commercial Corridors Overlay Zoning District

What is a Zoning Overlay District?

An overlay zoning district is a land use regulatory/zoning tool utilized by many communities to guide development in specific corridors, neighborhoods and/or areas with a unique and/or desired development character. Similar to a “base zoning district”, an overlay district consists of a text that describes the rules and regulations in the district, and a specified area of applicability, usually defined by meets and bounds, specific parcels or a specific distance from a fixed point or place (i.e., a specified distance from the centerline of a public road or the distance from the boundaries of a waterbody or other natural feature). The “area of applicability” of the overlay district is usually shown on the official zoning map of the municipality.

An overlay district differs from a base zoning district in that the rules and regulations of the overlay district supplement, and in many cases, supersede the rules and regulations of the base zoning district. This distinction allows for an overlay district to include development and land use regulations that can be compatible with multiple base zoning districts, without having to create multiple, new zoning districts to address unique development concerns of a specific area.

An overlay district allows for the introduction of new “types” of development standards that may not be included in the current zoning ordinance and would require a substantial rewrite of the ordinance to integrate into the existing text. These new standards can include green infrastructure, access management, modern specialized signage and building standards, and sustainability-focused open space requirements.

Additionally, an overlay district can connect economic development policies and incentives to land use and zoning regulations. By aligning zoning standards with targeted redevelopment and reinvestment strategies, an overlay district provides a coordinated framework for leveraging public and private resources, including streetscape upgrades, façade improvement programs, redevelopment incentives, and other infrastructure investments. This integrated approach helps prioritize redevelopment of vacant and underutilized properties, supports business retention and expansion, and ensures that incentive-driven projects contribute to quality design, site accessibility and functionality, and improved economic performance.

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Baker Commercial Corridor Overlay (CCO) Zoning District

The Baker Commercial Corridor Overlay Zoning District (CCO) is a zoning overlay district that can be applied to Main Street in Baker. This overlay is designed to support redevelopment and adaptive reuse of existing buildings, reduce blight and vacancy, and promote new private investment while preserving the economic function of the corridor as a regional commercial destination.

The CCO is developed and designed to be integrated into the framework of the existing zoning ordinance and other current Baker development rules, regulations and ordinances. Additionally, this overlay is designed to be “user-friendly” for the community and “administration-friendly” for the city staff. Last, the CCO is designed with potential future applicability and use in other commercial corridors in the City of Baker.

The text below is a detailed framework for the CCO, however, additional review and revision from the Main Street EDD Board and the City of Baker may be needed before beginning the official review and adoption process.

Purpose and Intent

The Baker Commercial Corridor Overlay Zoning District (CCO) is designed to support redevelopment and adaptive reuse of existing buildings, reduce blight and vacancy, and promote new private investment while preserving the economic function of the corridor as a regional commercial destination.

Applicability

The regulations of this article shall be in addition to and shall overlay all other zoning districts and other ordinance requirements regulating the development of land so that any parcel of land lying within the overlay district subject to the following conditions:

- (1) Unless modified by the overlay district regulations, the standards of the base zoning district apply.
- (2) In the case of conflicting standards between this section and any other ordinances, the overlay requirements shall apply.
- (3) The entirety of any lot located within the area of applicability of an overlay zoning district;

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- (4) The entirety of any lot that is occupied by an off-site accessory use, including but not limited to off-street parking, which is incidental and subordinate to a principal use that is located on a lot within the area of applicability of an overlay zoning district;
- (5) The entirety of any lot on which any portion of a principal or accessory building is constructed, where some portion of the use occupying such building is located on a lot that is indicated within the area of applicability of an overlay zoning district.
- (6) Normal maintenance and repair may be performed without compliance with the overlay regulations.
- (7) Any redevelopment, renovation, expansion, or change in use that does not meet the non-conforming use, lot, and structures standards in Section XXX shall comply with these regulations.

CCO Boundaries

Option 1: include metes and bounds on enabling legislation for the Main Street EDD

The boundaries of the district shall consist of the following area: Beginning at the intersection of Lavey Lane/South Magnolia Drive on Hwy 19 (Main Street), then traveling North. Lot CVS, Resub of Lots 8-10, 11A, 11B & A port of Lots 1-7, SQ 17 Baker Townsite Resub 2012. All of Main Street to its intersection with the northernmost corporate line of Baker; encompassing all commercial properties located on Hwy 19 (Main Street) and extends to end at C-4-B-1 Resub of tract C-4 of the Winder K. Dunbar property. Resub.1989. Note: Sale Reads Baker Regional Shopping Center. (Subway)

Option 2: create and attach map of Overlay District boundaries

The boundaries of the district as shown on the Baker Zoning Map adopted per ordinance (ordinance name and number placeholder) and shown on the following map (map placeholder).

Development Plan Review

All development in the CCO shall be required to go through a plan review process to promote orderly development and to ensure such development occurs in a manner that is in line with these regulations and promotes the general health, safety and welfare of the City.

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Prohibited Uses:

- (1) Motor Vehicle Service & Repair, Minor or Major
- (2) Mini-warehouse (self-storage)

Lot and Bulk

- (1) Lot Size – The minimum lot area for this overlay district shall be the same as for the underlying zoning district in which it is located.
- (2) Lot Width and Depth – The minimum lot for this overlay district shall be the same as for the underlying zoning district in which it is located.

General Design Standards

Any new structure, major renovation, or expansion within the CCO is subject to the following general design standards:

- (1) Design shall be compatible in scale, materials, street level uses, and spatial relationships with existing development.
- (2) The architectural design should be consistent with the context, character, scale and materials of structures in the adjacent areas.
- (3) Development should enhance the corridor, including creation of green space, open space and passive recreation use through amenities through stormwater management.
- (4) Secondary access points are encouraged from side and/or rear parking lots. Facades that abut parking areas and contain a public entrance shall include pedestrian walkways.
- (5) The site shall be designed to ensure safe pedestrian access to the building from the street and from any parking areas. Safe pedestrian access to and from adjacent buildings is also required. Sidewalks shall extend to the lot line and connect to existing sidewalks on abutting properties.
- (6) Where possible, loading and service areas shall be internal to the development block and accessed through service corridors and not through pedestrian-oriented streets.

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Structure/Building Design Standards

- (1) Buildings shall be designed with galleries, awnings, canopies, and other weather protection from elements, and include pedestrian focuses features.
- (2) Design shall preserve the character of the street, doorways, and windows. including minor variations to add interest.
- (3) Out lot buildings shall be designed with windows and entrances oriented to the street.
- (4) Plain mansard roofs are prohibited. Decorative mansard roofs are permitted on buildings with a minimum wall height of two (2) stories.
- (5) Any structure designed for ground floor non-residential use shall be designed with a minimum ceiling height of twelve (12) feet, except for parking areas.
- (6) Street façades shall be articulated with no blank walls along the street.
- (7) All sides and areas of structures visible from a public ROW or public area shall be treated with materials, finishes and architectural details appropriate to primary street-facing façades.
- (8) The following building materials are prohibited on exterior elevations visible from the public right-of-way. However, such materials may be used as part of decorative or detail elements, or as part of the exterior construction that is not used as a surface finish material.
 - (a) a. Prefabricated metal wall panels
 - (b) Corrugated metal
 - (c) Staccato Board
 - (d) Vinyl siding
- (9) Neon signage is prohibited on the interior or exterior of windows, other than an “open” sign.

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Landscape and Buffers

- (1) Within any development and the public right-of-way adjacent to the development, special finishes shall be included as part of a cohesive streetscape design. These include coordinated paving, design treatments for the pedestrian level, street lighting, and street furniture. The streetscape design shall be coordinated with the building design.
- (2) Highway 19 frontage (front yard) shall consist of a minimum of ten feet (10') of landscaped area exclusive of right-of-way. The landscaped area shall contain natural and/or combined natural and man-made features such as berms, brick walls and dense plantings such that vehicular use areas are screened up to at least eighteen inches (18) along the adjacent street.

Additional Design Review Approval Standards

In addition to the development plan and design review standards of Section XX, the following additional standards shall be considered:

- (1) Development shall promote safe, convenient, and attractive pedestrian and bicycle access.
- (2) Commercial centers shall be created at major intersections to the extent possible in order to support access to neighborhoods, local access, and transit.
- (3) Development at major intersections should include a well-designed and functional public realm, which provides publicly accessible amenities.
- (4) Parking should not be the dominant visual element of the site along the primary frontage. Parking should be designed as smaller multiple parking lots separated by landscape and buildings, or placement behind buildings.

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Site Design Examples (for reference only)

The following illustrations depict site development standards typical to those included in the COO. These illustrations are templates that identify how building placement, parking layout, and streetscape elements are organized within a development site typical to sites located in the Main Street EDD. These illustrations demonstrate the relationship between the building footprint, setback lines, and required buffers, including landscaped areas and pedestrian zones along both Main Street and side street frontages.



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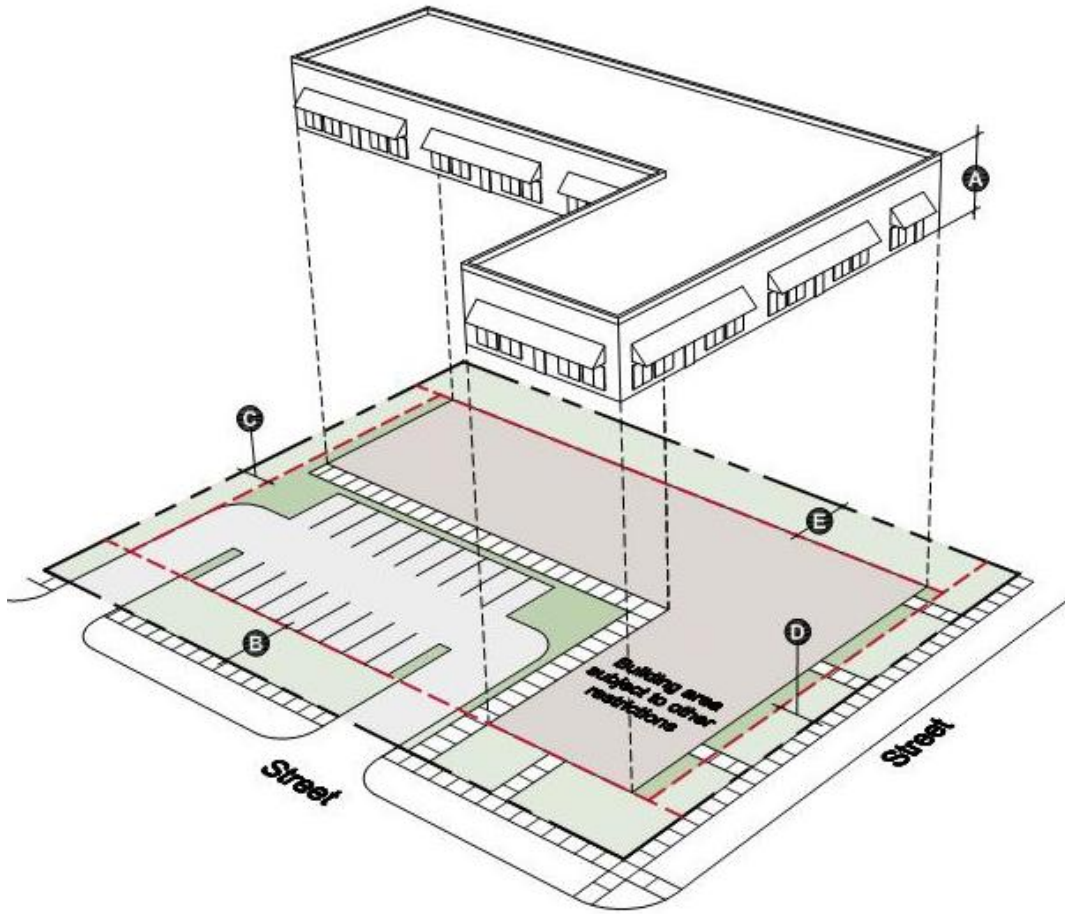


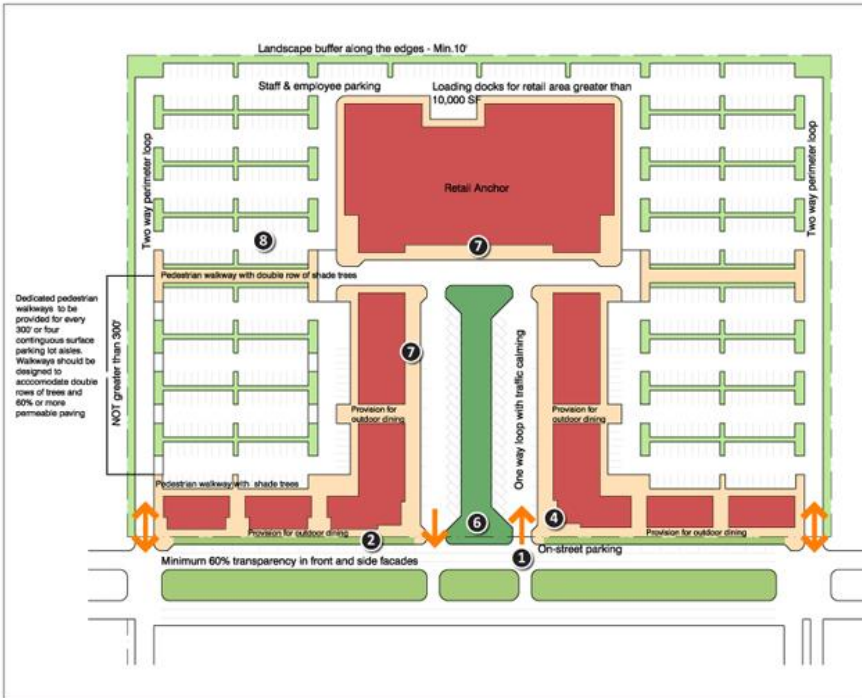
Illustration of site development standards



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- 1 Parking access from primary street (intersection preferably signalized)
- 2 Landscape buffer between sidewalk and street
- 3 Minimum 50% transparency on ground floor
- 4 Provision for outdoor dining to be visible from primary street.
- 5 Pedestrian access protected with overhangs (awning, canopy, balcony, etc.)
- 6 Landscaped open space addresses street and provides identity to development (preferably accommodates mass transit stop)
- 7 Primary entrance of all retail storefronts face the internal roadway.
- 8 Majority of parking is located in the back.



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VIII. Next Steps

The corridor analysis study presents a roadmap that outlines key actions and establishes a clear sequence of policy, funding and programmatic steps needed to move the corridor vision presented here to implementation. The recommendations in this study, specifically the **Recommended Main Street EDD Priorities**, are intended to position the Main Street Economic Development District (EDD) to effectively guide redevelopment, attract investment, and deliver meaningful improvements to Main Street. By advancing these priorities in a coordinated manner, the Main Street EDD and the City of Baker can move from planning to execution with a focused and sustainable approach.

Next Steps in 2026

1. Finalize Corridor Analysis Study for adoption by Main Street EDD.
2. Introduce Baker Commercial Corridors Overlay Zoning for public review and adoption.
3. Develop initial work plan for second half of 2026 to begin utilization of sales tax dedicated revenue.
4. Develop initial list of capital and infrastructure improvement projects.
5. Create a yearly workplan template and 2027 budget for the Main Street EDD.