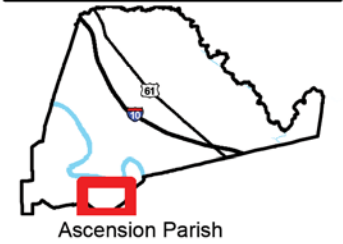
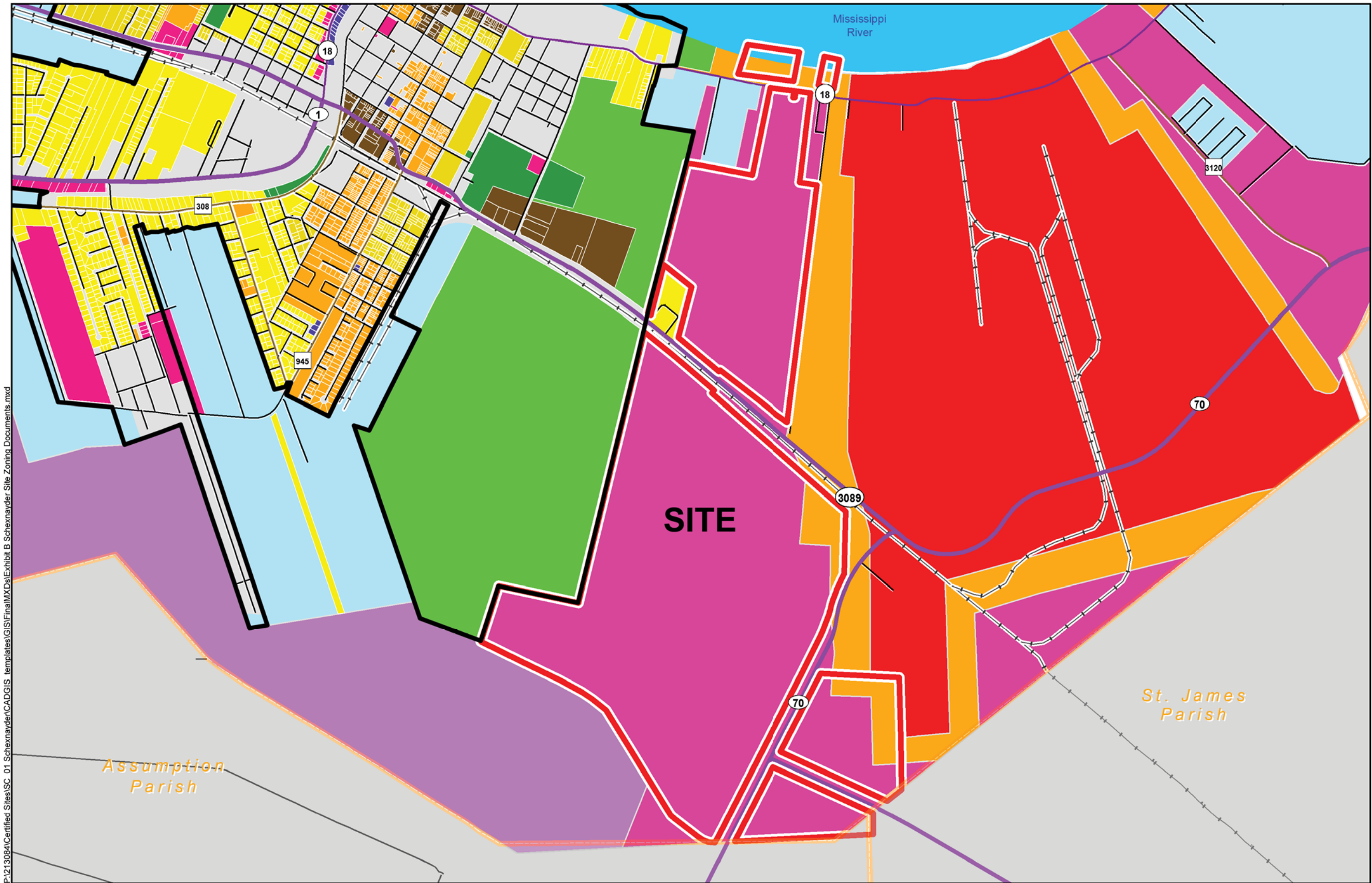


Exhibit B. Schexnayder Site Zoning Documents

Current Zoning Map
Schexnayder Site
Ascension Parish, LA



- LEGEND**
- Site Boundary (1,000 Acres +/-)
 - Donaldsonville City Limit
 - Ascension Parish Zoning**
 - Crossroad Commercial (CC)
 - Incorporated Area (CIT)
 - Heavy Industry (HI)
 - Mixed Use Corridor (MU)
 - Rural (R)
 - Medium Intensity (RM)
 - Medium Industry (MI)
 - Donaldsonville Zoning**
 - O, Open Space District
 - R-1, Single Family Residential District
 - R-2, Single Family Residential District
 - R-3, Multiple Family District
 - C-1, Limited Commercial District
 - C-1A, Limited Commercial Modified District
 - C-2, General Commercial District
 - RAD, Rural Agricultural District
 - Existing Roadway**
 - 4-Lane State Highway
 - Urban State Highway
 - Rural State Highway
 - Local Roads
 - Railroad
 - Waterbody
 - Parish Boundary



Date: 8/21/2014
Project Number: 213084.20.002
Drawn By: MMS
Checked By: TMG

General Notes:

1. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
 2. Transportation data from 2013 TIGER datasets via U.S. Census Bureau at <ftp://ftp2.census.gov/geo/tiger/TIGER2013>.
 3. Donaldsonville Zoning layer digitized in-house as depicted in "Proposed Zoning Map" from City of Donaldsonville Master Plan, October 2011. This layer is incomplete.
 4. Ascension Parish Zoning layer from Ascension Parish.
- No attempt has been made by CSRS, Inc. to verify zoning depicted and there are no guarantees of accuracy. User is encouraged to contact City of Donaldsonville and/or Ascension Parish Zoning for official determination.



PARISH OF ASCENSION

OFFICE OF PLANNING AND DEVELOPMENT



APPENDIX II DEVELOPMENT CODE

Contents:

| | | |
|-----------------|---|-----------|
| 17-201. | General Provisions of Development and zoning | 5 |
| 17-2010. | Zoning Districts | 13 |
| 17-2011. | Map of Zoning and Overlay Guidelines | 14 |
| 17-2012. | Mixed Use Corridors (MU) and (MU2) | 15 |
| 17-2013. | Heavy Industrial (HI)..... | 16 |
| 17-2014. | Crossroad Commercial District (CC) | 16 |
| 17-2015. | Medium Intensity Residential District (RM)..... | 16 |
| 17-2016. | Medium Industrial (MI)..... | 17 |
| 17-2017. | Light Industrial (LI)..... | 18 |
| 17-2018. | Airport District (A)..... | 21 |
| 17-2019. | Rural District (R) | 21 |
| 17-2020. | Conservation District (C)..... | 21 |
| 17-2030. | Overlay Zones | 23 |
| 17-2031. | Flood Hazard Overlay Zone | 24 |
| 17-2032. | Designation of Waste Sites..... | 24 |
| 17-2033. | Historic Site Overlay Zone | 25 |
| 17-2034. | Scenic Rural Highways Overlay Zone | 29 |
| 17-2035. | Neighborhood Business Overlay Zone..... | 30 |
| 17-2036. | Airport Overlay Zone | 35 |
| 17-2037. | Chemical Emergency overlay zone - reserved | 44 |
| 17-2038. | Reserved | 44 |
| 17-2039. | Industrial Designation overlay zone - reserved | 44 |
| 17-2040. | Specific Use Criteria | 47 |
| 17-2041. | Secondary Family Residences | 47 |
| 17-2042. | Bed & Breakfast | 47 |
| 17-2043. | Tall Structures..... | 47 |
| 17-2044. | Commercial and Industrial Storage Standards | 57 |
| 17-2045. | Apartments..... | 58 |
| 17-2046. | Manufactured Housing and Mobile Home Standards | 58 |
| 17-2047. | Group Home Standards | 60 |
| 17-2048. | Home Occupation Standards | 62 |
| 17-2049. | Adult Business Standards | 64 |
| 17-2050. | Alcohol Beverage Business Standards | 66 |
| 17-2060. | Drainage and Traffic | 69 |

| | | |
|------------------|---|------------|
| 17-2070. | Development Standards | 75 |
| 17-2071. | Use Regulations | 77 |
| 17-2072. | Structure and Lot Regulations | 79 |
| 17-2073. | Site Requirements | 81 |
| 17-2080. | Development Requirements..... | 85 |
| 17-2081. | Off Street Parking Requirements..... | 85 |
| 17-2082. | Landscaping for Off Street Parking..... | 87 |
| 17-2083. | Commercial Property Landscaping Standards | 88 |
| 17-2084. | Bufferyard Requirements | 88 |
| 17-2085. | Street Access Standards..... | 91 |
| 17-2086. | Signs: On Premises Sign Standards..... | 91 |
| 17-2087. | Signs: Off Premises Sign Standards - Reserved | 94 |
| 17-2088. | Lighting Standards..... | 96 |
| 17-2089. | Waste Discharge Standards | 96 |
| 17-2090. | Administration and Enforcement | 97 |
| 17-20100. | Definitions..... | 117 |

Ordinance History

DC03-01, adopted new development Code 1/9/03 in entirety and repealing all previous versions.

Ordinance.# DC03-01, adopted January 9, 2003

Ordinance.# DC03-02, adopted August 21, 2003

Ordinance.# DC03-03, adopted August 21, 2003

Ordinance.# DC03-04, adopted August 21, 2003

Ordinance.# DC03-05, adopted August 21, 2003

Ordinance.# DC04-01, adopted December 16, 2004

Ordinance.# DC05-01, adopted April 21, 2005

Ordinance.# DC05-02, adopted May 5, 2005

Ordinance.# DC06-01, adopted November 16, 2006

Ordinance.# DC07-01, adopted March 15, 2007

Ordinance.# DC07-02, adopted August 16, 2007

Ordinance.# DC08-01, adopted January 10, 2008

Ordinance.# DC08-02, adopted January 10, 2008

Ordinance.# DC09-01, adopted February 5, 2009

Ordinance.# DC09-02, adopted February 5, 2009

Ordinance.# DC09-03, adopted February 5, 2009

Ordinance.# DC09-04, adopted May 21, 2009

Ordinance.# DC09-05, adopted May 21, 2009

Ordinance.# DC09-06, adopted July 16, 2009

Ordinance.# DC09-07, adopted November 19, 2009

Ordinance.# DC09-08, adopted November 19, 2009

Ordinance.# DC09-09, adopted December 17, 2009

Ordinance.# DC09-10, adopted December 17, 2009

Ordinance.# DC09-11, adopted December 17, 2009

Ordinance.# DC10-01, adopted February 18, 2010

Ordinance # DC12-05, adopted August 16, 2012

Ordinance # DC12-06, adopted August 16, 2012

Ordinance # DC12-07, adopted August 16, 2012

Ordinance # DC13-13, adopted November 21, 2013

Ordinance #DC13-15, adopted February 20, 2014

(This page left blank intentionally for code section expansion)

17-2012. Mixed Use Corridors (MU) and (MU2)

A. Mixed Use (MU)

1. This district is characterized by the most intensive residential and commercial development. These districts are located in areas where the road system is most capable of supporting growth with a minimum risk to the public safety. High density residential development should include apartment buildings and townhouses. Commercial development should be concentrated or “clustered” at strategic sites in relation to population centers, other commercial sites, and adequate roads.
2. Commentary: This district is designed to concentrate the most intensive residential and commercial development along the major arteries of the parish. By encouraging concentrated, cluster development, the Commission will minimize the infrastructure costs and manage public safety risks most appropriately. In addition, commercial development should use shared access to parking lots and shared parking lots in order to minimize traffic congestion and sprawl along the parish roadways. While this district allows many varied uses, the district should develop with adequate buffering, careful traffic planning, and appropriate lighting plans to minimize any nuisance between uses.

(DC03-01, 1/9/03; DC09-09, 12/17/09)

B. Mixed Use 2 (MU2)

1. The District is characterized by the allowance of limited commercial, retail and service establishments in areas where the surrounding neighborhood is predominantly residential and the character and operation of which are compatible with the character of the surrounding area.
2. Commentary: This district is designed to allow for commercial, retail and service establishments which are compatible and do not adversely impact the surrounding residential neighborhoods.

(DC03-01, 1/9/03; DC09-01, 2/5/09; DC09-09, 12/17/09)

17-2013. Heavy Industrial (HI)

- A.** Heavy Industrial is characterized as high-impact manufacturing, compounding, processing, treatment and other uses that by their very nature create a certain real or potential nuisance and which are not compatible with nearby residential and commercial developments. Among the uses anticipated in the Heavy Industrial Zone are processing and storage, refineries, tank farms, foundries, primary metals and other enterprises whose raw materials, goods-in-process or finished products could be characterized as toxic, noxious, hazardous, odiferous, explosive, radioactive or otherwise potentially harmful to nearby neighbors if improperly handled. Heavy Industrial anticipates a requirement for the development of extensive on-site and off-site transportation infrastructure such as liquid and break-bulk river terminals, rail access and storage yards, tanker truck loading and unloading and other infrastructure. Limited retail sales are permitted in Heavy Industrial zones.

(DC03-01, 1/9/03; DC09-09, 12/17/09; DC12-07, 8/16/12;)

- B.** Commentary: Industrial development will be concentrated in areas which are already providing a site for industry. This district is adequately served by infrastructure. Concentrating industrial development in this district also minimizes the public safety risks from production and transportation. In addition, concentrating truck traffic will reduce the maintenance costs on parish roads. This zone incorporates all property set forth as industrial property in **Section 17-10**, Industrial Areas.

(DC03-01, 1/9/03; DC09-09, 12/17/09)

17-2014. Crossroad Commercial District (CC)

- A.** This district serves the commercial needs of the outlying residents in the parish. The purpose of this district is to disperse commercial development opportunities throughout the parish, while minimizing the adverse impact on traffic flows.

(DC03-01, 1/9/03; DC09-09, 12/17/09)

- B.** Commentary. Most of the commercial development in the parish should be focused on mixed use corridors, where the roads can handle traffic volumes. At the same time, residents in the outlying areas of the parish need convenience retail of standalone stores or smaller neighborhood convenience centers. To reduce congestion on rural roads and improve road access, these commercial buildings should be located at intersections.

(DC03-01, 1/9/03; DC09-09, 12/17/09)

17-2015. Medium Intensity Residential District (RM)

- A.** This district is designated for residential development, including multifamily dwellings and subSections. This district exists largely outside the 100 year flood

5. All landscaped areas shall be protected from vehicular encroachment by concrete curbs, wheel stops, or other permanent barriers.
6. A reduction of two feet, measured from the concrete curb or other permanent barrier, shall be allowed in the computation of the depth of parking spaces contiguous to the perimeter landscaping strips or interior planting areas.

(DC03-01, 1/9/03; DC09-09, 12/17/09)

17-2083. Commercial Property Landscaping Standards

(DC03-01, 1/9/03; DC09-09, 12/17/09)

17-2084. Bufferyard Requirements

A. Bufferyard standards for commercial and industrial development.

- a. A buffer yard is the outer portion of a lot extending to the boundary line. Bufferyards are designed to use planting or fencing to reduce potential nuisances. These nuisances may include dirt, noise, litter, lighting glare, and unsightly parking lots, signs or buildings.

(DC03-01, 1/9/03; DC09-09, 12/17/09)

B. Requirement. All owners property with commercial, recreational, institutional, and industrial uses shall maintain a bufferyard, if their property abuts a residential use or non-commercial vacant land. If a land use is proposed adjacent to vacant land, the bufferyard requirement may be reduced if the owner of the vacant land agrees.

(DC03-01, 1/9/03; DC09-09, 12/17/09)

C. Location. Bufferyards shall not be located on any portion of an existing or dedicated public or private street or right-of-way. The bufferyard shall be continuous, except for bufferyard required for another building.

(DC03-01, 1/9/03; DC09-09, 12/17/09)

D. Standards.

1. Bufferyard requirements are stated in terms of the width of the bufferyard and the number of plants required per linear feet of bufferyard. The buffer strip shall be a minimum of twenty feet wide.
2. The minimum landscaping materials shall include at least one large tree for every sixty linear feet of the required buffer strip, or one small tree for every thirty linear feet of the required buffer strip. A large tree attains a height at maturity of greater than thirty feet. A small tree attains a height at maturity of less than thirty feet.

TABLE B
SITE REQUIREMENTS BY DISTRICT
COMMERCIAL

| DISTRICT | MAXIMUM FLOOR AREA (SQUARE FEET) | MINIMUM LOT SIZE (SQUARE FEET) | MINIMUM LOT FRONTAGE (FEET) | MINIMUM FRONT SETBACK FROM PROPERTY LINE (FEET) | MINIMUM FRONT SETBACK FROM STREET CENTERLINE (FEET) (2) | MINIMUM REAR SETBACK (FEET) | MINIMUM SIDE SETBACK (FEET) | MAXIMUM BLDG HEIGHT (FEET) |
|--|---|---|--|--|--|--|--|---|
| MU Mix Use Corridors | NONE | 16,000 | 80 (1) | 25 | 55 | 15 | 10 | 35 |
| MU2 Mixed Use Corridors | NONE (3) | 16,000 | 80 (1) | 25 | 55 | 15 | 10 | 35 |
| CC Crossroad Commercial | 10,000 | 16,000 | 80 (1) | 25 | 55 | 15 | 10 | 35 |
| RM Medium Intensity Residential | NA | NA | NA | NA | NA | NA | NA | NA |
| R Rural | NA | NA | NA | NA | NA | NA | NA | NA |
| C Conservation | NA | NA | NA | NA | NA | NA | NA | NA |
| LI Light Industrial | NONE | 10,000 | 100 | 25 | 55 | 15 | 10 | 35 |
| MI Medium Industrial | NONE | 10,000 | 100 | 25 | 55 | 15 | 10 | 35 |
| HI Heavy Industrial | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |

(1) Measured width at minimum building line.

(2) Property which has frontage on any state highway shall have a minimum front setback of 75' measured from the centerline of the highway.

(3) 8500 Maximum floor area per building.

(Y = Permitted)
(CA = Contract Agreement)

TABLE A
PERMITTED USES BY DISTRICT

| | | MU | MU2 | CC | RM | R | C | LI | MI | HI | A |
|--------------------------------|--|----|-----|----|----|---|---|----|----|----|---|
| Commercial Uses (Cont.) | | | | | | | | | | | |
| | Self service laundries | Y | | Y | | | | | | | |
| | Signs, on-site use advertising | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y |
| | Signs, off-site signs including billboards, panels and other advertising signs | Y | | Y | | | | | Y | Y | |
| | Truck stops, including servicing and minor repairs, but excluding truck terminals and their storage warehouse | Y | | | | | | | Y | Y | |
| Industrial Uses | | | | | | | | | | | |
| | Light industrial Structures & Facilities | Y | | | | | | Y | Y | Y | |
| | Dry cleaning plants | Y | | | | | | Y | Y | Y | |
| | Printing Plants | Y | | | | | | Y | Y | | |
| | Warehouses | Y | | | | | | Y | Y | Y | Y |
| | Wholesale business and storage | Y | | | | | | Y | Y | Y | |
| | Heavy industrial uses | | | | | | | | | Y | |
| | Bulk material storage | | | | | | | | Y | Y | |
| | Chemical plants | | | | | | | | | Y | |
| | Concrete mixing | | | | | | | | Y | Y | |
| | Rail terminals | | | | | | | | Y | Y | |
| | Resource recovery plants | | | | | | | | | Y | |
| | Unenclosed automobile or heavy equipment storage | | | | | | | | Y | Y | |
| | Outdoor storage lots and yards | | | | | | | | Y | Y | |
| | Wrecking and salvage yards | | | | | | | | Y | Y | |