

Chapter 13

STREETS AND SIDEWALKS

Section 13.1 **Blocks**

- A. No blocks shall be longer than one thousand five hundred (1,500) feet between street lines. For blocks over seven hundred fifty (750) feet in length the Planning Commission shall require a paved crosswalk near the center of the block with a minimum right-of-way width of ten (10) feet where the nearest portion of the block is within one thousand five hundred (1,500) feet of an existing school.
- B. Where it is desired to subdivide a tract of land which because of its size or location does not permit an alignment directly related to a normal street arrangement, there may be established one or more "places." Such a "place" may be in the form of a court, a street with a cul-de-sac, or other arrangement provided, however, that proper access shall be given to all lots from a dedicated street or court. A turning circle or a "T-turnaround" as described in Section 13.2(d), of this section, shall be required at the end of dead-end streets which provide access to subdivided lots when the dead-end streets exceed two hundred fifty (250) feet or the width of two (2) abutting lots.
- C. Development of sites or tracts is subject to the block length standards and alignment of streets or drives in relation to adjacent streets.

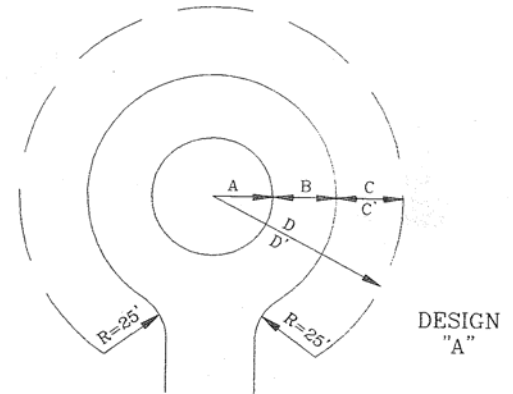
Section 13.2 **Street and alley rights-of-way**

- A. Major Street and major parish road rights-of-way shall conform to the widths designated on the major street plan as adopted by the Planning Commission and on all subsequent amendments and additions thereto.
- B. Streets (other than major streets) shall have a minimum right-of-way width of fifty (50) feet in subdivisions.
- C. Streets existing, other than new subdivision streets, designated as parish roads shall have an eighty (80) foot right-of-way for improvement to parish highway standard two (2) lane open ditch.
- D. Turning circles at the end of dead-end streets shall be open spaces preferably circular and designed as shown in the following drawings. Any other non-standard designs will be considered and may be approved on a case-by-case basis by the Department of Public Works. The minimum pavement size of a "T-turnaround" is twenty (20) feet by eighty (80) feet and unless otherwise approved by the Department of Public Works, the required right-of-way is thirty (30) feet by ninety (90) feet.
- E. Alleys shall have a minimum right-of-way width of twenty (20) feet.
- F. Boulevards shall have a right-of-way at least one hundred (100) feet.
- G. The Planning Commission and Department of Public Works will determine whether provisions shall be made for the construction, extension, or widening of public streets or drives where justified by the anticipated traffic generation and circulation.

CUL-D-SAC (Based on SO Design)

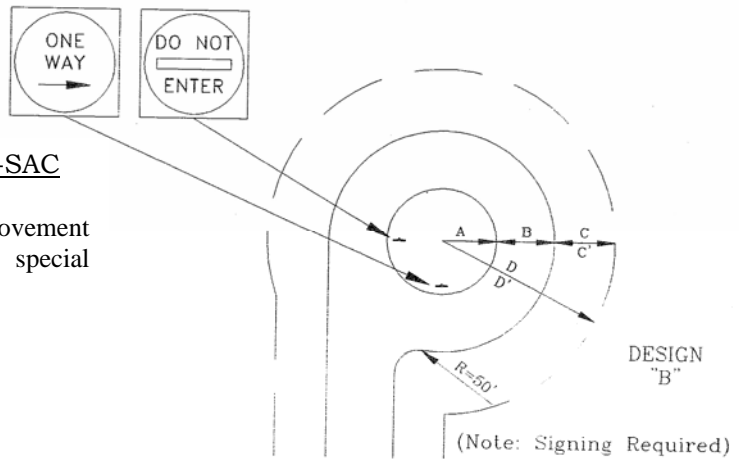
SYMMETRICAL CUL-DE-SAC

- A = 26' F.O.C.
- B = 24' F.O.C. to F.O.C.
- C = 13' F.O.C. (With Utilities)
- C' = 9.5' F.O. C. (W/O Utilities)
- D = 63' (With Utilities)
- D' = 59.5' (W/O Utilities)

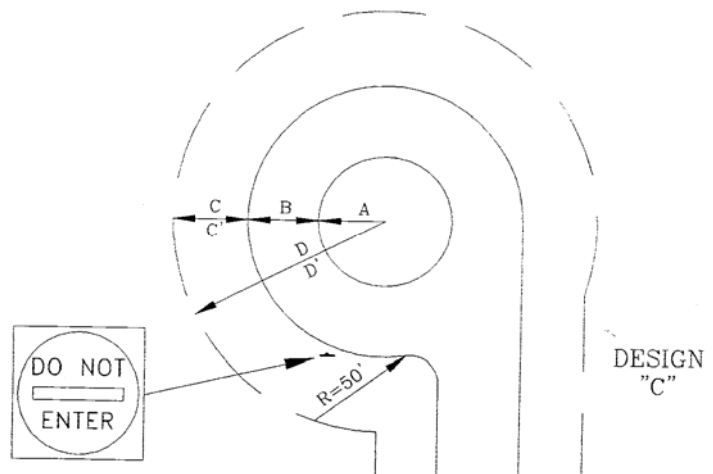


ASYMMETRICAL CUL-DE-SAC

Design "B" encourages wrong way movement around the circle and requires the special signing as shown.



- A = 26' F.O.C.
- B = 24' F.O.C. to F.O.C.
- C = 13' F.O.C. (With Utilities)
- C' = 9.5' F.O. C. (W/O Utilities)
- D = 63' (With Utilities)
- D' = 59.5' (W/O Utilities)

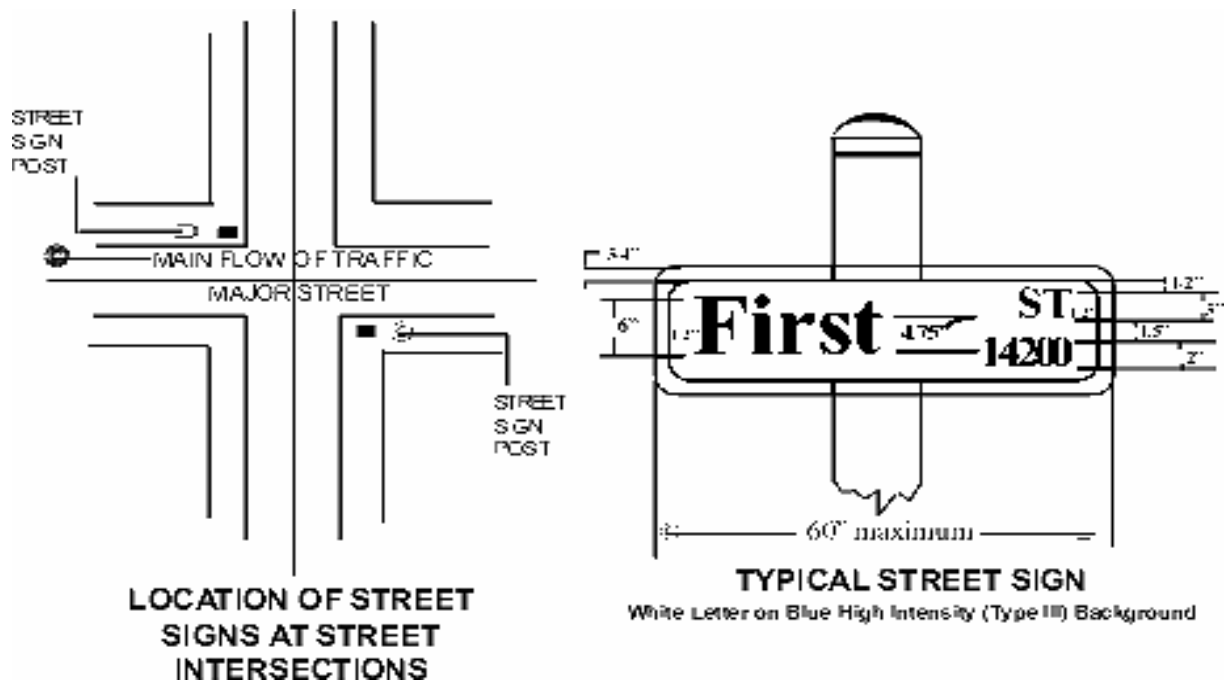


Section 13.3 Location of new streets in relation to existing and proposed streets

The arrangement of new streets in new subdivisions and in new site or tract developments shall make provision for the continuation of the principal existing streets in adjoining areas (or the proper projection where adjoining land is not subdivided) in so far as it may be deemed necessary by the Planning Commission for public requirements. The street and alley arrangements must also be such as to cause no hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access. In general, provisions should be made for through streets at intervals of approximately one-half (1/2) mile or less and offset streets avoided. In cases where the subdivision includes or adjoins an existing street of less width than the minimum widths established, herein, and the Department of Public Works determines that the subdivision creates a need for additional right-of-way, the Planning Commission may require the dedication of sufficient right-of-way width to conform to the standards set forth in Section 13.2.

Section 13.4 Street names

Two (2) suitable street name signs approved by the Department of Public Works shall be placed by the developer at all street intersections and all private servitude drives serving more than five (5) lots at locations designated by the Department of Public Works. The proposed street names shall be checked against duplication of street names and approved by the Planning Commission. All north-south streets shall be called "drives" and all east-west streets shall be called "avenues." Boulevard-type streets shall be called "boulevards." Street name signs shall also be provided where necessary for site or tract developments. The developer shall also install intersection control signs with the type signs and locations to be determined by the Department of Public Works.



Section 13.5 Street name change procedures

A. Letter of Request

A letter of request shall be submitted to the Office of the Planning Commission. Such a letter shall set forth the reason for re-naming of the public street in the City of Baton Rouge and Parish of East Baton Rouge. Requests may be originated by the Metropolitan Council, Planning Commission, or any person or organization including property owners along the street proposed for re-naming.

B. Abutting Property Owners

A listing of all abutting property owners with their addresses along the entire length of the street proposed to be re-named shall be included with the request.

C. Petition of Owners Along Street

A petition of a majority, fifty-one (51) percent, of property owners along the entire length of the street to be re-named agreeing to the proposed re-naming shall be included with the request.

D. Fees

The designated fee shall be paid to the Office of the Planning Commission along with an additional designated fee per property owner along the length of the street to be re-named.

E. Public Notice and Inter-departmental Memos

1. Prior to advertising for public hearing, the Office of the Planning Commission shall also notify the following agencies of the proposed street re-naming: Public Works, Emergency Medical Services, Fire Department, Police Department, E.B.R. Sheriff's Office, U.S. Postal Services, and utility companies servicing the City of Baton Rouge and the Parish of East Baton Rouge.

2. The Office of the Planning Commission will advertise and display a legal notice of the proposed street re-naming in the Official Journal of the City of Baton Rouge and Parish of East Baton Rouge at least ten (10) days prior to the public hearing.

F. Public Hearing by the Planning Commission

The East Baton Rouge Planning Commission shall hold a public hearing on the proposed street re-naming. The Planning Commission shall forward its recommendation to the Metropolitan Council.

G. Metropolitan Council Capital Improvement Committee

The proposed street re-naming shall be placed on the agenda of the Metropolitan Council for public hearing introduction and will then be forwarded to the Capital Improvements Committee for consideration.

H. Public Hearing by the Metropolitan Council

Final action on re-naming of any public and/or private street rests with the Metropolitan Council upon completion of public hearing. If the street name is changed, the Office of the Planning Commission notifies the agencies as listed in E. (1) above of the new street name. The lot and block maps are updated to reflect this change.

Section 13.6 Street and sidewalk improvement standards

For the purpose of determining minimum street and sidewalk improvement requirements the City-Parish is divided into the following areas:

A. Residential subdivisions. All streets shall be twenty-seven (27) feet wide, back to back of curbs. All streets not classified as major streets by the Planning Commission shall be constructed with one of the following and with complete curbing, guttering, and storm drainage:

1. With one and one-half (1½) inch asphaltic wearing surface on eight (8) inch soil cement base or better;
2. With six (6) inches of concrete or seven and one-half (7½) inches of full depth asphalt;
3. With five (5) inches of concrete and one and one-half (1½) inches of asphaltic wearing surface; and

The determination as to which type construction is to be used will be made by the Department of Public Works based on engineers' recommendations and results of soil analysis in the particular area involved.

4. Street intersection curb radius returns shall not be less than twenty-five (25) feet.

Those streets designated by the Planning Commission on the major street plan shall be constructed with eight (8) inch Portland cement concrete pavement with complete curbing, guttering, and storm drainage.

B. In commercial and industrial subdivisions. In those subdivisions, portions of subdivisions, or groups, lots, site or tract developments to be developed with multi-family dwellings, office buildings, commercial, or industrial buildings, all streets shall be at least twenty-seven (27) feet wide with curb and gutter and constructed with an eight (8) inch Portland cement concrete pavement.

C. In other areas of the City-Parish:

1. All streets shall be at least twenty (20) feet wide:
 - (a) With one and one-half (1½) inch asphaltic wearing surface on eight (8) inch soil cement base at least twenty-one (21) feet wide;
 - (b) With six (6) inches of concrete or seven and one-half (7½) inches of full depth asphalt; or

- (c) With five (5) inches of concrete and one and one-half (1½) inches of asphaltic wearing surface.

On a graded roadbed at least twenty-six (26) feet with the swale ditch slope to be two to one (2:1) on the street side and one and one-half to one (1½:1) on the property line side. Approved pipes may be installed under driveways only. The determination as to which type construction is to be used will be made by the Department of Public Works based on engineers' recommendations and results of soil analysis in the particular area involved.

- D. Boulevard type streets. Where the street is the boulevard type that is two (2) lanes of traffic separated by a neutral ground, the paving on each lane shall be not less than twenty-five (25) feet in width back to back of curb with a median of not less than twenty-eight (28) feet in width. Any median exceeding twenty-eight (28) feet in width may be allowed only when approved by the Department of Public Works.
- E. Alleys. Alleys shall have an eighteen (18) foot wide pavement of six (6) inch Portland cement concrete in a twenty (20) foot wide right-of-way.
- F. Authority of the Planning Commission to require higher street standards. The Planning Commission based on the recommendation from the Department of Public Works, reserves the right to require street standards and specifications so as to provide adequate construction to carry the traffic which can reasonably be anticipated to use such existing or proposed major street, or entrance street or main artery.
 - 1. All such entrance streets or main arteries so designated by the Planning Commission staff in conjunction with the Department of Public Works and developer's consulting engineer shall be constructed with six (6) inch concrete, five (5) inch concrete base with one and one-half (1½) inch asphalt.
 - 2. For existing or proposed major streets, the subdivider shall dedicate the area required by the Planning Commission for the proposed major street. However, should the construction requirements be higher than those set forth, herein, the additional cost of such construction shall be borne by the City-Parish if immediate construction to major street standards is required.
- G. Types of subdivision. Each subdivider shall indicate on his preliminary and final plats the classification in which he proposes to place his subdivision such as residential, commercial, or industrial.
- H. Profiles of all streets and ditches shall be submitted with construction plans. Where open ditches are used for drainage, a plat showing location, size, and grade of all pipe to be used under driveways shall also be furnished.
- I. Sidewalks. Four (4) inch thick, four (4) foot wide sidewalks shall be required along both sides of all public and private subdivision streets. Single-loaded streets, which have lots on one side only, may be allowed to have sidewalks along one side of the street when deemed appropriate and reasonable by the Planning Director. Sidewalks may also be required along officially designated major streets and along all other streets where deemed essential for the public safety by the Planning Commission Staff. Such sidewalks shall be constructed in accordance with the standards and specifications of the Department of Public Works.
 - a. Sidewalks shall be required for all uses with a building or buildings containing less than thirty thousand (30,000) square feet as follows: 1.)

within the city limits ;or 2.) within Major, Regional and Community Growth Centers; or 3.)within developments which are contiguous to other developments with existing sidewalks.

- b. Sidewalks shall be required for all uses with a building or buildings containing more than thirty thousand (30,000) square feet or an addition to an existing structure(s) in which the increase in aggregate floor area is greater than thirty thousand (30,000) square feet.

J. Private Servitude of Access

1. Minimum Lot Area Requirements:

Minimum lot area requirements in all zoning districts shall be applied to subdivisions involving private servitudes of access less and except the private servitude of access area, effective September 18, 2001.

2. Minimum Frontage:

Minimum frontage and lot widths for private servitudes of access shall be as established by the Unified Development Code according to Zoning District for public streets.

3. Private Servitude of Access in “A1, A2, A2.1, A2.6, and A2.7” Zoning Districts:

Private servitudes of access that are located in any “A1, A2, A2.1, A2.6, and A2.7” Zoning Districts shall be constructed with a minimum of six (6) inch thick concrete and shall be at least twenty-two (22) feet wide with adequate drainage within a thirty (30) foot servitude. Any private servitude of access in “A1, A2, A2.1, A2.6, and A2.7” Zoning Districts must have a maneuvering surface constructed as a t-turnaround or cul-de-sac and approved by the Department of Public Works.

4. Private Servitude of Access in “R” Zoning District:

Private servitudes of access for five (5) lots or less and located in the “R” Zoning District shall be a minimum of thirty (30) feet wide and constructed with a minimum of six (6) inch thick concrete or asphalt, and the road surface shall be at least twenty-two (22) feet wide by fifty (50) feet from the edge of the public road. The remaining portion of the private servitude of access may be constructed of gravel, crushed limestone, or equivalent four (4) inches thick as approved by the Department of Public Works and shall be at least twenty-two (22) feet wide within the thirty (30) foot servitude of access. Any private servitude of access in “R” Zoning Districts must have a maneuvering surface constructed as a t-turnaround, L-turnaround or cul-de-sac and approved by the Department of Public Works.

5. Private Servitude of Access in districts other than “A1, A2, A2.1, A2.6, A2.7, and R” Zoning Districts:

Private servitudes of access located in all zoning districts except the “A1, A2, A2.1, A2.6, A2.7, and R” Zoning Districts shall be constructed of eight (8) inch concrete or equivalent dust-free paving material approved by the Department of Public Works. Private servitudes of access in these zoning districts shall be at

least twenty-two (22) feet wide with adequate drainage within a thirty (30) foot servitude. Turnarounds must have a maneuvering surface constructed as a t-turnaround or cul-de-sac and approved by the Department of Public Works.

At the entrance to any subdivision development with private improvements, a sign shall be placed stating the limits of public maintenance within the development. The construction plans for all private improvements required by the preliminary plan approval, shall be submitted to the Engineering Division of the Department of Public Works for review and approval prior to construction.

Unless otherwise approved by the Department of Public Works, the centerline of all major streets as defined in Chapter 2 shall be constructed at or above the FIRM Base Flood Elevation or record inundation as defined in Chapter 2, whichever is greater. The centerline of all other streets shall be constructed no lower than two (2) feet below the FIRM Base Flood Elevation or one (1) foot below record inundation as defined in Chapter 2, whichever is greater.

Section 13.7 Uniform Grid System; numbers required

- A. It is hereby made the duty of each and every property owner holder to number or have numbered with Arabic numbers not less than three (3) inches in height every residential, commercial, or industrial building belonging to him in accordance with the following provisions. The number to be assigned such main building is to be assigned by the Department of Public Works.
- B. There is hereby established a uniform grid fronting on all streets, avenues, and public ways in the city. All main buildings shall be numbered in accordance with provisions of this section.
- C. Odd numbers shall be established on the north and east sides of the streets, avenues, and public ways. Even numbers shall be on the south and west side of the streets, avenues, and public ways. This pertains only to all new numbers assigned to buildings. Municipal numbers shall be composed of individual digits a minimum height of three (3) inches each and posed on either a mailbox or the building in such a manner as to read from the street, avenue or public way. On new buildings, numbers shall be posted prior to final inspection, and no occupancy certificate will be granted before a new building is properly numbered. When a residential, commercial, or industrial building previously assigned a rural route number is assigned a municipal number, the newly assigned number shall be posted within ninety (90) days of the receipt by the property owner of notification of the assignment of such number, except, that in commercial zoning, a reasonable extension may be granted to avoid hardship to a business occupying the building.
- D. Notwithstanding the provisions of subsection (c), nothing in this section relating to assignment of odd numbers on the north and east sides of streets and even numbers on the south and west sides of streets shall be construed to require a change in any municipal number presently assigned. It being the intention of the council that the requirements for assignment of numbers pursuant to subsection (c) shall apply only to assignment of number on new streets or on streets presently assigned rural route numbers.
- E. Violation of this section shall be misdemeanor and may be punished by a fine of not less than fifty dollars (\$50.00) or five (5) day in jail but not more than one hundred (\$100.00) or ten (10) days in jail at the discretion of the judge. Each separate day such violation is continued shall constitute a separate offense.