

# Chapter 13

## STREETS AND SIDEWALKS

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### **Section 13.1 Blocks**

Unless required by topography or at the discretion of the Planning Director, no block shall be longer than 1,500 feet between intersecting street centerlines. Blocks over 750 feet in length shall require approval by the Director of the Department of Development and the Director of the Department of Transportation and Drainage. Such blocks shall require signs and crosswalks in accordance with the manual on Uniform Traffic Control Devices or other approved traffic calming device near the center of the block.

### **Section 13.2 Street and alley widths**

- A. Major Street rights-of-way shall conform to the widths designated on the major street plan as adopted by the Metropolitan Council on recommendation of the Planning Commission.
- B. Minimum widths of rights-of-way and private streets shall be as shown for street cross sections illustrated in Appendix J or alternatives approved by the Director of the Department of Transportation and Drainage. In cases where the subdivision includes or adjoins an existing street of less than the minimum width required and the Department of Development determines that the subdivision creates a need for additional right-of-way, it may require the dedication of additional right-of-way width to conform to the requirements.
- C. Major Subdivisions with only one means of vehicular access from an existing public street shall provide travel lanes at least 12 feet in width from the public street until it meets another street that provides an existing means of egress within the proposed subdivision.
- D. All street turn radii shall require approval by the Director of the Department of Transportation and Drainage.
- E. A cul-de-sac or a "T-turnaround" as described in Figures 13.1 and 13.2, of this section, shall be required at the end of dead-end streets that provide access to subdivided lots when the dead-end streets exceed 250 feet or the width of two abutting lots whose sole means of access is the dead end street, whichever is less. Any other non-standard designs will be considered and may be approved on a case-by-case basis by the Director of the Department of Transportation and Drainage. T-turnarounds shall be prohibited on streets longer than 500 feet. All T-turnarounds shall have signage to prohibit parking within the turnaround area. The minimum pavement size of a "T-turnaround" is 20 feet by 80 feet and, unless otherwise approved by the Director of the Department of Transportation and Drainage, the required right-of-way is 35 feet by 90 feet.
- F. The Director of the Department of Transportation and Drainage 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.

Figure 13.1  
Typical Cul-de-Sac

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)

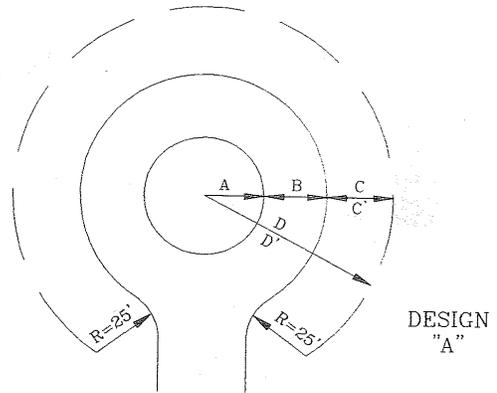
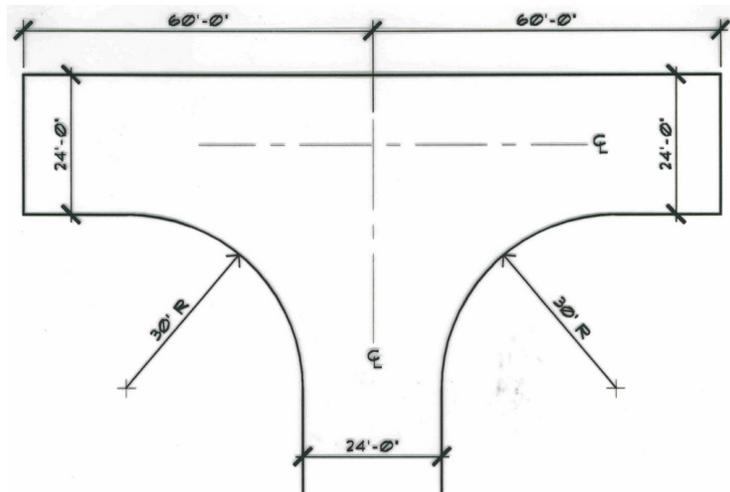


Figure 13.2  
Typical T-Turnaround



**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 provisions for the continuation of the existing streets in adjoining areas (or the proper projection of new streets where adjoining land is not subdivided with lots less than 1/2 acre, or cannot be further subdivided, or natural features or development prohibitions preclude the future extension of the street) on each side of the development, as deemed necessary by the Planning Commission to ensure access throughout the parish. The streets 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 convenient access. In general, provisions should be made for through streets at intervals generally consistent with those shown in Table 13.1, Required Street Connections.

Table 13.1  
Required Street Connections

Character Area	Minimum Interval Between Potential Connections
Urban/Walkable	0.20 miles
Suburban	0.25 miles
Rural	0.50 miles

**Section 13.4 Street names**

Any street, whether public or private, shall adhere to the following requirements:

- A. All proposed street names shall be reviewed by the Department of Development, Department of Transportation and Drainage, Information Services, Communications District and Planning Commission staff prior to being approved and assigned. Duplications of street names already existing in the Parish shall not be permitted. The street name is defined as the unique name absent any prefixes or suffixes.
- B. Street names may only contain alphabetical characters A through Z, Arabic numerals 0 through 9, and grammatical characters as approved.
- C. Street names which are homonyms of existing street names shall not be permitted.
- D. Suitable street name signs approved by the Director of the Department of Development shall be placed by the developer at all street intersections and all private streets serving multiple lots at locations designated by the Director of the Department of Transportation and Drainage.
- E. No derogatory or obscene terms may be used for street names.
- F. A street crossing a roadway which serves as an address origin point shall be further delineated with the appropriate cardinal direction prefixes (north, south, east, west) for ease of addressing. Roads constituting address origins are:
  - 1. For streets running in a north-south direction
    - a. North Boulevard from the Mississippi River east to Foster Drive
    - b. Florida Boulevard from Foster Drive east to the Amite River
  - 2. For streets running in an east-west direction, no cardinal direction shall be used between the north end of the Baton Rouge Barge Canal and Terrace Street. Outside this area, the origination points shall be:
    - a. From the north end of the Baton Rouge Barge Canal: Scenic Highway to Samuels Road and then Samuels Road to the Parish line
    - b. From south of Terrace Street: Highland Road to Perkins Road
- G. Cardinal directional prefixes and suffixes shall not be used for any street or thoroughfare that does not cross those roadways which comprise the origin points for the uniform grid address numbering system.
- H. All streets shall have an approved Street Name Suffix or Prefix type, a list of which may be found in Appendix J.

- I. In the event that a street makes a directional change of at least ninety degrees, the street name may change if approved by Departments listed in Section 13.4(1). A directional change of ninety degrees is defined as a horizontal curve where a reduction in the design speed is required (i.e. a sharp turn vs. a sweeping curve)
- J. Existing street names shall be continued along a continuous right of way unless broken by intersections with streets shown on the Major Street Plan.

**Section 13.5 Street name change procedures**

A. Street Name Change Application

Once a final plat has been recorded and streets dedicated, an application to change the name of a street shall be required. Such applications shall be submitted to the Office of the Planning Commission.

B. Petition of Owners along Street

A petition of a majority 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 application.

C. Fees

- 1. The designated application fee shall be paid to the Office of the Planning Commission.
- 2. The applicant shall be responsible for the cost of replacing existing street signs. If the request is approved, the cost shall be determined by the Department of Transportation and Drainage.

D. Public Notice and Inter-departmental Coordination

- 1. In addition to the agencies listed in Section 13.4, Street Names, prior to advertising for public hearing, the Office of the Planning Commission shall also notify the following agencies of the proposed street re-naming: Fire Department, Police Department, 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 days prior to the public hearing.

E. Public Hearings

1. Planning Commission

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

2. Metropolitan Council

The proposed street re-naming shall be placed on the agenda of the Metropolitan Council for public hearing introduction and will then be heard at the next regularly scheduled Metropolitan Council Zoning Meeting.

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 shall notify the agencies as listed in Section 13.5.D.1, of the new street name.

### **Section 13.6 Uniform Grid System; numbers required**

Every property owner holder shall number or have numbered with Arabic numbers not less than three inches in height every residential, commercial, or industrial building belonging to him/her. The number to be assigned shall be visible from the street on which the property is addressed and shall be posted before issuance of a final certificate of occupancy.

### **Section 13.7 Street construction standards**

#### A. Materials

##### 1. Typical

The determination as to the material type and thickness of the pavement and base course shall be made by the Director of the Department of Development based on the recommendations of the professional engineer of record and results of soil analysis in the particular area involved using the standards described in the most current version of East Baton Rouge Parish Department of Transportation and Drainage engineering standards and specifications. The Department of Development 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 collector street or entrance street.

##### 2. Pavement Alternatives

The Director of Development may permit shell or gravel streets for residential uses in the Rural Zoning District provided the proposed homes are located on individual lots of at least one acre if the first 50 feet of the street is paved.

#### B. Signs at Private Streets

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 Development for review and approval prior to construction.

### **Section 13.8 Sidewalks and Pedestrian Ways**

#### A. General Requirements

1. A sidewalk constructed to the standards of the Department of Development that connects to existing sidewalks extending to the subject development shall be provided along a street (other than an alley), unless an alternative pedestrian circulation system is approved by the Planning Commission, as described in Table 13.2 (Sidewalk applicability) below except as provided in section B, below.

Table 13.2  
Sidewalk Applicability

<b>Street Type</b>	<b>Rural Area</b>	<b>Suburban Area</b>	<b>Walkable/Urban/Downtown Area</b>
Major/Minor Arterials	Both Sides	Both Sides	Both Sides
Collectors	None	Both Sides	Both Sides
Local Street (Non-Residential)	None	Both Sides	Both Sides
Local Street (Residential)	None	Both Sides	Both Sides
Alleys	None	None	None

2. All pedestrian ways shall meet the requirements of the Americans with Disabilities Act.

**B. Exceptions**

1. Sidewalks shall not be required along State roads where DOTD does not allow a sidewalk to be constructed and the Parish fails to obtain a hold harmless agreement.
2. Sidewalks shall not be required when documentation is provided that sidewalks will be constructed through a scheduled and funded City-Parish or State roadway project along the location where sidewalks would otherwise be required.
3. Sidewalks shall not be required adjacent to an unpaved road.
4. Developments with no more than 20 lots in the Suburban Character Area shall require sidewalks on only one side of the street if the development has only one point of access and no future access points are possible.
5. Developments with single loaded streets in the Suburban Character Area shall require sidewalks only on one side of the street.

**C. Waivers**

The Planning Commission may waive sidewalk location requirements in the following circumstances:

1. **Suburban Character Area**  
Single family residential development of five lots or less that is more than ¼ mile from an existing accessible sidewalk, multi-use path, commercial node, school, park, community center, or library may have the requirement waived in its entirety.
2. **All Character Areas**  
An alternative location or surface for a pedestrian way may be approved in order to save significant trees, maintain drainage ways, or when an alternative pedestrian system that provides connections throughout the development is proposed.

- D. Plats and site plans shall illustrate the location of sidewalks and pedestrian ways where required.