

# CORRECTION SHEET

## 1.2 ACRONYMS AND ABBREVIATIONS

<a href="#"><u>AASHTO</u></a>	<a href="#"><u>American Association of State Highway Officials</u></a>
<a href="#"><u>AC</u></a>	<a href="#"><u>Asphalt Concrete</u></a>
<a href="#"><u>ACPA</u></a>	<a href="#"><u>American Concrete Pipe Association</u></a>
<a href="#"><u>ADA</u></a>	<a href="#"><u>Americans with Disabilities Act</u></a>
<a href="#"><u>AEP</u></a>	<a href="#"><u>Annual Exceedance Probability</u></a>
<a href="#"><u>ASTM</u></a>	<a href="#"><u>American Society for Texting Materials</u></a>
<a href="#"><u>BFE</u></a>	<a href="#"><u>Base Flood Elevation</u></a>
<a href="#"><u>BMP</u></a>	<a href="#"><u>Best Management Practice</u></a>
<a href="#"><u>CFR</u></a>	<a href="#"><u>Code of Federal Regulations</u></a>
<a href="#"><u>cfs</u></a>	<a href="#"><u>cubic feet per second</u></a>
<a href="#"><u>CIP</u></a>	<a href="#"><u>Capital Improvements Program</u></a>
<a href="#"><u>CIPP</u></a>	<a href="#"><u>Cast-in-Place Pipe</u></a>
<a href="#"><u>City</u></a>	<a href="#"><u>City of San Antonio</u></a>
<a href="#"><u>CLOMR</u></a>	<a href="#"><u>Conditional Letter of Map Revision</u></a>
<a href="#"><u>CLOMR-F</u></a>	<a href="#"><u>Conditional Letter of Map Revision – Fill</u></a>
<a href="#"><u>CMP</u></a>	<a href="#"><u>Corrugated Metal Pipe</u></a>
<a href="#"><u>CoSA</u></a>	<a href="#"><u>City of San Antonio</u></a>
<a href="#"><u>CRS</u></a>	<a href="#"><u>Community Rating System</u></a>
<a href="#"><u>CWA</u></a>	<a href="#"><u>Clean Water Act</u></a>
<a href="#"><u>DSD</u></a>	<a href="#"><u>Development Services Department</u></a>
<a href="#"><u>EARZ</u></a>	<a href="#"><u>Edwards Aquifer Recharge Zone</u></a>
<a href="#"><u>EGL</u></a>	<a href="#"><u>Energy Grade Line</u></a>
<a href="#"><u>EPA</u></a>	<a href="#"><u>Environmental Protection Agency</u></a>
<a href="#"><u>FEMA</u></a>	<a href="#"><u>Federal Emergency Management Agency</u></a>
<a href="#"><u>FHWA</u></a>	<a href="#"><u>Federal Highway Administration</u></a>
<a href="#"><u>FILO</u></a>	<a href="#"><u>Fee in Lieu of Detention</u></a>
<a href="#"><u>FIRM</u></a>	<a href="#"><u>Flood Insurance Rate Map</u></a>
<a href="#"><u>FIS</u></a>	<a href="#"><u>Flood Insurance Study</u></a>
<a href="#"><u>fps</u></a>	<a href="#"><u>feet per second</u></a>
<a href="#"><u>Fr</u></a>	<a href="#"><u>Froude Number</u></a>
<a href="#"><u>GIS</u></a>	<a href="#"><u>Geographic Information System</u></a>
<a href="#"><u>gpm</u></a>	<a href="#"><u>gallons per minute</u></a>
<a href="#"><u>HDPE</u></a>	<a href="#"><u>High Density Polyethylene</u></a>
<a href="#"><u>HEC-RAS</u></a>	<a href="#"><u>Hydraulic Engineering Center, River Analysis System</u></a>
<a href="#"><u>HGL</u></a>	<a href="#"><u>Hydraulic Grade Line</u></a>
<a href="#"><u>hp</u></a>	<a href="#"><u>Horsepower</u></a>

<a href="#">ICL</a>	<a href="#">Inside City Limits</a>
<a href="#">ID</a>	<a href="#">Inside Diameter</a>
<a href="#">ITS</a>	<a href="#">Intelligent Transportation System</a>
<a href="#">Inv.</a>	<a href="#">Invert</a>
<a href="#">JD</a>	<a href="#">Jurisdictional Delineation</a>
<a href="#">LID</a>	<a href="#">Low Impact Development</a>
<a href="#">LOMA</a>	<a href="#">Letter of Map Amendment</a>
<a href="#">LOMR</a>	<a href="#">Letter of Map Revision</a>
<a href="#">LOMR-F</a>	<a href="#">Letter of Map Revision – Fill</a>
<a href="#">MBC</a>	<a href="#">Multi Box Culvert</a>
<a href="#">MDP</a>	<a href="#">Master Development Plan</a>
<a href="#">MCC</a>	<a href="#">Motor Control Center</a>
<a href="#">NFIP</a>	<a href="#">National Flood Insurance Program</a>
<a href="#">NOI</a>	<a href="#">Notice of Intent</a>
<a href="#">NOT</a>	<a href="#">Notice of Termination</a>
<a href="#">NPDES</a>	<a href="#">National Pollutant Discharge Elimination System</a>
<a href="#">NRCS</a>	<a href="#">Natural Resource Conservation Service</a>
<a href="#">OD</a>	<a href="#">Outside Diameter</a>
<a href="#">OSHA</a>	<a href="#">Occupational Safety and Health Administration</a>
<a href="#">PCCP</a>	<a href="#">Portland Cement Concrete Pavement</a>
<a href="#">pcf</a>	<a href="#">pounds per cubic foot</a>
<a href="#">PLC</a>	<a href="#">Programmable Logic Controller</a>
<a href="#">PMF</a>	<a href="#">Probable Maximum Flood</a>
<a href="#">PMP</a>	<a href="#">Probable Maximum Precipitation</a>
<a href="#">PMR</a>	<a href="#">Physical Map Revision</a>
<a href="#">PUD</a>	<a href="#">Planned Unit Development</a>
<a href="#">RCBC</a>	<a href="#">Reinforced Concrete Box Culvert</a>
<a href="#">RCP</a>	<a href="#">Reinforced Concrete Pipe</a>

## **4.7 PLANNING FOR STORAGE**

Full detention basin design may be deferred until the building permit stage IF the property owner submits a "request for detention deferral" demonstrating an understanding of the implications of such design deferral AND the following notes are placed on the subdivision plat AND supporting documentation is provided.

1. ~~" Storm water stormwater detention is required for this property. The engineer of record for this subdivision plat has estimated that an area of approximately \_\_\_\_\_ acres and a volume of approximately \_\_\_\_\_ acre feet will be required for this use. This is an estimate only and detailed analysis may reveal different requirements."~~ "Storm water detention is required for this property. Building permits for this property shall be

issued only in conjunction with necessary storm water detention approved by the City of San Antonio. The property may be eligible to post a fee in lieu of detention (FILO) if offsite drainage conditions allow but only when approved by the City of San Antonio. Maintenance of on-site storm water detention shall be the sole responsibility of the lot owners and/or property owners association and their successors or assignees.”

### **5.2.3 Selection of Method for Detention Ponds**

For detention ponds with drainage areas of twenty (20) acres or less, the basis for computing runoff shall be the modified rational method. When the drainage area of a detention pond is greater than twenty (20) acres the unit hydrograph method shall be used. The unit hydrograph method shall be used when multiple detention ponds within a watershed are being modeled, regardless of drainage area, unless approved by the Director of TCI.

### **6.2.9 Unflooded Public Road Access**

~~(g)(8)(A)~~ During a design storm event ~~(see "subsection 35-504(b)(2) System Criteria")~~ unflooded access (within the "Proceed with Caution" range per Figure 4.3.1C ~~504-2~~) shall be available from each proposed new development to an adjacent public street during a regulatory flood event. ~~(g)(8)(B)~~ Additionally, unflooded access shall be accessible to an arterial street that is not adjacent to the development or to a distance of one-quarter ~~(1/4)-~~ mile, whichever is less, during a future conditions **twenty (20) percent (20%) annual chance (five-year ultimate) flood event.** ~~(g)(8)(C)~~ The director of ~~public works~~ TCI may waive ~~critierion the design criteria above b of this requirement~~ for developments under three (3) acres in size.

**Sec. 35-506. - Transportation and Street Design.**

\* \* \* \* \*

**(e) Connectivity.**

\* \* \* \* \*

(7) **Secondary/Additional Access.** ~~At least one (1) access point into a single-family residential subdivision shall be provided for every two thousand six hundred forty (2,640) feet (one-half mile) of frontage.~~ Where a single-family residential or multi-family subdivision exceeds one hundred twenty-five (125) dwelling units and has a minimum of four hundred (400) feet of frontage, additional access points to an existing and/or proposed collector and/or arterial street shall be required.~~a secondary access will be required. The secondary access shall meet the same requirements as the primary access (an entry for emergency purposes only shall not be allowed in place of a secondary access.)~~

**A. Buildable lots or dwelling units.** Developments exceeding one hundred twenty-five (125) buildable lots or dwelling units shall provide secondary access.

1. For multi-phase developments with a Master Development Plan or Planned Unit Development Plan that has been approved by the City of San Antonio, the construction of the permanent secondary access point(s) may be deferred under the following conditions while development is on-going:

i. When subdivision plats associated with the Master Development Plan or Planned Unit Development Plan exceed 125 buildable lots or dwelling units but are less the 250 buildable lots, a temporary emergency access road should be identified in accordance with subsection (B). If a performance bond is issued, the cost of the temporary access shall be included in the performance bond. As a condition of releasing the performance bond, the cost of temporary access must be included in the extended warranty bond except when there are private streets. The construction of a temporary access road will be required at the end of the warranty period for the most recent associated subdivision plat that exceeded 125 buildable lots or dwelling units cumulative in the development if construction of a connecting unit has not started; or

ii. When subdivision plats associated with the Master Development Plan or Planned Unit Development exceed 250 buildable lots or dwelling units but are less than 500 buildable lots, a temporary access road must be constructed in accordance with subsection (B).

iii. When more than 500 buildable lots or dwellings units are proposed, permanent additional access point(s) must be constructed or have a Performance Agreement in place per 35-437.

2. Temporary emergency access shall not be allowed for developments without a Master Development Plan or Planned Unit Development Plan.

3. Permanent secondary/additional access must be constructed no later than at the time of construction of the infrastructure associated with the final plat for development.

**B. Temporary Emergency Access Road.** When allowed in subsection (A), the following minimum criteria shall apply to the construction of the temporary emergency access road:

1. Pavement/Drainage Design:

i. Locate within a Private Easement;

ii. Minimum 20 feet unobstructed width;

iii. Designed to support 75,000 pounds of total load;

iv. 6-inch moisture conditioned subgrade, geotextile reinforcing fabric underlayment, or lime-treatment may be used for subgrade as determined by the project engineer;

v. 6-inch aggregate base Type A, Grade 1 or Grade 2;

vi. 1.5-inch Type D HMA, 2-inch Type C HMA, or Two-Course Chip Seal following TxDOT Specifications;

vii. Finished surface to follow natural grade of the land to the extent practicable up to a maximum slope of 12%; and

viii. Provisions for surface drainage shall also be provided where necessary, as determined by the project engineer.

2. Other Criteria:

i. Minimum Vertical Clearance shall be 13 feet and 6 inches;

ii. A crash gate or knock box gate may be used in accordance with section 35-506(j)(7); and

iii. Signage as required to identify the emergency access location and route must be provided.

**C. Schools.** Schools shall be provided an additional access based on building permit. Temporary access roads cannot serve as additional access for a school.

#### **D. Gated Subdivision.**

If the development has a gated entrance, the additional access point shall function in the same full access manner as the primary access (i.e., entries for emergency purposes only, exit only, or entrance only shall not be considered an additional permanent access point).

#### **E. Exceptions.**

1. If the primary access point is located off a street that does not provide thru access, the additional access point to be used for secondary access may not be located off the same street of the primary access. An administrative exception may be granted by the director of Development Services in accordance with TCI Director for inside city limits and with the county engineer for the ETJ. The administrative exception shall be considered on the use of collector with a median or larger as a primary access.
2. Developments containing a Collector or larger street, shall be extended to connect to another Collector or larger street unless one of the following is encountered:
  - i. A Conservation Easement blocks the connection;
  - ii. Existing Development does not have a projecting Collector Street to connect to;
  - iii. An easement where the easement holder will not grant access under any circumstance;
  - iv. Floodplains within the limits of the development have not been modified to add additional developable area; or
  - v. When minimum access spacing requirements do not allow for additional access points within the frontage of the property.
  - vi. Other conditions will require a variance to this section of the code.