

**35-503 Parkland Dedication Requirement**

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**(b) Required Parkland.**

(1) Required parkland shall be reserved for any development in the development areas set forth in column "A" of Table 503-1, below, based upon the number of dwelling units in the proposed development corresponding to the development areas as set forth in column "B" in Table 503-1 hereto.

**Table 503-1  
Required Parkland**

(A) <i>Type and Location of Development Projects</i>	(B) <i>Required Parkland (Acres per Dwelling)*</i>
In the city – <del>“RE”</del> , "R-20", " <del>R-15”</del> , " <del>R-10”</del> , " <del>R-8”</del> , <del>“NP-15”</del> , <del>“NP-10”</del> , <del>“NP-8”</del> , "R-6", "RM-6", "R-5", "RM-5", "R-4", <del>“R-3”</del> , "RM-4", "MH", TND, "PUD", "DR"	1 per 70
In the city – <del>“MF-18”</del> , "MF-25", "MF-33", "MF-40", "MF-50" <del>and “MF-65”</del>	1 per 114
In the ETJ - Single-family developments	1 per 70
In the ETJ - Multi-family developments	1 per 114

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(c) **Parkland Characteristics.**

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(3) **Parks and Open Space.**

A. Applicants may set aside parkland as parks or open space to be maintained privately by an approved organization that meets the requirements of subsection (e) and the minimum size requirements stated below:

**Table 503-2**

<i>Zoning District</i>	<i>Minimum Dedication Size (in sq. ft)</i>	<i>Minimum <del>Width</del> Area (Length times Width)</i>
ETJ	10,000	100' x 100'
<u>“RE”</u> , “R-20”	20,000	100' x 100'
<u>“NP-15”</u> , <u>“NP-10”</u> , <u>“NP-8”</u> , “R-6”, “RM-6”	10,000	100' x 100'
“R-5”, “RM-5”	10,000	100' x 100'
“R-4”, “RM-4”, <u>“R-3”</u>	10,000	100' x 100'
“MH”, <u>“MHP”</u>	10,000	100' x 100'
“MF-18”, “MF-25”, “MF-33”, “MF-40”, <u>MF-50</u> , <u>“MF-65”</u>	10,000	100' x 100'

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**Sec. 35-392. Illumination of Uses**

- (a) Lighting facilities used to light signs, parking areas, or for other purposes, including high-intensity residential lighting and light from residentially used properties, shall be so arranged that the source of light is concealed from adjacent residential properties and does not interfere with traffic.

1. All lighting fixtures installed on any residential property and which include or exceed zero (0) foot-candles, measured at the property line, shall be fitted to render them full cutoff (no light output emitted above ninety (90) degrees at any lateral angle around the fixture).

- (b) Lights illuminating off-street parking or loading areas shall comply with the following standards as a protection against excessive glare and light spilling over to adjacent properties.

~~(e)~~(1) When a light source has elements such as shields, reflectors, or refractor panels which direct and cut off the light at a cutoff angle that is less than ninety (90) degrees, the maximum permitted height shall be thirty (30) feet.

~~(d)~~(2) When a light source has a cutoff angle of ninety (90) degrees or greater, the maximum permitted height shall be fifteen (15) feet.

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**Sec. 35-511. - Landscaping.**

*STATEMENT OF PURPOSE*

*In addition to the purposes recited generally for this division, the purpose of this section is:*

- *To improve the appearance of commercial properties when viewed from the street.*
- *To screen the unattractive aspects of commercial properties.*

**(a) Applicability.**

**(1) Generally.** This section shall apply to any of the following, except where exempted pursuant to subsection (2), below:

- A. The construction or erection of any new occupiable building or structure for which a building permit is required.
- B. Any enlargement exceeding one thousand (1,000) square feet or ten (10) percent in area, whichever is greater, of the exterior dimensions of an existing building for which a building permit is required.
- C. Any construction or reconstruction (complete removal of the pavement structure including surface course and base material) of a ~~new~~ parking lot ~~regardless of size~~.
- D. Expansion of an existing parking lot within the street yard by more than two thousand (2,000) square feet or ten (10) percent in area whichever is greater. Parking lots in residential zoning districts shall be subject to the requirements of subsection (e) of this section.

**(2) Expansion.** When a building or parking lot is enlarged, the requirements of this section shall be applied incrementally such that landscaping shall be required in the same proportion that the enlarged building area or off street parking area has to the existing development. For example, a ten (10) percent increase requires ten (10) percent of the required landscaping.

**(3) Exemptions.** This section shall not apply to the following situations:

- A. Single-family, duplex, triplex or four-plex residential uses located within a residential zoning district.
- B. Agricultural uses.
- C. The reconstruction of an existing building of which fifty (50) percent or less of the floor area was destroyed or ruined by flooding, fire, windstorm or act of God. This exemption shall apply only where reconstruction of that building will not result in an increase in building size or paving area of the parking facilities to be provided.
- D. The reconstruction of an existing parking lot which consists of fifty (50) percent or less of the existing surface area. In no case shall an expansion of parking lot be considered an exemption for the purposes of this section.

E. Interior finish work or remodeling in a portion of a building unless the work results in an increase in the paving area of the parking facilities within the street yard or in an enlargement of the exterior dimensions of an existing building.

F. Any use, building or structure for which only a change of use is requested, and which requires no structural modifications that would increase its volume or scale.

G. Single-family dwellings.

H. Non-occupiable buildings or buildings that provide only maintenance access to the interior of the structure such as ice and/or water vending machines, DVD kiosks and automated teller machines.

I. Accessory structures less than two hundred (200) square feet in size such as decks, sheds, playhouses, gazebos, security guard huts and non-mobile food vending stands.

J. Non-occupiable buildings or structures regardless of size that serve a utility or infrastructure purpose such as flagpoles, retaining walls, above-ground backflow preventers, sign monuments and sign support structures, cellular and communication equipment and utility systems.

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Sec. 35-311. Use Regulations.

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TABLE 311-2 NONRESIDENTIAL USE MATRIX													
	PERMITTED USE	O-1 & O-1.5	O-2*	NC	C-1	C-2	C-3	D	L	I-1	I-2	ERZD	(LBCS Function)
Amusement	<a href="#">Entertainment Venue (Indoor)</a>					P	P	P	P	P		P	5110
Amusement	<a href="#">Entertainment Venue (Outdoor)</a>						S	S	P	P		P	5110
Amusement	<del>Laser Hide And Seek Games—Indoors</del>					P	P	P				P	5300
Amusement	<del>Laser Hide And Seek Games—Outdoors Permitted</del>						S		P			P	5300
Amusement	<del>Miniature Golf</del>					P	P	S				P	5300
Recreation	<del>Skateboard Track</del>						S	S	P			P	5390
Recreation	<del>Skating Rink—Ice Or Roller Skating</del>						P	P	P			P	5390

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**TABLE 311-2a NONRESIDENTIAL USE MATRIX**

	PERMITTED USE	Urban		Rural		Farm			Mixed Industrial				
		UD Major Node	UD Minor Node	RD Major Node	RD Minor Node	FR Ag Commercial	VILLAGE CENTER FR/FR Minor Node	MI - 1	MI-1 Minor Node	VILLAGE CENTER - MI	MI - 2	MI-2 Minor Node	VILLAGE CENTER - M2
<u>Amusement</u>	<u>Entertainment Venue (Indoor)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Amusement</u>	<u>Entertainment Venue (Outdoor)</u>	<u>P</u>	<u>S</u>	<u>P</u>	<u>S</u>	<u>P</u>	<u>S</u>	<u>P</u>	<u>S</u>	<u>P</u>	<u>P</u>	<u>S</u>	<u>P</u>
<del>Amusement</del>	<del>Miniature Golf</del>	<del>P</del>		<del>P</del>									
<del>Amusement</del>	<del>Laser Hide And Seek Games – Indoors</del>	<del>P</del>		<del>P</del>				<del>P</del>			<del>P</del>		
<del>Amusement</del>	<del>Laser Hide And Seek Games – Outdoors Permitted</del>					<del>P</del>		<del>P</del>					
<del>Recreation</del>	<del>Skateboard Track</del>	<del>S</del>		<del>S</del>		<del>S</del>		<del>P</del>					
<del>Recreation</del>	<del>Skating Rink – Ice Or Roller Skating</del>	<del>P</del>		<del>P</del>		<del>S</del>	<del>S</del>	<del>P</del>					

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**Sec. 35-A101. Definitions and Rules of Interpretation.**

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**(b) Definitions.** Words with specific defined meanings are as follows:

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Entablature. A horizontal, continuous lintel on a classical building supported by columns or a wall, comprised of the architrave, frieze, and cornice.

Entertainment Venue (Indoor). Any building, structure, or portion thereof, that include activities for amusement. These include, but are not limited to: Haunted House Attractions, Bounce House Attractions, Laser Tag, Miniature Golf, Skating Rinks, and Skateboard Tracks. Uses in this category shall be contained entirely within a building or structure. This use does not include Theme Parks, Go Cart Tracks, Carnivals/Circuses, Theaters, and Performing Arts Venues.

Entertainment Venue (Outdoor). Any plot of land that includes activities for amusement. These include, but are not limited to: Haunted House Attractions, Bounce House Attractions, Laser Tag, Miniature Golf, Skating Rinks, Skateboard Tracks, Cornfield Maze, or Hayride. This use does not include Theme Parks, Go Cart Tracks, Carnivals/Circuses, Theaters, and Performing Arts Venues.

Ephemeral stream. A stream or drain that flows only during and for short periods following precipitation and flows in low areas that may or may not have a well-defined channel.

**Sec. 35-343. – “IDZ” Infill Development Zone.**

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(k) **Parking.** The minimum vehicle parking requirements ~~of the parking standards in~~ Section 35-526(b) shall not apply to infill development. Where parking is provided, All ~~other the parking standards~~ Sections 35-526(c) through 35-526(f) shall apply to infill development.

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**Sec. 35-430. Applicability and General Rules.**

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**(f) Performance Agreements.**

(1) **Performance Agreement Required.** No plat shall be approved unless a performance agreement is provided and filed with the City of San Antonio that meets the requirements of [section 35-437](#) of this chapter, unless no improvements are required.

(2) **Performance Agreement and Site Improvement Time Extension Granted by Director of Development Services or Planning Commission.** An applicant may request a performance agreement time extension provided that site improvement construction has started and is submitted with a written request and justification to the director of development services at least thirty (30) days prior to the time limit set out in the performance agreement. Any applicant requesting a performance agreement time extension for a recorded plat shall provide a performance guarantee extension in order for an extension to be granted, unless the plat has not been recorded. Such guarantee must be filed within thirty (30) days of the granting of the extension or the extension shall become null and void. Once filed, the city attorney's office shall have fifteen (15) working days to review the guarantee as to form. Within the same fifteen (15) working days' period, the director of development services shall review the guarantee for approval or denial. If denied, the applicant may at his/her option revise any nonconforming aspects. However, if the guarantee is revised and resubmitted, the director of development services and city attorney's office shall have an additional fifteen (15) working days from the latest date of submission to review and approve or deny the revised guarantee. Such time periods shall not prevent the applicant and the city from agreeing to extend the city's response time contained in this subsection. Any fees associated with time extensions granted under this subsection shall be paid by the subdivider to the director of development services. The director of development services is authorized to approve time extensions which meet the following criteria after consultation with all affected departments and utilities:

A. Sidewalk improvements. Except for sidewalks subject to subsection 35-506(q)(4), a three-year time extension from the expiration of the performance agreement may be granted provided a plan indicating the uncompleted sidewalks, a time schedule for completion, and an updated cost estimate for completion is submitted and approved by the director of development services.

B. Other site improvements. A one-year time extension from the expiration of the performance agreement may be granted provided at least seventy-five (75) percent of the required site improvements are completed and approved by the director of development services.

C. Time extension requests that are not eligible for approval or are not approved by the director of development services may be considered by the planning commission provided that:

1. A decision to either approve or disapprove the extension is made by the planning commission at least thirty (30) days prior to the expiration of any current performance agreement or guarantee;
2. Any extension approved by the planning commission shall not exceed three years;
3. Any approved plat not recorded within seven (7) ~~six (6)~~ years from the date of plat approval, including any time extensions, shall expire; and
4. A guarantee of performance in an amount sufficient to cover the cost of remaining site improvements shall be required in order for an extension to be approved. Such guarantee must be filed and approved within thirty (30) days of the approval of the extension or the extension shall become null and void.

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**Sec. 35-443. – Replats Subject to Low-Density Zoning.**

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(j) **Public Hearing.** ~~The planning commission~~ On plat applications where notification is required, such application shall be scheduled for ~~two (2)~~ one (1) planning commission meeting ~~meetings; the first meeting shall be~~ to solicit public comment, and ~~the second meeting shall be~~ for consideration.

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**Sec. 35-A101. Definitions and Rules of Interpretation.**

\* \* \* \* \*

(b) **Definitions.** Words with specific defined meanings are as follows:

\* \* \* \* \*

LOMR. A letter of map revision. A LOMR will be submitted for FEMA approval for all changes to the floodplain boundary that are delineated on the current flood insurance rate maps.

Lot (Platted). A designated ~~parcel or~~ area of land established by plat to be used, developed or built upon as a unit.

Lot, 900 series. These lots specifically exclude the construction of all residential and nonresidential structures. The series is designed to allow for designation of permeable or impermeable open space and may include but not be limited to parkland required by section 35-503, stormwater management facilities, water quality ponds, driveways, gazebos, playgrounds, private streets, utility easements and private ingress/egress easements.

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Office warehouse/flex space. A building configured to accommodate a combination of office, showroom, wholesale, and warehousing functions, the exact proportions of each use being subject to user modifications over time. Showroom space may provide for regular transaction of business and for the display of uncontainerized merchandise in a finished building setting. Retail sales of products inside the premises may be permitted as accessory to this use. Flex space buildings are typically located in business or industrial parks and usually have a footprint exceeding ten thousand (10,000) square feet. They are usually designed with loading docks to the rear and parking in the front. Building facades visible from public streets and public entries are often treated with a higher quality of architectural finish than the other sides. A single-purpose building with incidental storage space shall not be considered an office warehouse/flex space use.

Off-Lot Easement. [An easement that is within the boundary of the plat, but is not on the lot\(s\) or entirely on the lot\(s\) being platted, and is identified by a heavy dashed line rather than a solid line.](#)

Off-site facility. Any structure, facility, equipment, or installation, the purpose and function of which is to receive wastewater from a development's internal collection system and to transport, treat, and ultimately discharge that wastewater to a receiving stream at a permanent location determined by the board.

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Planting strip. The area within the street right-of-way between the constructed curb and the sidewalk.

Plat. A complete and exact map representing a tract of land, showing the boundaries and location of individual lots, easements, and streets which has been approved by the planning commission and recorded in the [deed and plat records in the](#) office of the county clerk. A plat includes a replat.

Plug back. The act of partly filling a well bore with impervious materials for the purpose of shutting off lower rocks in order to permit reservoir rocks above the plugged back point to be produced.

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**Sec. 35-502. Traffic Impact Analysis and Roughly Proportionate Determination Study.**

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**(b) Traffic Generation Reports**

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**(2) Trip Analysis**

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**C. Traffic Impact Analysis and Proportional Mitigation Determination Report.** A traffic impact analysis (TIA) and a proportional mitigation determination report shall be required when the property is subject to master development planning, development permitting, or rezoning; and

- i. The proposed development generates seventy-six (76) PHT or more;
- ii. The change to an existing TIA or existing zoning results in an increase of at least seventy-six (76) PHT or ten (10) percent of the total PHT for the proposed development, whichever is greater;
- iii. (When a building permit submitted for the development is of an intensity at least ~~five (5)~~ ten (10) percent greater (in the number of PHT) than assumed in the previously completed TIA;
- iv. A previously completed TIA for the subject area was completed more than five (5) years prior to the submittal date of current application; or
- v. When the number of access points are reduced or relocated.
- vi. When a development generates less than 76 PHT, the applicant shall fill out a peak hour trip generation form, and may perform a Rough Proportionate Determination to determine potential Right-Of-Way dedication and turn lane requirements, or may make the dedication as required by the code.
- vii. A Traffic Circulation Study for renovation of existing schools (Public, Private) is required.

(c) TIA Levels and Study Areas.

**Table 502-1:  
TIA Study Area**

<i>TIA Level</i>	<i>PHT</i>	<i>Study Area</i>
STUDY LEVEL	N/A	Within limits of MDP and/or PUD and those major thoroughfares immediately surrounding the MDP and/or PUD.
1	76--250	All intersections of the proposed development with the adjacent roadway system and those roadways and intersections located outside of the proposed development where the number of inbound or outbound PHT at relevant intersections is at least 76 PHT, but in no case shall this include roadways or intersections greater than one and one-half (1.5) miles from the boundary of the proposed development (measured along the city's existing or proposed roadway network).
2	251--1,000	
3	1,001 or more	
<a href="#">Traffic Circulation Study</a>	<a href="#">N/A</a>	<a href="#">Within adjacent roadway system</a>
<i>Note:</i> TIA levels are for fee purposes only.		

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**Section 35-502. Traffic Impact Analysis and Roughly Proportionate Determination Study**

\* \* \* \* \*

**(f) Mitigation Improvements and Roughly Proportionate Determination.**

- (1) The purpose of the traffic impact analysis is to identify if any mitigation improvements are necessitated by and attributable to the proposed development. Required mitigation improvements by the city and/or county may include the following:

- A. Implementation of the major thoroughfare plan; including right-of-way dedication (right-of-way dedication value shall be determined using the most recent appraisal district land values) and/or construction in accordance with subsection 35-506(e)(8).

- B. Improvements identified in subsection 35-502(b)(2)A. peak hour trip generation form and turn lane assessment and subsection 35-502(c) traffic impact analysis.

- C. Identification of other improvements. The applicant shall propose improvement measures for the items listed in Table 502-2. Other improvements include, but are not limited to, pavement widening, turn lanes, median islands, access controls, curbs, sidewalks, traffic signalization, traffic signing, pavement markings, etc.

- D. Improvements inside the TxDOT right-of-way required by the city and/or county, including right-of-way dedication, as approved by TxDOT.

**Table 502-2**  
**Minimum Areas to be Addressed in Roughly Proportionate Determination**

<i>ROUGHLY PROPORTIONATE DETERMINATION ITEMS</i>	
<i>Item</i>	<i>UDC Section</i>
Right-of-way dedication for adjacent exterior streets	506(d)(1)
Improvements to substandard streets	506(d)(9)
Projecting streets	506(e)(2)
Right-of-way dedication and construction of designated major thoroughfare plan streets	506(e)(8)
Dedication of arterial	506(g)
Upgrade existing traffic signals	506(k)
New traffic signal construction	506(k)
Other improvements identified in the TIA	502(c)
Right-of-way dedication and construction of left and/or right turn lanes	502(d)(2)
<a href="#"><u>School Flashers, Signage, Markings, Ramps</u></a>	<a href="#"><u>506(t)(3)</u></a>
<a href="#"><u>Transit Amenities (bus shelters, bus stop, transit station, transit center)</u></a>	
<a href="#"><u>Traffic Control Calming Features</u></a>	
<a href="#"><u>Bicycle Facilities</u></a>	<a href="#"><u>506(d)(4)</u></a>

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**Section 35-502. Traffic Impact Analysis and Roughly Proportionate Determination Study**

\* \* \* \* \*

**(f) Mitigation Improvements and Roughly Proportionate Determination.**

(3) Following the identification of mitigation improvements and any other improvements necessitated by and attributable to the development, the applicant shall utilize the methodology developed and approved by the city to determine if the mitigation improvements identified are roughly proportionate to the impact of the proposed development.

A. At the conclusion of the TIA, the applicant will summarize all of the mitigation improvements identified in the TIA and the approximate total cost of all mitigation improvements including design, engineering and construction. Mitigation improvements that only serve the proposed development (such as site plan related recommendations and traffic signals that only serve the proposed development ~~right-turn lanes into and out of a development~~) that provide minimal to no benefits to the study area roadway network shall not be included in the cost of the mitigation improvements (when compared to the maximum amount of improvements attributable to the proposed development). Half credit will be given for right or left turn lanes into the development and for acceleration lanes out of the development.

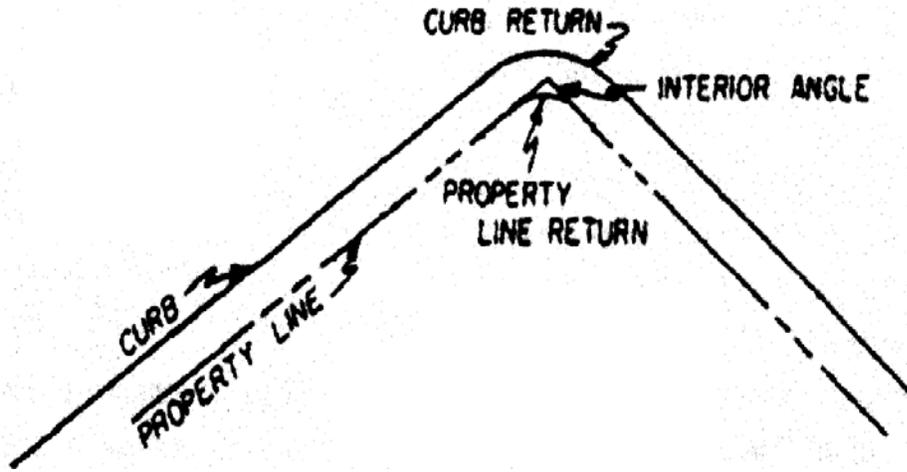
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**Sec. 35-506. - Transportation and Street Design.**

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**Table 506-4B  
Curb Return and Property Line Table  
Minimum Radii for Curb (Corner) Returns (CR) and Property Line Returns (PLR)**

<i>Interior Angles in Degrees</i>	<i>Local "A" w/ Local "A"</i>		<i>Local "A" w/ Local "B"</i>		<i>Local "B" w/ Collector</i>		<i>Collector w/ Collector</i>		<i>Collector w/ Arterial</i>		<i>Arterial w/ Arterial</i>	
	<i>CR</i>	<i>PLR</i>	<i>CR</i>	<i>PLR</i>	<i>CR</i>	<i>PLR</i>	<i>CR</i>	<i>PLR</i>	<i>CR</i>	<i>PLR</i>	<i>CR</i>	<i>PLR</i>
120-106	15'	5'	20'	10'	<del>25'</del> <del>15'</del> <u>40'</u> <u>30'</u>		25'	15'	<del>25'</del> <del>15'</del> <u>35'</u> <u>25'</u>		30'	15'
105-91	15'	5'	20'	10'	<del>25'</del> <del>15'</del> <u>40'</u> <u>30'</u>		25'	15'	<del>25'</del> <del>15'</del> <u>35'</u> <u>25'</u>		35'	20'
90	15'	5'	20'	10'	25'	15'	25'	15'	25'	15'	50'	35'
89-76	20'	10'	25'	15'	<del>30'</del> <del>20'</del> <u>45'</u> <u>35'</u>		<del>30'</del> <del>20'</del> <u>40'</u> <u>30'</u>		<del>30'</del> <del>20'</del> <u>45'</u> <u>35'</u>		55'	40'
75-60	25'	15'	30'	20'	<del>35'</del> <del>25'</del> <u>45'</u> <u>35'</u>		<del>35'</del> <del>25'</del> <u>40'</u> <u>30'</u>		<del>35'</del> <del>25'</del> <u>45'</u> <u>35'</u>		60'	45'



Curb Return Illustration

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

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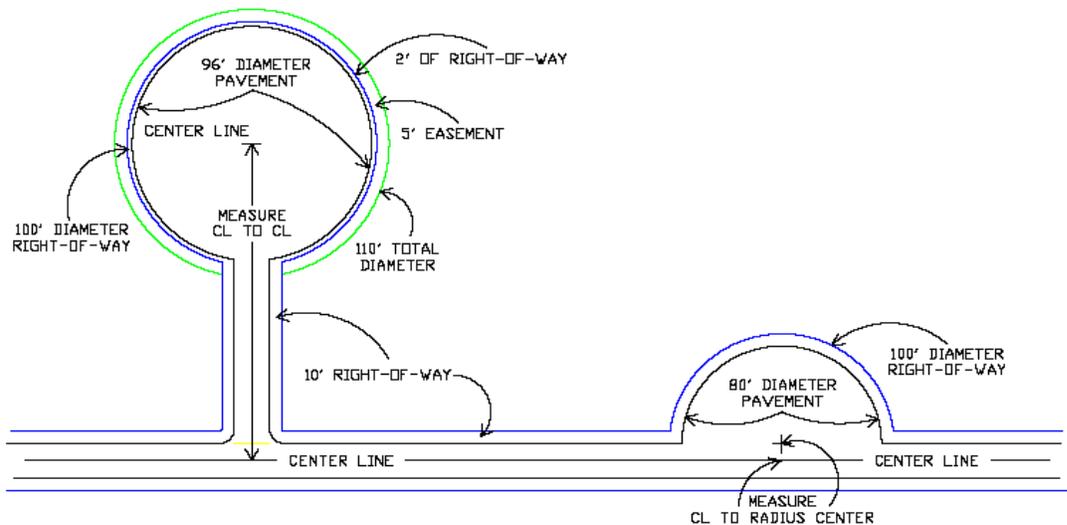
**(d) Cross-Section and Construction Standards.**

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- (6) **Cul-De-Sac Streets.** Cul-de-sac street design and fire hydrant layout shall be as required by the currently adopted International Fire Code (for optional turnaround types other than cul-de-sacs the design criteria of the International Fire Code shall be applicable).

Within the city limits, Residential cul-de-sac streets greater than one hundred fifty (150) feet from the centerline of the cross street's pavement to the center point of the cul-de-sac turnaround shall be designed with a minimum one-hundred-foot diameter right-of-way and a minimum ninety-six-foot diameter pavement surface. A five-foot irrevocable easement for utility service and sidewalk construction and use shall be provided on residential lots adjacent to the right-of-way. The five-foot easement combined with the two-foot of additional unpaved right-of-way shall provide a total parkway behind the cul-de-sac curb line of seven (7) feet for sidewalk and utility construction as needed.

In the ETJ or Hwhen the developer elects not to provide the easement above, ~~then~~ the cul-de-sac meeting the distance criteria above shall be dedicated and constructed utilizing a one-hundred-ten-foot diameter right-of-way and a ninety-six-foot diameter pavement surface. If a streetlight is being installed in the cul-de-sac right-of-way, additional right-of-way dedication may be necessary to avoid conflicts with sidewalk construction.



**Measurements for the Application of Cul-De-Sac Applications**

This provision does not apply to cul-de-sac streets of less than one hundred fifty (150) feet in length or emergency turnarounds. Cul-de-sacs less than one hundred fifty (150) feet in length shall provide a minimum of eighty (80) feet of pavement width with one hundred (100) feet of right-of-way

<i>Cul-De-Sac Type</i>	<i>Pavement Width (Min.)</i>	<i>Right-of-Way (Min)</i>
$\geq 150'$ Length	96'	110'
$\geq 150'$ Length with 5-foot additional easement around cul-de-sac right-of-way	96'	100'
$\leq 150'$ Length	80'	100'

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

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**(d) Cross-Section and Construction Standards.**

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**(9) Substandard Existing Streets.**

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**B. Sidewalks, Curbs and Pavement Construction.** For purposes of this section, pavement cross-section includes the following: width of ROW, sidewalks, curbs, bicycle facilities, and the pavement structural section.

1. Where platted property or property meeting a plat exception under 35-430(c) is adjacent or contiguous to an existing publicly maintained street and the pavement cross-section of the existing street is less than the minimum required by this chapter for the development accessing the existing street, no ~~building~~-permit for the property shall be issued or any utility connected until the pavement cross-section has been improved to the minimum pavement cross-section required by this chapter. If the property does not access the street and the minimum street cross-section is only lacking sidewalk, refer to 35-506(q) to determine if sidewalk is required.
2. Where property is being platted adjacent or contiguous to an existing publicly maintained street and is using the street for access and the pavement cross-section of the existing street is less than the minimum required by this chapter, no plat shall be recorded until the pavement cross-section has been improved to the minimum pavement cross-section required by this chapter, or a guarantee of performance has been executed and filed as provided in section 35-437. If the minimum pavement cross-section is only lacking sidewalk, refer to 35-506(q) to determine if sidewalk is required.
3. Minimum Construction Required. Where the roughly proportionate determination (determination study under section 35-502) has determined that the applicant's development would not generate enough traffic to require mitigation for right-of way dedication or improvements to the pavement cross section, the provisions of this subsection shall not apply. In such cases, the safety lane requirements of 35-506(d)(11) shall be met.

**C. Exceptions.**

1. In cases where an existing fence and landscaping is present, the planning and development services director shall require dedication of the additional right-of-way but may allow existing landscaping and fences to remain until such time as construction is required in accordance with subsection B. The director shall evaluate the condition of the existing fencing and the character of the landscaping and may direct additional reconstruction of the fence or new plantings. In such cases the landscaping required by the director shall not be greater than that required by this chapter for new projects.
2. The provisions of this subsection shall not apply within the infill development zone "IDZ" as stated in subsection 35-343(e) provided that ADA standards are met.
- ~~3. Paper Streets. Where subdivisions are adjacent or contiguous to platted rights of way and no street exists, (including paper streets) no building permit shall be granted or any utility connected until one half (1/2) of the road is constructed adjacent to the proposed development.~~
- ~~4. Minimum Construction Required. Where the roughly proportionate determination (determination study under section 35-502) has determined that the applicant's development would not generate enough traffic to require mitigation for right-of-way dedication or improvements to the pavement cross section, the provisions of this subsection shall not apply. In such cases, sidewalk ADA standards and a minimum fourteen-foot clear pavement width within the street for emergency access are required and no building permit shall be issued for properties adjacent to paper streets until Exception 3 listed above is met.~~
53. CRAG Area. Right-of-way and pavement width requirements in established neighborhoods within the CRAG area may be reduced by the director of development services based on existing encroachments.

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

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**(d) Cross-Section and Construction Standards.**

\* \* \* \* \*

- (10) **Curbs and ~~Pavement~~Parkways.** ~~Curbs shall be required on both sides of all interior streets. Curbs and pavement are required on the development side of all adjacent streets except:~~

A. Curb and Gutter. Concrete curbs or monolithic curbs and gutters shall be constructed on both sides of a street in accordance with the City of San Antonio standard details where indicated in Table 506-3 or Table 506-4 except:

- ~~A~~1. When the director of ~~planning and~~ development services in consultation with the director of ~~public works transportation and capital improvements~~ determines that the curbs will interfere with or disrupt drainage.
- ~~B~~2. When the director of ~~planning and~~ development services in consultation with the director of ~~public works transportation and capital improvements~~ determines that public construction that would require curb replacement will take place on the street within three (3) years.
- ~~C~~3. On local type A streets in single-family or two-family residential subdivisions within the "RP" and "RE" zoning districts.
- ~~D~~4. On streets in residential subdivisions where no adjacent lots are platted if approved by the director of ~~planning and~~ development services, such as streets ~~adjacent to walls~~where no sidewalk is required under 35-506(q) or drainage ways.
- ~~E~~5. Where the director of ~~planning and~~ development services determines that preservation of trees warrants the elimination, reduction in width, or modification to the curb requirements in accordance with the tree preservation standards.
- ~~F~~6. When densities of less than two (2) units per acre exist and a county section for local streets is proposed in the ETJ.

B. Medians and Dividers.

1. Medians and dividers having curbs shall be constructed in accordance with the approved cross section. The parkway slope requirements of C below shall be met.
2. For streets without curb, slopes shall meet the preferred requirements specified in the latest version of the "TxDOT Roadside Design Manual" at a minimum.

C. Parkways.

1. Landscaping, walls or fences placed in the parkway for aesthetic purposes shall not obstruct sight distance. ROW permits from the appropriate permitting authority must be obtained before adding any of these improvements in the ROW.
2. Parkway slopes between a curb and back of sidewalk for standard parkways shall have a slope of one-quarter (0.25) inch per foot toward the street.
3. Parkway slopes outside of the area noted above, shall continue a slope of one-quarter (0.25) inch per foot toward the street except in heavy cuts. In heavy cuts, a slope of one (1) inch per foot toward the street outside of the area mentioned above is preferred; however, the slope shall not exceed a slope of four (4) inches per foot toward the street.
4. Parkway slopes inside a curbed median shall meet the requirement of subsection C3 above.
5. For streets without curb, slopes shall meet the preferred requirements specified in the latest version of the "TxDOT Roadside Design Manual" at a minimum.
6. Deviations from this section are considered an exception and not a variance.

\* \* \* \* \*

**(p) Pavement Standards.**

\* \* \* \* \*

- ~~(8) Curb and Gutter. Concrete curbs or monolithic curbs and gutters constructed in accordance with the City of San Antonio standard details shall be provided where indicated on the typical cross sections provided in subsection (d) of this section.~~
- ~~(9) Medians and Dividers. Medians and dividers having curbs shall be constructed in accordance with the approved cross section. Where divider strips on primary and secondary streets are constructed without curbs, they shall be graded to a slope of one-quarter (0.25) inch per foot from the center of the divider strip to a point seven (7) inches from above the edge of pavement and from that point to the edge of pavement.~~
- ~~(10) Parkways. Parkway slopes shall be one-quarter (0.25) inch per foot toward the street except in heavy cuts, where a maximum of one (1) inch per foot shall be permitted. Landscaping, walls or fences placed in the parkway for aesthetic purposes shall not obstruct sight distance.~~

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**(e) Connectivity.**

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- (5) **Dead-End Streets.** Dead-end streets shall be prohibited except as short stubs to permit future expansion. A "short stub" is defined as being the average depth of the adjacent lot(s) within the subdivision, being a maximum of one hundred fifty (150) feet. Stub outs greater than ~~one (1) lot in depth~~ 150 feet as measured from intersecting street ROW line (see Figure 506-6.1) may be allowed with the dedication of a turnaround easement and construction of the turnaround facility. At a minimum, the pavement design of the turnaround facility shall be 2" HMAC and 8" of Grade 1 or Grade 2 flexible base. ~~For adjacent lots greater than one-half (1/2) acre, a stub street may require a turnaround easement.~~

A recorded easement may be used to address this provision of future street extensions. It is specifically noted however that such easements are for unique situations where a stub out enters a retail center zoned either "C-2, "C-3" and "D." Such easements on or through properties zoned "L," "I-1" or "I-2" would normally not be conducive to such an easement but could be considered on an individual basis if the best interest of the public and adjoining property be met.

The use of an easement may be permitted provided it provides for each of the following:

- A. The easement shall be approved by the city (development services director and the city attorney's office) prior to recordation in the Bexar County Deed Records.
- B. The document provides for an irrevocable access easement granted in perpetuity to the general public and the City of San Antonio.
- C. The easement's geometry and width shall equal the UDC's R.O.W width and design standards such as slope and curvature and be above the 100-year floodplain.
- D. The easement shall be accompanied by a maintenance agreement that the owner of the property shall maintain the easement in a safe and operable condition and shall correct any safety hazards or eminent needs if such is determined to be required by the city in order to protect the public utilizing the easement.

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- (f) **Street Intersections.** Streets shall intersect at an angle of not less than sixty (60) or more than one hundred twenty (120) degrees.

A. The centerline offset of intersections shall be at least:

- A1. One hundred twenty-five (125) feet at local type A streets intersecting with local type A streets.;
- B2. One hundred fifty (150) feet or the minimum distance to accommodate a turn lane as required under subsection 35-502(~~a~~)(~~7e~~)(~~d2~~) at streets intersecting with a collector.;
- C3. Two hundred (200) feet or the minimum distance to accommodate a turn lane as required under subsection 35-502(~~a~~)(~~7e~~)(~~d2~~) where collectors intersect with one another.;
- D4. Four hundred (400) feet or the minimum distance to accommodate a turn lane as required under subsection 35-502(~~a~~)(~~7e~~)(~~d2~~) where collectors intersect with an arterial.

B. The minimum straight tangent length for a curvilinear street or a street segment coming out of curve that will be stopped controlled heading into an intersection shall be at least:

1. Twenty-five (25) feet measured at a ninety (90) degree angle from the intersecting projected ROW for Local Type streets.
2. Fifty (50) feet measured at a ninety (90) degree angle from the intersecting projected ROW for Collector streets.
3. One hundred (100) feet measured at a ninety (90) degree angle from the intersecting projected ROW for Arterial streets.

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**(h) Street Names, ~~and~~ Signage, and Pavement Markings.**

\* \* \* \* \*

- (3) **ETJ.** Within the city's extraterritorial jurisdiction, street name signs shall be installed at all intersections within and abutting the subdivision. Such signs shall be manufactured and installed by the subdivider in accordance to specifications of, and subject to plan reviews and inspections by the ~~city~~ county department of public works.
- (4) **Warning and Regulatory Traffic Signs.** ~~Within the city limits,~~ Regulatory and warning traffic signs shall be installed within and abutting the subdivision in accordance with the "Texas Manual on Uniform Traffic Control Devices (TMUTCD)," as required by the city's development services department or county's department of public works. Such signs shall be manufactured and installed by the subdivider in accordance to specifications of, and subject to plan reviews and inspections by the city's development services department or county's department of public works. Warning and regulatory signs shall not be accepted by the city until the street has been accepted for maintenance by the city.

\* \* \* \* \*

- (6) **Pavement Markings.** Pavement markings shall be installed within the scope of the subdivision in accordance with the latest version of the "Texas Manual on Uniform Traffic Control Devices (TMUTCD)," as required by the city's development services department or county's department of public works. Such markings shall be manufactured and installed by the subdivider in accordance to specifications of, and subject to plan reviews and inspections by the city's development services department or county's department of public works.
- (7) **Raised Blue Pavement Markers.** Raised blue pavement markers in accordance with the latest version of the "Texas Manual on Uniform Traffic Control Devices (TMUTCD)," shall be installed in the center of a street or safety lane at fire hydrant locations as required by the city's development services department or county's department of public works.

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(m) **Pavement and Median Transition.** Where cross-section changes occur, appropriate pavement transition shall be provided. Transition shall be described as a ratio of lateral transition width to transition length in feet. The following formulas shall be used in computing appropriate transition:

- (1) ~~Local Street to Local Street, Local Street to Collector, Collector to Collector~~ Streets with a Design Speed of Less Than 45 MPH.

$$L = WS^2/60$$

Where: L = Transition length in feet measured along the centerline of the street.  
W = Transition width measured as the difference in pavement width from the centerline to the pavement edge of the two (2) cross-sections.  
S = Design speed for the street found in table 506-3 or table 506-4.

- (2) ~~Arterial Streets Except Freeways~~ Streets with a Design Speed of 45 MPH or higher.

$$L = SW$$

Where: L = Transition length in feet measured along the centerline of the street.  
S = Design speed for the street found in Table 506-3 or Table 506-4.  
W = Transition width measured as the difference in pavement width from the centerline to the pavement edge of the two (2) cross-sections.

- (3) **Median or Center Dividers.** Median or center dividers will also be transitioned. Median transition shall generally parallel the pavement transition to a point where the median width is four (4) feet at which point the median shall be rounded off with a two-foot radius. Median or divider transition shall be designed so that abrupt offsets are not created at intersections.

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

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**(q) Sidewalk Standards.**

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**(1) Applicability.**

- A. Sidewalks shall be required on both sides of all internal streets and the subdivision side of all adjacent or perimeter streets except as specified in subsection (2) below.
- B. All nonresidential, residential corner and reverse residential street lots shall have sidewalks provided on both street frontages.
- C. Sidewalks shall be required as part of the street improvements at the following locations:
- i. along the lot frontage of a “900 series” lot (excluding Lot 999 - Private Street with residential or businesses fronting the private street) . If “900 series” lots front on both sides of a subdivision entry street into a gated private street development, sidewalk may be constructed only on one (1) side of subdivision entry streets ~~unless residential lots are platted or planned to be platted on both sides of the street.~~
  - ii. the rear of a reverse residential street lot.
  - iii. drain crossings.
  - iv. along the street frontage of existing developed lots when streets are extended.
- CD. Sidewalks in place at the time of platting or permitting, ~~that which~~ do not meet minimum Americans with Disabilities Act and Texas Accessibility Standards requirements shall be reconstructed to meet the most stringent minimum ~~ADA~~ standards.
- DE. All sidewalk construction shall conform to the latest most stringent criteria of the Americans with Disabilities Act (ADA) and the Texas Accessibility Standards (TAS) (see subsection 35-501(eg) herein).
- (2) Sidewalk Exceptions.** Sidewalks shall not be required in the following situations:
- A. When the director of ~~planning and~~ development services, in consultation with the director of ~~public works~~ transportation and capital improvements, determines that the sidewalks will interfere with or disrupt drainage.
  - B. When the director of ~~planning and~~ development services, in consultation with the director of ~~public works~~ transportation and capital improvements, determines that public construction which would require sidewalk replacement will take place on the street within three (3) years.
  - C. On local type A streets in single- or two-family residential subdivisions with a density less than 1.0 residential units per acre.

- D. On streets in residential subdivisions where no adjacent lots are platted, if approved by the director of ~~planning and~~ development services, such as streets adjacent to walls or drainage ways.
- E. Where the director of ~~planning and~~ development services determines that preservation of trees warrants the elimination, reduction in width, or modification to the sidewalk and curb requirements in accordance with the tree preservation standards.
- F. On streets utilizing the county road cross section as allowed in 35-506(b)(1).
- G. In developed blocks, where the area is residentially zoned for single-family detached dwellings, and where both of the following conditions exist:
- a.i. Seventy (70) percent or more of the improved lots fronting the street in any one (1) block face do not have sidewalks; and
  - b.ii. A connecting sidewalk does not exist on both sides of the subject property for which construction permits are being sought.
- (3) **Planting Strips.** When required by Table 506-3 or 506-4 above or identified in construction plans, sidewalks shall be defined by placing a ~~planted~~ planting strip ~~of not less than three (3) feet~~ between the back of the curb (BOC) and the street edge of the sidewalk.
- (4) **Performance Agreement and Time of Construction.** All sidewalks noted in subsection (1)(C) above shall be included as part of the performance agreement required by section 35-437 of this chapter ~~with exception to sidewalks along street frontage of lots within the city limits for which building permits will be required. All sidewalks within a subdivision must be completed when ninety-five (95) percent of the lots within the subdivision are built out, excluding lots for which a building permit is pending.~~
- (5) **Width.** Except as otherwise specified in Americans with Disabilities Act (ADA) or Texas Accessibility Standards (see subsection 35-501(g) herein), sidewalks shall have a minimum unobstructed width as follows:
- A. In residential areas within the city limits and ETJ the minimum width of sidewalks adjoining a planting strip shall be four (4) feet. In nonresidential areas the minimum width of sidewalks shall be six (6) feet. Sidewalk width does not include curb width.
  - B. The minimum width of sidewalks located within the boundaries of the "D" downtown district shall be not less than six (6) feet.
- (6) **Location.** Changes in the sidewalk location for a maximum linear distance of two hundred (200) feet are permitted to be approved by the field inspector without amending the street plan or utility layout provided such plans are annotated with a note stating that intent and does not relocate an ADA access ramp. If a pedestrian access easement is required, the easement shall be recorded prior to final acceptance. During the plat review process, reviewing agencies may designate areas where prior approval of the agency is necessary for any alteration

to the sidewalk location. No other changes shall be allowed without the approval of all agencies that approved the original utility layout.

- (7) **Continuity.** Sidewalks shall not be installed in such a manner that they conflict with or are obstructed by power lines, telephone poles, fire hydrants, traffic/street signs, mail boxes, trees, buildings, barriers, light poles, or any other structure. The grades of sidewalks shall be such that changes of grades greater than ten (10) percent are not encountered within blocks. When there is an existing or anticipated obstruction, the sidewalk shall be installed around the object with a one (1) foot buffer around the object and shall provide the required sidewalk width. When utility layouts are required as part of a plat, the location and extent of sidewalks within the subdivision shall be shown on the utility layout and shall be subject to the approval of the director of ~~planning and~~ development services in consultation with the director of ~~public works~~ transportation and capital improvements and the utility agencies. In the ETJ, all sidewalk along a publicly maintained street or a street proposed to be publicly maintained must be contained within the ROW.

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