



UDC Update Request Application

Part 1. Applicant Information

Name: Renee Green, P.E.

Organization: Bexar County

Address: 233 N Pecos La Trinidad Suite 420

Phone: 210-335-6700

Email: rgreen@bexar.org; rbrach@bexar.org

Signature: *Renee D. Green*

Date: May 1, 2015

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Part 4. Summary of Proposed Update with Suggested Text (see application instructions)



CITY OF SAN ANTONIO
DEVELOPMENT SERVICES DEPARTMENT
P.O. BOX 839966 | SAN ANTONIO TEXAS 78283-3966



UDC Update Request Application

Part 1. Applicant Information

Name: Renee Green, P.E. Organization: Bexar County

Address: 233 N Pecos La Trinidad Suite 420

Phone: 210-335-6700 Email: rgreen@bexar.org; rbrach@bexar.org

Signature: *Renee D. Green* Date: May 1, 2015

Part 2. Basis for Update (check only one)

- Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC (Note: Clarification amendments should not change or alter the intent or meaning of existing UDC provisions)
- Editing change that does not alter the impact of the provisions being addressed including changes such as spelling, grammar correction, formatting, text selection, or addition of text in compliance with existing ordinance, statutes or case law
- Completed Rule Interpretation Determination (RID)
- Requested by the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, resolution or signature of the chairperson is required)

Part 3. Reason(s) for Update (check all that apply)

- Modify procedures and standards for workability and administrative efficiency
- Eliminate unnecessary development costs
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Part 4. Summary of Proposed Update with Suggested Text (see application instructions)

Amendment Number	UDC Section	Summary Highlights
1	35-202 Conventional and Enclave Subdivisions	Removing size and zoning based restriction on Enclave development in the ETJ. Subdivision plat name will be required to include Enclave.
2	Table 202-1	Adding column to table to address on-street parking (parking on both sides for 32' wide street; one side for pavement widths between 28' to 32' in compliance with IFC Appendix D and TxDOT Roadway Design Manual); widening planting strips on collector and above roads from 3' to 5' for placement of TMUTCD signage; providing pavement range for Local Type A street
3	35-344 PUD Development	Removing density, height restrictions, and zoning procedures for PUD development in the ETJ. Subdivision plat name will be required to include PUD.
4	35-501(g)	Added the Texas Accessibility Standards as ADA standards that need to be incorporated into infrastructure improvements.
5	35-506(a) and (b)	Allowing Rough Proportionality to be a reason for reducing the number of traffic lanes or construction of a street designated on the Major Thoroughfare Plan. Added reference that regional flow of traffic must also be considered in street layout in addition to that of the proposed development.
6	35-506(d)(1) Table 506-3 Conventional Street Design Table	Adding row to table to address on-street parking (parking on both sides for 32' wide street; one side for pavement widths between 28' to 32' in compliance with IFC Appendix D and TxDOT Roadway Design Manual); Widening planting strips on collector and above roads from 3' to 5' for placement of TMUTCD signage; Providing pavement range for Local Type A street Amended note 9 to allow 4' wide sidewalks for houses fronting on Local Type B streets. Added note allowing 25% of the total block length of a meandering sidewalk will be allowed within the minimum planting strip.
7	Table 506-4	Updated width of planting strip and added fire sprinkler requirements to two Local streets listings whose streets widths are too narrow to allow parking under the fire code but is allowed in a Traditional Street Design.
8	Table 506-4-A.1 Enhanced Streets	Added design standards applicable to Enhanced Local Type B and Modified Collector street sections.
9	Table 506-4B Curb Return and Property Line Table	Revised curb radii and property line radii for various combinations of intersections between Local Type B, Collector, and Arterial Streets
10	35-506(d)(5) Sight Distance	Expanded on the types of sight distance to be evaluated during street design (horizontal curvature and vertical curvature around horizontal curves) and to establish clear vision easements to preserve the lines of sight identified during the review.

Amendment Number	UDC Section	Summary Highlights
11	35-506(d)(6) Cul-de-Sacs	Clarified ROW limits around cul-de-sacs in the ETJ to ensure the sidewalk is fully contained within the ROW and not split between the ROW and a pedestrian sidewalk easement.
12	35-506(d)(9) Substandard Streets	Clarified that properties exempt from platting will also need to comply with this section; provided a definition of pavement cross-section; and distinguished public streets from private streets. Eliminated two exemptions that were not exemptions and incorporated the language elsewhere in the section.
13	35-506(d)(10) 35-506(p) Curbs and Parkways	Renamed section to eliminate reference to pavement in title since pavement is not addressed in this section and added parkways which are typically associated with curbs and medians. Essentially, this section now deals solely with the areas outside of the paved area.
14	35-506(d)(12) Design Speed	Added design speed for enhanced Local Type B street.
15	35-506(e)(5) Dead End Streets	Clarified that when short stub exceeds 150 lf from the intersecting street ROW that a temporary turnaround easement will be required and specified the minimum pavement section for the turnaround.
16	35-506(e)(7) Secondary Access	Defines what qualifies as secondary access; identifies when additional access points will be needed to promote a regional road network; specifies collector streets when provided must be extended as collector street; provides phasing of secondary access for multi-unit subdivision developments; and provides minimum specification for construction of a temporary emergency access road.
17	35-506(f) Street Intersections	Fixed code references and added minimum straight tangent lengths of curvilinear streets at intersections.
18	35-506(h) Street Names, Signage, and Pavement Markings	Added section related to pavement markings Added section to require raised blue pavement markers to be installed at fire hydrant locations.
19	35-506(j) 35-506(s) Private Streets	Require private streets to be located in Lot 999 with sufficient width to contain street improvements and regulatory signage; Clarified HOA responsibilities for pavement maintenance; Clarified parking on private street requirements; Deleted 506(s) to combined gated subdivision street requirements into this section since private streets are often gated;
20	35-506(l) Horizontal Curvature	Clarified and updated the design criteria for an "Elbow" configuration.
21	35-506(m) Pavement and Median Transition	Revised transitional formula headings to be based on design speed instead of street classification.
22	35-506(n) Medians	Clarified the criteria for determining when a median opening may be grated and defined a maximum length for a special purpose median.

Amendment Number	UDC Section	Summary Highlights
23	35-506(q) Sidewalks	<p>Clarified where sidewalks will be built with street improvements; Added reference to Texas Accessibility Standards; Added county road section to list of sidewalk exceptions; Added buffer zone around sidewalk obstructions; Reinforced all public sidewalk to be completely within ROW.</p>
24	35-506(r) Access and Driveways	<p>Clarified criteria for single family lot frontage on a collector or arterial street; Clarified number of access points will be based on unrestricted lot frontage; Clarified that only the residential driveways accessing curbed streets will be required to be concrete; Clarified all residential lots must be a minimum of 40' from an arterial street; and Updated internal code references as needed.</p>
25	35-515	<p>Adding provision to provide a fire apparatus turnaround every 750' on dead end/no outlet streets. The provision will include phased street construction whose block length exceeds 750' and a street outlet has not been constructed. Clarify lot frontage and add a provision to add a plat note to prohibit obstructions in an irrevocable ingress/egress easement. Require flag lots to meet the same minimum frontage requirements of all other irregular shaped lots (15' vs. 14') and to specify the flag pole will maintain a minimum 15' width.</p>
26	35-B101, B120, B121 Plan Submittal Signs/Pavement Mark Plat Applications	<p>Added allowance for 10' contours to be used on plats when existing grades exceed 10%; Clarified/specified submittal requirements for OSSFs; Added signage and pavement marking criteria; Specified for city/county limit line to be identified in street/drain stationing ; Specified for existing trees to remain to be identified on construction plans; Added military overlay limitations to list of limitations; Specified for TIA to identify peak hour trip “triggers” when improvements recommended in the report are to be constructed.</p>

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify that subdivisions with private streets are not subject to limitations that may apply within the city limits in compliance with Local Government Code §212.003. In 35-202, current code limits the size of an enclave subdivision and also subjects both conventional and enclave subdivisions to limits on outdoor storage which could have an impact on the use of a property. The revision will require for a subdivision plat name to include Enclave as part of the subdivision name if private streets are part of the development.

FORMATTED PROPOSAL –

Sec. 35-202. - Conventional and Enclave Subdivision.

- (a) Applicability. The provisions of this section apply to any application for subdivision plat approval for a ~~conventional~~ subdivision with public streets or ~~an enclave subdivision with~~ private streets within a base zoning district or within the ETJ, except as otherwise provided in this chapter. For the purpose of this chapter as it applies in the ETJ, the term “conventional” applies to subdivisions with public streets and the term “enclave” applies to subdivisions with private streets following public street standards. The description “enclave” shall be prominently indicated on the subdivision plat when a subdivision with private streets is proposed following the standards outlined below.
- (c) Size and Location of Site. There is no minimum size for conventional or enclave subdivisions. ~~but there~~ Enclave subdivisions within a base zoning district shall be a maximum size ~~limit~~ of one hundred fifty (150) acres ~~for enclave subdivisions~~.
- (n) Outdoor Storage. Conventional and enclave subdivisions shall comply with the outdoor storage standards of this chapter. The provisions of this subsection do not apply to the city's extraterritorial jurisdiction.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is the code is to add a new column to Table 202-1 to address on-street parking requirements and to update some values within Table 202-1 to be consistent with other values listed in the code or are being updated through this year’s amendment process.

On-street parking especially on Local Type A streets is impacting emergency response times in the ETJ. When on-street parking is allowed, with the exception of Table 506-4A, the code is silent if parking should be on both sides of the street or restricted to one side. In referencing the International Fire Code Appendix D (IFC App-D) and TxDOT Roadway Design Manual Table 3-1, both references indicate 32 feet is the minimum pavement width to have parking on both sides of a street. The IFC App-D requires streets with less than 26 feet of pavement to have no parking while 35-506(j)(6) indicates no parking should be allowed for streets widths of less than 28 feet. Table 506-4A does addresses the type of parking that is allowed on the street and most values listed in the table do not comply with IFC-App D, however, Table 506-4A also requires fire sprinklers for all structures along the streets listed in the table which is typically an acceptable alternative.

Values being updated within the existing table include: for Local Type A street adding a range of pavement width and providing a distance if planting strips are provided; increasing the planting strip width from 3’ to 5’ for Collector type streets and above in order to comply with the minimum sign installation requirements of the Texas Manual on Uniform Traffic Control Devices which requires a minimum of 2’ from the face of curb to the edge of a 36” wide sign which is minimum sized sign that must be installed along collectors, arterials, and freeways. Correcting misspelt word currently listed in table.

FORMATTED PROPOSAL –

Sec. 35-202. - Conventional and Enclave Subdivision.

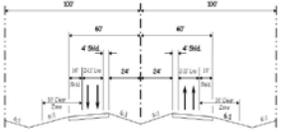
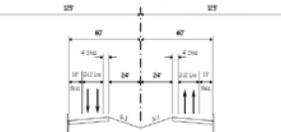
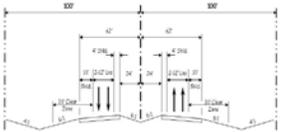
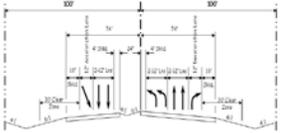
[Table 202-1](#)

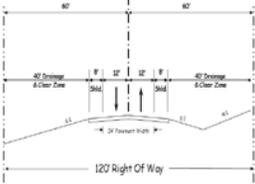
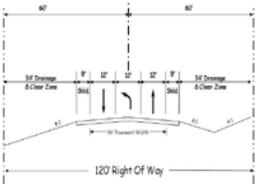
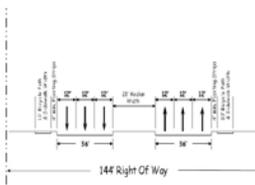
[Illustration of Table 506-3 Street Design Guidelines](#)

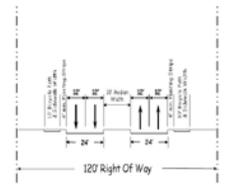
Street Type	ROW	Pavement Width	Median	Sidewalk Width (ft. w/ planting strip/ ft. w/o planting)	Bike Facilities	Street-scape Planting	Planting Strips	On-Street Parking
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				strip				
<p><i>Marginal Access</i></p> <p>26' Pavement Width 36' Right-of-Way</p>	36'	26'	Not Required	Not Required	Not Required	Not Required	Not Required	None
<p><i>Alley</i></p> <p>18' Pavement Width 24' Right-of-Way</p>	24'	18—24'	Not Required	Not Required	Not Required	Not Required	Not Required	None
<p><i>Access - Conservation Subdivision</i></p> <p>24' Pavement Width 34' Right-of-Way</p>	34'	24'	Not Required	4' / 6' One Side Only	Not Required	Not Required	Not Required	None
<p><i>Local Type A</i></p> <p>28' Pavement Width 60' Right-of-Way</p>	50'	28' - 34'	Not Required	4'	Not Required	Not Required	<p>Not Required</p> <p>3'</p>	<p>One side only</p> <p>Both sides if pavement width is >= 32'</p>

<p>Local Type "B"</p> <p>40' Parkway</p> <p>40' Right-of-Way</p>	60'	40'	<p>Not Required</p> <p>16'</p>	4'/6'	Not Required	Not Required	3'	Both sides
<p>Collector</p> <p>14' Parkway</p> <p>10' Right-of-Way</p>	70'—90'	44'—55'	<p>Not Required</p> <p>16'</p>	4'/6'	City Option	Yes	3' 5'	None
<p>Secondary Arterial</p> <p>2x 24' Parkway</p> <p>1' Median</p> <p>2x 24' Parkway</p> <p>80' Right-of-Way</p>	86'—110'	48'—81'	16'	4'/6'	Yes	Yes	3' 5'	None
<p>Primary Arterial</p> <p>3x 30' Parkway</p> <p>12' Median</p> <p>3x 30' Parkway</p>	120'	48'—81'	16'	4'/6'	Yes	Yes	3' 5'	None

<p>Cross Section: Super Arterial Type A – Grade Separation @ Mid-Block</p>  <p>Super Arterial Type "A" On 200' Right Of Way</p>	200'	44'	48'	Not Required	Not Required	Not Required	Not Required	None
<p>Cross Section: Super Arterial Type A – Grade Separation @ Intersection</p>  <p>Super Arterial Type "A" Grade Separation On 250' Right Of Way</p>	250'	136'	48'	Not Required	Not Required	Not Required	Not Required	None
<p>Cross Section: Super Arterial Type B · @ Mid-Block</p>  <p>Super Arterial Type "B" On 200' Right Of Way</p>	200'	48'	48'	Not Required	Not Required	Not Required	Not Required	None
<p>Cross Section: Super Arterial Type B · @ Intersection</p>  <p>Super Arterial Type "B" On 200' Right Of Way</p>	200'	96'	24'	Not Required	Not Required	Not Required	Not Required	None

<p>Cross Section: Rural Road @ Mid-Block</p> 	120'	24'	Not Required	Not Required	Not Required	Not Required	Not Required	None
<p>Cross Section: Rural Road @ Intersection</p> 	120'	36'	Not Required	Not Required	Not Required	Not Required	Not Required	None
<p>Cross Section: Enhanced Primary Arterial @ Mid-Block</p> 	144'	72'	28'	10'	Yes	Yes	4'	None
<p>Cross Section: Enhanced Primary Arterial @ Intersection</p> 	166'	118'	6'	10'	Yes	Yes	4'	None

<p>Cross Section: Enhanced Secondary Arterial @ Mid-Block</p> 	120'	48'	18'	10'	Yes	Yes	4'	None
<p>Cross Section: Enhanced Secondary Arterial @ Intersection</p> 	142'	84'	6'	10'	Yes	Yes	4'	None

Note: This table of illustration is provided for the convenience of the reader. To the extent that there is any conflict between this table and ~~section 35-506~~, Table 506-3, the provisions of Table 506-3 shall govern.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is clarify that subdivisions with private streets are not subject to limitations that may apply within the city limits in compliance with Local Government Code §212.003. In 35-344, current code applies density and height restrictions as well as zoning procedures on PUD developments in the ETJ. The revision will require for a subdivision plat name to include PUD as part of the subdivision name when development is following the applicable components of this section.

FORMATTED PROPOSAL –

Sec. 35-344. - "PUD" Planned Unit Development District.

- (a) Evaluation Criteria. In order to foster the attractiveness of a planned unit development and its surrounding neighborhoods and thereby preserve property values, and in order to provide an efficient road and utility network, ensure the movement of traffic, implement comprehensive planning, and better serve the public health, safety, and general welfare, the following criteria shall be utilized by the planning commission in reviewing PUD plans. These criteria shall neither be regarded as inflexible requirements nor are they intended to discourage creativity or innovation.
- (5) Planned unit developments in the ETJ shall comply with the provisions contained in this section with the exception of subsections (c) related to density, (d) related to height and yard requirements, and (j) related to PUD plans. In addition, planned unit developments in the ETJ are exempt from the zoning procedures contained in this section.
- (6) The description "planned unit development" or "PUD" shall be prominently indicated in the subdivision plat name.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to include the Texas Accessibility Standards (TAS) as criteria that must also be met for compliance with the Americans with Disabilities Act. There are a few criteria where TAS is more stringent than ADA that need to be complied with in the State of Texas.

FORMATTED PROPOSAL –

Sec. 35-501. - General Provisions.

(g) Americans With Disabilities Act.

- (1) Infrastructure. Infrastructure construction and improvements of facilities shall comply with the Americans with Disabilities Act of 1990 (42 U.S.C subsection 12181 et seq., Pub. L 101-336 and implementing regulations at 28 C.F.R. parts 35 and 36) [and the latest version of the Texas Accessibility Standards of the Texas Department of Licensing and Regulation](#). Applicants should consult the ADA Technical Assistance Manual from the U.S. Department of Justice on the Internet at <http://www.usdoj.gov/crt/ada/taman3.html>, and Technical Assistance Manual for State and Local Governments @ <http://www.usdoj.gov/crt/ada/taman2.html> [and the latest version of the Texas Accessibility Standards available at http://www.tdlr.texas.gov/ab/abtas.htm](#).
- (2) Multi-Family Housing. Multi-family housing development shall comply with section 804 (f)(5)(C) Fair Housing Amendments Act of 1988 and the implementing regulations codified at 24 CFR 100.205. Applicants should consult the Fair Housing Accessibility Guidelines from the U.S. Department of Housing and Urban development on the Internet at <http://www.hud.gov/fhefhag.html>. See also HUD Fair Housing Assistance Providers Web site: <http://www.hud.gov/fairhsg1.html>.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to allow rough proportionality to be a reason for reducing the number of traffic lanes or construction of a street designated on the Major Thoroughfare Plan and for development to also consider the regional traffic patterns when laying out the street network for a development.

FORMATTED PROPOSAL –

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

(a) Applicability.

(3) Variance. A variance to the requirements of this section may be granted by the planning commission if the commission finds that there are special circumstances or conditions, unique to the land involved, such that strict application of these requirements would be unreasonable and the granting of the variance would not be detrimental to the public health, safety, or welfare. No variance shall be granted that reduces the number of traffic lanes or waives the construction of any traffic lane required by the major thoroughfare plan unless constructing the lanes exceeds the Roughly Proportionate Determination amount established under 35-501(b). Application for a variance shall be submitted in writing to the development services director accompanied by the variance fee specified in Appendix "C" to this chapter and an eight and one-half by eleven (8½ × 11) inch site plan indicating the location of the variance request and the location of existing sidewalks and curbs within a two thousand-foot radius.

(b) Improvements Required.

(2) Street Layout. The arrangement, character, extent, width, grade and location of all streets shall conform to the master plan and the major thoroughfare plan and shall be considered in their relation to existing and planned streets, to topographical conditions, to public safety and convenience, and in their appropriate relation to the proposed uses of the land to be served by such streets. The street layout shall be devised for the most advantageous development of the entire neighborhood or regional development.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is the code is to add a new row to Table 506-3 to address on-street parking requirements and to update some values within Table 506-3 to be consistent with other values listed in the code or are being updated through this year's amendment process.

On-street parking especially on Local Type A streets is impacting emergency response times in the ETJ. When on-street parking is allowed, with the exception of Table 506-4A, the code is silent if parking should be on both sides of the street or restricted to one side. In referencing the International Fire Code Appendix D (IFC App-D) and TxDOT Roadway Design Manual Table 3-1, both references indicate 32 feet is the minimum pavement width to have parking on both sides of a street. The IFC App-D requires streets with less than 26 feet of pavement to have no parking while 35-506(j)(6) indicates no parking should be allowed for streets widths of less than 28 feet. Table 506-4A does addresses the type of parking that is allowed on the street and most values listed in the table do not comply with IFC-App D, however, Table 506-4A also requires fire sprinklers for all structures along the streets listed in the table which is typically an acceptable alternative.

Values being updated within the existing table include: for Local Type A street adding a range of pavement width and providing a distance if planting strips are provided; increasing the planting strip width from 3' to 5' for Collector type streets and above in order to comply with the minimum sign installation requirements of the Texas Manual on Uniform Traffic Control Devices which requires a minimum of 2' from the face of curb to the edge of a 36" wide sign which is minimum sized sign that must be installed along collectors, arterials, and freeways.

Amended note 9 to allow homes fronting on a Local Type B street to have a 4' sidewalk along the curb instead of a 6' sidewalk.

Added "NA" designation to identify areas where on-street parking is not allowed.

Added note 12 to clarify meandering sidewalks may have a planting strip that is less than the minimum value listed in the table for up to 25% of the sidewalk block length.

FORMATTED PROPOSAL –

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

(d) Cross-Section and Construction Standards.

(1) Streets.

- A. Tables 506-3 and 506-4 provide the standards for all existing and future streets.*
- B. The subdivider shall dedicate and construct all interior streets within the subdivision plat and shall provide dedication and construction for exterior streets based upon tables 506-3 and 506-4.*

- C. The director of ~~planning and~~ development services shall include the dedication and construction of rights-of-way for exterior streets in the roughly proportionate determination as described in subsection 35-501(b).

Table 506-3
Conventional Street Design Standards

Street Type	Marginal Access	Alley	Access to Conservation Subdivision	Local Type A	Local Type B	Collector	Secondary Arterial ¹	Primary Arterial ²
R.O.W. (min.) ^{1, 2, 10}	36'	24'	34'	50'	60'	70—90'	86—110'	120' ¹¹
Pavement Width	26'	18—24'	24' ⁷	28' -34'	40'	44—55'	48—81'	48—81'
Design Speed (mph)	30	20	30	30	30—35	40—45	45	45
Grade (max.) ³ ICL	12%	12%	12%	12%	12%	7%	5%	5%
Grade (max.) ³ ETJ	10%	10%	10%	10%	10%	7%	5%	5%
Grade (min.) ⁴	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Centerline Radius (min.)	100'	50'	100'	100'	100'	400'	700'	1,200'
Curb	NR	NR	NR	Yes	Yes	Yes	Yes	Yes
Median	NR	NR	NR	NR	NR	NR	16' min.	16' min.
Sidewalk Width (see subsection (q)(5)) ⁵	NR	NR	4/6 ⁸ one side only	4' ⁸	4 ⁸ /6 ⁹	4 ⁸ /6 ⁹	4 ⁸ /6 ⁹	4 ⁸ /6 ⁹
Bicycle Facilities ^{5, 6}	NR	NR	NR	NR	NR	Yes ⁵	Yes ⁵	Yes ⁵

Streetscape Planting	NR	NR	NR	NR	NR	Yes	Yes	Yes
Planting Strips ¹²	NR	NR	NR	NR <u>3' Min.</u>	3' Min.	35' Min.	35' Min	35' Min.
<u>On-street Parking</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>One-side for Pavement width >=28' and < 32'</u> <u>Both sides for Pavement width >= 32'</u>	<u>Both sides</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>

Notes and Rules of Interpretation:

NA designates "not allowed"

NR designates the item is "not required."

ICL designates inside city limits.

ETJ designates within the extraterritorial jurisdiction Table 506-3 is required for conventional option subdivisions (see section 35-202) or subdivisions not subject to Table 506-4, below, except for access to conservation subdivision (section 35-203).

¹For secondary arterial type B streets the minimum width of right-of-way shall be 70 feet and at intersections with other major arterials on the major thoroughfare plan 86 feet to 110 feet as determined by the director of development services.

²For primary arterial type B streets the minimum width of right-of-way shall be 70 feet and at intersections with other major arterials illustrated on the major thoroughfare plan the right-of way shall be 86 feet to 120 feet subject to the findings of the TIA as determined by the director of ~~planning and~~ development services.

³Refer to 35-506(d)(3) for grades exceeding maximum values specified in the table.

⁴0.4% Optional with concrete curb and gutter.

⁵Bicycle path and sidewalks can be combined. See subsection 35-506(d)(4).

⁶When designated on bicycle master plan as approved by city council.

⁷Entry portion without parking.

⁸In residential areas sidewalks shall be located to provide improved safety, to improve walkway intersection alignment and to reduce sidewalk conflicts with utility poles and mail boxes.

⁹Sidewalks shall be four (4) foot in width with a planting strip or six (6) foot in width without a planting strip. [Sidewalks may be four \(4\) foot in width without a planting strip when houses are fronting on a Local Type B street.](#)

¹⁰R.O.W. width and construction design of state maintained streets and certain inner-city streets and certain primary arterials (approved by city council ordinance) pertaining to R.O.W. dedication and design standards within the CRAG area boundary shall take precedence over the standard UDC street R.O.W. and design provisions outlined in Table 506-3 above.

¹¹120 feet is the maximum right-of-way width but may be varied in accordance with the adopted major thoroughfare plan.

¹²[Meandering sidewalks may have up to twenty percent \(25%\) of the total block length of the sidewalk within the minimum planting strip area. This does not apply to multi-use or bicycle facilities.](#)

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to update Table 506-4 to address the changes in the planting strip requirement, to require fire sprinklers for two types of Local Streets whose widths are too narrow to allow on-street parking in reference to International Fire Code Appendix D, and to allow a smaller width sidewalk for homes fronting on an Avenue.

FORMATTED PROPOSAL –

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

Table 506-4
Traditional Street Design Standards

Street Type	Trail	Alley	Lane	Local	Avenue	Main Street	Boulevard	Parkway
R.O.W. (min.)	14'	20'	38'	48'	82'	58'	124'	86'
Pavement Width ¹	8'— 14'	10'— 12'	16'— 18'	22'— 27'	27'— 48'	28'— 36'	44'—70'	44'+
Design Speed (mph)	N/A	20	30	30	35	40	45	45
Grade (max.) Grade (min.) ⁴	Follow AAS HTO	10% 0.5%	10% 0.5%	10% 0.5%	7% 0.5%	7% 0.5%	5% 0.5%	5% 0.5%
Curb Radius	N/A	15'	15'	15'	25'	25'	25'	25'
Centerline Radius ²	95'	50'	90'	90'	250'	300'	500'	1,000'
Curb	NR	NR	Yes	Yes	Yes	Yes	Yes	NR
Median	NR	NR	NR	NR	16' min.	NR	16' min.	16' min.
Sidewalk Width (see subsection (q)(5)) ⁵	NR	NR	4' ⁷ /6' ⁷					
Bicycle facilities ^{3,6}	NR	NR	NR	NR	Yes	Yes	Yes	Yes Path

Streetscape Planting	Yes	NR	Yes	Yes	Yes	Yes	Yes	Yes
Planting Strips	NR	NR	6'	6'	6'	City Option	6—11'	7—20'

Notes and Rules of Interpretation:

NR designates the item is "not required."

R.O.W. width and construction design of state maintained streets and certain inner-city streets and certain primary arterials (approved by city council ordinance) pertaining to R.O.W. dedication and design standards within the CRAG area boundary shall take precedence over the standard UDC street R.O.W. and design provisions outlined in Table 506-4 above.

Table 506-4 applies only to the following development options: Commercial Center (section 35-204), Commercial Retrofit (section 35-206), Traditional Neighborhood development (section 35-207), and Transit-oriented development (section 35-208), except as provided in footnote 5, below.

¹See Table 506-4A below. The smaller street width with on-street parking prohibited, or the larger street width coupled with on-street parking on one (1) or both sides of the street, may be provided if the adjoining buildings are provided with (1) an NFPA 13D fire sprinkler system for Single-Family Dwelling Units, One-Family Attached Dwelling Units, Two-Family (Duplex) Dwelling Units, Two-Family Attached Dwelling Units; (2) an NFPA 13R fire sprinkler system for Multi-Family buildings; or (3) an NFPA 13 fire sprinkler system for Commercial Building.

²Lesser radius can be approved by the director of development services.

³Bike path and sidewalks can be combined. See subsection 35-506(d)(4).

⁴Optional 0.4% with concrete curb and gutter.

⁵Any provision in Table 506-3 (entitled "conventional street design standards") notwithstanding, interior streets in a subdivision that would otherwise be required to comply with the provisions of Table 506-3 may instead comply with the provisions of Table 506-4 (entitled "traditional street design standards"), regarding pavement width requirements only, provided that the connectivity ratio (see subsection (e), below and subsection 35-207(g) of this chapter) shall comply with the requirements for a Traditional Neighborhood development. The proposed development shall comply with footnote 1 hereto. Pursuant hereto, street types in such subdivisions shall comply with Table 506-4 as follows: An Alley shall be required to meet the street width standards for an Alley as provided in Table 506-4; a Conservation Access street shall be required to meet the street width standards for a Lane; a Local Type A street shall be required to meet the street width standards for a street; a Local Type B street shall be required to meet the street width standards for an Avenue; a Collector street shall be required to meet the street width standards for a Main street; a Secondary Arterial shall be required to meet the street width standards for a Boulevard; and Primary Arterial shall be required to meet the street width standards for a Parkway.

⁶When designated on bicycle master plan as approved by city council.

⁷Sidewalks shall be four (4) foot in width with a ~~three (3) foot~~ planting strip or six (6) foot in width without a planting strip. [Sidewalks may be four \(4\) foot in width without a planting strip when houses are fronting on an Avenue.](#)

Table 506-4A
Street Width Options for Traditional Street Design Standards

Street Type	A	B	C	D	E	F	G	H
	Street Width	Parking	Directional	Fire Sprinklers	Alleys	Max. Block	Connections	Turning Radius
Lane	18'	None	1-Way	No	No	300'	27'	25—50'
Local	24'	1 Side	2-Way	No Yes	Yes	35-207(f)	NR	25—50'
Local	27'	Both Sides	2-Way	No Yes	No	35-207(f)	NR	25—50'
Lane	16'	None	1-Way	Yes	Yes	35-207(f)	NR	25—50'
Lane	18'	None	2-Way	Yes	Yes	35-207(f)	NR	25—50'
Lane	18'	1-Side	1-Way	Yes	Yes	35-207(f)	NR	25—50'
Local	22'	None	2-Way	Yes	Yes	35-207(f)	NR	25—50'
Local	22'	1-Side	2-Way	Yes	Yes	35-207(f)	NR	25—50'
Local	25'	Both Sides	2-Way	Yes	Yes	35-207(f)	NR	25—50'
Local	26'	Both Sides	2-Way	Yes	Yes	35-207(f)	NR	25—50'

Notes and rules of interpretation:

R.O.W. width and construction design of state maintained streets and certain inner-city streets and certain primary arterials (approved by city council ordinance) pertaining to R.O.W. dedication and design standards within the CRAG area boundary shall take precedence over the standard UDC street R.O.W. and design provisions outlined in Table 506-4A above.

Column A (Street Width) refers to the width of the street from curb face to curb face.

Column B (Parking) indicates whether on-street parking is permitted, whether on both sides or only one (1) side of the street.

Column C (Directional) refers to the directional flow of traffic.

Column D (Fire Sprinklers) refers to whether fire sprinklers are required. See footnote 1 of Table 506-4, above.

Column E (Alleys) indicates whether alleys are required. Alleys are permitted for any street classification.

Column F (Max. Block) refers to the maximum block length. Maximum block length is not subject to an administrative exception (see subsections 35-501(b) and 35-207(f) of this chapter).

Column G (Connections) indicates the width of streets connecting to the street from intersection to intersection. The connecting street must be located at each end of the block. "NR" means that a connecting street of minimum width is not required.

Column H (Turning Radius) refers to the minimum inside and outside turning radii (see "Figure 506-1 Turning Radius Design," below).

This diagram below provides the minimum turning radius for a pumper truck. The minimum inside radius is 25' and the minimum outside radius is 50'.

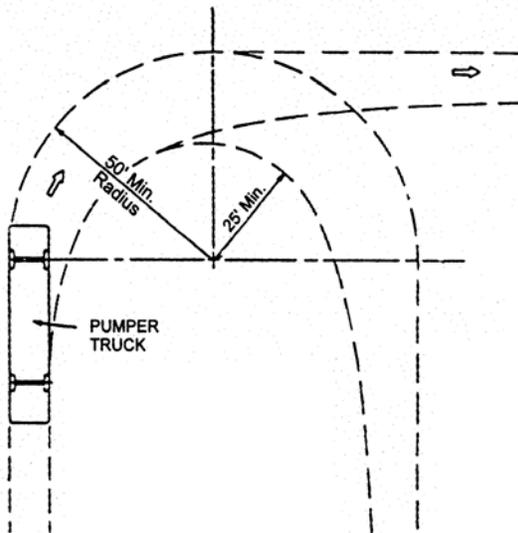


Figure 506-1

Turning Radius Design

PROPOSAL SUMMARY –

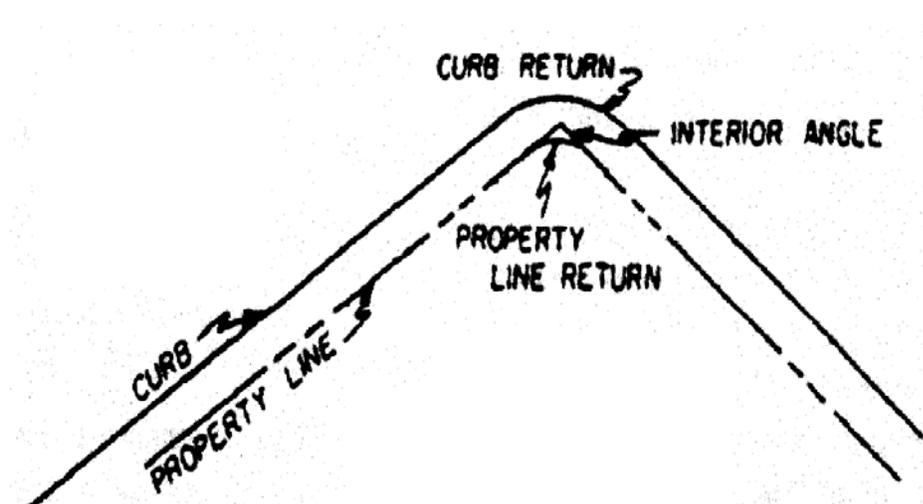
The reason for this proposed UDC amendment is to update the curb returns and property line returns for Local Type B, Collector, and Arterial roadway intersections. Intersections were evaluated using vehicle turning software to determine the appropriate curb radii based on the range of intersection interior angle configurations for different lane configurations.

FORMATTED PROPOSAL –

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

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

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



Curb Return Illustration

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to rename 35-506(d)(10) to remove reference to pavement since there is no reference to pavement in this section and combine sections of 35-506(p) related to curbs, medians, and parkways with 35-506(d)(10) since parkways are typically graded outside of paved areas.

FORMATTED PROPOSAL –

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

(d) Cross-Section and Construction Standards.

(10) Curbs and ~~Pavement~~Parkways.

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~~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~~1. When the director of ~~planning and~~ development services in consultation with the director of public works 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 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. 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 or to the edge of the pavement, whichever is less.

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 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. Retaining walls, combination walls, or extended curb may be allowed if the remaining cut wall is not competent after 2 and 3 have been attempted.
6. For streets without curb, slopes shall meet the preferred requirements specified in the latest version of the "TxDOT Roadside Design Manual" at a minimum.

(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.~~

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify the design speeds provided in this section are a minimum value and to recognize that a median may also be sunken or at grade.

FORMATTED PROPOSAL –

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

(d) Cross-Section and Construction Standards.

(12) Design Speed.

B. Special Considerations. The following minimum design speeds shall be used for the following street types or specified condition:

1. Local Type B:

- i. If houses are fronting this street, the design speed shall be thirty (30) miles per hour.
- ii. If no houses are fronting this street, the design speed shall be thirty-five (35) miles per hour.

iii. If street has a median, the design speed shall be forty (40) miles per hour.

2. Collector:

- i. If street has a ~~raised~~ median, the design speed shall be forty-five (45) miles per hour.
- ii. If street does not have a ~~raised~~ median, the design speed shall be forty (40) miles per hour.

3. Turn bay design. Turn bays shall be designed in accordance with the TxDOT design manual for the minimum taper and storage lengths. The deceleration length shall be determined using one of the following:

- i. Using a differential speed of twenty (20) miles per hour from the street's design speed if using the TxDOT Design Manual tables; or
- ii. Using a differential speed of ten (10) miles per hour from the street's design speed if the stopping sight distance is calculated based on the design topographic conditions.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to expand on the types of sight distance to be evaluated during street design and to establish clear vision easements to preserve the lines of sight.

FORMATTED PROPOSAL –

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

(d) Cross-Section and Construction Standards.

(5) ~~Intersection~~ Sight Distance. To ensure safety of motorists and other travelers, it is necessary that drivers who are entering an intersection or rounding a horizontal curve have an adequate view of approaching motorists. To preserve ~~†~~this view, is required over a clear vision area, which is a right triangle where one (1) side is called "intersection sight distance" and the adjacent side is the distance between the driver and the path of the vehicles approaching from the side. The clear vision area is that portion of a property over which motorists must see to safely judge and execute a driving maneuver into the intersection and onto the street or driving around a curve must be identified and preserved. Clear vision areas must be free of visual obstructions, e.g. structures, walls, fences, and vegetation, which are higher than three (3) feet and lower than eight (8) feet above the pavement. The American Association of State Highway and Transportation officials (AASHTO) Policy on Geometric Design of Highways and Streets, or latest revision thereof contains methods to determine sight distance and shall be used to create clear vision easements to identify and protect the clear vision areas. There are two types of sight distance measurements to be calculated to determine clear vision areas that shall be identified on the plat in a clear vision easement if the area falls on property outside of a right-of-way or private street lot:

A. Intersection Sight Distance. This applies to intersections of two (2) or more streets as well as junctions of driveways and streets. ~~Clear vision areas must be free of visual obstructions, e.g. structures, walls, fences, and vegetation, which are higher than three (3) feet and lower than eight (8) feet above the pavement. The American Association of State Highway and Transportation officials (AASHTO) Policy on Geometric Design of Highways and Streets, or latest revision thereof determines this length of the required intersection sight distance.~~ The location of the decision point on the intersection sight distance triangle is dependent upon the road classification of the major street. If the major street is classified as a Collector, Arterial, or Freeway, the decision point will be measured a minimum of eighteen (18) feet behind the curb line or edge of pavement (if the major street has no curb). Otherwise, the decision point will be measured a minimum of fourteen and one-half (14.5) feet from behind the curb line or edge of pavement (if the major street has no curb). The decision point distance may be increased if the preferred distance for intersection sight distance in the latest version of AASHTO is higher.

B. Horizontal Sight Offset. The horizontal sight offset shall be calculated relative to the stopping sight distance along the curve and radius of the horizontal curve.

C. Vertical Curve Sight Distance. Sight distance along a vertical curve shall be checked to ensure the K-value is sufficient for stopping sight distance. In addition, the sight line elevation for stopping sight distance of a vertical curve on a horizontal curve shall be established and identified on the construction plans to be cleared during construction.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify the ROW limits around cul-de-sac when the development is within the city limits versus in the ETJ. Bexar County requires all public improvements to be located within ROW to avoid delays in maintenance and replacement of sidewalks. Typically easements are the responsibility of the property owner or HOA to maintain.

FORMATTED PROPOSAL –

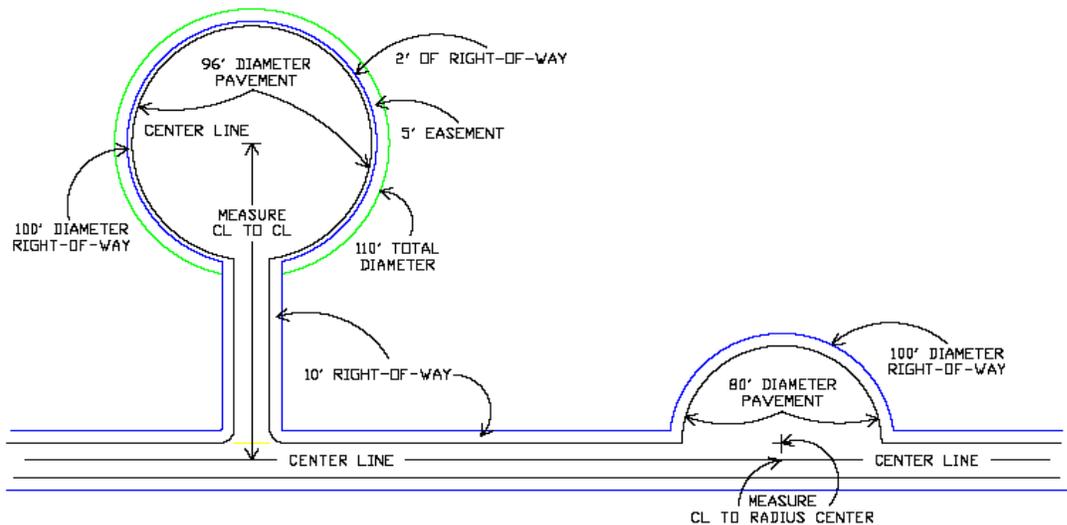
Sec. 35-506. - Transportation and Street Design.

(d) Cross-Section and Construction Standards.

- (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 #when 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

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

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify that properties meeting a plat exception are also responsible to comply with this section, pavement cross-section is defined, and a distinction between public and privately maintained streets has been added. One exception has been eliminated and one exception was incorporated into a more appropriate subsection of this section.

FORMATTED PROPOSAL –

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

(d) Cross-Section and Construction Standards.

(9) Substandard Existing Streets.

- 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. If the property described in 1 or 2 above is accessing an existing privately maintained street or paper street, the property owner must present a notarized letter from the entity responsible for maintaining the street granting permission to use the street. If no such entity exists, a letter signed and sealed from a Licensed Surveyor or Professional Engineer detailing the effort made to locate the party responsible for maintaining the street shall be submitted with the plat or permit application before a plat may be recorded or permit issued. A note on the plat shall be added to the plat informing the public that the development has access to a street that is privately maintained or not maintained.
 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, 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.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to define where and how to measure a “short stub,” specify the length of a stub that requires a temporary turnaround facility, and to specify a minimum pavement section.

FORMATTED PROPOSAL –

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

(e) Connectivity.

- (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.~~

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to provide provisions to define what qualifies as secondary access; identifies when additional access points in relation to the regional road network will be needed; specifies that if a collector street is started it must be extended and remain a collector unless certain criteria are encountered; provides phasing of secondary access for multi-unit subdivision plat development with “triggers” when a temporary emergency secondary access route must be identified and constructed; and when permanent secondary access shall be provided. Lastly, minimum design criteria are provided for the construction of the temporary emergency access road.

FORMATTED PROPOSAL –

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

(e) Connectivity.

EXISTING

~~(7) **Secondary 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, 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.)~~

PROPOSED

(7) **Additional Access.** Additional access points to an existing street network shall be required for a single-family residential or multi-family subdivision as noted in subsections A through C below. The additional access point shall be at least four hundred (400) feet from the primary access as measured between the ends of nearest curb returns. If the development has a gated entrance, the additional access point shall function in the same manner as the full primary access (i.e., entries for emergency purposes only, exit only or entrance only shall not be considered an additional permanent access point). 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.

[The purpose of this paragraph is to establish this section applies to single-family residential (SFR) or multi-family (MF) developments; ensuring access points are located far enough apart where they can be accessed if the other access point is closed; the access points function similar to each other; and to ensure primary and secondary access points are not located on a dead end street. NOTE: Implementation of secondary access for a multi-family development will also be controlled by the building permit process.]

- A. **Frontage off a Major Thoroughfare.** Developments whose property takes accesses off a street identified on the Major Thoroughfare Plan or an existing Collector Street shall provide an additional access point or extend a Collector Street if:
1. Property is a minimum of two thousand six hundred forty (2,640) feet (one-half mile) from a Thoroughfare or Collector;
 2. The development contains a Collector Street, in which case, the Collector Street shall be extended to connect to another Major Thoroughfare or Collector 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;
or
- iv. Floodplains within the limits of the development have not been modified to add additional developable area.

[The purpose of this section is to identify approximate locations of a collector road network in between roadways identified on the Major Thoroughfare Plan to avoid cut through traffic through residential streets in a neighborhood.]

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

- 1. For multi-phase developments with a Master Development Plan that has been approved by the City of San Antonio Development Services Director, the construction of the permanent additional access point(s) may be deferred under the following conditions:
 - i. The cost to construct a temporary emergency access road has been added to the Extended Warranty Bond when 126 to 250 buildable lots or dwelling units are proposed. The construction of a temporary emergency access road will be required at the end of the warranty period if construction of a connecting unit has not started; or
 - ii. A temporary emergency access road has been constructed when the development 251 to 500 buildable lots or dwelling units are proposed.
 - 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.

[The purpose of this section is to define when additional access is required based on the density of the development and to allow the construction of the permanent additional access point(s) in a Master Planned Development to be deferred provided provisions for a temporary emergency access road are met].

C. Schools. Development containing a school shall provide a permanent additional access before the school opens.

[The purpose of this section is to ensure there are additional access points in place for school access.]

D. Temporary Emergency Access Road. Temporary emergency access roads shall be designed within a designated easement when a threshold in subsection (B) above is met. 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. 20 feet unobstructed width;
 - iii. Design to support 75,000 pounds of total load;
 - iv. 6" Moisture conditioned subgrade, geotextile reinforcing fabric underlayment, or lime-treatment may be used for subgrade as determined by the project engineer;
 - v. 6" Aggregate Base Type A, Grade 1 or Grade 2;
 - vi. 1.5" Type D HMAC, 2" Type C HMAC, or Two-Course Chip Seal following TxDOT Specification Item 316 using CRS-2P emulsion applied at a rate of 0.30 gal/SW with Grade 5T Trap rock aggregate;

- vii. Finished surface to follow natural grade of the land. Cutback slopes, when required, will be away from drainage features; 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 Knox box gate may be used. Refer to Section 35-506(j)(xxx) (or 35-506(s)(3)); and
 - iii. Signage as required to identify the emergency access location and route.

[The purpose of this section is to provide design criteria for temporary emergency access roads.]

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to correct a code reference within this section and to establish a minimum straight tangent length for a curvilinear street or street curving into an intersection.

FORMATTED PROPOSAL –

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

- (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 (see Figure 506-6.1) for Local Type streets.
2. One hundred (100) feet measured at a ninety (90) degree angle from the intersecting projected ROW (see Figure 506-6.1) for Collector and Arterial streets.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to add sections related to pavement markings and raised blue pavement markers to assist fire responders to locate a fire hydrant.

FORMATTED PROPOSAL –

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

(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, r~~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 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 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 and abutting the subdivision in accordance with the latest version of the "Texas Manual on Uniform Traffic Control Devices (TMUTCD)," as required by the city's 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 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 or county's department of public works.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to consolidate provisions related to private streets. 35-506(s) Gated Subdivision Streets has been deleted and added under 35-506(j). Provision has been added to require private street lots to have a 999 designation. Additional guidance has been added about the minimum width of the private street lot and to ensure regulatory signs will be located within the private street lots since there have been reports of lots owners removing the regulatory signs installed on their property.

FORMATTED PROPOSAL –

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

(j) Private Streets.

(1) Applicability.

- A. Private streets are permitted within planned unit developments, the business park "BP" zoning district, and manufactured home/recreational vehicle parks subject to the design criteria and standards of this section.
- B. Private streets are only allowed within an enclave subdivision subject to being designed and constructed to the standards of a public street.
- C. Private streets shall be located within a private street lot identified as "Lot 999."
- D. The subdivision plat name shall prominently indicate the type of private street development (e.g., "planned unit development", "PUD" "Enclave).

(2) Design Standards. With the exception of enclave subdivisions, ~~T~~he design standards and construction specifications of private streets shall be the same as for public streets except as noted below:

- A. A right-of-way of fifty (50) feet for a local type A streets and sixty (60) feet for local type B streets shall not be required.
 - i. Private street lot should extend a minimum of two (2) feet outside of the face of curb.
 - ii. Regulatory sign easements shall be provided if regulatory and warning signs cannot be located within the private street lot.
- B. The paved street width, exclusive of curb exposures, shall be a minimum of twenty-seven (27) feet for local type A streets and thirty (30) feet for local type B streets.

(3) Certification. Upon completion of construction, the director of ~~planning and~~ development services and county in the ETJ shall be provided with a written certification signed by a licensed professional engineer certifying that the private streets and sidewalks (as applicable) were designed and installed as required by the provisions of this chapter.

(4) Maintenance. Private streets and sidewalks shall be owned and maintained by a corporation, community association, or other legal entity established for this purpose.

- A. Pavement Management. The applicant shall include with the homeowners' association (HOA) documents a forecast and schedule of street maintenance costs prepared by a licensed professional engineer, licensed as such by the State of Texas.
- B. Maintenance Account. A maintenance account with seed money shall be established by the developer to enable the HOA to meet the maintenance schedule until the HOA is self-sufficient.

- C. Maintenance Schedule. Any HOA requesting that the city acquire their private streets shall produce documentation that the maintenance schedule set forth in the HOA's original pavement management plan as part of the HOA documents has been followed.
- (6) Parking on Private Streets. Parking shall be prohibited on any private street with pavement less than twenty-eight (28) feet in width and, if utilized on streets thirty (30) feet wide or wider, the parking area must be clearly distinguishable from the movement lanes. The HOA documents shall require the HOAs to identify and enforce a no parking restriction in fire lanes throughout the community.
- (7) Gated Subdivision Streets. When a gate will be installed on a private street, the following provisions shall be met:
- A. Master Key Security System. A master key security system shall be provided on all gates. The security system shall include the following for the specified type of gate:
- i. Electric Operated Gates:
1. In the ETJ, a siren operated sensor in conformance with the "Bexar County Rules for the Regulation of Electric-Operated Gates" is required; and
 2. A gate override in case of power failure; or
 3. Inside the city limits,
 - a. A master key provided to the fire department, the school district, and police department; or
 - b. A Knox box.
- ii. Non-electric Operated Gates:
- 1 A Knox box. In the ETJ, provide key or code of the knox box to Bexar County Office of Emergency Management.
- B. Queuing. At gated entrances where traffic can queue into public streets, the gate and entrance design must provide for sufficient storage capacity so that no vehicles will queue into the public street. Queuing at a gated entrance shall be designed as follows:
- i. The Poisson distributed probability model shows that no vehicles will queue into the public street with a ninety-five (95) percent confidence level. The minimum entryway vehicle storage length shall be forty (40) feet measured from the call box to the public right-of-way as shown in Figure 506-11.
- ii. The subdivider shall provide for vehicle turnaround capability based on the single unit design (SU-30) vehicle as provided in the 2011 AASHTO Green Book or latest revision thereof or be able to make a three-point turning movement to prevent a motorist from backing on to the public street.

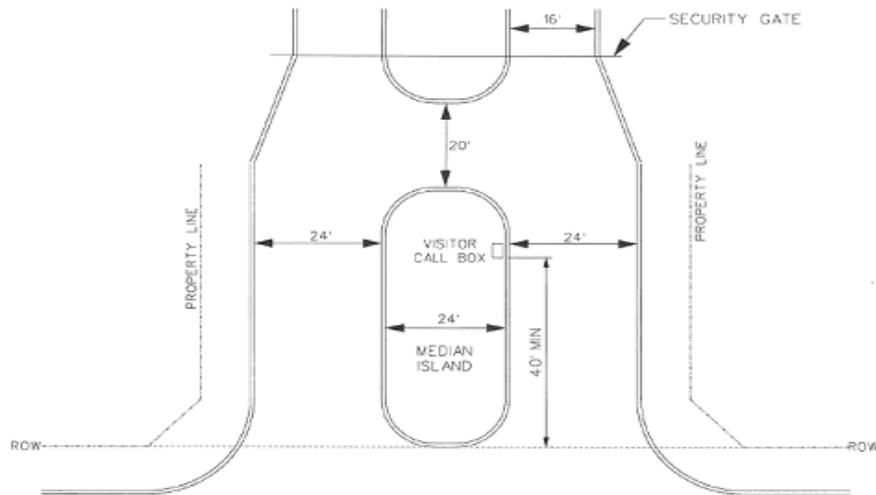


Figure 506-11. Standard Entryway Detail

C. Connectivity. The street system shall comply with the connectivity standards (subsection (e) of this section).

~~(s) Gated Subdivision Streets. (Relocated to 35-506(j))~~

~~(1) Pavement Management. The applicant shall include with the homeowners' association (HOA) documents a forecast and schedule of street maintenance costs prepared by a licensed professional engineer, licensed as such by the State of Texas. A maintenance account with seed money shall be established by the developer to enable the HOA to meet the maintenance schedule until the HOA is self-sufficient. Any HOA requesting that the city acquire their private streets shall produce documentation that the maintenance schedule set forth in the HOA's original pavement management plan as part of the HOA documents has been followed.~~

~~(2) Fire Lanes. The HOA documents shall require the HOAs to identify and enforce a no parking restriction in fire lanes throughout the community.~~

~~(3) Master Key Security System. A master key security system shall be provided on all gates. The security system shall include the following for the specified type of gate:~~

~~A. Electric Operated Gates:~~

~~(1) A gate override in case of power failure; and~~

~~(2) A siren operated sensor in conformance with the "Bexar County Rules for the Regulation of Electric Operated Gates"; or~~

~~(3) Inside the city limits,~~

~~(i) A master key provided to the fire department, the school district, and police department; or~~

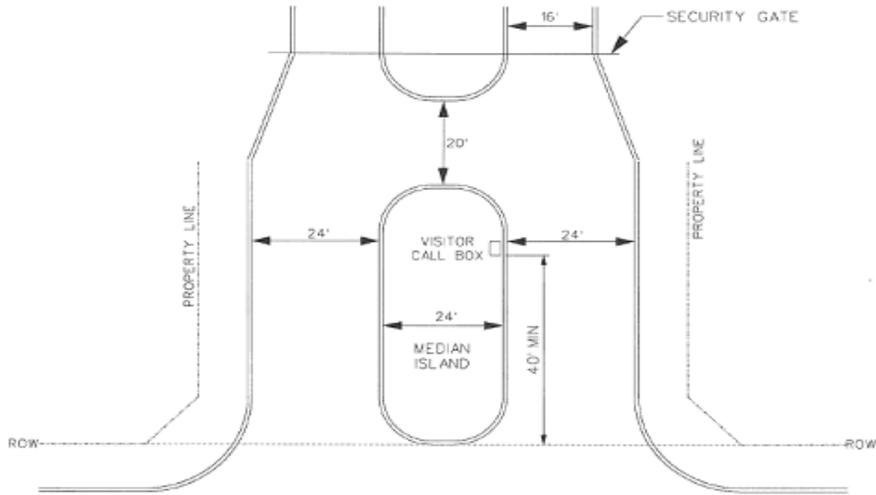
~~(ii) A Knox box.~~

~~B. Non-electric Operated Gates:~~

~~(1) A Knox box.~~

~~(4) Queuing. At gated entrances where traffic can queue into public streets, the gate and entrance design must provide for sufficient storage capacity so that no vehicles will queue into the public street. Queuing at a gated entrance shall be designed as follows:~~

- A. ~~The Poisson distributed probability model shows that no vehicles will queue into the public street with a ninety-five (95) percent confidence level. The minimum entryway vehicle storage length shall be forty (40) feet measured from the call box to the public right-of-way as shown in Figure 506-11.~~
- B. ~~The subdivider shall provide for vehicle turnaround capability based on the single unit design vehicle as provided in the 2004 AASHTO Green Book or latest revision thereof or be able to make a three-point turning movement.~~



- ~~(5) Connectivity. The street system shall comply with the connectivity standards (subsection (e) of this section).~~
- (t) Traffic Calming. The purpose of this section, is to protect the public health, safety and general welfare by ensuring that speeds on local streets are suitable for their intended purpose. The city hereby finds and determines that long blocks, wide street cross sections and uninterrupted traffic flows can encourage speeding on local streets. Accordingly, these design standards will slow traffic on local streets while allowing flexibility in design and offering applicants the choice of treatment that works best for the streets in a proposed development.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify and update design criteria for an “Elbow” configuration.

FORMATTED PROPOSAL –

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

(l) Horizontal Curvature.

- (3) "Elbow" Configurations. An alternative design required by subsection (d) of this section may be used in lieu of the centerline radius of a Local Type street prescribed by subsection (d) of this section. The angle of the elbow configuration shall comply with subsection (f). The point of radius may be relocated along the lines indicated by letters on the figure below (lines AX, AY and AZ). The point of radius shall not exceed ~~fifteen (15) feet~~ a distance of one-half of the typical pavement width from point A. The point of radius of the elbow shall be shown on the plat. The interior curve shall have a minimum property line radius of twenty-five (25) feet. The point of radius may be shifted along the street centerline (lines AX and AZ) see Figure 506-6.

35-506(l) continued

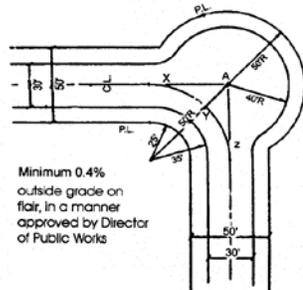


Figure 506-6

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify when to use the appropriate transitioning formula based on design speed.

FORMATTED PROPOSAL –

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

(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.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify the criteria when a median opening may be granted, define a maximum length for a special purpose median.

FORMATTED PROPOSAL –

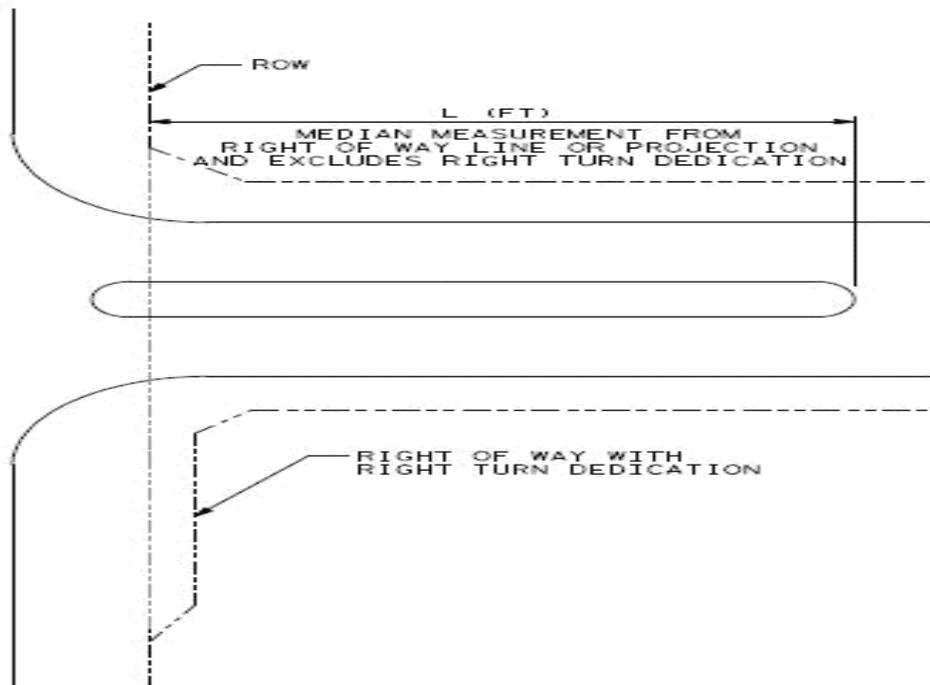
Sec. 35-506. - Transportation and Street Design.

(n) Medians.

- (1) Openings. Medians shall be continuous. Openings in the median may be provided for public streets or major driveways (having one hundred (100) peak hour trips (PHT) or more) provided the spacing between median openings is in accordance with table 506-5.1, will not obstruct an intersection clear vision easement or stopping sight line distance, meets the minimum spacing requirements, and will not impact an existing intersection as specified in 35-502(d). When medians are open, left turn bays and median radii shall be provided in accordance with subsection 35-502(e)(2) ~~and curbed~~. Existing medians shall be modified to conform to these requirements where necessitated by the traffic generated by the proposed development, as set forth in the traffic impact analysis (see subsection 35-502(e)(2) of this chapter). Where existing streets are improved, dual left turn lanes can be approved if supported by a TIA (see section 35-502).

In determining if a median opening request should be approved, the city will require a traffic engineering analysis by a licensed professional engineer. The median opening analysis shall be at the expense of the requestor.

Figure 506-6.1 Methodology to Measure Median Opening Distance from a Projected Right-of-way Line of an Intersecting Freeway or Arterial:



- (2) Special Purpose Medians. Dividers constructed for aesthetic purposes such as entrances for subdivisions or landscaping shall be permitted. The minimum width for such dividers is fourteen (14) feet with minimum twenty (20) feet of pavement width on either side of the median. The divider shall maintain the full width for a minimum twenty-five (25) feet but not more than fifty (50) feet after which an appropriate transition shall be provided in accordance with standards for pavement and median transition (subsection (m), above). The ~~twenty-five (25) feet~~length of the median shall be measured from the edge of pavement of the ultimate width of the intersecting roadway. The nose or rounded portion of the divider shall be placed a minimum of two (2) feet off the edge of the traveled roadway of the intersecting street unless the turning radius of vehicular traffic or conflicts with an ADA street crossing indicates other modifications to the median nose are required. No signs, walls or fences, trees, shrubs or other ground cover shall be placed in the median which will obstruct the driver's sight distance (See Figure 506-7). The median design and exceptions to pavement width adjacent to median must be approved by the director ~~of planning and~~ development services in consultation with the director of public works. In addition, the director shall seek concurrence from the applicable county authority for all proposed medians located in the ETJ.

Landscaping shall be in accordance with current landscaping standards (section 35-511) design standards. In addition appropriate maintenance agreements shall be made with the director of ~~planning and~~ development services.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify where sidewalks will be built with the street improvements, add reference to the Texas Accessibility Standards, adding county road section to the list of exemptions for sidewalk since the code defines a county road section as a section without sidewalks, adding a buffer zone for obstructions near sidewalks installed in the ROW, and reinforcing all sidewalk currently maintained by Bexar County or is expected to be maintained by Bexar County to be fully contained within the ROW.

FORMATTED PROPOSAL –

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

(q) Sidewalk Standards.

(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 backside of a reverse residential street lot.

iii. drain crossings.

iv. along the street frontage of existing developed lots when streets are extended.

~~C~~D. 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.

~~D~~E. 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, 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, 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:
 - ai. Seventy (70) percent or more of the improved lots fronting the street in any one (1) block face do not have sidewalks; and
 - bii. 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. Or before the performance agreement is released which does not include sidewalks? How is this enforced?~~
- (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.
- (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 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.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify the criteria for a single-family residential lot to front on a collector or major thoroughfare; clarify the number of access points will be based on unrestricted frontage (e.g., lot frontage minus the length of a vehicular non-access easement or drainage structure); clarify residential driveways in the ETJ will be required to be concrete if the street section contains a curb; clarifying all residential lots must be a minimum of 40' from an arterial street; and providing references to other parts of the code where appropriate.

FORMATTED PROPOSAL –

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

(r) Access and Driveways.

(1) Applicability. The provisions of this section shall apply to all driveways. A lot which is a part of an approved plat which does not otherwise limit access and which was approved by the city and filed for record as of the effective date of this section, and which does not have sufficient frontage to meet the driveway approach spacing requirements in this section, shall be allowed one (1) driveway approach.

(2) Single-Family Residential Subdivisions.

A. Frontage and Access off a Collector or Major Thoroughfare. ~~Where a subdivision abuts a collector or major thoroughfare, lots for single-family residential use in the ETJ or in residential zoning districts shall not have direct access. The sole exception shall be lots~~ Residential lots having direct access on a Collector or Major Thoroughfare may be platted only if:

i. All lots are greater than one (1) acre in size, have a minimum lot frontage of one hundred (100) feet and ~~which~~ provide for permanent vehicular turn around on the lot to prevent backing onto the roadway. ~~and this restriction should be~~ A noted shall be on the plat stating a permanent vehicular turn around shall be provided on each lot to prevent a vehicle from backing onto the roadway.

ii. Access points which would permit vehicular access to ~~existing~~ lots less than one acre in size from the thoroughfare or collector shall ~~may be prohibited~~ allowed if. ~~However, if conditions are such that vehicular access to such lots cannot be provided other than from the roadway, the director of planning and development services may permit the creation of a~~ marginal access street or easement to serve two (2) or more lots spaced a minimum of two hundred (200) feet apart or 200 feet from an existing driveway or street is constructed. The marginal access street or easement shall be designed to permit entry to the roadway without requiring a motorist to execute a backing maneuver. Marginal access streets or easements shall be included on the subdivision plat and shall be constructed before recordation of the plat.

B. Marginal Access Streets. Where the subdivider furnishes a marginal access street on the subdivision side of an existing, improved primary or secondary arterial, the subdivider shall not be required to furnish any pavement, curbs, or sidewalks for the primary or secondary arterial. (see also: subsection 35-506(q)(5))

- ~~(C) Collector sections are required for a minimum of forty (40) feet off of an arterial to prevent construction of residential driveways closer than forty (40) feet from the arterial's end-of-property line return, or if a local type B section is designed, a A residential lot shall not side the arterial for be located a minimum of forty (40) feet from an arterial right-of-way.~~
- (3) Commercial, Industrial and Medium or High Density Residential Developments. Lots in proposed for commercial, industrial and ~~medium or high density~~ multi-family residential developments in the ETJ or in the "MF," "NC," "O," "C," "I-1," or "I-2" zoning districts may have vehicular access from a thoroughfare or collector. However, the number of access points permitted will be based on the following criteria and following the driveway spacing requirements in subsection (7) below, if applicable.:
- ~~(A)~~ For lots with less than two hundred (200) feet of unrestricted frontage, one (1) access point may be permitted;
- ~~(B)~~ ~~f~~For lots with ~~a frontage of~~ two hundred (200) feet or more of unrestricted frontage, one (1) access point for every two hundred (200) feet of unrestricted frontage ~~will~~ may be permitted.
- C ~~Driveway spacing will be in accordance with subsection (7) below, if applicable.~~ All lots proposed for commercial, development in the ETJ or in "NC," "O," and "C" zoning districts with less than four hundred (400) feet fronting an arterial street shall provide for shared cross access with adjacent lots fronting the arterial, by means of platted common access easement across the lot or recorded deed covenant providing common access across the lot with adjacent lot(s).
- (4) Additional Access Points. The director of ~~planning and~~ development services (or the Texas Department of Transportation, or county authority, if appropriate) is authorized to permit additional access points under the following conditions:
- (A) The additional land; and access points are necessary to ensure the property owner beneficial use of the land; and
- (B) The resulting additional ingress and egress of vehicles will not seriously disrupt the flow of traffic on the thoroughfare.
- (5) Location of Access Points. The specific location of access points will be determined by the director of ~~planning and~~ development services (or by the Texas Department of Transportation or county authority, if appropriate) at such time as a site plan is reviewed prior to the issuance of a building permit. The location shall be based on the following criteria:
- (A) The location shall minimize conflicts with vehicle turning movements;
- (B) The location shall be located as far as practicable from intersections; and
- (C) The location shall be not less than fifty (50) feet from another driveway location.
- If this standard is not possible, based upon the frontage of the property, the location shall be directed as far as practicable from the other driveway locations. Driveways along an arterial within four hundred (400) feet of a major intersection, such as the intersection of two (2) arterial streets or the intersection of a collector and an arterial street, may be restricted to right turn movements.
- (D) Not located within an auxiliary lane.

- (6) Driveway Throat or Vehicle Storage Length. For purposes of this subsection, "throat length" means the length of extending from the entry into the site at the property line, to the first conflict or intersection with a parking aisle. Vehicle storage length means the length of a driveway, service lane, bay, or other passageway for motor vehicles which is designed to minimize queuing onto surrounding streets. Throat length shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. Throat length and vehicle storage length shall not be less than the standards set forth in Table 506-7 unless approved by the director of development services. These measures generally are acceptable for the principal and secondary access to a property and are not intended for minor driveways such as residential driveways serving less than four (4) homes, or a commercial/industrial driveway with less than four hundred (400) ADT, or forty (40) average peak hour volume of vehicles, not located on a major roadway (see note under Table 506-7) or thoroughfare. The throat length may be reduced to no less than twenty (20) feet measured from the outside of the right-of-way by the director of development services by administrative exception. Throat lengths of less than twenty (20) feet from the outside of the right-of-way may be only be approved in accordance with section 35-482.

Table 506-7
Minimum Driveway Throat Lengths for Collectors and Arterials*

Land Use	Throat Length or Vehicle Storage Length
Shopping Centers > 200,000 GLA or nonresidential developments > 400 PHT per driveway	Throat length two hundred (200) feet or as required by the TIA
Nonresidential development between 200 and 400 PHT per driveway	Throat length seventy-five (75) feet or as required by the TIA
Nonresidential development less than 200 PHT per driveway or other major driveways not otherwise enumerated in this table	Throat length forty-foot minimum
Residential subdivision entryway (Private, gated entries)	Poisson distributed probability model at a ninety-five (95) percent confidence level. In addition, the subdivider shall provide for vehicle turnaround capability based on the single unit design vehicle as provided in the AASHTO Green Book, or latest revision thereof. The minimum entryway vehicle storage

	length shall be forty (40) feet measured from the call box to the public right-of-way. See Figure 506-11
Single-lane drive-in banks	Sufficient to accommodate minimum queue of six (6) vehicles
Drive-in banks with more than one (1) lane	Sufficient to accommodate minimum queue of four (4) vehicles per service lane
Single-lane drive-through car washes	Sufficient to accommodate minimum queue of twelve (12) vehicles
Automatic or self-serve car washes with more than one (1) bay	Vehicle storage of sixty (60) feet per bay
Fast-food restaurants with drive-through window service	Sufficient to accommodate minimum queue of eight (8) vehicles per service lane
Gasoline service stations with pump islands perpendicular to the pavement edge	Minimum thirty-five (35) feet between pump islands and right-of-way
Dry-cleaning establishments with drive-through window service	Sufficient to accommodate minimum queue of three (3) vehicles

* Note: May include local B roadways with traffic volumes above eight thousand (8,000) vpd where a major driveway (over 40 PHT) is being proposed that would affect exterior traffic.

Commentary: The throat lengths in Table 506-7 are provided to assure adequate stacking space within driveways for general land use intensities. This helps prevent vehicles from stacking into the thoroughfare as they attempt to access the site. High traffic generators, such as large shopping plazas, need much greater throat length than smaller developments or those with unsignalized driveways. These standards refer to the primary access drive.

- (7) Spacing and Location on Major Thoroughfares. This subsection applies to driveway approach spacing and location along or adjacent to major thoroughfares.
 - A. Where a traffic impact analysis is required, driveways shall be spaced in such a manner as to avoid reducing the traffic LOS below that established in the section 35-502 traffic impact analysis. A subdivision of land into two (2) or more lots fronting a major thoroughfare may not automatically increase the

number of driveway approaches allowed over those allowed prior to the subdivision.

B. Along either side of any corner commercial or industrial property ~~the a~~ driveway approaches when allowed shall be located so as to maintain a minimum distance from the corner of the intersecting roadways. The minimum distance from the corner to the intersecting roadway is referred to as corner clearance. Corner clearance is measured along the property line from the property line return or flare. Corner clearance shall be established on a plat by providing a one (1) foot vehicular non-access easement. The easement shall extend a minimum of:

i. one hundred twenty-five (125) feet; or

ii. ~~equal to~~ ninety (90) percent of the length of the property along the roadway upon which the proposed driveway approach is to be located and restricted to a right in/out driveway and cannot be located within the limits of the right turn deceleration or acceleration lanes, ~~or one hundred twenty-five (125) feet, whichever distance is less. Corner clearance is measured along the property line from the property line return or flare.~~

iii. The corner clearance may be reduced by the director of development services to allow a driveway for development where a driveway may not otherwise be allowed.

(8) Alignment. Major driveway approaches, with peak hour trips greater than one hundred (100) pht, accessing major thoroughfares shall attempt to meet the following guidelines:

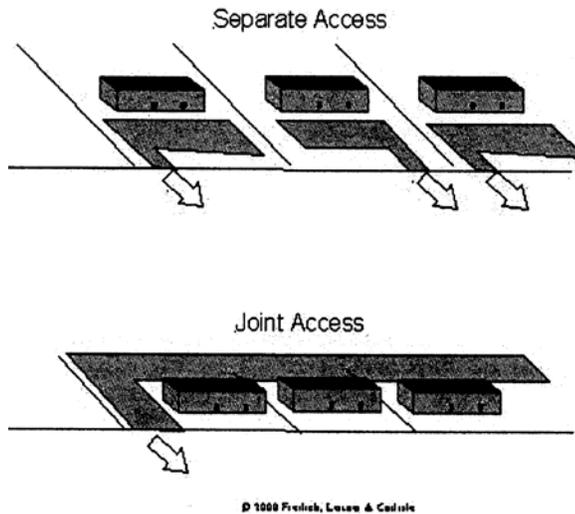


Figure 506-10

- A. Align with opposing driveway approaches if any, or shall be offset by one hundred seventy-five (175) feet or more to provide adequate left turn storage capacity in advance of each driveway approach and to avoid the overlap of left turn lanes.
- B. Shared among different property owners or users when necessary to maintain minimum spacing requirements.

- C. Planned, when possible, to match existing openings in medians. In addition, no cuts through the left turn reservoir of a median shall be permitted in order to provide left turn movements for driveway approaches accessing major thoroughfares [or median divided roadways](#).
- (9) Parking Approaches. For minor driveways, parking aisles shall be located a minimum of twenty (20) feet from the intersection of the driveway approach and the thoroughfare property line.
- (10) Driveway Approaches. Driveway approach materials may be asphalt, concrete or other materials as approved by the development services director. [Inside the city limits or when a curb is provided in the ETJ](#), ~~R~~ residential driveway approaches materials shall be concrete. Both residential and commercial driveway approaches shall conform to the latest edition of the City of San Antonio Sidewalk and Driveway Design and Construction Guidelines compiled by the department of public works. Commercial two-way driveways and residential driveway approaches may have a width greater than that specified by the guideline if approved by the development services director.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to identify enhanced street design standards for Local B and Collector streets. Recent development trends have seen an increase of enhanced Local Type B street sections and modified Collector street sections that have different driving characteristics than their non-modified counterparts. Additionally, typographical errors have been corrected and planting strip values have been updated to be consistent with other proposed changes for this item.

FORMATTED PROPOSAL –

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

(d) Cross-Section and Construction Standards.

Table 506-4A.1
Enhanced Street Design Standards

	<u>Enhanced Local B</u>	<u>Modified Collector</u>	Rural Roadway	Enhanced Secondary Arterial	Enhanced Primary Arterial	Super Arterial Type A	Super Arterial Type B
R.O.W. (min.)	<u>60'</u>	<u>86' – 110'</u>	120'	120'—142'	144'—166'	200—250'	200'— 250'
Pavement Width	<u>44'</u>	<u>48'</u>	24'—36'	48'—84'	72'—120'	44'—136'	48'—136'
Design Speed (mph)	<u>40</u>	<u>45</u>	40 [!] —45 [!]	45 [!]	45 [!]	45 [!] —55 [!]	45 [!] —55 [!]
Grade (max) 3	<u>7%</u>	<u>7%</u>	5%	5%	5%	5%	5%
Grade (min.)	<u>0.5%</u>	<u>0.5%</u>	0.5%	0.5%	0.5%	0.5%	0.5%
Centerline Radius (min.)	<u>700'</u>	<u>700'</u>	700'	700'	1200'	1200'	1200'
Curb	<u>Yes</u>	<u>Yes</u>	NR	Yes	Yes	Yes	Yes
Shoulder Width (min.)	<u>NR</u>	<u>NR</u>	8' on each	NR	NR	10' on each side for outside lanes,	10' on each side for

			side			4' on each side for inside lane (without curb)	outside lanes, 4' on each side for inside lane (without curb)
Median Width (min.)	<u>16'</u>	<u>16'</u>	NR	6'—18'	6'—28'	48'	48'
Sidewalk Width, min. (see subsection (q)(5)) ⁵	<u>4⁸/6⁹</u>	<u>4⁸/6⁹</u>	NR	10'	10'	NR	NR
Bicycle facilities ^{5,6}	<u>NR</u>	<u>Yes</u>	NR	Yes	Yes	NR	NR
Streetscape Planting	<u>NR</u>	<u>Yes</u>	NR	Yes	Yes	NR	NR
Planting strips width (min.)	<u>5'</u>	<u>5'</u>	NR	<u>45'</u>	<u>45'</u>	NR	NR
Drainage & clear zone	<u>NR</u>	<u>NR</u>	68'—80'	NR	NR	NR	NR

Notes and Rules of Interpretation:
See notes and rules of interpretation for Table 506-3

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to clarify three issues that have arisen during subdivision plat review and development.

The first issue (located on page 2) is to provide a fire apparatus turnaround at a spacing not to exceed 750 feet on a planned cul-de-sac street or phased street construction that does not currently have an outlet.

The second issue (located on page 2) is related to lot frontage and frontage of lots off an irrevocable ingress/egress easement. Paragraph has been rearranged to maintain a consistent flow of the subject matter of the paragraph. Lots' fronting on an irrevocable ingress/egress easement is a viable option for developments that have limited space and/or are seeking to meet certain minimum lot size requirements or tax exemptions. When this option is utilized, street naming is necessary for 911 response and to prevent a sudden gap or break in block addressing along the main street. I was unable to locate a state statute that prohibits ingress/egress easements of any kind from receiving a street name. A variance or administrative exception could be sought if circumstances exist that would warrant for the easement not to have a street name. Sentence was added to require a plat note when an ingress/egress easement is used for frontage to ensure on obstructions will be built in the easement.

The last issue (located on page 3) is related to the frontage of a flag lot and the width of the flag pole. In (c)(4), indicates irregular shaped lots are to have a minimum street frontage of 15'. Under flag lots, a minimum 14' is specified. This has caused a conflict when flag lots have been proposed off of a curved section of roadway with a centerline radius of less than 200'.

FORMATTED PROPOSAL –

Sec. 35-515. - Lot Layout Regulations.

(b) Blocks.

(3) Block and Street Length.

- A. Block Length. The length of a block where homes front a street within a subdivision or site plan shall be measured from the edge of the property line of the street siding the furthest lot of the block width or to the center of a cul-de-sac, 90° Elbow, or 90° Knuckle.
- (i) A street's block length shall not exceed seven hundred (700) feet when the street is a:
- Local type B (with houses fronting),
 - Local type A which serves as an entrance street to the proposed neighborhood, or
 - Part of a TND use pattern (see subsection 35-207(f)).
- (ii) A street's block length shall not exceed one thousand two hundred (1,200) feet when the street is a:

- Block that ends with a cul-de-sac
 - Local type A
- (iii) Block lengths do not apply to the following unless they transition into a street with houses fronting:
- Local type B
 - Collectors or avenues
 - Secondary arterials or main streets
 - Primary arterials or boulevards
 - Freeways or parkways

(iv) In the ETJ, dead end streets or streets with no outlet exceeding seven hundred fifty (750) feet shall provide a fire apparatus turnaround with a spacing not to exceed 750 feet. This provision shall also apply to phased street construction when a street outlet has not been constructed.

- B. Street Length. The maximum overall length of streets with homes fronting shall not exceed three thousand (3,000) feet. The overall street length shall be measured from the center of the two furthest intersecting streets or from its intersection with a higher tier street whichever is less. There is no limit to the street length of a street without home fronting.
- C. Maximum street or block lengths, except subsection 35-515(b)(3)(A)(i), may be exceeded in accordance with subsection 35-506(~~ts~~) of this chapter.

(c) Lots.

- (4) Frontage. All lots shall front on a public or private street or platted irrevocable ingress/egress easement and shall have a minimum frontage width as indicated in section 35-310. ~~Where a platted irrevocable ingress/egress easement is utilized for frontage, the private street provisions of section 35-506 for street name and design standards shall be met. Neither the use of an irrevocable ingress/egress easement nor use of a private street shall be allowed to satisfy the major thoroughfare plan requirements.~~ Frontage of a lot shall be determined by the property line of the lot adjacent to the right-of-way of the street upon which the property's address is based. Single-family residential lots shall not front on a collector street, arterial street, or parkway except as specified under subsection 35-506(r)(2). On irregular shaped lots, a minimum street frontage of fifteen (15) feet shall be required. ~~Single-family residential lots shall not front on a collector street, arterial street, or parkway except as specified under subsection 35-506(r)(2).~~ An "irregular shaped lot" includes any lot located on a cul-de-sac or adjoining a curved section of a roadway with a centerline radius of less than two hundred (200) feet. Where a platted irrevocable ingress/egress easement is utilized for frontage, the private street provisions of section 35-506 for street name and design standards shall be met. When a platted irrevocable ingress/egress easement is utilized for frontage, the following plat note shall be prominently displayed: "No structure, fences, walls, or other obstructions shall be placed within the limits of the ingress/egress easement shown on this plat." Neither the use of an irrevocable ingress/egress easement nor use of a private street shall be allowed to satisfy the major thoroughfare plan requirements.

(h) Flag Lots.

- (1) Not more than the following number of flag lots may be authorized to allow for the more efficient use of irregularly shaped parcels of land, or where the integrated nature of multiple

buildings on a site dictates the need for such lots. Flag lots may be used to better use irregularly shaped properties or sites with physical limitations. Flag lots shall not be permitted where they will increase the number of lots that take their access from collector or arterial streets. Table 310-1 and/or section 35-353 are superseded by the development standards of this section when applied to flag lots as follows:

Table 515-2
Maximum Number of Flag Lots

Size of Subdivision	Maximum Number or Percentage (%) of Flag Lots
10 or fewer lots	2 lots
11—50	20%
51 or more	20%

- (2) The minimum driveway width shall be ten (10) feet.
- (3) Notwithstanding the provisions above, access to not more than four (4) lots may be provided by a shared driveway.
- (4) The minimum frontage at the right-of-way line for any flag lot shall be ~~equal to the minimum required driveway width plus four (4)~~ fifteen (15) feet. The flag pole portion of the lot shall be a minimum of fifteen (15) feet in width and will not be considered in determining the area of the lot.
- (5) On flag lots the maximum front setback line shall be measured from the nearest point at which the lot meets the minimum width (as required in Table 35-310-1) parallel to the street on which the lot fronts.

PROPOSAL SUMMARY –

The reason for this proposed UDC amendment is to allow for 10’ contours when existing slopes exceed 10%; clarified submittal requirements when on-site sewage disposal systems are proposed; added criteria for signage and pavement markings submittals; added stationing is needed at city/county limit line; require trees to remain in ROW to be identified on the construction plan sheets; added military overlay limitations to the section related to zoning district limitations; and added TIAs need to identify peak hour trip (PHT) triggers for recommended improvements identified in the report.

FORMATTED PROPOSAL –

Sec. 35-B101. - Specifications for Documents to be Submitted.

- (c) Information Required. No application for development approval shall be accepted unless the following information and data required is included. The required information and data is set forth in Table B-1, below, and any specific regulations set forth in section 35-B102 et seq. An asterisk (*) indicates that the item listed in the row heading is required for the item listed in the column heading.

TABLE B101-1

	A	B	C	D	E	F	G
	(A) Material/Information	Master Development Plan	PUD Plan	Major Plat Application	Minor Plat Application	Development Plat Application	Specific Use Authorization
E.	PROPERTY SURVEY AND TOPOGRAPHIC						
	(6) Existing topography with maximum contour interval of <u>ten (10) feet when ground slope exceeds ten (10) percent</u> ; two (2) feet <u>for slopes between five (5) percent and up to then (10) percent, except and</u> where existing ground is on a slope of less than five (5) percent then either one (1) foot contours or spot elevations shall be		*	*	*		

	provided where necessary.						
F.	PLANNING						
	(28) An exhibit indicating the area of each lot in square feet for all single-family lots (gross and net (excluding easements, flag poles)) using on-site sewage (septic tank) disposal			*	*		
G.	DESIGN						
	(17) Location and size in acres of school sites, amenity center areas, or non-single family lots as applicable.	*	*	*	*		
	(20) Signage, Pavement Markings , Street, alley and cross walkway plans (section 35-B120)			*			

*1. Specific use permits shall only require a stormwater management plan when the site is located over the Edwards Recharge Zone (ERZD).

Sec. 35-B120. – [Signage, Pavement Markings](#), Street, Alley, and Cross Walkway Plans.

- (a) Number of Copies. The applicant shall provide three (3) sets of construction plans and two (2) sets of the pavement design report.
- (b) Format. Construction plans shall be twenty-four by thirty-six (24 x 36) inches with a margin of two and one-half (2½) inches on the left side of the sheet, and appropriate margins on the other three (3) sides. Construction plans shall be drawn at a scale of one (1) inch equal to fifty (50) feet.

Where more than one (1) sheet is necessary to accommodate the entire area to be subdivided, an index sheet showing the entire subdivision at an appropriate scale shall be attached to the plat.

- (c) Contents. The plans and profiles for street, alley, cross walkway and drainage easement improvements submitted shall include the following information:
- (1) Typical sections showing the proposed pavement width, type, thickness and crown; the proposed curb and gutter type, location in relation to center line and exposure; the proposed parkway grading slopes; the proposed locations and type of wheelchair ramps; location of traffic signal conduit; and construction details of all drainage including dimensions, reinforcing and components such as grates and manhole covers. The information shall be given for each different type of streets and alleys in the subdivision.
 - (2) Alignment of each street, alley, cross walkway and drainage easement showing a beginning and ending station; each deflection angle of the center line and the station of the point of intersection; the station of the point of curvature and the point of tangency of each curve; the station and angle of intersection of each intersection with another street, alley or drainage easement; the station and radius of each curb return; the location of adjacent right-of-way lines; [location and station of city limit or county lines](#); the location and limits of sidewalks and curbs of each street; [the location and size of existing trees to remain in ROW](#); the location of each drainage structure; the location and size of all storm sewers; and the length, width, and thickness of cement stabilized base.
 - (3) The top of curb grade at each curb end, each fifty-foot station and each end of each curb return; the center line grade at each end and at each fifty-foot station of alleys and drainage ditches; the gradient of each tangent grade and the location and length of each vertical curve; the direction of storm drainage flow at each intersection; the flow line elevations of each drainage structure; the flow line elevation of each storm sewer at each point of change of grade, each end, and the intervening gradients. The profiles of streets, alleys and drainage ditches shall show the natural ground at adjacent property lines and the proposed center line.
 - (4) Scale, north arrow, date and plat number of the associated plat. Plans and profiles shall be drawn to scales of one (1) inch equals fifty (50) feet horizontally and one (1) inch equals five (5) feet vertically, unless different scales are approved by the director of planning and development services.
 - (5) [Signage and pavement marking plans shall show the locations of street signs, warning, and regulatory signs, pavement markings and raised pavement markers and provide a summary table listing sign types, pavement markings types, and pavement marker types using TMUTCD designations with quantities.](#)
 - (6) [All signage, pavement markings](#), street and alley plans and profiles shall bear the seal of a licensed professional engineer.

(Ord. No. 98697 § 1)

Sec. 35-B121. - Subdivision Plat Applications.

- (i) [Military Overlay Area Limitations. Limitations on height, floor area ratios, land use, sound attenuation, and lighting shall be shown on the subdivision plat in cases where those limitations may affect the construction of a structure in this area. These limitations shall be shown in terms of height above ground elevations at appropriate locations on the plat and shall also include existing or finished elevations at those points; level of sound attenuation to be achieved, and limits on outdoor lighting.](#)

[When the above limitations are determined to be in effect within the boundaries of the proposed subdivision, the owner's certification shall include the following statement: "I understand that this subdivision is subject to the restrictions of the military overlay district ordinance and the maximum height of any proposed structure or building, sound attention, and outdoor lighting within this subdivision will be limited in accordance with the provisions of that ordinance."](#)

(b) Study level TIAs shall consist of the following:

(7) Conclusions and Recommendations.

- A. A summary of the conclusions and recommendations for the transportation network required to serve the proposed development.
- B. [Identification of peak hour trip \(PHT\) levels that will trigger mitigation actions identified.](#)
- C. A statement that each subsequent TIA submitted for the proposed development will be compared to the results of the Study Level TIA to determine if the overall roadway network remains adequate to serve the proposed development.

Sec. 35-B131. - Application for Plat Identification Number/Letters of Certification.

(b) Data Required for Letters of Certification. To obtain the required letters of certification, an applicant for plat approval shall submit the following data to the certifying agencies/departments. All data shall be annotated with the plat number of the associated plat.

(6) Bexar County.

- A. Digital copy of plat.
- B. Two (2) sets of storm water management plans.
- C. Two (2) copies of TIA and disk of analysis.
- D. Address plat.
- E. If applicable, the following item(s):
 - 1. Two (2) sets of utility plans.
 - 2. One (1) copy of approved POADP, MDP, PUD.
 - 3. Final Geotech report.
 - 4. Three (3) sets of streets and drainage plans.
 - 5. Two (2) copies of cost estimates streets and drainage.
 - 6. One (1) digital copy of construction plans.
 - 7. Site evaluation form with required soil analysis.
 - 8. Water purveyor documentation/letter.
 - 9. Plan showing the proposed on-site sewage facility (OSSF) on the property [and supporting documents required under 30 TAC §285.4\(c\) detailing the site's suitability for on-site sewage facility systems.](#)