2015 Annual Update Proposed Amendment Form

Submittal Number: ____
Amendment Number: ____

1. **Date:** April 23, 2015

2. **Submitting Party:** Christina De La Cruz, Senior Engineer

   a. **Address:** 1901 South Alamo, SA TX 78283
   b. **Telephone Number:** 210-207-7732
   c. **Email Address:** christina.delacruz@sanantonio.gov

3. **Organization or Individual Representing**: Transportation & Capital Improvements Department, Public Transportation Engineering and Planning Division

   a. **Address:** 1901 South Alamo, SA TX 78283
   b. **Telephone Number**: 210-207-7732
   c. **Email Address**: Mike.Frisbie@sanantonio.gov

   Signature: Tony Bellamy 4/30/15

4. **Purpose for Code Update:** the purpose under which the amendment qualifies per §35-111. *Check all that apply.*

   ☐ A. Modify procedures and standards for workability and administrative efficiency.

   ☐ B. Eliminate unnecessary development costs.

   ☐ C. Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design.

   X D. None of the above.

5. **Basis for Code Update:** the basis under which the amendment qualifies per §35-111. *Check only one of the following.*

   ☐ A. Request of the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, Resolution, or signature of the chair of the board/commission required).

☐ C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.

☐ D. Rule Interpretation Decision (RID)

X E. None of the above.

6. **Summary of Changes:** 35-506 (r) (7) – To change the spacing and location of driveways adjacent to major thoroughfares.

7. **Reason for Proposed Changes:** Driveways located to close to intersections of arterials and collectors create operational and safety issues.

8. **Suggested Text Changes:**

Sec. 35-506 (r) Access and Driveways.

(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 driveway approaches ~~shall be located so as to maintain a minimum distance from the corner of the intersecting roadways 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~~ can not be located within the limits of the right turn deceleration, left 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. The corner clearance may be reduced by the director of planning and development services to allow a driveway for development where a driveway may not otherwise be allowed.

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   c. **Email Address**: Mike.Frisbie@sanantonio.gov

   Signature: Terry Billing 4/30/15

4. **Purpose for Code Update:** the purpose under which the amendment qualifies per §35-111. *Check all that apply.*

   ☐ A. Modify procedures and standards for workability and administrative efficiency.

   ☐ B. Eliminate unnecessary development costs.

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   X D. None of the above.

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☐ C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.

☐ D. Rule Interpretation Decision (RID)

X E. None of the above.

6. **Summary of Changes:** Doing away with Informational Bulletin 522 and requiring that 35-502 (c) C iv be followed when previously completed TIA have been done.

7. **Reason for Proposed Changes:** Currently creating too much with confusion staff (DSD and TCI) and street network and background growth changes in 5 years. TIA's should not be grandfather.

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   Signature: Terry Bellamy 4/30/15

4. **Purpose for Code Update:** the purpose under which the amendment qualifies per §35-111. *Check all that apply.*

   ☐ A. Modify procedures and standards for workability and administrative efficiency.

   ☐ B. Eliminate unnecessary development costs.

   ☐ C. Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design.

   X D. None of the above.

5. **Basis for Code Update:** the basis under which the amendment qualifies per §35-111. *Check only one of the following.*

   ☐ A. Request of the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, Resolution, or signature of the chair of the board/commission required).

☐ C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.

☐ D. Rule Interpretation Decision (RID) (40 points)

X E. None of the above. (0 points)

6. **Summary of Changes:** 35-502 (f)(3) (A) – To provide some credit toward mitigation improvements that serve a proposed developments such as left and right turn lanes.

7. **Reason for Proposed Changes:** Improvements provide some relieve on the city street network and LOS of the corridor had the improvement not been provided. Dedicated lanes provide the right or left turn movements from occurring in the through lane of traffic thus creating a queue of traffic or rear end accidents.

8. **Suggested Text Changes:**

Sec. 35-502 (f) Mitigation Improvements and Roughly Proportionate Determination

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

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

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   Signature: Terry Bellamy 4/30/15

4. **Purpose for Code Update:** the purpose under which the amendment qualifies per §35-111. *Check all that apply.*

   ☐ A. Modify procedures and standards for workability and administrative efficiency.

   ☐ B. Eliminate unnecessary development costs.

   ☐ C. Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design.

   X D. None of the above.

5. **Basis for Code Update:** the basis under which the amendment qualifies per §35-111. *Check only one of the following.*

   ☐ A. Request of the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, Resolution, or signature of the chair of the board/commission required).

☐ C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.

X D. Rule Interpretation Decision (RID)

☐ E. None of the above.

6. **Summary of Changes:** 35-502 (b)(2)(C) – To provide clarification as to what is required for developments with less then 76 PHT.

7. **Reason for Proposed Changes:**

8. **Suggested Text Changes:**

Sec. 35-502 (b)(2) C. Traffic Impact Analysis and Proportional Mitigation Determination Report. A traffic impact analysis (TIA) and a proportional mitigation determination report shall be required when the property is subject to master development planning, development permitting, or rezoning; and

i. The proposed development generates seventy-six (76) PHT or more;

ii. The change to an existing TIA or existing zoning results in an increase of at least seventy-six (76) PHT or ten (10) percent of the total PHT for the proposed development, whichever is greater;

iii. (When a building permit submitted for the development is of an intensity at least five (5) percent greater (in the number of PHT) than assumed in the previously completed TIA;

iv. A previously completed TIA for the subject area was completed more than five (5) years prior to the submittal date of current application; or

v. When the number of access points are reduced or relocated.

vi. Developments that generate less than 76 PHT will have to fill out a peak hour trip generation form and have to perform a Rough Proportionate Determination to justify potential Right-Of-Way dedication and turn lane requirements. **((NOTE: Should this be in section 35-502**

(f) Mitigation Improvements and Roughly Proportionate Determination. Create a new (G).

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   c. **Email Address:** christina.delacruz@sanantonio.gov

3. **Organization or Individual Representing**: Transportation & Capital Improvements Department , Transportation Engineering and Planning Division

   a. **Address:** 1901 South Alamo, SA TX 78283
   b. **Telephone Number**: 210-207-7732
   c. **Email Address**: Mike.Frisbie@sanantonio.gov

   Signature: Terry Bellamy 4/30/15

4. **Purpose for Code Update:** the purpose under which the amendment qualifies per §35-111. *Check all that apply.*

   ☐ A. Modify procedures and standards for workability and administrative efficiency.

   ☐ B. Eliminate unnecessary development costs.

   ☐ C. Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design.

   X D. None of the above.

5. **Basis for Code Update:** the basis under which the amendment qualifies per §35-111. *Check only one of the following.*

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☐ C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.

☐ D. Rule Interpretation Decision (RID)

X E. None of the above.

6. **Summary of Changes:** 35-506 (d) – To provide options to Bicycle Facilities for Collectors, Secondary and Primary Arterials and to be consistent with the adopted Bicycle Master Plan adopted by City Council.

7. **Reason for Proposed Changes:** Consistency with the adopted Bicycle Master Plan adopted by City Council and provides clarification that Bike Facilities are required on all collector and arterial roadways.

8. **Suggested Text Changes:**

Sec. 35-506 (d) Cross-Section and Construction Standards Table 506-3 : Conventional Street Design Standards

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, 8, 11]	36'	24'	34' 34'	50'	60'	70--90'	86--110'	120'[12]
Pavement Width[8]	26'	18--24'	24'[7]	28'	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[10] one side only	4[9]	4[9]/6[10]	4[9]/6[10]	4[9]/6[10]	4[9]/6[10]
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	NR	NR	NR	NR	3' Min.	3' Min.	3' Min	3' Min.

Notes and Rules of Interpretation:

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).

[1]For 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 planning and development services.

[2]For 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.

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

[4]0.4% Optional with concrete curb and gutter.

[5]Bicycle facilities are required on all collector and arterial roadways. Bicycle path and sidewalks can be combined to provide for a multi-use path. See subsection 35-506(d)(4).
[6]Type of facility when identified ~~When designated~~ on bicycle master plan must be followed as approved by city council.

[7]Entry portion without parking.

[8]Right-of-way and pavement width requirements in established neighborhoods can be waived by the director of planning and development services.

[9]In 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.

[10]Sidewalks shall be four (4) foot in width with a planting strip or six (6) foot in width without a planting strip.

[11]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 506-3 above.

[12]120 feet is the maximum right-of-way width but may be varied in accordance with the adopted major thoroughfare plan.

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   c. **Email Address:** christina.delacruz@sanantonio.gov

3. **Organization or Individual Representing**: Transportation & Capital Improvements Department, Transportation Engineering and Planning Division

   a. **Address:** 1901 South Alamo, SA TX 78283
   b. **Telephone Number**: 210-207-7732
   c. **Email Address**: Mike.Frisbie@sanantonio.gov

   Signature: Terry Williams 4/30/15

4. **Purpose for Code Update:** the purpose under which the amendment qualifies per §35-111. *Check all that apply.*

   ☐ A. Modify procedures and standards for workability and administrative efficiency.

   ☐ B. Eliminate unnecessary development costs.

   ☐ C. Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design.

   X D. None of the above. (0 points)

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☐ C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.

☐ D. Rule Interpretation Decision (RID)

X E. None of the above.

6. **Summary of Changes:** 35-506 (d) – To provide sufficient pavement width to allow for parking on both sides of the street and for fire, garbage to safely traverse through neighborhood streets when addressing emergency calls or providing service to residents.

7. **Reason for Proposed Changes:** Public Safety and Operational impacts. Also to be consistent with City charter.

8. **Suggested Text Changes:**

Sec. 35-506 (d) Cross-Section and Construction Standards Table 506-3 : Conventional Street Design Standards

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]
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Design Speed (mph)	30	20	30	30	30--35	40--45	45	45
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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	NR	NR	NR	NR	3' Min.	3' Min.	3' Min	3' Min.

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ICL designates inside city limits.

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[2]For 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.

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

[4]0.4% Optional with concrete curb and gutter.

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

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

[7]Entry portion without parking.

[8]Right-of-way and pavement width requirements in established neighborhoods can be waived by the director of planning and development services.

[9]In 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.

[10]Sidewalks shall be four (4) foot in width with a planting strip or six (6) foot in width without a planting strip.

[11]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

506-3 above.

[12]120 feet is the maximum right-of-way width but may be varied in accordance with the adopted major thoroughfare plan.

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   c. **Email Address**: Mike.Frisbie@sanantonio.gov

   Signature: _____

4. **Purpose for Code Update:** the purpose under which the amendment qualifies per §35-111. *Check all that apply.*

   ☐ A. Modify procedures and standards for workability and administrative efficiency.

   ☐ B. Eliminate unnecessary development costs.

   ☐ C. Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design.

   X D. None of the above.

5. **Basis for Code Update:** the basis under which the amendment qualifies per §35-111. *Check only one of the following.*

   ☐ A. Request of the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, Resolution, or signature of the chair of the board/commission required).

changes such as spelling, grammar correction, formatting, text selection, or addition of text in compliance with existing ordinances, statutes or case law.

☐ **C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.**

X D. Rule Interpretation Decision (RID)

☐ **E. None of the above.**

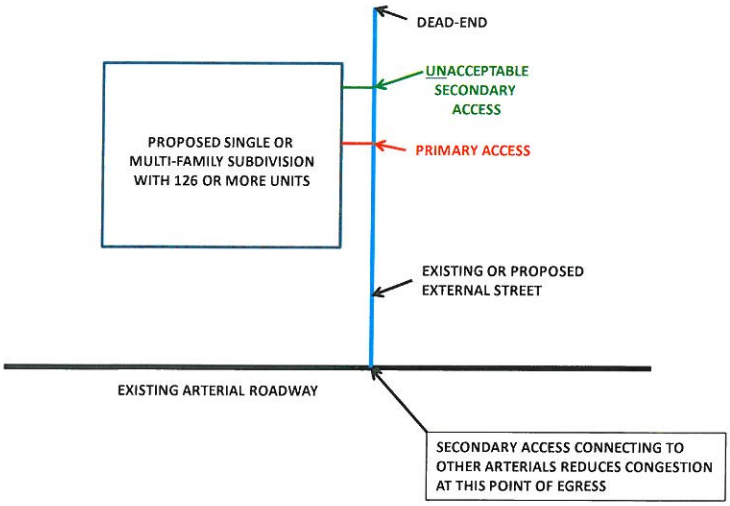
6. **Summary of Changes: 35-506 (e)(7)** – To provide a graph to clarify what is meant by secondary access

Reason for Proposed Changes: Consistency with interpretation of what is meant by secondary access by City staff and County.

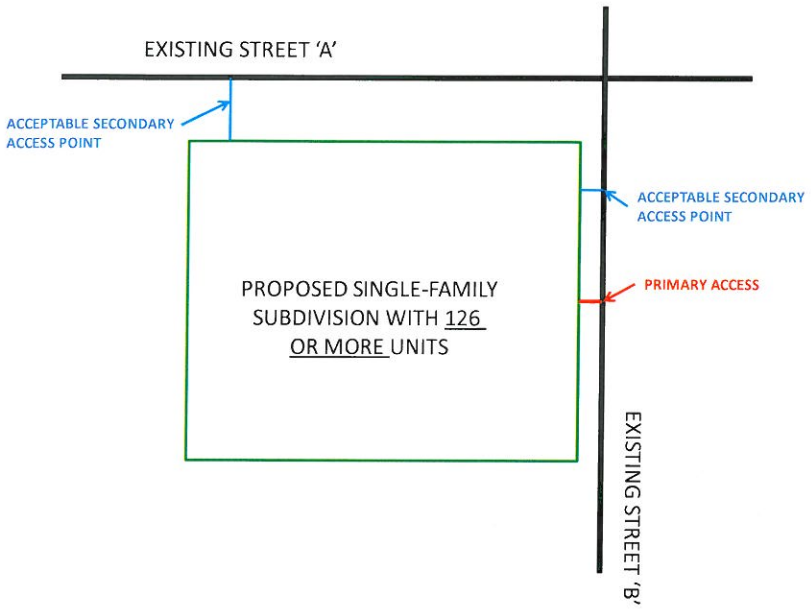
8. **Suggested Text Changes:**

Sec. 35-506 (e)(7) Secondary Access

Current interpretation by some staff:



Proposed Figure to add:



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c. **Email Address: Mike Frisbie@sanantonio.gov**

Signature: Terry Bailey 4/30/15

4. **Purpose for Code Update: the purpose under which the amendment qualifies per §35-111.** ***Check all that apply.***

☐ **A. Modify procedures and standards for workability and administrative efficiency.**

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X D. None of the above.

5. **Basis for Code Update: the basis under which the amendment qualifies per §35-111.** ***Check only one of the following.***

☐ **A. Request of the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, Resolution, or signature of the chair of the board/commission required).**

☐ C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.

☐ D. Rule Interpretation Decision (RID)

X E. None of the above.

6. **Summary of Changes:** 35-506 (r) (3)-(4) – To clarify that the number of access points are not automatic for every 200' of frontage. Access points must be justified by a traffic engineering analysis by a licensed professional engineer and will not be automatic for every 200' of frontage; means to provide joint/cross access should be first examined.

7. **Reason for Proposed Changes:** By automically allowing for access points to be given for every 200' feet of frontage without any justification creates operational problems and unnecessary conflict points when fewer access points are shown to operate at an acceptable level of service (LOS) C by traffic engineering analysis.

8. **Suggested Text Changes:**

Sec. 35-506 (r) Access and Driveways.

(3) Commercial, Industrial and Medium or High Density Residential Developments. Lots in commercial, industrial and medium or high-density 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. However, the number of access points permitted will be based on the following criteria:

(A) For lots with less than two hundred (200) feet of frontage, one (1) access point may be permitted and will be limited to a right in/out unless access point meets the median spacing requirements for a full access driveway; refer to section 35-506(n)Medians(1)Openings; (B) for lots with a frontage of two hundred (200) feet or more, one (1) access point for every two hundred (200) feet of frontage may be permitted when ~~will be permitted~~ ; justified by a traffic engineering analysis utilizing Synchro and by a licensed professional engineer and will not automatically be given for every 200' of frontage; LOS C acceptable for driveways and intersections.

Driveway spacing will be in accordance with subsection (7) below, if applicable. All lots 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).

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2. **Submitting Party:** Christina De La Cruz, Senior Engineer

   a. **Address:** 1901 South Alamo, SA TX 78283
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3. **Organization or Individual Representing**: Transportation & Capital Improvements Department, Transportation Engineering and Planning Division

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   b. **Telephone Number**: 210-207-7732
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   Signature: Tony Ballard 4/30/15

4. **Purpose for Code Update:** the purpose under which the amendment qualifies per §35-111. *Check all that apply.*

   ☐ A. Modify procedures and standards for workability and administrative efficiency.

   ☐ B. Eliminate unnecessary development costs.

   ☐ C. Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design.

   X D. None of the above.

5. **Basis for Code Update:** the basis under which the amendment qualifies per §35-111. *Check only one of the following.*

   ☐ A. Request of the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, Resolution, or signature of the chair of the board/commission required).

☐ C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.

☐ D. Rule Interpretation Decision (RID)

X E. None of the above.

6. **Summary of Changes:** 35-506 (r) (6):– To change Table 506-7 to provide guidance for on-site queue length for schools.

7. **Reason for Proposed Changes:**
The purpose of this section is to prescribe minimum adequate on-site queue length for all school developments. Lack of adequate on-site queue length results in vehicles queuing in through lanes, pedestrian/vehicular/bus conflicts, students staging outside school and emissions/air quality issues. Furthermore, lack of adequate on-site queue length can result in drivers unsafely loading/unloading large students in a travel lane which exposes the child to moving traffic and reduces the capacity of the roadway while the vehicle is being loaded/unloaded.

(6) Driveway Throat or Vehicle Storage Length.

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 non-residential 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 1990 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.
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-in 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

Schools	On-site queue length (in term of vehicles) is approximately 6% of the total planned ultimate enrollment of the school (Ex. Planned 1,000 student elementary should have (1,000)(.06)(25)= 1,500 linear feet of queue length on-site

* 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.

2015 Annual Update Proposed Amendment Form

Submittal Number: ____
Amendment Number: ____

1. **Date:** April 23, 2015

2. **Submitting Party:** Christina De La Cruz, Senior Engineer

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3. **Organization or Individual Representing**: Transportation & Capital Improvements Department, Public Transportation Engineering and Planning Division

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   b. **Telephone Number**: 210-207-7732
   c. **Email Address**: Mike.Frisbie@sanantonio.gov

   Signature: Terry Bellamy 4/30/15

4. **Purpose for Code Update:** the purpose under which the amendment qualifies per §35-111. *Check all that apply.*

   ☐ A. Modify procedures and standards for workability and administrative efficiency.

   ☐ B. Eliminate unnecessary development costs.

   ☐ C. Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design.

   X D. None of the above.

5. **Basis for Code Update:** the basis under which the amendment qualifies per §35-111. *Check only one of the following.*

   ☐ A. Request of the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, Resolution, or signature of the chair of the board/commission required).

☐ C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.

☐ D. Rule Interpretation Decision (RID)

X E. None of the above.

6. **Summary of Changes:** Appendix B-122 to allow for transit credit and mitigation.

7. **Reason for Proposed Changes:**

- **Incentivize Transit Supportive Land Use.** Revise TIA requirements to provide incentives for developers to locate near transit and to improve access to transit as part of their projects, thereby helping to reduce vehicle trips and improve mobility for transit users.
- **Include Transit Considerations in the Requirements for a TIA.** Ensure that benefits of transit for trip reduction are considered in TIA process.

Sec. 35-B122. - Traffic Impact Analysis.

The TIA shall be signed and sealed by a licensed professional engineer with a demonstrated expertise in traffic engineering. The following information shall be provided in the following format:

(a) All TIAs shall consist of the following. For study level TIAs, see subsection 35-B122(b).

(1) **Executive Summary.**

A. Site location.

B. Development description.

C. Principal findings.

D. Conclusions.

E. Recommendations.

(2) **Table of Contents.**

(3) **Introduction.**

A. Project description.

B. Project location.

C. Purpose of project.

D. Study procedure.

(4) **Existing Conditions.**

A. Project location map with site plan and study intersections identified.

B. Roadway network.

i. Street descriptions including number of lanes, posted speed limit, intersection geometry and traffic control at study intersections.

ii. Transit service.

C. Land use and zoning.

D. Data collection/analysis periods - Weekday A.M. (7:00 a.m. to 9:00 a.m.), midday (11:00 a.m. to 1:00 p.m.), and P.M. (4:00 p.m. to 6:00 p.m.) periods should be used for traffic counting at intersections. However, Saturday peak hours should be included for retail uses or weekend generators. Analysis periods coinciding with the peak periods of special land uses where peak traffic typically occurs at non-traditional times, e.g., major sporting venues, schools, or other land uses, should also be included

E. Existing peak hour traffic volumes - Existing traffic volumes are the turning movement volumes and ADT collected at the study intersections or along the roadways at the time the TIA is prepared, prior to the beginning of construction of the land development project. If data is collected during non-school periods, a seasonal adjustment factor should be applied. The factor should be based on actual traffic count data for non-school vs. school periods.

i. Existing peak hour volumes and ADT figure.

(5) **"No Build" Condition.**

A. Future roadway/intersection improvement projects.

B. Background peak hour volumes - Re-route background volumes if future roadway Improvement project would alter travel patterns.

i. Annual growth factor calculation.

ii. Modify traffic volumes to account for change in traffic patterns due to roadway projects, if appropriate.

iii. Figure of background volumes in appendix.

C. Other Project traffic.

i. Identification and description of other nearby development projects. Provide copies of relevant pages from TIAs if appropriate. Figure of other project traffic to be included in appendix.

D. No build peak hour volumes - Calculate "no build" peak hour volumes by combining other project volumes with background volumes.

i. No build peak hour volumes figure.

(6) **Total Traffic Condition.**

A. Phasing plan for the development to include expected completion date.

B. Project traffic.

i. Trip generation calculation - including ITE land use codes, rates, peak hour entering and exiting volumes by land use, and daily volumes by land use.

ii. Pass-by and/or internal trip calculations and reductions.

iii. Modal trip adjustments, including adjustments for transit proximity, transit and nonmotorized access improvements, and other demand management measures.

iv. Trip distribution by intersection.

v. Trip distribution figure by land use (when different land uses have unique distributions).

vi. Trip assignment by intersection.

vii. Site generated peak hour entering and exiting volumes figure.

viii. Future roadway network ADT and classification - Provide future ADT for proposed site roadways and identify classification, right-of-way, and lanes.

C. Proposed site access locations - Identify proposed site access locations and proposed traffic control, configuration and identify sight distance limitations if appropriate.

(7) **Capacity Analysis.**

A. Capacity analysis will follow the principles established in the latest edition of the Transportation Research Board's Highway Capacity Manual (HCM), unless otherwise directed by the planning and development services director. Capacity will be reported in quantitative terms as expressed in the HCM and in terms of traffic level of service and measures of effectiveness (MOE) in seconds of delay. Capacity analysis worksheets shall be provided in the appendices and shall include level of service (LOS), delay, signal timing/phasing, volumes and geometry. An electronic copy of software analysis will also be provided.

B. Existing condition intersection capacity analysis - Analysis of existing conditions at study intersections should be based on existing volumes, geometry, traffic control and signal timing/phasing.

C. Signalized intersections - Provide overall level of service and intersection delay in seconds per vehicle for study intersections for all peak hours analyzed.

D. Unsignalized intersections - Provide overall level of service, intersection delay and controlled approach delay for all-way stop-controlled intersections; provide approach level of service and delay for stop-controlled approaches at two-way stop-controlled intersections for all peak hours analyzed.

E. Provide description of level of service results and identify problems.

F. Future condition intersection capacity analysis - Analysis of no build and total traffic conditions at study intersections should be based on future volumes, geometry, traffic control, and signal timing/phasing. There should not be any changes to software input data for no build vs. total traffic condition with the exception of the project traffic volumes. All other variables (i.e. signal timing) should remain consistent unless identified and justified in text.

G. Provide overall level of service and intersection delay in seconds per vehicle for study intersections and site access intersections for all peak hours analyzed for both no build and total traffic conditions.

H. Unsignalized intersections - Provide overall level of service and intersection delay for study intersections, as defined under section 502(c)(3), and site access intersections for both no build and total traffic conditions; provide approach level of service and delay for all controlled approaches at study intersections and site access locations for all peak hours analyzed for both no build and total traffic conditions.

(8) **Identification of Impacts.**

A. Identify degradation in level of service results when comparing no build level of service to build level of service for all peak hours.

B. Impacts that require mitigation improvements are identified based on section 35-502(c)(3)(b) of the UDC.

(9) **Mitigation Improvements.**

A. Identify improvements to mitigate impacts at study intersections.

B. Provide level of service analysis results with proposed mitigation improvements in place.

C. Provide construction cost estimate for proposed mitigation improvements.

(10) **Conclusions and Recommendations.**

A. A summary of level of service and appropriate measures of effectiveness (MOE) quantities of impacted facilities with and without mitigation measures

B. Mitigation phasing plan if project has planned phasing.

(11) **Appendices.** The following general categories and specific items should be considered for discussion in the traffic impact analysis:

A. **Traffic volumes:**

i. Current and historical daily and hourly volume counts.

ii. Recent intersection turning movement counts (no older than six (6) months for undeveloped areas or one (1) year for fully developed areas).

iii. Seasonal variations.

iv. Projected volumes from previous studies or regional transportation plans.

B. **Land use:**

i. TIA threshold worksheet.

ii. TIA scoping agreement.

iii. Approved development projects and planned completion dates, densities, and land use types, if available or identified by the city (or county) during the scoping meeting.

iv. Zoning in study area.

C. **Trip generation:**

i. Trip generation calculation.

ii. Pass-by and/or internal trip calculations.

iii. Reductions for proximity to transit, transit and nonmotorized access improvements, and other demand management measures.

D. **Other transportation data:**

i. Origin-destination or additional trip distribution data.

ii. Accident history adjacent to site and at nearby major intersections and major driveways if potential safety condition is identified by the city (or county) during the scoping meeting.

E. **Photographs:**

i. Photographs of approaches for each study intersection.

F. **Capacity analysis worksheets:**

i. Worksheet printouts showing volumes, geometry, level of service, signal timing/phasing, etc.

G. **Additional analysis worksheets:**

i. Worksheets used in analyses (i.e., signal warrant study, all-way stop warrant study, level of service and delay output, weaving and merge analysis, sight distance, queue length analysis, etc.).

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

(1) **Executive Summary.**

A. Site location.

B. Development description.

C. Principal findings.

D. Conclusions.

E. Recommendations.

(2) **Table of contents.**

(3) **Introduction.**

A. Project description.

B. Project location.

C. Purpose of project.

D. Study procedure.

(4) **Study Area Information.**

A. Boundaries of the study area.

B. Existing major roadways and intersections serving the site in the study area.

C. Planned major roadways and intersection improvements in the study area.

#. Existing or planned transit facilities within ¼ mile of the proposed site.

D. Relevant information regarding planned improvements from the city, county, and/or TxDOT.

E. Available existing and historical traffic count information at major roadway segments and intersections in the study area from the city, county, TxDOT, or previously completed traffic studies.

F. Identification of the existing and future roadways and intersections that are relevant to the project and would likely be included in the future TIAs performed for individual plats.

(5) **Feasibility Study for Potential Land Uses.**

A. Determination of the potential land uses, densities, and resulting intensities that may be developed on the property (i.e. using existing topography and comparable properties to determine realistic floor-to-area ratios); and

B. Determination of the resulting trip generation from the subject property for daily and peak hour trips.

(6) **Trip Distribution, Assignment, and Proposed Roadway Network.**

A. Develop a global trip distribution within the study area for the proposed development;

B. Determine if trips will be generated by other developments or background growth that may impact the study area roadway network;

C. Develop a conceptual roadway network to serve the proposed development;

D. Assign the site generated traffic, background traffic, and/or neighboring development traffic to the study area roadway network and identified transit facilities;

E. Determine the number of lanes along major roadway required to serve the proposed development;

F. Analyze the adequacy of the proposed roadway network;

G. Determine the amount of right-of-way required along major roadway segments and at major intersections to support the proposed development; and

H. Identify approximate phase(s) or unit(s) where infrastructure improvements are to be implemented or restudied.

(7) **Conclusions and Recommendations.**

A. A summary of the conclusions and recommendations for the transportation network required to serve the proposed development.

B. 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.

(Ord. No. 98697 § 1) (Ord. No. 2006-11-30-1333, § 2, 11-30-06) (Ord. No. 2009-05-21-0429, § 2, 5-21-09)