



UDC Update Request Application

Part 1. Applicant Information

Name: City of San Antonio Organization: Transportation & Capital Improvements
Address: 114 W. Commerce St., 6th Floor
Phone: 207-8022 Email: _____
Signature: Terry Bellamy Date: April 30, 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
- Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design
- See Part 4 (if none of the provided choices in this section apply, please discuss the reasons for the proposed update in Part 4)

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

The proposed changes to UDC 35-506 are based primarily on the recommendations provided by the Pedestrian Safety Action Plan as well as to address maintenance and sidewalk gaps. Text was also recommended to be simplified and to eliminate confusion.
See attached for additional information.

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

(b) Improvements Required.

(1) All street grading and base construction shall be in accordance with approved plans. Streets shall be completed consistent with the approved construction plans. A county street cross section, which is a street section that has no curb and no sidewalks and utilizes bar ditches to convey storm drainage off the street may be used in the ETJ when the density is ~~less than two (2) units per acre~~ one (1) unit per acre or less. A bar ditch may require cement stabilized fill, rubble, rock, or equivalent lining material if the grade of the ditch exceeds six (6) percent.

**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

Planting Strips <u>or Sidewalk Buffer</u> ¹²	NR	NR	NR	NR	3' Min.	3' Min.	3' Min.	3' Min.

Notes and Rules of Interpretation:

¹² Stamped concrete, painted buffer, or other permeable material approved of by the City Engineer may be used to satisfy the sidewalk buffer width requirement.

**Table 506-4
Traditional Street Design Standards**

Street Type	Trail	Alley	Lane	Local	Avenue	Main Street	Boulevard	Parkway

Planting Strips <u>or Sidewalk Buffer</u> ⁸	NR	NR	6'	6'	6'	City Option	6—11'	7—20'

Notes and Rules of Interpretation:

⁸ Stamped concrete, painted buffer, or other permeable material approved of by the City Engineer may be used to satisfy the sidewalk buffer width requirement.

(d) Cross-Section and Construction Standards.

(4) **Bicycle Facilities.** Bike ~~paths~~ facilities, when required within the city limits, may be constructed with development of the abutting property at the time building permit acquired.

When identified on the city council approved bike ~~facilities~~ master plan roadways requiring bicycle facilities shall be constructed in accordance with the American Association of State Highway and Transportation Officials "Guide for the Development of Bicycle Facilities:" with additional guidance from the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.

(10) **Curbs and Pavement.** 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. When the director of ~~planning and~~ development services or county engineer in consultation with the director of ~~public works~~ transportation and capital improvements determines that the curbs will interfere with or disrupt drainage.
- B. When the director of ~~planning and~~ development services or county engineer in consultation with the director of ~~public works~~ transportation and capital improvements determines that public construction that would require curb replacement will take place on the street within ~~three (3) years~~ one (1) year.
- ~~C. On local type A streets in single-family or two-family residential subdivisions within the "RP" and "RE" zoning districts.~~
- ~~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 drainageways.~~
- EC. 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.
- FD. When densities of ~~less than two (2) units~~ one (1) unit per acre or less exist and a county section for local streets is proposed in the ETJ.

(i) **Street Lights.**

- (1) Streetlights shall be provided in all subdivisions within the city and ETJ. ~~Streetlights are not required in the ETJ.~~ However, if proposed by the applicant, all installation, operational and maintenance cost shall be borne by the developer. Streetlights shall be installed by CPS Energy at all public street intersections with other public streets, at the end of cul-de-sacs longer than two hundred (200) feet, crosswalks, at safety lane intersections with public streets, midblock areas placed such that streetlights are a minimum of three hundred (300) feet apart for residential streets with houses fronting, or service areas as determined by CPS Energy.
- (2) In subdivisions ~~within the "RP" or "RE"~~ in residential zoning districts, which do not exceed ~~two (2)~~ one (1) dwelling units per acre, the director of ~~planning and~~ development services may waive the requirement for streetlights for public street intersections or mid-block areas where he finds that the area does not require such lighting for safe pedestrian or vehicular traffic.

(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. ~~Sidewalks shall be required as part of the street improvements 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.~~
- C. Sidewalks in place at the time of platting or permitting, that do not meet the minimum ADA standards of this chapter shall be reconstructed to meet minimum ADA standards.
- D. All sidewalk construction shall conform to the latest criteria of the Americans with Disabilities Act (ADA) (see subsection 35-501(eg) herein).

(2) **Sidewalk Exceptions.** Sidewalks shall not be required in the following situations:

- A. When the director of ~~planning and~~ development services, in consultation with the director of ~~public works~~ transportation and capital improvements, determines that the sidewalks will interfere with or disrupt existing drainage.
- B. When the director of ~~planning and~~ development services or county engineer, in consultation with the director of ~~public works~~ transportation and capital improvements, determines that public construction which would require sidewalk replacement will take place on the street within ~~three (3) years~~ one (1) year.
- C. On local type A streets in single- or two-family residential subdivisions with a density less than ~~1.0~~ one (1) 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.~~

ED. Where the director of ~~planning and~~ development services or county engineer, in consultation with the director of transportation and capital improvements, 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. In developed blocks, where the area is residentially zoned for single family detached dwellings, and where both of the following conditions exist:~~

~~a. Seventy (70) percent or more of the improved lots fronting the street in any one (1) block face do not have sidewalks; and~~

~~b. A connecting sidewalk does not exist on both sides of the subject property for which construction permits are being sought.~~

(3) **Planting Strips or Sidewalk Buffer.** When required by Table 506-3 or 506-4 above sidewalks shall be defined by placing a planted strip or sidewalk buffer 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.

A. All sidewalks shall be included as part of the performance agreement required by section 35-437 of this chapter with exception to sidewalks along Local A type street frontage of single family residential lots within the city limits for which building permits will be required. All sidewalks within a single family residential 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.

B. Sidewalks shall be constructed at the time of the abutting roadway construction except as specified in section A above. If roadway construction is not required prior to the issuance of building permits for lots within the City and prior to building construction for lots located outside the City, then the sidewalks shall be constructed prior to building occupancy.

(6) **Location.** Changes in the sidewalk location for a maximum linear distance of ~~two hundred (200)~~ fifty (50) feet are permitted to be approved by the field inspector without amending the street plan or utility layout provided such plans are annotated with a note stating that intent and does not relocate an ADA access ramp. If a pedestrian access easement is required, the easement shall be recorded prior to final acceptance. During the plat review process, reviewing agencies may designate areas where prior approval of the agency is necessary for any alteration to the sidewalk location. No other changes shall be allowed without the approval of all agencies that approved the original utility layout.

(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 [and collector](#) 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.

(1) **Applicability.** The provisions of this subsection shall apply to local [and collector](#) streets when any traffic control devices are proposed and shall be approved by both the city and the county when located in the ETJ.

