

DEPARTMENT MEMO HEADER

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Memorandum

TO: Roderick Sanchez, Development Services Director  
FROM: *Mike Frisbie*  
SUBJECT: 2015 UDC Update Proposal(s)  
DATE: *May 1, 2015*

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Our department is recommending the following changes to Article(s) / Section(s) Article V Division 2 - Infrastructure Standards of the Unified Development Code (UDC). The following documents are included with this memorandum:

- A .pdf of the completed application form; and,
- A .docx file with all proposed UDC changes in basic ~~strikethrough~~ and underline formatting.

\*\*TCI is recommending these updates because upon review of the current regulations staff concluded that certain areas needed to be changed to either clarify or update regulations to meet State/Federal and to make safer conditions for the community.

\*\*Our recommended updates to Article(s) / Section(s) V/2 also affect Article(s) / Section(s) various of the UDC and/or Chapter(s) 35 of the San Antonio City Code.

*Debbie Racca-Sittre* (signature) Director's Name *5/1/15*  
*Debbie Racca-Sittre for Mike Frisbie*

## 2015 Annual Update Proposed Amendment Form

**Submittal Number:** \_\_\_\_\_

**Amendment Number:** \_\_\_\_\_

1. **Date:** April 30, 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, 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
  
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.
  - 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).
  - B. Editing change that does not alter the impact of the provision being addressed including 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.

D. Rule Interpretation Decision (RID)

E. None of the above.

6. **Summary of Changes:** 35-502 (b)(2)New D – To codify what staff is currently implementing informally instead of the traditional TIA.
7. **Reason for Proposed Changes:** This better benefits the City of San Antonio when it comes to existing school issues and due to the constraints that the schools may have because of limited space of land they own.
8. **Suggested Text Changes:**

**Sec. 35-502 (b)(2)New D.**

- (2) Trip Analysis. The property owner, or owner's agent, shall submit one (1) of the following three (3) types of reports listed below based on the number of peak hour trips (PHT) generated by the proposed development as determined from the most recent version of the *ITE Trip Generation Manual* when the property is part of a master development plan (MDP), planned unit development (PUD), plat, building permit, or is subject to an application to rezone. PHT analyzed may be the A.M., Midday, P.M., Saturday, and/or Sunday peak hours, based on the peak hour trip generation for that given day.
  - A. Peak Hour Trip Generation Form and Turn Lane Assessment. The form shall be required for developments generating less than seventy-six (76) PHT (inbound and outbound peak hour trips) during its highest trip generating peak hour. The form shall be supplied by the property owner, or owner's agent, identifying the trip generation information specified in Appendix "B", subsection 35-B122(a)(6). A development may generate enough trips to require the installation of a turn lane without requiring the need for a traffic impact analysis, therefore the form supplied by the property owner, or owner's agent, shall also address the need for turn lanes, as described in subsection 35-502(d)(2).
  - B. Study Level Traffic Impact Analysis (TIA). For MDPs or PUDs greater than five hundred (500) acres in gross size, the purpose of a study level TIA is summarized below. The study shall include the information specified in Appendix "B" subsection 35-B122(b) and shall be submitted to accompany the MDP and/or PUD for

submission to the city, county, and/or TxDOT, as appropriate. Plats will be studied on an individual basis in accordance with TIA requirements.

- i. Review the existing transportation network to determine the general needs associated with the proposed development;
  - ii. Identify planned transportation projects and roadway improvements in the area;
  - iii. Project future trips generated by the proposed development;
  - iv. Distribute and assign expected trips onto the study area roadway network generated by the proposed development;
  - v. Recommend the transportation network required to accommodate the proposed development;
  - vi. Define roadway hierarchies; and
  - vii. Define right-of-way requirements for both roadway segments and intersections identified at the required TIA scoping meeting.
- 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.

TIA Requirements. A TIA shall be performed by the property owner (or its agent) according to the scope and format established in Appendix "B", subsection 35-B122(a).

D. Traffic Circulation Study for renovation of existing schools (Public, Private).

- (c) TIA Levels and Study Areas.

Table 502-1:

TIA Study Area

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

## 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, Transportation Engineering and Planning Division**
  - a. **Address: 1901 South Alamo, SA TX 78204**
  - b. **Telephone Number: 210-207-7732**
  - c. **Email Address: Mike Frisbie@sanantonio.gov**
  
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.
- 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).
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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.

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

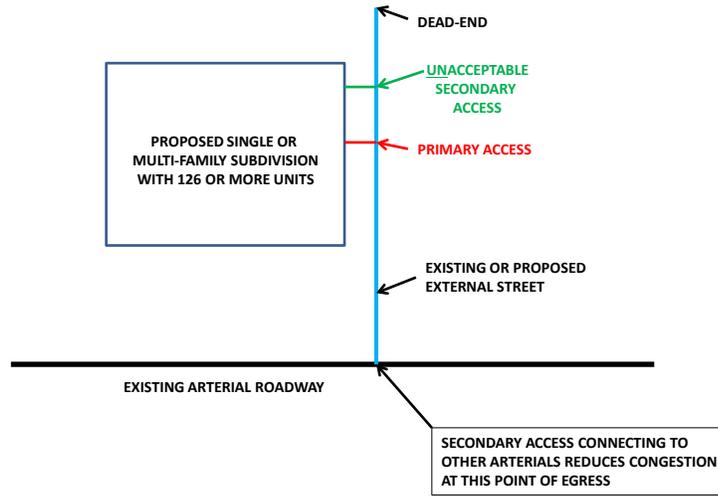
**Reason for Proposed Changes:** Consistency with interpretation of what is meant by secondary access by City staff and County.

8. **Suggested Text Changes:**

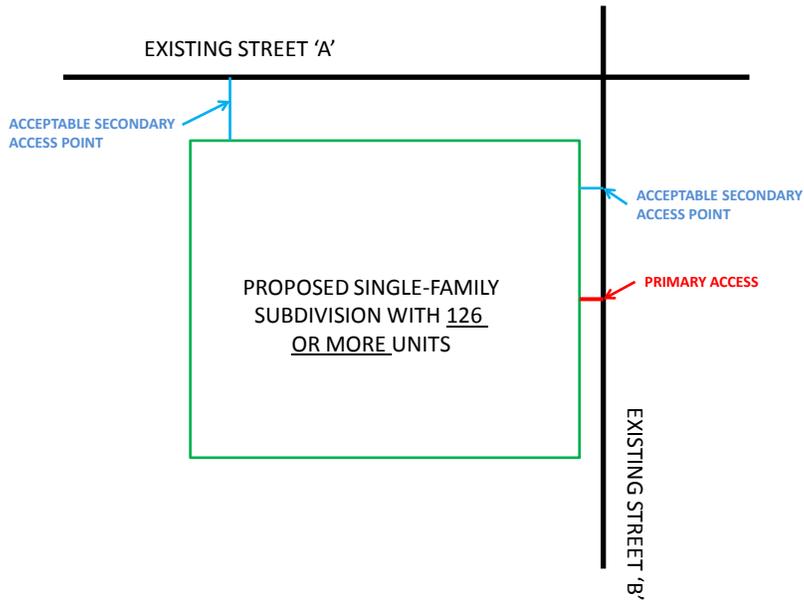
**Sec. 35-506 (e)(7) Secondary Access**

(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~~ **peak hour trips are generated by a development**, 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.)

**Current interpretation by some staff:**



**Proposed Figure to add:**



## 2015 Annual Update Proposed Amendment Form

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**Amendment Number:** \_\_\_\_\_

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

E. None of the above.

6. **Summary of Changes:** 35-506 Table 506-3 and 506-4A - To provide clarification that as to where parking is allowed and prohibited (min, 30' of pavement width for parking to be allowed on both sides of street; Fire needs bare minimum 16' (International Fire Code requires 20' of clearance) and signs must be placed to identify which side of the road parking is being restricted.

7. **Reason for Proposed Changes:**

8. **Suggested Text Changes:**

Sec. 35-506 Table 506-3 and 506-4A provide revisions to Table 506-3 to include Parking and amend 506-4A

**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 <sup>1</sup>	Primary Arterial <sup>2</sup>
R.O.W. (min.) <sup>1, 2, 8, 11</sup>	36'	24'	34' 34'	50'	60'	70--90'	86--110'	120' <sup>12</sup>
Pavement Width <sup>8</sup>	26'	18--24'	24' <sup>7</sup>	<del>28'</del> 30'	40'	44--55'	48--81	48--81'
Design Speed (mph)	30	20	30	30	30--35	40--45	45	45
Grade (max.) <sup>3</sup> ICL	12%	12%	12%	12%	12%	7%	5%	5%
Grade (max.) <sup>3</sup> ETJ	10%	10%	10%	10%	10%	7%	5%	5%
Grade (min.) <sup>4</sup>	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)) <sup>5</sup>	NR	NR	4/6' <sup>10</sup> one side only	4' <sup>9</sup>	4 <sup>9</sup> /6' <sup>10</sup>			
Bicycle Facilities <sup>5, 6</sup>	NR	NR	NR	NR	NR	Yes <sup>5</sup>	Yes Path <sup>5</sup>	Yes Path <sup>5</sup>
Streetscape Planting	NR	NR	NR	NR	NR	Yes	Yes	Yes

Planting Strips	NR	NR	NR	NR	3' Min.	3' Min.	3' Min	3' Min.
Parking	<u>None</u>	<u>None</u>	<u>None</u>	<u>1-Side</u>	<u>Both Side</u> <sup>13</sup>	<u>NR</u>	<u>NR</u>	<u>NR</u>

**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	35-207(f)	NR	25--50'
Local	27'	<del>Both Sides</del> <u>1-Side</u>	2-Way	No	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'	<del>1-Side</del> <u>None</u>	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'	<del>1-Side</del> <u>None</u>	2-Way	Yes	Yes	35-207(f)	NR	25--50'
Local	25'	<del>Both Sides</del> <u>1-Side</u>	2-Way	Yes	Yes	35-207(f)	NR	25--50'
Local	26'	<del>Both Sides</del> <u>1-Side</u>	2-Way	Yes	Yes	35-207(f)	NR	25--50'