



**RULE INTERPRETATION DETERMINATION**

**Determination #:** 2020-004

**Title:** Access and Driveways Determination

**Drafted by:** Land Development Division, Transportation Review Section

**Rule in Question:** UDC Sections 35-502(e)(2), 35-506(d)(12)B.3, 35-506(n)(1), 35-506(r)(3)A,B & C, 35-506(r)(5)(C), 35-506 (r)(7)(B) , 35-506 (r)(8)(A) & (B)

**Department Action:** This RID is intended to provide clarification of the number of access points that will be allowed for Commercial, Industrial and Medium & High-Density Residential developments. The department concurs with staff's position and as presented below and subsequently will be applying the minimum requirements as described.

- A. For lots with less than two hundred (200) feet of unrestricted frontage, one (1) access point will only be permitted if shared access cannot be obtained through adjacent parcels. This may be granted provided efforts to obtain access have been documented and provided to City Staff.
- B. For lots with two hundred (200) feet or more of unrestricted frontage, one access point will be permitted for every two hundred (200) feet of unrestricted frontage.

For conditions A and B above, each driveway location must meet the subsequent sections of the code as discussed in the Staff Analysis section.

Michael Shannon, PE, CBO  
Development Services Director

5/18/2020

Date

**Effective Date of Determination:** Immediately

*Please note RIDs often result in direct or related UDC amendments to codify the clarification addressed within the RID. RIDs can also be superseded by subsequent RIDs or UDC amendments. The Development Services Department will remove RIDs from the website when they are no longer valid.*

**Staff Analysis:**

Staff's position is the one driveway every two hundred (200) feet should only be permitted if all other sections of the code are met. It has been noted through traffic research documents that as the number of driveways increase, the crash rate along the connecting roadway also increase. Also, the city is actively building access management improvements to address the

safety and operations of arterial and collector roadways. However, the staff understands the need for driveways to developments and the need for a more consistent process for the approval of driveways during the traffic impact analysis (TIA) process. Each driveway which is allowed at the 200 feet minimum spacing must meet the following subsequent sections of the Unified Development Code (UDC) to be permitted. Further exhibits are provided to help explain where driveways will or will not be allowed.

### **Staff Position and Interpretation:**

Staff finds it is beneficial to the development community that certainty on the number of driveways is provided without having the applicant have to conduct a Traffic Impact Analysis (TIA) Study. Currently staff will determine the number of driveways a development is granted based on the Level of Service (LOS). The City policy has been to accept a LOS of C. Staff proposes that this interpretation should be incorporated into the current process immediately.

### **Future UDC Amendments:**

To codify the changes staff suggests the following UDC amendments:

- a. **35-506 (r)(3)A** – For lots with less than two hundred (200) feet of unrestricted frontage, one (1) access point ~~will only~~ **may** be permitted if shared cross access cannot be obtained through adjacent parcels. This may be granted provided efforts to obtain access have been documented and provided to City Staff;
- b. **35-506 (r)(3)B** – For lots with two hundred (200) feet or more of unrestricted frontage, one (1) access point will be permitted for every two hundred (200) feet of unrestricted frontage ~~may be permitted~~.
- c. **35-506 (r)(3)C**. – All lots proposed for commercial development in the ETJ or in “NC”, “O”, and “C” zoning districts with less two hundred (200) feet of unrestricted frontage ~~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).
- d. **35-506 (r)(3)D** – For conditions A and B above, each driveway location must meet the subsequent sections of the code 35-506(n)(1), (r)(5)(C), (r)(7)(B), and (r)(8)(A)&(B).
- e. **35-506 (r)(5)(C)** – Driveways shall not be less than fifty (50) feet from another driveway location which is intended to only apply to driveways located on separate properties. Access spacing along roadways shall be based on functional classification in accordance with Table 506-5.1. ~~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.~~

- f. **35-506 (r)(7)(B)** – Driveways shall not be located within two hundred and forty-five feet (245) of frontage road-to-arterial and arterial-to-arterial intersections or one hundred and twenty-five feet (125) feet for all other intersections, measured from the curb return of the intersecting street along the roadway perpendicular to the right-of-way of the intersecting street and cannot be located within the limits of the right-turn deceleration or acceleration lanes. ~~Along either side of any corner commercial or industrial property a driveway approach 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-foot vehicular non-access easement. The easement shall extend a minimum of:~~

- ~~1. One hundred twenty five(125) feet; or~~
- ~~2. 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.~~
- ~~3.~~

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.

- g. **35-506 (r)(8) Alignment.** – ~~Major~~ Driveway driveway approaches, ~~with peak hour trips greater than one hundred (100) pht,~~ accessing major thoroughfares shall attempt to meet the following guidelines:

- h. **35-506 (r)(8)(B)** – Shared cross access among different property owners or users when necessary to maintain spacing requirement.

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.

- i. Insert Figure 506-10A after 35-506 (r)(10)

- j. **35-506 (n) Medians. (1) Openings.** – Medians shall be continuous. Access openings in the median may be provided for public streets or major driveways (having one hundred (100)peak hour trips (PHT) or more (sum of entering and exiting left turn vehicles) provided the spacing between median openings is in accordance with Table

~~506-5.1 and Figure 506-10A, 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 subsection 35-502(d). When medians are open, left turn bays and median radii shall be provided in accordance with subsection 35-502(e)(2). 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.

**Table 506-5.1 Guidelines for Full Access Spacing Median Openings**

Functional Classification <del>(Divided roadway subject to the requested median opening):</del>	Minimum Spacing Between Access <del>Median</del> Openings:
Arterial	From Freeway <u>or Frontage Road</u> : Outside of the functional area <sup>1</sup> or 660 feet, whichever is less, as measured from the projected right-of-way line of the intersecting freeway as illustrated in Figure 506-6.1.
	From another Arterial: Outside of the functional area <sup>1</sup> or 500 feet, whichever is less, as measured from the projected right-of-way line of the intersecting arterial as illustrated in Figure 506-6.1.
	Elsewhere along Arterial: Outside the functional area <sup>1</sup> or 400 feet, whichever is less, as measured between the nose of the median opening and the nose of the next median opening as illustrated in Figure 506-6.2.
Collector/Local (including Modified Collectors)	From Freeway or Arterial: 400 feet or outside the functional area <sup>1</sup> , whichever is less, as measured from the projected right-of-way line of the intersecting freeway or arterial as illustrated in Figure 506-6.1.
	Elsewhere along the Collector or Local Street: Outside the functional area <sup>1</sup> or 400 feet, whichever is less, as measured between the nose of the median opening and the nose of the next median opening as illustrated in Figure 506-6.2.

<sup>1</sup>Functional Area Definition – The area beyond the physical intersection of two roadways that comprises decision and maneuvering distance, plus any required vehicle storage length. The functional area includes the length of road upstream from an oncoming intersection needed by motorists to perceive the intersection and begin maneuvers to negotiate it. (ITE, “Access Management”, April 2004)

35-506 (n)(1)(A) Access spacing along roadways shall be based on functional classification in accordance with the table shown below and Figure 506-10A.

**Table 506-5.2 Access Spacing by Road Type**

<u>Street A Type</u>	<u>Street B Type</u>	<u>Distance A<sup>(1)</sup> (Feet)</u>	<u>Distance B<sup>(2)</sup> (Feet)</u>
<u>Collector</u>	<u>Collector</u>	<u>125</u>	<u>400</u>
<u>Arterial</u>	<u>Collector</u>	<u>125</u>	<u>400</u>
	<u>Arterial</u>	<u>245</u>	<u>500</u>
<u>Frontage Road</u>	<u>Collector</u>	<u>125</u>	<u>400</u>
	<u>Arterial</u>	<u>245</u>	<u>660</u>

<sup>(1)</sup> 35-506 (r)(7)(B)

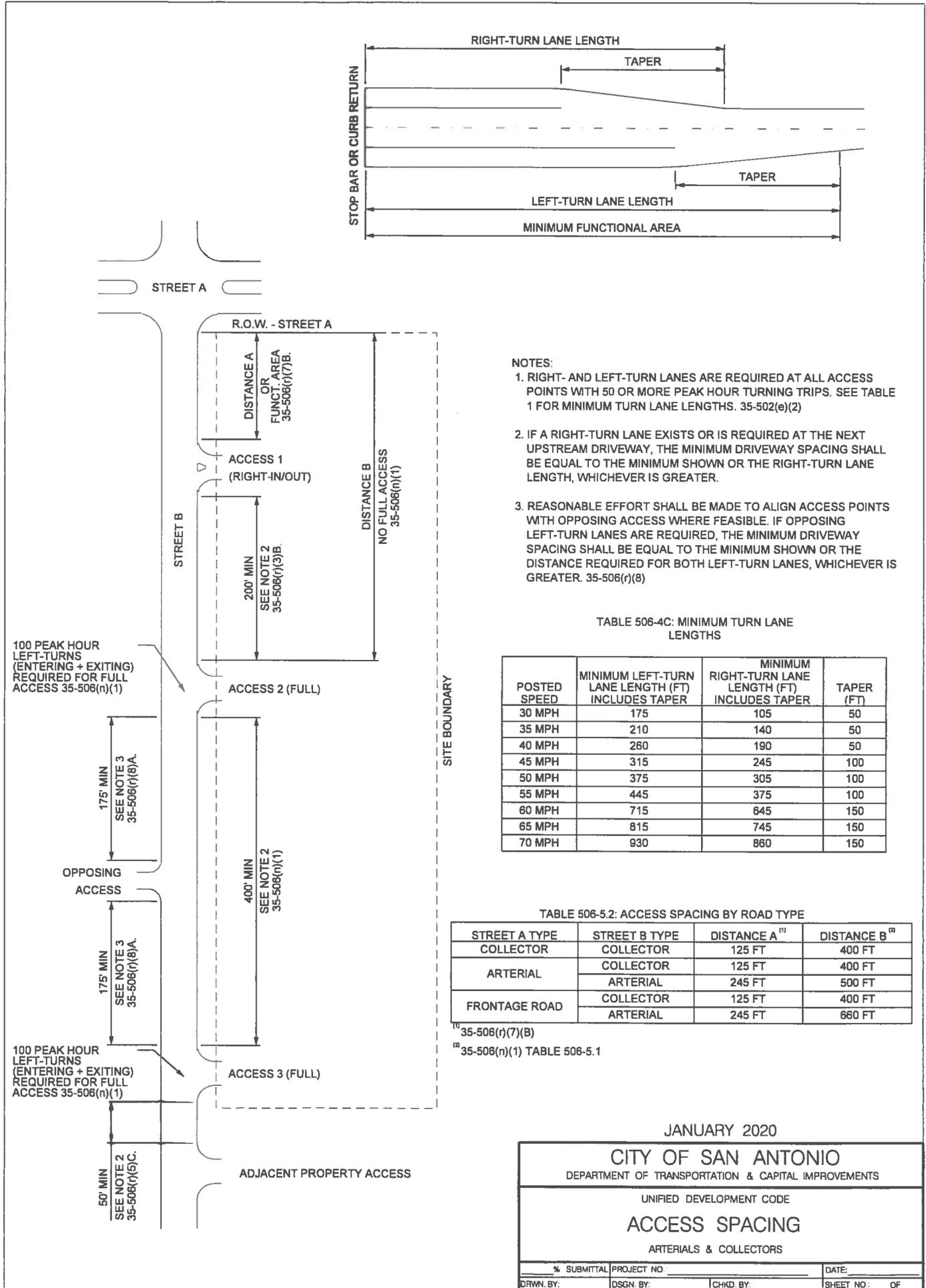
<sup>(2)</sup> 35-506 (n)(1) Table 506-5.1

- k. 35-502 (e)(2) D.** Where a right or left-turn lane is required at a driveway or street that will define the minimum spacing between the next adjacent driveway or street. A driveway shall not be located within an existing or proposed right-turn lane or in such a way to limit a left-turn lane in a median opening. The minimum right and left-turn lane lengths are provided in Table 506-4C assuming a 20-mph speed differential using TxDOT Roadway Design Manual
- l. 35-506 (d)(12) B.3.i.** – Using a differential speed of twenty (20) miles per hour from the street's posted design speed if using the TxDOT Design Manual tables; or
- m. 35-506 (d)(12) B.3.ii.** – Using a differential speed of ten (10) miles per hour from the street's posted design speed if the stopping sight distance is calculated based on the design topographic conditions.

**Table 506-4C Minimum Turn lane lengths per the TxDOT  
Roadway Design Manual (20 MPH Speed Differential)**

<b><u>Posted Speed (MPH)</u></b>	<b><u>Minimum Left-turn Lane Length Including Taper (Feet)</u></b>	<b><u>Minimum Right- turn Lane Length Including Taper (Feet)</u></b>	<b><u>Taper (Feet)</u></b>
<u>30</u>	<u>175</u>	<u>105</u>	<u>50</u>
<u>35</u>	<u>210</u>	<u>140</u>	<u>50</u>
<u>40</u>	<u>260</u>	<u>190</u>	<u>50</u>
<u>45</u>	<u>315</u>	<u>245</u>	<u>100</u>
<u>50</u>	<u>375</u>	<u>305</u>	<u>100</u>
<u>55</u>	<u>445</u>	<u>375</u>	<u>100</u>

Figure 506-10A



- NOTES:
1. RIGHT- AND LEFT-TURN LANES ARE REQUIRED AT ALL ACCESS POINTS WITH 50 OR MORE PEAK HOUR TURNING TRIPS. SEE TABLE 1 FOR MINIMUM TURN LANE LENGTHS. 35-502(e)(2)
  2. IF A RIGHT-TURN LANE EXISTS OR IS REQUIRED AT THE NEXT UPSTREAM DRIVEWAY, THE MINIMUM DRIVEWAY SPACING SHALL BE EQUAL TO THE MINIMUM SHOWN OR THE RIGHT-TURN LANE LENGTH, WHICHEVER IS GREATER.
  3. REASONABLE EFFORT SHALL BE MADE TO ALIGN ACCESS POINTS WITH OPPOSING ACCESS WHERE FEASIBLE. IF OPPOSING LEFT-TURN LANES ARE REQUIRED, THE MINIMUM DRIVEWAY SPACING SHALL BE EQUAL TO THE MINIMUM SHOWN OR THE DISTANCE REQUIRED FOR BOTH LEFT-TURN LANES, WHICHEVER IS GREATER. 35-506(r)(8)

TABLE 506-4C: MINIMUM TURN LANE LENGTHS

POSTED SPEED	MINIMUM LEFT-TURN LANE LENGTH (FT) INCLUDES TAPER	MINIMUM RIGHT-TURN LANE LENGTH (FT) INCLUDES TAPER	TAPER (FT)
30 MPH	175	105	50
35 MPH	210	140	50
40 MPH	260	190	50
45 MPH	315	245	100
50 MPH	375	305	100
55 MPH	445	375	100
60 MPH	715	645	150
65 MPH	815	745	150
70 MPH	930	860	150

TABLE 506-5.2: ACCESS SPACING BY ROAD TYPE

STREET A TYPE	STREET B TYPE	DISTANCE A <sup>(1)</sup>	DISTANCE B <sup>(2)</sup>
COLLECTOR	COLLECTOR	125 FT	400 FT
	ARTERIAL	245 FT	500 FT
FRONTAGE ROAD	COLLECTOR	125 FT	400 FT
	ARTERIAL	245 FT	660 FT

<sup>(1)</sup> 35-506(r)(7)(B)

<sup>(2)</sup> 35-506(n)(1) TABLE 506-5.1

JANUARY 2020

<b>CITY OF SAN ANTONIO</b> DEPARTMENT OF TRANSPORTATION & CAPITAL IMPROVEMENTS			
UNIFIED DEVELOPMENT CODE <b>ACCESS SPACING</b> ARTERIALS & COLLECTORS			
% SUBMITTAL	PROJECT NO.	DATE:	
DRWN. BY:	DSGN. BY:	CHKD. BY:	SHEET NO. OF