



CITY OF SAN ANTONIO
2015 UDC Update Program
Infrastructure and Transportation
Training Session
February 11, 2016

UDC Background



- **Unified Development Code (UDC) was adopted on May 3, 2001**
- **UDC allows for a 5-year update**
- **Amendments may be submitted by:**
 - **City Staff, Zoning Commission, Planning Commission, Board of Adjustments, Historic Design Review Commission, City Council, etc.**
 - **Others:**
 - ✓ **Editing**
 - ✓ **Clarification**
 - ✓ **RIDs (Rule Interpretation Determinations)**

UDC Background



- Over 260 Amendments were considered by the TAC
- Amendments submitted by variety of internal and external agencies
- City Council Passed Amendments on December 17, 2015
- Effective January 1, 2016
- Ordinance 2015-12-17-1077
 - 670 pages long (not recommended to print)
 - Save a digital copy
 - Municode will take a few months to update

UDC Background



<http://www.sanantonio.gov/dsd/>



<http://docsonline.sanantonio.gov/FileUploads/dsd/UDCFINALAMENDED.pdf>

Infrastructure Highlights



- Renovations and Remodels where the cost of repairs or improvements are less than \$50,000 are exempt from 35-506 requirements
- Clarifies that variances for traffic lanes required by the Major Thoroughfare Plan are allowed only if construction of the lanes exceeds rough proportionality calculations
- Modified variance site plan requirement from 2000 foot radius to 1000 foot radius

4

Infrastructure Highlights



- Modifications to Table 506-3/506-4 Conventional Street Design Standards
 - Adds a note requiring bicycle facilities to be constructed on all collector and arterial roadways
 - Adds provisions for portions (up to 25% total block length) of meandering sidewalks to be within planting strips
 - Add provision for Local B streets, sidewalks must be 6 feet wide where residential lots do not front the street
 - Clarifies Planting Strips or Sidewalk Buffers

5

Infrastructure Highlights



- **Modifications to Table 506-4A.1 Enhanced Street Design Standards**
 - Adds standards for Enhanced Local B streets
 - Adds standards for Modified Collector streets
 - Reduces planting strip widths from 4' to 3' for Enhanced Secondary and Enhanced Primary Arterial Streets

6

Infrastructure Highlights



- **Modifications to Table 506-4B Curb Return and Property Line Table**
 - Modifies CR and PLR for Local B w/Collector and Collector w/Arterial
 - Modifies Collector w/Collector for Interior Angles less than 90 degrees

7

Infrastructure Highlights



- **Adds additional guidance document for Bike Facilities**
 - **National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide**
- **Modifies sight distance 35-506(d)(5)**
 - **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.**

8

Infrastructure Highlights



- **Modifies Cul-De-Sac Street Design 35-506(d)(6)**
 - **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**
- **Modified Substandard Existing Streets 35-506(d)(9)**
 - **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; also eliminated two exemptions and incorporated the language elsewhere in the section.**

9

Infrastructure Highlights



- **Modifies Curbs and Pavement 35-506(d)(10)**
 - 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.
- **Modified Design Speed 35-506(d)(12)**
 - Added a design speed for streets with medians

10

Infrastructure Highlights



- **Modifies Dead-End Streets 35-506(e)(5)**
 - Clarified that when short stub exceeds 150 linear feet from the intersecting street ROW that a temporary turnaround easement will be required and specified the minimum pavement section for the turnaround.

11

Infrastructure Highlights



- **Secondary Access**
 - **Specifies when secondary access is required and under what conditions secondary access can be deferred**
 - **More than 125 lots but less than 250 lots – secondary access may be included in the bond**
 - **More than 250 lots but less than 500 lots – temporary secondary access must be constructed**
 - **More than 500 lots – permanent secondary access must be constructed**
 - **To use temp access, must be an MDP or multi-phase PUD**

12

Infrastructure Highlights



- **Secondary Access (continued)**
 - **Provides design standards for Temporary Access Roads**
 - **Provides exceptions for secondary access**
 - **Conservation easements**
 - **Existing Development**
 - **Easements/Intervening Parcels**
 - **Certain Floodplains**
 - **Minimum access spacing**

13

Infrastructure Highlights



- **Modifies Street Names, Signage, and Pavement Markings 35-506(h)**
 - Adds requirements for pavement markings
 - Adds requirements for raised blue pavement markers to mark fire hydrant locations
- **Modifies Private Streets 35-506(j)**
 - Modifies platting requirements (must be in a 900 series lot, subdivision plat name must indicate the type of private street development)
 - Modifies design requirements to ensure appropriate space for signage and curb
 - Adds maintenance requirements
 - Modifies Parking requirements
 - Adds design standards for gates

14

Infrastructure Highlights



- **Modifies Horizontal Curvature 35-506(l)**
 - Clarified and updated the design criteria for an “Elbow” configuration
- **Modifies Pavement and Median Transition 35-506(m)**
 - Revised transitional formula headings to be based on design speed instead of street classification
- **Modifies Medians 35-506(n)**
 - Clarified the criteria for determining when a median opening may be granted and defined a maximum length for a special purpose median.

15

Infrastructure Highlights



- **Modifies Sidewalks 35-506(q)**
 - 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
 - Clarifies sidewalk exemption for disruption of existing drainage systems

16

Infrastructure Highlights



- **Modifies Access and Driveways 35-506(r)**
 - 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

17



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