



## ***UDC Amendment Request Application for Internal Parties*** ***(City of San Antonio Departments)***

### ***Part 1. Applicant Information***

Name: Tomika Monterville Organization (if applicable): Transportation Department  
Address: 114 W. Commerce Street, 9th Floor, San Antonio TX 78205  
Phone: 210.207.7785 Email: Tomika.Monterville@sanantonio.gov  
Signature: Tomika Monterville Digitally signed by Tomika Monterville  
Date: 2022.01.31 17:14:40 -06'00' Date: January 31, 2022  
(Include title if representing a governmental agency or public/private organization)

### ***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)
- ☒ City of San Antonio Staff Amendment

### ***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)***

Current UDC has several separate tables of roadway design criteria. The proposed amendment streamlines to a single set of criteria and addresses other sections impacted by these changes to restore consistency.

## Part 5. Cost Impact Statement

Section 35-11(a) of the UDC requires that all requests for amendments include a Cost Impact Statement. The Cost Impact Statement should be justified with substantiating information, such as cost estimates or studies.

The requested change to the UDC (please check appropriate box):

A. ☐ Will not impact the cost of construction and/or development.

B. ☒ Will increase the cost of construction and/or development.

C. ☒ Will decrease the cost of construction and/or development.

By how much?

(Indicate either a dollar amount or percentage above or below current construction and/or development costs)

\$20/LF on Local A

\$60/LF on Local B

## Part 6. Cost Impact Narrative and Back-Up Information

Please fully quantify the Cost Impact Statement that was provided in Part 5. Attach all relevant data and associated costs that you wish to have considered as well as a narrative explaining how the Cost Impact Statement was developed. If you need additional space, please attach additional sheets.

Be sure to:

- Consider and indicate initial and long-term maintenance costs;
- Consider city cost (i.e. personnel costs and costs to enforce);
- Indicate and be able to rationalize the baseline (current costs) and the cost projections associated with your request.

Impact varies by street type. There are several new street types that provide flexibility and could result in cost savings not captured in this analysis by developers choosing a different street type to serve the development.

There is long term maintenance benefit to the City to have less pavement to maintain - particularly on the streets that make up the majority of the City's centerline miles - Local A and Local B streets.

A comparison by street type is attached.

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## UDC 2021 Proposed Amendment

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### Amendment 24-3

**Applicant:** Transportation Department

**Amendment Title:** 'Sec.35-506 – Roadway Cross Section and Classification Revisions'

**Amendment Language:**

(c) **Classification.**

- (1) **Conventional Classification System.** Classification of an existing or proposed street not already identified on the major thoroughfare plan, for the purpose of determining the appropriate design of a roadway or development, or for the purpose of determining the appropriateness of a location for a proposed use, shall be done by the director of planning and development services in consultation with the director of public works. Pursuant to the major thoroughfare plan, the following classification system is hereby adopted:

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**Table 506-1 Functional Classification System Description**

Functional Class	Level of Mobility	System Access	Level of Accessibility
Freeway	Connects all urban sub regions together, connects urban and rural service areas with metro major activity centers; connection to outside cities.	To other freeways, principal arterial, and selected arterial; no direct land access.	Long trips at high speed within and through the metro area; express transit trips.
Primary Arterial	Connects two (2) or more sub regions; provides secondary connections outside cities; complements freeway in high volume corridors.	To freeways, other principal arterial, and high volume collectors; no direct land access except major traffic generators.	Medium distance to long trips at high to moderate speeds within the urban area; express transit trips.
Secondary Arterial	Connects adjacent sub regions and activity centers within sub regions.	To freeways, principal arterial, other arterial, and collectors; restricted direct land access.	Medium to short trips at moderate to low speeds; local transit trips.
Collector	Connects neighborhoods within and between sub regions.	To arterial, and other collectors while providing access to local streets and direct land access for commercial development.	Primarily serves collection and distribution function for the arterial system at low speeds; local transit trips. Ideal spacing would be one-half (½) mile.
Local (includes Conservation Access, Local Type A, Local Type B,)	Connects blocks within neighborhoods and specific activities within homogeneous land use areas.	To collectors and other local streets; direct land access.	Almost exclusively collection and distribution; short trips at low speeds. Ideal spacing would be one hundred seventy-five (175) feet to seven hundred (700) feet (see subsection 35-515(b)) and <a href="#">35-506(r)(2)</a> .

- (2) **Traditional Design Classification.** The following classification system shall be used for designing a traditional neighborhood development (TND) pursuant to [section 35-207](#) of this chapter:

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**Table 506-2-Functional Classification System Description – [Traditional Design](#)**

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- (3) **Classification Factors.** In determining the classification of a street, factors to be considered include the following existing or proposed features:

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E. Major Thoroughfare Plan designation

(d) **Cross-Section and Construction Standards.**

(1) **Streets.**

- A. Tables 506-3 and 506-4 provide the standards for all existing and future streets.
- B. The subdivider shall dedicate and construct all interior streets within the subdivision plat and shall provide dedication and construction for exterior streets based upon tables 506-3 and 506-4.
- C. The director of development services shall include the dedication and construction of rights-of-way for exterior streets in the roughly proportionate determination as described in subsection [35-501](#)(b).

**Table 506-3 Street Design Standards**

<u>Street Type &amp; Context</u>	<u>Alley</u>	<u>Local A</u>	<u>Local B</u>	<u>Local C</u>	<u>Collector A</u>	<u>Collector B</u>	<u>Collector C</u>	<u>Secondary Arterial <sup>1</sup></u>	<u>Primary Arterial <sup>1</sup></u>
<u>Design ADT (vpd)</u>	-	<u>&lt; 1,000</u>	<u>1,000-4,000 Loaded</u> <u>4,000-8,000 Unloaded</u>	<u>4,000-10,000</u>	<u>8,000-10,000</u>	<u>8,000-10,000</u>	<u>10,000 - 30,000</u>	<u>4 Lanes: 30,000-34,000</u>	<u>4 Lanes: 30,000-34,000</u> <u>6 Lanes: ≥ 46,000</u>
<u>Land Use Context (Adjacent Uses)</u>	-	<u>Single Family Residential</u> <u>!</u>	<u>Single Family Residential</u> <u>+ Multi-Family Permitted <sup>9</sup></u>	<u>Mixed</u>	<u>Residential : Single Family Non-Fronting or Multi-Family Land Uses Only</u>	<u>All Land Use Types Except Single Family Residential Fronting or Loading</u>	<u>All Land Use Types Except Single Family Residential Fronting or Loading</u>	<u>All Land Use Types Except Single Family Residential Fronting or Loading</u>	<u>All Land Use Types Except Single Family Residential Fronting or Loading</u>
<u>Max. Uninterrupted Block Length (feet) (see also 35-515)</u>	-	<u>1,200'</u>	<u>700' Loaded</u> <u>1,400' Unloaded <sup>10</sup></u>	<u>700' Loaded</u> <u>1,400' Unloaded <sup>10</sup></u>	<u>1,400' <sup>10</sup></u>	<u>3,600' <sup>10</sup></u>	<u>3,600' <sup>10</sup></u>	-	-
<u>R.O.W. (feet) <sup>2</sup></u>	<u>24'</u>	<u>50'</u>	<u>60'</u>	<u>60'</u>	<u>70'</u>	<u>80'</u>	<u>100'</u>	<u>86'-110'</u>	<u>120'</u>
<u>Pavement Width (feet)</u>	<u>20'</u>	<u>30' <sup>11</sup></u>	<u>34'</u>	<u>36'</u>	<u>30' <sup>12</sup></u>	<u>34' <sup>12</sup></u>	<u>44' <sup>12</sup></u>	<u>48—81'</u>	<u>48—81'</u>

<u>Street Type &amp; Context</u>	<u>Alley</u>	<u>Local A</u>	<u>Local B</u>	<u>Local C</u>	<u>Collector A</u>	<u>Collector B</u>	<u>Collector C</u>	<u>Secondary Arterial <sup>1</sup></u>	<u>Primary Arterial <sup>1</sup></u>
<u>Design Speed (mph)</u>	<u>20</u>	<u>30</u>	<u>30</u>	<u>30</u>	<u>30</u>	<u>35</u>	<u>35</u>	<u>40</u>	<u>45</u>
<u>Max. Grade <sup>3</sup></u>	<u>10%</u>	<u>12% (10% ETJ)</u>	<u>12% (10% ETJ)</u>	<u>12% (10% ETJ)</u>	<u>7%</u>	<u>7%</u>	<u>7%</u>	<u>5%</u>	<u>5%</u>
<u>Min. Grade <sup>4</sup></u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.5%</u>
<u>Centerline Radius (min. for normal crown)</u>	<u>50'</u>	<u>100'</u>	<u>100'</u>	<u>200'</u>	<u>200'</u>	<u>400'</u>	<u>400'</u>	<u>700'</u>	<u>1,100'</u>
<u>Curb</u>	<u>NR</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Median</u>	<u>NR</u>	<u>NR</u>	<u>NR</u>	<u>NR</u>	<u>NR</u>	<u>NR</u>	<u>16'</u>	<u>16' min.</u>	<u>16' min.</u>
<u>Sidewalk Width (min.) <sup>5 6 7</sup></u>	<u>NR</u>	<u>4'</u>	<u>4' Loaded 6' Unloaded</u>	<u>6'</u>	<u>6' <sup>13</sup></u>	<u>8' <sup>13</sup></u>	<u>8'</u>	<u>6'</u>	<u>6'</u>
<u>Bicycle Facilities <sup>8</sup></u>	<u>NR</u>	<u>NR</u>	<u>Allowed</u>	<u>Allowed</u>	<u>Required <sup>13</sup></u>	<u>Required <sup>14</sup></u>	<u>Required <sup>14</sup></u>	<u>Required <sup>14</sup></u>	<u>Required <sup>14</sup></u>
<u>On Street Parking</u>	<u>None</u>	<u>Allowed <sup>11</sup></u>	<u>Allowed</u>	<u>Allowed</u>	<u>Not Permitted</u>	<u>Not Permitted <sup>15</sup></u>	<u>Not Permitted <sup>15</sup></u>	<u>Not Permitted <sup>15</sup></u>	<u>Not Permitted <sup>15</sup></u>
<u>Street Lighting (except ETJ)</u>	<u>NR</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Streetscape Planting</u>	<u>NR</u>	<u>NR</u>	<u>NR</u>	<u>NR <sup>16</sup></u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
<u>Planting Strips/Sidewalk Buffer (min.)</u>	<u>NR</u>	<u>NR, 3' min.</u>	<u>NR, 3' min.</u>	<u>NR, 3' min.</u>	<u>5' min.</u>	<u>5' min.</u>	<u>5' min.</u>	<u>5' min.</u>	<u>5' min.</u>

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).

<sup>1</sup> Right-of-way 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 street right-of-way and design provisions outlined in Table 506-2. 3 A width of 12 foot behind the curb allows for flexibility in design. Illustrated cross sections are provided as examples of potential combinations only and do not take precedent over the requirements in Table 506-2.

<sup>2</sup> Additional right-of-way and alternate design standards may be required on designated advanced rapid transit corridors as identified in the Major Thoroughfare Plan.

<sup>3</sup> Refer to 35-506(d)(3) for grades exceeding maximum values specified in Table 506-2.

<sup>4</sup> A minimum grade of 0.4% is optional with concrete curb and gutter.

<sup>5</sup> In residential areas, sidewalks shall be located to improve walkway intersection alignment and to reduce sidewalk conflicts with utility poles and mailboxes.

<sup>6</sup> Meandering sidewalks may have up to twenty-five (25) percent of the total block length of the sidewalk within the minimum planting strip area. This does not apply to multi-use or bicycle facilities.

<sup>7</sup> Stamped concrete, painted buffer, or other permeable material as shown on the approved city detail, may be used to satisfy the sidewalk buffer width requirement. Alternative materials may be approved by the director of public works.

<sup>8</sup> Where bicycle facilities are required, accommodations outside of the right-of-way for a shared use path or cycle track may be requested by the developer and will be subject to City approval.

<sup>9</sup> Multi-family uses will be permitted if demonstrated that projected turning movement volumes will not necessitate turn lanes consistent with 35-502(e)(2) and that the roadway capacity is sufficient.

<sup>10</sup> Block length is measured as the distance between approved traffic calming/control measures identified in Table 506-8.

<sup>11</sup> A minimum pavement width of 28 foot is permitted if the adjacent lots are equal to or greater than 1/2 acre OR if parking is restricted to one-side of the street and signage installed to indicate parking restrictions as part of the project.

<sup>12</sup> Pavement width shown is the minimum and assumes bicycle facilities (shared use path, elevated bike lanes, or cycle track) will be accommodated outside of the roadway.

<sup>13</sup> Where a shared use path is permitted to accommodate bicycles, the minimum shared use facility width is 12 feet.

<sup>14</sup> Where the roadway design speed is greater than 30 mph, bicycle facilities shall be separated or protected. The minimum pavement widths shown assume bicycle facilities will be accommodated behind the curb. If bicycle facilities are proposed in the street, wider pavement and protection is required.

<sup>15</sup> Parking will only be permitted if bulb outs are provided, additional pavement width and right-of-way may be required.

<sup>16</sup> The 12-foot area behind curb provides for flexibility in design. Illustrated cross sections provided are examples only.

**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, 9</sup>	36'	24'	34'	50'	60'	70—90'	86—110'	120' <sup>10</sup>
Pavement Width	26'	18—24'	24' <sup>7</sup>	28—34'	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>9</sup> one-side only	4' <sup>8</sup>	4 <sup>8</sup> /6 <sup>13</sup>	4 <sup>8</sup> /6 <sup>9</sup>	4 <sup>8</sup> /6 <sup>9</sup>	4 <sup>8</sup> /6 <sup>9</sup>

Bicycle Facilities <sup>5</sup>	NR	NR	NR	NR	NR	Yes <sup>5</sup>	Yes <sup>5</sup>	Yes <sup>5</sup>
Streetscape Planting	NR	NR	NR	NR	NR	Yes	Yes	Yes
Planting Strips or Sidewalk Buffer <sup>8, 11, 12</sup>	NR	NR	NR	NR	3' Min. <sup>13</sup>	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).

<sup>1</sup>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 development services.

<sup>2</sup>For primary arterial type B streets the minimum width of right-of-way shall be seventy (70) feet and at intersections with other major arterials illustrated on the major thoroughfare plan the right-of-way shall be eighty-six (86) feet to one hundred twenty (120) feet subject to the findings of the TIA as determined by the director of development services.

<sup>3</sup>Refer to 35-506(d)(3) for grades exceeding maximum values specified in the table.

<sup>4</sup>0.4% Optional with concrete curb and gutter.

<sup>5</sup>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). Selection as to the type of facility to be constructed will need to be coordinated with the transportation and capital improvements (TCI) traffic and transportation planning division—traffic engineering group.

<sup>6</sup>Entry portion without parking.

<sup>7</sup>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 mailboxes.

<sup>8</sup>Sidewalks shall be four (4) feet in width with a planting strip or six (6) feet in width without a planting strip. Sidewalks may be four (4) feet in width without a planting strip when houses are fronting on a local type B street.

<sup>9</sup>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 GRAG area boundary shall take precedence over the standard UDC street R.O.W. and design provisions outlined in Table 506-3 above.

<sup>10</sup>One hundred twenty (120) feet is the maximum right-of-way width but may be varied in accordance with the adopted major thoroughfare plan.

<sup>11</sup>Meandering sidewalks may have up to twenty-five (25) percent of the total block length of the sidewalk within the minimum planting strip area. This does not apply to multi-use or bicycle facilities.

<sup>12</sup>Stamped concrete, painted buffer, or other permeable material as shown on the approved city detail, may be used to satisfy the sidewalk buffer width requirement. Alternative materials may be approved by the director of TCI.

<sup>13</sup>Sidewalks shall be six (6) feet in width, with or without a planting strip, along street type local B where the residential lots do not front the street.

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(11) Safety Lanes.

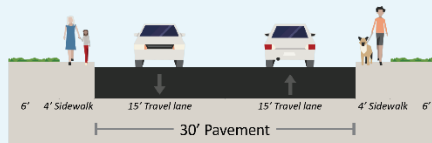
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D. The visual cross sections provided below are intended to provide a visual representation of the cross sections outlined in Table 506-3 and are provided for convenience only. In some cases, examples are provided for more than one potential configuration and the configurations shown are not intended to be exhaustive of all possible options. The values presented in Table 506-3 govern when determining minimum requirements.

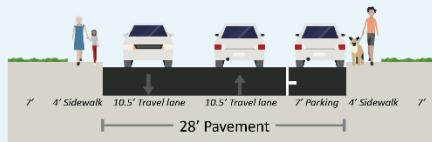
## CITY OF SAN ANTONIO CROSS SECTIONS BY ROAD CLASSIFICATION

### Local A Roads (50' ROW)

#### Local A (30' Wide Pavement)

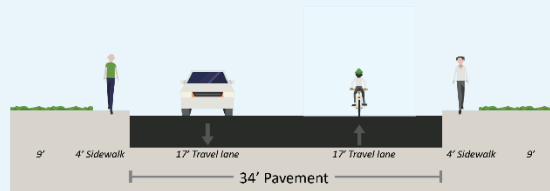


#### Local A (28' Wide Pavement)

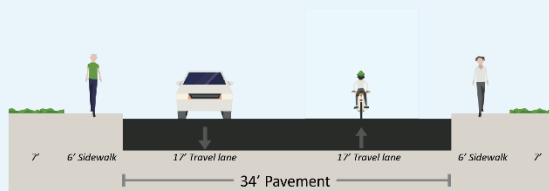


### Local B Roads (60' ROW)

#### Local B (Loaded)



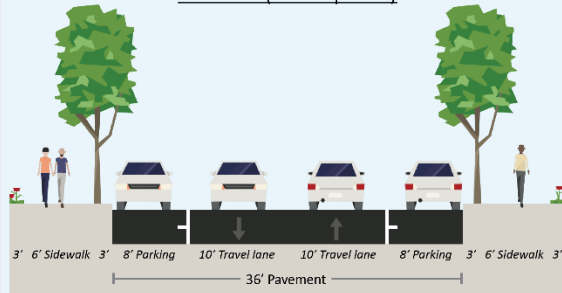
#### Local B (Unloaded)



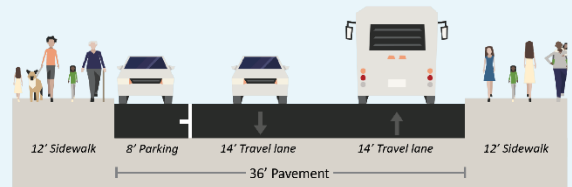


## Local C Roads (60' ROW)

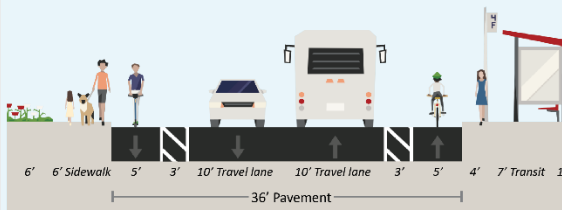
Local C (Example 1)



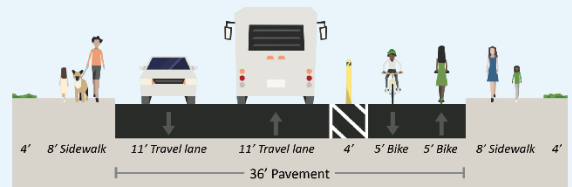
Local C (Example 3)



Local C (Example 2)

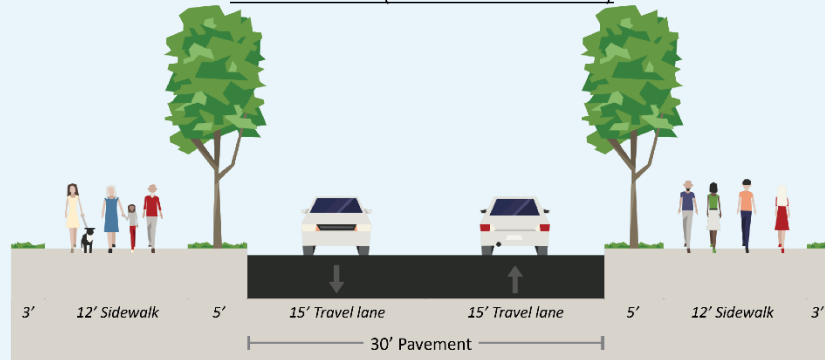


Local C (Example 4)

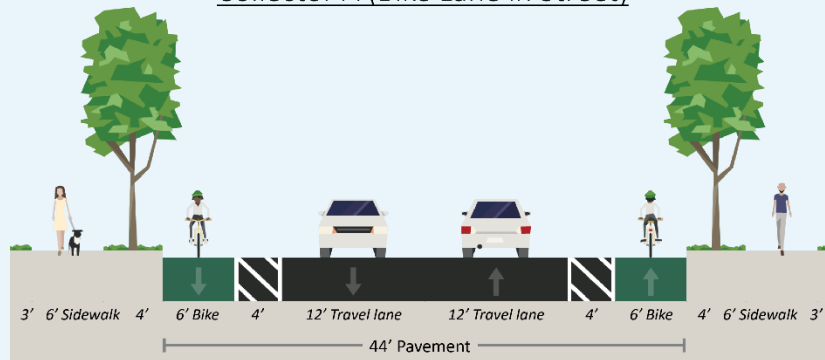


## Collector A (70' ROW)

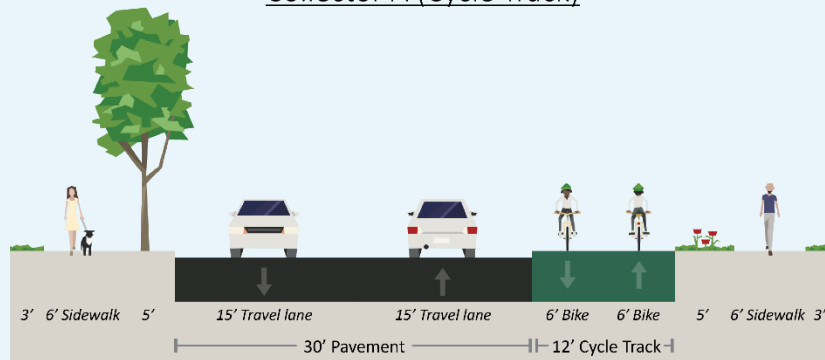
Collector A (Shared Use Path)



Collector A (Bike Lane in Street)

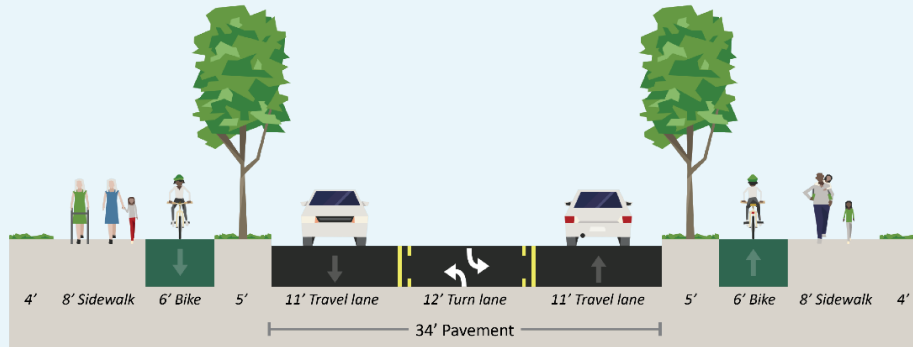


Collector A (Cycle Track)

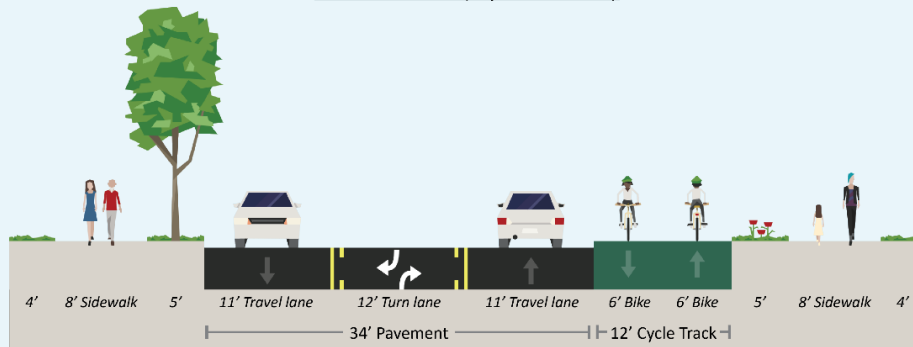


## Collector B (80' ROW)

### Collector B (Shared Use Path)

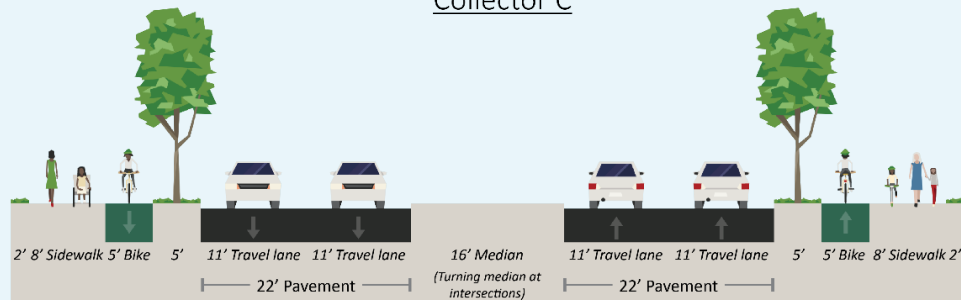


### Collector B (Cycle Track)



## Collector C (100' ROW)

### Collector C



### (12) Design Speed.

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B. **Special Considerations.** The following minimum design speeds shall be used for the following street types or specified condition:

#### 1. Local Type B:

- If houses are fronting this street, the design speed shall be thirty (30) miles per hour.
- If no houses are fronting this street, the design speed shall be thirty (30) ~~thirty-five (35)~~ miles per hour.
- If street has a median, the design speed shall be thirty (30) ~~forty (40)~~ miles per hour.

2. Collector A:
  - i. If street has a median, the design speed shall be thirty-five (35) ~~forty-five (45)~~ miles per hour.
  - ii. If street does not have a median, the design speed shall be thirty (30) ~~forty (40)~~ per hour.
3. Collector B or C:
  - i. If street has a median, the design speed shall be forty (40) miles per hour.
  - ii. If street does not have a median, the design speed shall be thirty-five (35) miles per hour.

(j) **Private Streets.**

- (6) **Parking on Private Streets.** Parking shall be limited to one (1) designated side of the street on any private street with pavement less than thirty (30) ~~twenty-eight (28)~~ feet in width in accordance with Table 506-3 unless table 506-4a of this chapter is applicable. A minimum pavement width of 28 feet with no parking restrictions will be permitted if the adjacent lots are equal to or greater than ½ acre. The HOA documents may require the HOAs to identify and enforce a no parking restriction in fire lanes throughout the community.

**The following revisions outside 35-506 are needed to address references to modified components of 35-506 or to resolve conflicts created by the revisions above.**

**Amendment Title:** 'Sec. 35-502. - Traffic Impact Analysis and Roughly Proportionate Determination Study.'

**Amendment Language:**

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(e) **Roadway Classification Turn Lanes and New Traffic Signal Construction.**

- (1) **Roadway Classification.** ~~The following vehicles per day (vpd) will provide clarification to the~~ Roadway classification system for streets within ~~conventional subdivisions exclusive of traditional neighborhood developments (TND)~~ as related to master development plans, plats, zoning and building permits shall be sized consistent with the function of roadway and daily traffic volumes from UDC 35-506 (Table 506-1: Functional Classification System Description and Table 506-3: Street Design Standards).
- ~~A. Local A Street: Function of roadway UDC 35-506 (Table 506-1: Functional Classification System Description) and Appendix "A" (Definitions). Daily traffic volumes shall range between five hundred (500) to one thousand (1,000) vehicles per day vpd.~~
- ~~B. Local B Street: Function of roadway UDC 35-506 (Table 506-1: Functional Classification System Description) and Appendix A (Definitions). Daily traffic volumes range from one thousand (1,000) to four thousand (4,000) vpd (houses fronting) and four thousand (4,000) to eight thousand (8,000) vpd (no houses fronting).~~
- ~~C. Collector: Function of roadway UDC 35-506 (Table 506-1: Functional Classification System Description) and Appendix "A" (Definitions). Daily traffic volumes shall range from eight thousand (8,000) to ten thousand (10,000) vpd.~~
- ~~D. Secondary arterial shall follow UDC 35-506 (Transportation and Street Design) and the City of San Antonio Major Thoroughfare plan, Ord. No. 98282. Daily traffic volumes shall range from fourteen thousand (14,000) to sixteen thousand (16,000) vpd for a two-lane road and thirty thousand (30,000) to thirty-four thousand (34,000) vpd for a four-lane.~~
- ~~E. Primary arterial shall follow UDC 35-506 (Transportation and Street Design) and the City of San Antonio Major Thoroughfare Plan, Ord. No. 98282. Daily traffic volumes shall range from fourteen thousand (14,000) to sixteen thousand (16,000) vpd for a two-lane road, thirty thousand (30,000) to thirty-four thousand (34,000) vpd for a four-lane and six (6) lanes for greater than forty-six thousand (46,000) vpd.~~

**Amendment Title:** 'Sec. 35-515. - Lot Layout Regulations.'

**Amendment Language:**

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**(b) Blocks.**

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**(3) Block and Street Length.**

A. **Block Length** . The length of a block where homes front a street within a subdivision or site plan shall be measured from the edge of the property line of the street siding the furthest lot of the block width or to the center of a cul-de-sac, 90° Elbow, ~~or 90° Knuckle~~, or approved traffic calming treatment as identified in 35-506(t).

(i) A street's block length shall not exceed seven hundred (700) feet when the street is a:

- Local type B (with houses fronting),
- Local type A which serves as an entrance street to the proposed neighborhood, or
- Part of a TND use pattern (see subsection 35-207(f)).

(ii) A street's block length shall not exceed one thousand two hundred (1,200) feet when the street is a:

- Block that ends with a cul-de-sac
- Local type A
- Local type C

(iii) A street's block length shall not exceed one thousand four hundred (1,400) feet when the street is a:

- Local type B (with no houses fronting)
- Local type C (with no houses fronting)
- Collector A

(iv) A street's block length shall not exceed three thousand six hundred (3,600) feet when the street is a:

- Collector B
- Collector C

~~(v iii)~~ Block lengths do not apply to the following unless they transition into a street with houses fronting:

- ~~Local type B~~
- ~~Collectors or avenues~~ Avenues
- Secondary arterials or main streets
- Primary arterials or boulevards
- Freeways or parkways

~~(vi iv)~~ In the ETJ, dead end streets or streets with no outlet exceeding seven hundred fifty (750) feet shall provide a fire apparatus turnaround with a spacing not to exceed seven hundred fifty (750) feet. This provision shall also apply to phased street construction when a street outlet has not been constructed.

B. \*\*\*\*

~~C. Maximum street or block lengths, except subsection 35-515(b)(3)(A)(i), may be exceeded in accordance with subsection 35-506(s) of this chapter.~~