



UDC Amendment Request Application for Internal Parties

(City of San Antonio Departments)

Part 1. Applicant Information

Name: Logan Sparrow on behalf of Planning Commission Organization (if applicable): Development Services

Address: 1901 S Alamo St

Phone: 210-207-8691 Email: logan.sparrow@sanantonio.gov

Signature: _____ Date: _____
(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)

Add a note for Freeway in Table 506-1 stating "A freeway classification is conform with TxDOT requirements or any interlocal agreement in effect with the City and TxDOT and not subject to the requirements of Table 506-3 or Table 506-4A1

Remove "bicycle facilities are required on all collector and arterial roadways" and Replace "transportation and capital improvements (TCI) and transportation planning division-traffic engineering group" to "development services department (DSD) in coordination with transportation department" from Note (5) of Table 506-3

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*):

By how much?

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

- 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.

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.*

To clarify that regulations on TXDOT right-of-way will be in accordance with TXDOT regulations and applicable Interlocal Agreements.

Clarify that Development Service conducts traffic review, not TCI. This amendment does not increase costs for development.

UDC 2021 Proposed Amendment

Amendment: 11-1

Applicant: Development Services on behalf of Planning Commission

Amendment Title – ‘Sec. 35-506. – Transportation and Street Design.’

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:

Table 506-1
Functional Classification System Description

Functional Class	Level of Mobility	System Access	Level of Accessibility
Freeway ¹	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)).

¹ A "Freeway" classification is to conform with TxDOT requirements or any interlocal agreement in effect with the City and TxDOT and not subject to the requirements of Table 506-3 or Table 506-4A.1.

(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
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
R.O.W. (min.) ^{1, 2, 9}	36'	24'	34'	50'	60'	70—90'	86—110'	120' ¹⁰
Pavement Width	26'	18—24'	24' ⁷	28'—34'	40'	44—55'	48—81'	48—81'
Design Speed (mph)	30	20	30	30	30—35	40—45	45	45
Grade (max.) ³ ICL	12%	12%	12%	12%	12%	7%	5%	5%
Grade (max.) ³ ETJ	10%	10%	10%	10%	10%	7%	5%	5%
Grade (min.) ⁴	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)) ⁵	NR	NR	4/6 ⁹ one side only	4' ⁸	4' ⁸ /6 ¹³	4' ⁸ /6 ⁹	4' ⁸ /6 ⁹	4' ⁸ /6 ⁹
Bicycle Facilities ⁵	NR	NR	NR	NR	NR	Yes ⁵	Yes ⁵	Yes ⁵
Streetscape Planting	NR	NR	NR	NR	NR	Yes	Yes	Yes
Planting Strips or Sidewalk Buffer ^{8, 11, 12}	NR	NR	NR	NR	3' Min. ¹³	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).

¹ 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.

² 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.

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

⁴ 0.4% Optional with concrete curb and gutter.

⁵ ~~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 [development services department \(DSD\)](#)—[in coordination with transportation department](#) ~~transportation and capital improvements (TCI) traffic and transportation planning division traffic engineering group.~~