
UDC 2021 Proposed Amendment

Amendment 5-52**Applicant:** Development Services**Amendment Title** – ‘Sec. 35-502.-Traffic Impact Analysis and Roughly Proportionate Determination Study.’**Amendment Language:****(e) Roadway Classification, Turn Lanes, and New Traffic Signal Construction.**

(2) Turn Lane Requirements at Site Access Locations.

D. Where a right or left-turn lane 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 Roadways Design Manual.

Amendment Title – ‘Sec. 35-506.-Transportation and Street Design.’**Amendment Language:****(d) Cross-Section and Construction Standards.**

(12) Design Speed.

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

3. Turn bay design. Turn bays shall be designed in accordance with the TxDOT design manual for the minimum taper and storage lengths. The deceleration length shall be determined using one of the following:
 - 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
 - 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 D sign Manual (20 MPH Speed Differential)

<u>Posted Speed</u> <u>(MPH)</u>	<u>Minimum Left-turn</u>	<u>Minimum Right-</u>	<u>Taper (Feet)</u>
	<u>Lane Length</u>	<u>turn Lane Length</u>	
	<u>Including Taper</u> <u>(Feet)</u>	<u>Including Taper</u> <u>(Feet)</u>	
<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>

(n) Medians.

- (1) Openings.** - Medians shall be continuous. ~~Access~~ ~~o~~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, 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 (Divided roadway subject to the requested median opening):	Minimum Spacing Between Access Median Openings:
Arterial	From Freeway <u>or Frontage Road</u> : Outside of the Functional area ¹ 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' 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 ¹ 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 ¹ , 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' 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.

¹ 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)(I)(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⁽¹⁾</u> <u>(Feet)</u>	<u>Distance B⁽²⁾</u> <u>(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>

⁽¹⁾ 35-506 (r)(7)(B)⁽²⁾ 35-506 (n)(1) Table 506-5.1

(r) Access and Driveways.

- (3) **Commercial, Industrial and Medium or High Density Residential Developments.** Lots proposed for commercial, industrial and multi-family residential developments in the ETJ or in the "MF," "NC," "O," "C," "I-1," or "I-2" zoning districts may have vehicular access from a thoroughfare or collector. However, the number of access points permitted will be based on the following criteria and following the driveway spacing requirements in subsection (7) below, if applicable.

- A. For lots with less than two hundred (200) feet of unrestricted frontage, one (1) access point ~~shall~~ ~~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. 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. All lots proposed for commercial development in the ETJ or in "NC," "O," and "C" zoning districts with less than 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. 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).

- (5) **Location of Access Points.** The director of development services (or the Texas Department of Transportation, or county authority, if appropriate) is authorized to permit additional access points under the following conditions:

- ~~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.~~

- (7) Spacing and Location on Major Thoroughfares.** This subsection applies to driveway approach spacing and location along or adjacent to major thoroughfares.

~~B. Driveways shall not be located within two hundred and forty-five feet (245) of frontage road-to-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.

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

- B. Shared cross access among different property owners or users when necessary to maintain minimum spacing requirements.
- 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.

- (10) Driveway Approaches.** Driveway approach materials may be asphalt, concrete or other materials as approved by the development services director. Inside the city limits or when a curb is provided in the ETJ, residential driveway approaches materials shall be concrete. Both residential and commercial driveway approaches shall conform to the latest edition of the City of San Antonio Sidewalk and Driveway Design and Construction Guidelines compiled by the department of public works. Commercial two-way driveways and residential driveway approaches may have a width greater than that specified by the guideline if approved by the development services director.

Figure 506-10A



