

SUBDIVISION COMMITTEE
Regular Meeting -- January 6, 1964

PRELIMINARY PLANS

C8-63-32 Northtown West, Section 4 - Revised
Anderson Lane

The staff presented the following summary of departmental plat review:

1. The developer is to pay for removal and rerouting of telephone poles and of power line. Lot line changes required to get service to Block M.
2. Significant portions of Lots 1-4, Block J, and Lots 20-23, Block P are presently subject to flooding, and will continue to be so until a new culvert can be built on Anderson Lane in place of the existing 6 feet x 4 feet culvert. Additional drainage easement will be required in Lots 18, Block P and Lot 1, Block J.
3. Show basis for 80 foot right-of-way on Anderson Lane. Show all lot dimensions, suggest omission of Kendale Court and Warrendale Court as street names, Lots 8-15, Block P. Take a continuous Kendale Drive address. Lots 6-10, Block M, take a Pinedale Cove address.

Planning Department comments are as follows:

1. Lots 18-23, Block P are required to have a 25 foot building setback line from Anderson Lane as they are through lots. (No setback shown on the plan.) The staff suggests that since there is a 50 foot drainage easement across the rear of lots 18-22, the building line should be the same as the drainage easement line for these lots and provide a 25 foot setback line from Anderson Lane on the corner on lot 23.
2. Lots 1, 8, 15, 16 and 23, Block P and Lots 1, 5, 6 and 10, Block M should provide a 25 foot setback from both streets due to lot arrangements. All of these lots front into side of other lots. We feel a greater setback than 10 feet should be provided to protect adjacent properties.

Mr. J.G. Threadgill stated that since the house on Lot 1 in Block P will face Ashdale, he would like to maintain a 15 foot line on this lone lot. He agreed to a 25 foot setback on all other corner lots.

3. Street names shown as Kendale Court and Warrendale Court should not be used.
4. Lot lines should be lined up from one block into another to provide utility service easements between blocks. Final plat would need some arrangement for electrical easement for service.
5. The 50 foot dedicated right-of-way adjoining the subdivision on the east should be vacated or abandoned prior to submission of a final plat. Otherwise, a 25 foot building setback line will be required from this right-of-way for Lots 13, 14, 17 and 18, Block P. Also,

C8-63-32 Northtown West, Section 4 -- contd.

the use of this strip of land after vacation must be in conjunction with adjoining property or included in final plat of this subdivision as part of the lots which abut it. At the present time the Drainage Department has indicated they desire to have this 50 foot strip as a drainage right-of-way. The problem exists since it is dedicated to the City as street right-of-way. The use of this strip of land after vacation must be in conjunction with adjoining property. This street was given before any development. Instead of having it abandoned, we are wondering if it cannot be converted from street right-of-way to utility and drainage. This needs to be cleared before final plat is approved.

Mr. Threadgill commented the site is catching large quantities of water from Burnet Road to the east. It is confined in a ditch up to the east side of the subdivision with culvert and open ditch to curve. The upper tier of lots can be brought in first with the last tier and drainage being cleared before approval of final plat.

In regard to inquiry from the Chairman, Mr. Paul Jones of the Legal Department commented that the street was dedicated for street purposes only. For that reason, there is no authority to change the dedication, or use it for anything else.

Mr. Stevens noted that if there is critical drainage it can come in with the balance of the final plat.

The Commission felt the matter of the street and drainage problems should be cleared by the staff and the Legal Department. It was therefore

VOTED: To REFER the preliminary plan of NORTHTOWN WEST, SECTION 4 - Revised to the Planning Commission.

C8-63-63 College Heights

New Burleson Road and Hillbriar

The staff reviewed the summary of departmental reports:

1. Sanitary sewer is available, however, some off-site sanitary easements are required. Water approach main is required from the intersection of Burleson Road and Parker Lane.
2. Additional electrical easements are required.
3. Section 23.11 (5) of the Subdivision Ordinance has not been complied with. Additional drainage easement will be required. Significant portions of Block A and B are believed to be subject to flooding under present conditions.
4. Public Works suggests the change of name to Oltorf Street to East Oltorf Street and an indication of the street name between Block I and F.

C8-63-63 College Heights--contd.

The staff reviewed the site plan and presented the following comments:

1. Dedication of the subject property for 60 feet of right-of-way on Metcalf Road is needed before final approval. It was explained this was agreeable to the engineer for the subdivider.
2. A portion of the property which comes to a triangle at Burleson Road and Metcalf Road is needed to provide a right hand turn lane before final plat is submitted.
3. Consideration should be given to the location of Hawchicut Drive with relation to the property lines and the adjoining tracts to the east. It is suggested this street be centered to make the lots on either side more equal in depth.
4. The continuation of Iroquois Drive through Lot 3, Block E would have to be shown as a street to be dedicated on the final plat.
5. The continuation of Hillbriar Drive would adjoin the Gopher Construction Company subdivision of Briarwood Hills. There is a drainage problem due to the topography and draw and some revision of the street plan would have to be made because sanitary sewer is not available. The plan has been given approval to Woodland Avenue and agreement on street connections between the two subdivisions needs further consideration.

Mr. Isom Hale, engineer stated that in regard to the Planning Department comments above, Mr. and Mrs. Schieder agreed to Items No. 1-4.

Mr. Thomas Watts, engineer for Gopher Construction Company, stated in regard to the street connection between the two subdivisions, the basic problem is trying to bring sewer to Parker Lane and the drainage area below. There are 32 acres owned by two different owners which will be developed later. There is a 10 foot drop in the land and sanitary sewer would be defeated by the street coming through.

Mr. Hale commented that there is no objection to bringing Willbriar Street through. If the location must be resolved now, they can develop part of Blocks E, F, G and H which can be served with sanitary sewer and hold the balance of the subdivision in abeyance until further study.

Mr. Watts noted that because of the cross slope of the existing contour, the lots on Briarwood Hills below would be affected, and the determination where street alignment should be would require further study.

Mr. Stevens cautioned the developing of a long dead-in street where sewer is not available.

Mr. Alan Russell, representing Mrs. Perry, an adjoining property owner, stated that one of the plans called for taking 120 feet off Mrs. Perry's property for

C8-63-63 College Heights--contd.

Oltorf Street. It is their understanding that the church does not want to give up any property and it would penalize Mrs. Perry's property to give up 120 feet.

Mrs. Butler commented that the thoroughfare policy calls for paying for all right-of-way above 70 feet, which would still leave Mrs. Perry a good sized tract.

Mr. Robertson, representing the property to the east, stated whatever was decided about street alignment was agreeable to them.

After further discussion of determination of street alignment, the Committee then

VOTED: To APPROVE the preliminary plan of COLLEGE HEIGHTS to the north line of Lot 19, Block G and its easterly and westerly prologation subject to determination of alignment of East Oltorf Street as related to the adjoining property to the west, and subject to compliance with departmental requirements.

C8-63-64 Lakewood Park

Creekbluff Drive and Ledge Drive

The staff reported distribution of this plan had not been made since it had been brought in just prior to this meeting. Departmental reports must be complied with and approval is recommended subject to departmental reports. The Committee therefore

VOTED: To APPROVE the preliminary plan of LAKEWOOD PARK subject to departmental reports.

C8-63-67 Swanson's Ranchettes Resub of Lot 3

Swanson Lane south of Slaughter

The staff reviewed the departmental comments of this plan as follows:

1. Sanitary sewer is not available. Water is available from WC & ID No. 5. Recommend reducing block length to Ordinance requirement.
2. Easement width is inadequate for open channel. Suggest that relocation of easement shown along south boundary of Lot 10 to common lot line of Lots 8 and 9 be considered as being more readily constructed using open channel. Easement useage should be clarified, and all easements intended for drainage should have the word "drainage" included in their designation.
3. All lot dimensions, building set back line and complete boundary survey should be shown.

C8-63-67 Swanson's Ranchetts Resub of Lot 3--contd.

The following Planning Department comments were reviewed:

1. Variance is required on length of cul-de-sac. (1365 feet in length proposed). Maximum length permitted by Ordinance is 400 feet.
2. Variance is required on block length. Maximum length permitted by Ordinance is 1200 feet.
3. Consideration should be given toward a modification of the plan as shown on the Planning Department Study Sketch to eliminate variances mentioned above and eliminate the necessity for any cul-de-sac or turn-a-round.
4. Cul-de-sac must provide a diameter of 100 feet and 60 feet of right-of-way at south property line into adjoining property if plan as submitted is approved.

Mr. Doak Rainey, engineer, stated this land is being subdivided for the third time. Ultimately they are going to have to put in a cross street. The middle tract has improvement on it with house and a barn.

The staff advised that some form of schematic showing the street location and topography on the adjoining property to the south must be submitted before final approval. An east-west street at the south end of the site is necessary. The Committee therefore

VOTED: To APPROVE the preliminary plan of SWANSON'S RANCHETTE NO. 2 RESUB. OF LOT 3 subject to compliance with departmental reports, and submission of a schematic plan showing where an east-west street can be located in relation to the subject property; and granted a variance on the requirement on the length of the cul-de-sac.

C8-63-70 Airport and Manor Road Subdivision
Airport Boulevard and Manor Road

The staff reviewed the departmental summary of reports:

1. Additional easements are required.
2. Additional drainage easement may be required through the block located between the proposed street and Airport Blvd. The plan does not comply with Section 23.11 (5) of the Subdivision Ordinance.
3. Show all street names, key location map, and building line on Lot 23.

Planning Department comments were reviewed as follows:

1. Due to restriction on useage of lots, the following lots should be combined to create 50 foot lots: Lot 12 and 13, Lots 14 and 15; Lots 16 and 17, Lots 21 and 22, Lots 31 and 32.

C8-63-70 Airport and Manor Road Subdivision--contd.

2. Show location sketch, Section 23.11(1), Subdivision Ordinance.
3. Identify proposed use as commercial.
4. Identify Lot 23 as additional parking area for joint use by all lots in the subdivision.
5. Show street name on proposed street.
6. A 25 foot building setback line should be provided from the proposed street for Lots 12 and 13, when combined, to provide continuous building setback along the street and for Lot 1.
7. Setback line required on Lot 23.
8. Indicate relationship of street paving to property lines for Lots 21-23.
9. Departmental requirements must be complied with.
10. Manor Road needs widening to 90 feet, which is an additional 10 feet to the present right-of-way. Before final plat is submitted, 5 feet off this property or 10 feet will be needed on the south side if we are unable to get 5 feet off the north property line. This alignment should be established prior to the plat to provide for 90 feet, whether it is 5 feet or 10 feet.

Mr. Sasser, the developer, stated the request for widening Manor Road was not reasonable as he thought the street was wide enough and they had based a sale of proposed Lot 1 on the plan as submitted.

The staff commented that the dedication for Manor Road and stub street to the rear of Lot 1, with required utilities and drainage must be provided on a final plat with lot 1. Head-in parking off Manor Road was recommended against. The Commission therefore

VOTED: To APPROVE the preliminary plan of AIRPORT AND MANOR ROAD SUBDIVISION subject to compliance with departmental reports, and subject to determination of right-of-way and alignment of Manor Road.

C8-63-71 Richland Estates, Section 2, Phase 2
Dalton Lane and Amory Lane

Comments made by departments concerning this preliminary plan are as follows:

1. Additional easement are required. Plan does not comply with Section 23.11(3) of the Ordinance.
2. All lot dimensions and all adjacent property owners should be shown.

C8-63-71 Richland Estates, Section 2, Phase 2--contd.

Comments from the Planning Department in addition to above are as follows:

1. Variance is required on the length of Carter Circle cul-de-sac, and is recommended due to topography.
2. Variance is required on the radius of Lively Circle cul-de-sac. This is not recommended as adequate building sites can be provided with a standard cul-de-sac.
3. A 25 foot building setback line should be provided from both streets for corner lots 17, 23, 29, 51 and 56. A 15 foot setback from Armory Lane for lots 44 and 50 is recommended.
4. A 25 foot building setback line is required from the cul-de-sac for Lot 37. If lots have to have relief, they should be redesigned to comply with the 25 foot setback.
5. Determination of the use of the triangular tract adjoining lots 54 and 55 should be made at this time.

Mr. Watts, engineer, introduced at this time a revised plan which had not been reviewed by the Department.

The Committee felt that further study shall be given by the Department. It was therefore

VOTED: To POSTPONE the preliminary plan of RICHLAND ESTATES, Section 2, Phase 2, for 30 days.

C8-63-72 St. John's Commercial Tract - Revised
Denison Street and Henson Circle

Departmental comments concerning this plan are as follows:

1. Additional electrical easements required.
2. Additional drainage easements required. Street parallel to contours in vicinity of Block B, Lots 1 and 2, will require additional drainage easements and pipe or 2-4 foot street cuts in order to obtain minimum grade for on-street drainage.
3. All set-back lines should be shown. Clarify tract of land on east side of railroad tract. Change name of part of Henson Circle and show names of two more streets and railroad.

The staff explained the original layout proposed and commented on the revised layout as follows:

1. Those portions of lots 3 and 4, Block B, located within the 50 foot buffer strip zoned "B" should be restricted from use to protect adjoining residences.

C8-63-72 St. John's Commercial Tract-Revised--contd.

2. The strips of land located between Lot 1, Block B and Henson Circle should be deeded to said Lot 1 or dedicated as additional street right-of-way.
3. Show building setback lines.
4. The strip of land located east of the railroad must be incorporated with Lot 2 and/ or 3, Block B and a building line is required to be located 0.1 feet east of railroad right-of-way line. (See final plat of St. John's Commercial Area, Section 1, C8-62-31).
5. Change name of Henson Circle.
6. Two additional street names are required by Public Works Department for the southern portion and the eastern or western portion of the street.
7. The Department questions the necessity for any access easement through subdivision across railroad to Airport Boulevard since this plan provides for adequate ingress and egress via a loop street.
8. Departmental requirements must be complied with.

The Committee therefore

VOTED: To APPROVE the preliminary plan of ST. JOHN'S COMMERCIAL TRACT - Revised, subject to compliance with departmental reports.

FINAL

C8-63-44 Barton Village, Section 1
Barton Skyway and South Lamar

This plat was disapproved at the last Commission meeting pending completion of fiscal arrangements. The staff reported that all fiscal arrangements have been complied with and this plat is ready for approval
The Committee therefore

VOTED: To APPROVE the plat of BARTON VILLAGE, Section 1.

SHORT FORMS - FILED

The staff reported that reports have not been received from several departments and that no action on the following short form plats is recommended at this meeting. The Commission therefore

VOTED: To ACCEPT the following final short form plats for filing:

- C8s-63-157 Canizzo Subdivision, Section 3
Rabb Road southeast of Arthur Lane
- C8s-63-158 Northwest Hills, Section 6, Resub. Lot 4, Block M, Lot 8, Blk. N.
Rockledge Drive southeast of Edgefield
- C8s-63-159 Springdale Hills Resub. Lots 2 and 3, Block D
Northdale at Hilldale Drive

SHORT FORM PLATS - CONSIDERED

C8s-64-1 Wonsley Drive Subdivision
Wonsley Drive

The staff reported all departmental reports have been cleared, but the staff explained that a 15 foot dedication is needed to widen Wonsley Drive. This street needs 60 feet of right-of-way for the use proposed instead of the present 40 feet and 15 feet off the subject property should be provided and the additional 5 feet to come off the north side. The owner of the subject tracts are the Church of Christ, and the Methodist City Board both of which have offered 15 feet of right-of-way. Other adjoining tracts must also participate in this subdivision or a variance from the Subdivision Ordinance is required. We are prevented from serving utilities unless these tracts are brought in. These two (2) property owners have submitted a letter stating that they will participate in a later plat of the Wonsley property with the other owners. The Committee therefore

VOTED: To APPROVE the plat of WONSLEY DRIVE SUBDIVISION, granting a variance on the signature requirements of the adjoining property owners on the plat.

C8s-64-2 H.E. Stanley Subdivision
Jollyville-McNeil Road

The staff reported all departmental reports have been cleared and approval of this plat is contingent upon the granting of a variance on the signature of the adjoining property owners. An attempt has been made to locate the adjoining property owner with no result at the present time. The Committee therefore

VOTED: To APPROVE the plat of H.E. STANLEY SUBDIVISION, granting a variance on the signature requirements of the adjoining property owners on the plat.

ADMINISTRATIVE APPROVAL

The staff reported that four plats had received administrative approval under the Commission's rules. The Commission therefore

VOTED: TO ACCEPT the staff report and to record in the minutes of this meeting the administrative approval of the following short form subdivisions:

C8s-63-156 Capital Plaza Subdivision

Cameron Road and Renili Street

C8s-63-144 Resub of Lot 1, Block 1 of Windsor Park, Section 3 and Lot 21, Block 4 of Royal Oak Estates, Section 4

Rogge Lane and Windward Drive

C8s-63-161 Paxton Subdivision, Resub. Lot 7, 8 and 9

Romerla Drive

C8s-63-160 Royal Oak Estates, Section 1

Resub Lots 2-A and 3-A, Block N
Exeter Drive and Rogge Lane