

SUBDIVISION COMMITTEE  
Regular Meeting -- June 14, 1965

PRELIMINARY PLANS

C8-63-63 College Heights  
Burleson Road East of Parker Lane

The staff reported a letter had been received from the engineers for the developer requesting a six-months extension on the preliminary approval of the plan. This is the third extension requested. The Committee therefore

VOTED: To GRANT a six-months extension of the preliminary plan of COLLEGE HEIGHTS.

C8-64-35 Olivia Heights  
East 19th Street and Adrienne Street

The staff reported the preliminary approval of this subdivision has expired and the developer is asking for re-approval of the plan as originally submitted. The Committee therefore

VOTED: To RE-APPROVE the preliminary plan of OLIVIA HEIGHTS as originally submitted

C8-64-68 Eubank Oaks  
U. S. 81 and Krause Lane

The staff reported this subdivision is located on the Old Dallas Highway, north of Kramer Lane. The request for preliminary approval was originally heard on December 28, 1964, at which time Mr. Thomas Watts, engineer for the developer, requested postponement for 30 days in order that some problems could be worked out. The request was again heard on January 25, 1965, at which time no revised preliminary had been submitted for action and the 30 days was about to expire. As a result, the Committee voted to disapprove the preliminary. There is an area of disagreement, and the owner and the engineer are requesting that the Subdivision Committee decide whether or not they will require a street running northerly off of the proposed street "A" through lot 7, Block A. Adjoining this property are three small tracts. The staff feels it would be desirable, from a circulation standpoint, to require a street through Lot 7, Block A, to provide access to the rear of these small tracts of land. The fronts of these tracts are developed commercially, but there is a 12 to 15 foot difference in elevation between the front of these tracts and the back. It is felt the back of these tracts will eventually be developed residentially, therefore a street is needed into these tracts. Otherwise, the only access into these tracts would be from the Old Dallas Highway in the form of loop or dead-end streets. If the street is not provided, there will be a block length of approximately 3,200 feet. This would create an extensive block length.

C8-64-68 Eubank Oaks -- contd.

Mr. Kinser stated there is a tier of lots facing south on proposed "A" street and then there are the three tracts with approximately 700 foot frontage. Someone could come in and develop one or two of the tracts and leave the other undeveloped. If the street is not provided, it would encourage development of the three tracts together.

Mr. Thomas Watts, engineer, stated they are trying to provide a neighborhood collector street into the 60 acre tract and then extend it out to the highway. Some day the City proposes to have a 120 foot right-of-way crossing U. S. 81 at Braker Lane and extending on west across the south end of this subdivision. Right now, the Old Dallas Highway is the only way into this tract. If the street is provided, there is nothing to keep a small industrial development from going in and using the entire length of the tract for commercial, and using this street as ingress and egress. This would be a detriment to the residential development in the area. The three tracts could be developed with a loop or with culs-de-sac. Mr. Watts also stated they would like to get approval of the preliminary from Highway 81 back to the highline. The owner would like to develop approximately 12 acres at this time and leave the balance of the tract unapproved to work out other problems involved therein.

After further discussion the Committee therefore

VOTED: To APPROVE the preliminary plan of EUBANK OAKS as submitted by owner to a point one lot west of the proposed street "D", not requiring the street recommended by the Planning Staff.

C8-65-26 Westover Hills Section Three  
Old U. S. 183 and Balcones Drive

The staff reported this subdivision is located at the southwest intersection of Old U. S. 183 and Balcones Drive. It is classified as urban with proposed residential and commercial usage. The subdivision contains 135 acres, 287 residential lots and one commercial tract, with the average lot size of 100' x 125' for the residential lots.

The staff reviewed the following departmental comments:

1. Water and Sewer
  - Water available from Water District #1. Lift station may be required to serve lots on extreme west side of subdivision with sanitary sewer. Request that street layout be changed to comply with Planning department schematic.

C8-65-26 Westover Hills, Section Three--contd.

2. Electric & Telephone Company - Additional easements required
3. Storm Sewer
  - Topography in vicinity of Driftwood Drive and Hyridge Drive is believed to be in error. Proposed drainage easements should be clearly labeled and widths shown. Additional drainage easements will be required. Plat does not comply with Section 23.11 (5) of the Subdivision Ordinance in that existing drainage structures at Balcones Drive and Old U. S. 183 are not shown.
4. Public Works
  - Complete boundary survey required. Name all streets and change name of Driftwood Drive and Silver Spur Drive. Show key map and basis for contours. Show tie across U.S. 183 and Balcones Drive.

The Planning Department Comments are as follows:

1. Variance is required on the northerly portion of Honeysuckle Trail. The staff recommends that Honeysuckle Trail be terminated in a cul-de-sac rather than extending it to U. S. 183. If the street extended to U. S. 183, it would cause a great deal of traffic to flow through residential portions of the subdivision and this could be avoided by making a cul-de-sac. The street is 700 feet long whereas the Ordinance requires the street be not more than 400 feet in length.
2. Variance required on length of Blocks I, L, M, and P. It is felt by the staff that the variance is justified due to the relatively low density proposed and for reason of preventing an excessive number of intersections on Mesa Drive, a secondary thoroughfare of 90' right-of-way.

Mr. Kinser asked if the double frontage lots would be on the entire block. Mr. Watson, engineer for the developer, stated the reason for the double frontage lots is that there is some difficulty in providing all the lots with sanitary sewer. The topography of the land makes it impossible to develop without the double frontage lots as this area needs to be on gravity flow to get sanitary sewer to them. There are 26 double frontage lots.

Mr. Goodman inquired if some sort of screen could be provided for these lots and Mr. Foxworth stated that normally the Commission requires a restrictive note on the final plat, limiting access from the residential street only.

C8-65-26 Westover Hills, Section Three--contd.

Mr. Kinser stated he was concerned about the value of the double frontage lots and he inquired if FHA approved of them. Mr. Watson advised the Committee that there was no concern for F.H.A. approval in this area as all financing is conventional.

3. Entire right-of-way for Mesa Drive should be provided when abutting lots are platted.
4. Right-of-way and alignment for Mo-Pac Boulevard must be determined prior to submission of final plat.
5. Recommend approval of revised plan as agreed to by the owner, engineer, and the Planning Department subject to compliance with departmental reports.

Mr. Stevens advised the Committee that there is a large commercial tract included in the subdivision and if the preliminary is approved, it would, in effect, be approval of the commercial use of the land along with the residential lots. When the plat is submitted in final form, an application for a zoning change will have to be made and notices will be sent out. There may be some objection to the location of the commercial area as some of the homes can look down the street into the commercial development.

After further discussion, the Committee therefore

VOTED: To APPROVE the preliminary plan of WESTOVER HILLS, Section 3, granting a variance on the length of Honeysuckle Trail and also granting a variance on block lengths for Blocks I, L, M, and P.

SHORT FORMS - FILED

C8s-65-70 Barton Hills, Section 3, Part 2  
Barton Skyway at Rock Terrace

The staff reported that reports have not been received from several departments and recommended this short form plat be accepted for filing. The Committee therefore

VOTED: To ACCEPT the short form plat of BARTON HILLS, Section 3, Part 2 for filing.

C8s-65-69 Polvado Subdivision, #2  
Burleson Road

This property is located on Burleson Road across the street from Santa Monica Park. Mr. Polvado requested the staff to study the property and see how it could be developed. The staff made a study sketch showing a street coming in to the property with a cul-de-sac at the east end. Mr. Polvado does not have finances to develop the street at this time, but would like to get a few building sites before he puts in a street. When a lot abutting a proposed street is platted, it is the established policy of the City to require the street to be brought in with the lot and be dedicated and developed.

Mr. Kinser stated he could see no objection to the development of the requested lots without the proposed street as the lots are facing onto an existing street and the proposed street would have to be developed before the remaining lots could be platted or developed. After further discussion, the Committee therefore

VOTED: To ACCEPT the short form plat of POLVADO SUBDIVISION, #2, for filing, authorizing administrative approval upon completion of departmental reports.

SHORT FORM PLATS - CONSIDERED

C8s-64-110 Louis O. Bryant Subdivision  
Hidalgo Street and Gunter Street

This subdivision is located on East 5th Street and backs up to Hidalgo Street. This request was originally heard in October, 1964, at which time the staff recommended disapproval pending determination of street widths in the area. The property in the area is zoned "D" Industrial and the Ordinance requires 80 feet of right-of-way for industrial streets. The applicant has been contacted, and has provided a dedication of 10 feet for the widening of East 5th Street, bringing the total right-of-way to 70 feet at this point. The other 10 feet will be acquired from the south side. It has been recommended that the subject property and the area to the north thereof be reverted back to Residential "A" and due to the fact that Hidalgo Street is only 2 blocks long, it is recommended that a variance be granted on the width of Hidalgo Street and allow it to remain as existing with 50' R.O.W. The Committee therefore

VOTED: To APPROVE the short form plat of LOUIS O. BRYANT SUBDIVISION granting a variance on the width of Hidalgo Street.

C8s-65-65 Wupperman Addition  
North Lamar and Koenig Lane

The staff reported this request was heard at the last Planning Commission meeting at which time the Commission voted to approve it pending the report from the Building Inspector and to grant a variance on the width of Koenig Lane. Koenig Lane was reported to have a right-of-way of 50 feet with 40 feet of paving. Since that time, it has been discovered that Koenig Lane has only 40 feet of right-of-way, and has 40 feet of paving with a one-foot curb basis on the north side. On the south side, it extends into City property approximately one foot. By mutual agreement between the Planning Department, Public Works and the attorney for Dr. Wupperman, they have agreed to accept a 10 foot public utility and sidewalk easement. At the Planning Commission meeting, it was pointed out that even though the street was operating as a 60 foot street (having a 40 foot paving width), we thought it should still provide the standard 10 foot curb basis. With the 10 foot public utility and sidewalk easement, the applicant can still use the area for parking. It has also been found that the 20 foot widening needed for Lamar Boulevard is not needed. In giving further study to the Highway Department Expressway proposal, Lamar Boulevard is to be widened to 200 feet. This will be a part of their central expressway. The plans that are available from the Highway Department show that all of the widening for Lamar Boulevard will be from the east side.

Mr. Kinser inquired if access would be the same with the easement as it is with a dedication of the ten feet. Mr. Stevens advised this agreement is acceptable to Public Works and the easement will serve the same purpose as a dedication for all practical purposes. Mr. Goodman was of the opinion the 10 feet should be dedicated for street purposes so that when the time comes, the City can widen the street.

The staff stated that Dr. Wupperman, the owner, had not agreed to this yet, but his attorney, Hal Finch, indicated that he would.

After further discussion, the Committee therefore

VOTED: To APPROVE the short form plat of WUPPERMAN ADDITION, pending provision of the public utility and sidewalk easement on the plat subject to approval of this agreement by the owner.

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The staff reported that three short form plats complied with all requirements of the Ordinance and recommended approval. The Committee therefore

VOTED: To APPROVE the following short form plats:

C8s-64-145 Resub. Lot 8 and Part of Lot 7, Block 78, Original City of Austin  
Rio Grande at West 8th Street

C8s-65-38 Olvera Subdivision Revised  
Lyons Road and Cherico Street  
(Authorize holding of the plat for passage of zoning ordinance)

C8s-65-51 Standard Mortgage Company, Subdivision #2  
Marlo Drive and Rimrock Trail

#### ADMINISTRATIVE APPROVAL

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

VOTED: To ACCEPT the staff report and to record in the minutes of the meeting the administrative approval of the following short form plats:

C8s-65-57 Lloyd W. Payne Subdivision #3  
East of Kinney Avenue, West of Ethel Street

C8s-65-68 Marlton Place, Section 1, Resub Lots 4 & 5 of a Resub. Lots 5-10  
West 10th at Possum Trot

C8s-65-59 Henry Addition  
Kenwood Avenue

C8s-65-61 Barton Heights "B" Annex, Resub. Lots 12 & 13, Block B  
Blue Bonnet Lane