

SUBDIVISION COMMITTEE  
Regular Meeting -- July 12, 1965

PRELIMINARY PLANS

C8-65-28 Portions of Blocks H and F, Colony North  
Bangor Bend and Jamestown Drive

The staff reported this subdivision is located at Bangor Bend and Jamestown Drive. It is classified as urban with 3.7 acres, 14 lots, an average lot size of 70' x 125' and proposes residential uses.

The staff reviewed the departmental comments as follows:

1. Water and Sewer                      - Request that Lowell Drive be relocated to position shown on original preliminary. Sanitary sewer not available to Lots 6 and 7, Block M with present lot layout except by installing 600 feet more or less of main in easement. Sanitary sewer easement required along entire east property line of subdivision.
2. Electric & Telephone Co. - Additional easements required
3. Storm Sewer                         - Additional drainage easement required. Obvious conflict in street layout between this and C8-65-30 should be resolved if possible so that only one street of larger than 50' right of way crosses the common creek line between the proposed subdivision, preferably below (north of) the junction with the tributary entering near the rear common line of Lots 3 and 6, Block M, hereon in order to minimize the culvert costs to the developer and possibly also City participation in same.
4. Public Works                        - (1) Change name of Lowell Drive  
    (2) Show Holyoke Avenue as Colony North Drive.

The Planning Department comments are as follows:

Recommend layout or original preliminary plan be adhered to.

The original preliminary plan of Colony North shows Lowell Drive tying in with the proposed Lowell Drive on the adjoining subdivision which is Lanier Heights. Mr. Bullard, the owner of Colony North, has submitted a revised preliminary requesting to delete Lowell Drive in the position as shown on the original preliminary.

C8-65-28 Portions of Blocks H and F, Colony North--contd.

The problem is that Mr. Thurmond, the owner of Lanier Heights, has submitted a preliminary plan on the property east of and adjoining Colony North showing Lowell Drive tying in with the location on the original preliminary plan of Colony North. Also a final plat was submitted on Colony North, Section 3 showing Lowell Drive in this location and was disapproved pending departmental reports and fiscal arrangements which was later revised to delete the portion involving Lowell Drive. The location of Lowell Drive was agreed upon by the Planning Commission, the owner of Colony North, Mr. Wayne Burns, and Mr. Thurmond. From a planning standpoint, all that is needed is one collector street from Jamestown Drive easterly to Lamar Boulevard. With this proposal there may be two collector streets through the area. Mr. Thurmond says he wants to go ahead with the approved location of Lowell Drive and Mr. Bullard wants to move the location of Lowell Drive up. This is an area of disagreement between the two property owners.

Another thing that is involved is the crossing of the creeks. It is the Planning Department and Public Works Department recommendations that the City only participate in one of the structures across the creek. If both of the streets are approved, it will result in two crossings.

Mr. Jackson inquired if moving the street up would eliminate two crossings.

Mr. Foxworth stated it is his understanding that they plan to get the two creeks together at the northwest corner of Lanier Heights and it would be one channel from then on.

After further discussion, the Committee

VOTED: To REFER the preliminary plan of COLONY NORTH, portions of Blocks H and F to the Planning Commission without recommendation, pending further study of the location of Lowell Drive, and possible agreement by Mr. Bullard and Mr. Thurmond on a common location.

C8-65-30 Lanier Heights  
North Lamar and Lowell Drive

The staff reported that this is an urban subdivision with 16.43 acres containing 39 residential lots and 2 commercial tracts. The average lot size is 100' x 125'.

The staff reviewed the following departmental comments:

1. Water and Sewer - OK
2. Electric & Telephone Co. - Additional easements required.
3. Storm Sewer - Additional easements will be required and downstream owners co-operation must be obtained in order to shift point of storm water discharge as shown.

C8-65-30 Lanier Heights--contd.

4. Public Works
  - (1) Change name of Lowell Drive.
  - (2) Change west part of Thurmond Circle to Thurmond Lane.
  - (3) Show tie across Lamar to right of way marker, iron stake or fence.
  - (4) Show lot dimensions in commercial areas.

The Planning Department comments are as follows:

1. Recommend Thurmond Lane be deleted from plan.

Thurmond Lane is a small stub street running northerly off of Lowell Drive. It is not recommended due to the fact that there is only a 1200 foot block length without it, and there is no need for placing a residential street between the two streets at that point creating two smaller blocks.

2. Recommend Lowell Drive intersect North Lamar at right angles as shown on plat review print.
3. Additional right of way may be required up to and including 20 feet for widening of North Lamar to provide for a 120 foot primary thoroughfare width as designated in Master Plan. Determination to be made prior to submission of a final plat.

The drainage is somewhat of a problem. The primary concern is that Lowell Drive, as proposed through Mr. Thurmond's property, is proposed at a point which does not tie in with the revised preliminary plan of Mr. Bullard's Colony North. Both of the streets in this section are not needed from a circulation standpoint nor by Ordinance requirements.

Mr. Jackson asked if one of the streets could be a 50 foot street rather than a collector street. Mr. Foxworth stated that the frontage along Lamar is commercial and both streets would need to be collector streets of 60 feet in width.

Mr. Isom Hale, engineer for Mr. Bullard, stated that Mr. Bullard would not object to providing the necessary right of way to do whatever Mr. Thurmond wants to with his land. The creek is entirely on Mr. Thurmonds property. Mr. Bullard has no objections to straightening out the street, but he does not wish to do it on his property. He wants to build a road that would cross the creek on his own property, which is adjoining this subdivision on the north, but which property is not a part of either plan.

Mr. Kinser advised the owners of Lanier Heights and Colony North that in his opinion this is not a problem for the Subdivision Committee, but is something that should be worked out between the developers and the City's drainage engineers.

C8-65-30 Lanier Heights--contd.

Mr. Foxworth stated the staff would recommend that the City participate in only one of the structures to cross the creek.

Mr. Bullard stated he would put his own street and bridge in without any City participation at all. He said that he has 50 lots that are developed and the only access they have is through one street that comes off of Highway 183.

Mr. Foxworth inquired if Mr. Thurmond and Mr. Bullard had considered moving the proposed Lowell Drive to their common property line and each providing their half of it.

After further discussion, the Committee

VOTED: To REFER the preliminary plan of LANIER HEIGHTS subdivision to the Planning Commission without recommendation, pending further study of the location of Lowell Drive, and possible agreement by Mr. Bullard and Mr. Thurmond on a common location.

C8-65-29 Country Air, Block I, Portions Blocks H, J, P, and Q  
North Lamar at Country Air Drive

The staff reported this is an urban subdivision classified as commercial, containing 16.7 acres with two commercial tracts and 8 residential lots.

The staff reviewed the following departmental comments:

1. Water and Sewer                      - Show existing sanitary sewer main along west line and tie to property corners. Sanitary sewer easement required across southern portion to serve commercial tract on North Lamar Boulevard.
2. Electric & Telephone Co. - Additional easements required.
3. Storm Sewer                         - The note promising drainage easements is understood to mean and should be amended to specify final drainage plans as approved by the City of Austin.
4. Public Works                        - Change name of Country Air Drive.

The Planning Department comments are as follows:

1. Recommend Bella Vista Lane connect with Country Air Drive as approved in the original preliminary plan.

Mr. Isom Hale, engineer for the developer, stated they would leave the street as it is in the preliminary plan.

C8-65-29 Country Air, Block I, Portions of Blocks H,J,P, and Q--contd.

2. Recommend Country Air Drive line up with Cooper Drive.
3. Recommend against residential alternate layout south of Country Air Drive.

If the development does not go commercial, the layout with the cul-de-sac would not be desirable.

Mr. Hale stated it could be changed to comply with staff recommendation.

Mr. Stevens stated he would like to raise the question as to how much commercial is needed in this area.

Mr. Kinser stated it is his opinion that ample commercial area should be provided before development occurs.

Mr. Stevens stated that in the original preliminary, there was concern about how much was commercial and now the developers have added to the original commercial.

After further discussion, the Committee therefore

VOTED: To APPROVE the revised preliminary plan of COUNTRY AIR, Block I and Portions of Blocks H,J,P, and Q, subject to the recommendations and agreements made.

C8-65-31 Chasewood Addition

Bluebonnet Lane at Blue Crest Drive

The staff reported that this is a residential subdivision classified as urban containing 3.926 acres consisting of 18 lots with the average lot size being 70' x 100'.

The staff reviewed the following departmental comments:

1. Water and Sewer - OK
2. Electric & Telephone Co. - Additional easements required.
3. Storm Sewer - Plat does not comply with Section 23.11(5) in that existing storm sewers and inlets in Bluebonnet Lane and Goodrich Avenue and adjoining the platted tract are not shown.
4. Public Works - OK

C8-65-31 Chasewood Addition--contd.

The Planning Department comments are as follows:

1. Round all intersections.

The staff reported this has been complied with.

2. Show intended use of all lots other than single family.

The staff reported this has been complied with.

3. Compliance with departmental reports.

Mr. Foxworth reported that he has had contact with the people who own the property to the south and they say the layout is acceptable to them.

After further discussion, the Committee therefore

VOTED: To APPROVE the preliminary plan of CHASEWOOD ADDITION.

C8-65-32 Parson's Subdivision

Kramer Lane, Plains Trail, and Braker Lane

The staff reported that this subdivision is residential and commercial and is classified as urban. The site consists of 17.72 acres with 64 lots, the average lot size is 80' x 115'.

The staff reviewed the following departmental comments:

1. Water and Sewer - Water available from City owned Water District #7. Sanitary sewer not available.
2. Electric & Telephone Co. - Additional easements required.
3. Storm Sewer - It is believed that plat does not comply with Section 23.11(5) in that pipes believed to exist at Pecusa Drive and Plains Trail at their intersections with Kramer Lane are not shown.
4. Public Works -
  - (1) Show ties across Kramer Lane, Pecusa Drive, and Braker Lane to iron pipe, right of way markers, or fence.
  - (2) Show all street widths.
  - (3) Show complete boundary survey.
  - (4) Show all lot dimensions.
  - (5) Show legend.

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C8-65-32 Parson's Subdivision--contd.

The Planning Department comments are as follows:

1. Recommend slight modification in vicinity of Lots 49-52 to provide a better intersection of Plains Trail and the proposed extension of Braker Lane which will adjoin the subdivision on the north and is to be a 120 foot primary thoroughfare. Mr. Foxworth stated that this has been done on the tracing.
2. Compliance with departmental reports.

After further discussion the Committee therefore

VOTED: To APPROVE the preliminary plan of PARSON'S SUBDIVISION, subject to compliance with departmental reports.

C8-65-33 Cavalier Park

Webberville Road and Loop 111

The staff reported this is a residential and commercial subdivision classified as urban. The area contains 63.9 acres of land, 234 lots with the average lot size of 65' x 120'.

The staff reviewed the following departmental comments:

1. Water and Sewer
  - Water available from Water District #13. Portion of tract north of Parliament Boulevard will require annexation to Water District #13 for service. Sanitary Sewer approach main required to serve approximately 2/3 of subdivision with sanitary sewer.
2. Electric & Telephone Co.
  - Additional easements and lot line changes as noted.
3. Storm Sewer
  - Some additional drainage easements will probably be required. Thirty foot drainage easement shown in Blocks A, B, and C may require additional width.
4. Public Works
  - (1) Show contours basis
  - (2) Recommend change name of Walnut Creek Boulevard and Parliament Boulevard
  - (3) Change name of Cavalier Boulevard
  - (4) Change name of King Drive and King Cove
  - (5) Show all street widths
  - (6) Show ties across Webberville Road to iron pipe, ROW marker, or fence
  - (7) Recommend change name of Cavalcade Drive to Regency Drive.

C8-65-33 Cavalier Park--contd.

The Planning Department comments are as follows:

1. Recommend postponement for determination of extension of 51st Street easterly from Loop 111.

The staff reported there is concern about the extension of 51st Street out to the new City Lake. It appears that the extension will be through the upper portion of this property. If it does go through, it could affect the layout of this subdivision.

Mr. Nolan Purser, engineer for the developer, stated he gave the Planning Department this sketch approximately 4 months ago. The interchange is a problem as the right-of-way ramps will be coming off of the Loop and there is no right-of-way provided.

Mr. Kinser inquired if the developer needs approval on the entire tract or would accept partial approval and Mr. Purser stated they would like to have approval on the portion of the tract south of the drainage easement adjacent to proposed Parliament Boulevard.

Mr. Foxworth stated the Highway Department had set a specific location for the intersection of 51st Street and the Loop on the west side. After further discussion, Mr. Foxworth pointed out that there were a number of comments pertaining to the plan submitted which should be considered prior to any action by this Committee. These comments are as follows:

1. Recommend that the proposed commercial area be confined to a larger area at the corner of 19th Street and Loop 111.

Mr. Foxworth stated the reason for this is because of the type of intersection that may be involved, there may be limited access in this vicinity. This small amount as commercial may be without access except from Webberville Road and is not a desirable use of the land in relation to the thoroughfares.

2. Recommend a 60 foot collector street be provided to Loop 111 through the Ludwig property, the Reissig property or a combination thereof.

Mr. Foxworth stated that the developers are proposing only one street as access for 234 lots. This is insufficient. A collector street should be provided out to the Loop at some point where the Highway Department would approve it.

3. Recommend that Calvacade Drive and Regenny Drive not line up at Parliament Boulevard as this would tend to become a collector street.
4. Access to the Reissig and Ludwig tracts should be provided to allow for future development of these tracts other than from the Loop.



C8-65-33 Cavalier Park--contd.

If this subdivision is approved without access to these tracts, this may cause the development of these tracts to go commercial which could be undesirable for the residential development adjoining it.

5. Ten feet additional right-of-way required on FM 969 (Webberville Road) to provide for Master Plan Requirements of 120 feet for a primary thoroughfare.
6. Variance required on the length of Block B.

Block B is adjacent to the Commercial at the end of the Loop. Block B is approximately 1700 feet in length and the Ordinance requirement for residential use is a maximum of 1200 feet.

7. Variance required on length of Parliament Cove, which is 460 feet in length as compared to 400 feet maximum length as permitted by the Ordinance.

Mr. Foxworth presented an alternate sketch showing a larger commercial area and a 60 foot collector street going easterly off of the Loop. The layout presented by Mr. Foxworth will also provide access to the adjoining tracts which will provide for some future residential development rather than forcing them to go commercial.

Mr. Purser stated the developer does not want that much commercial. He just wants commercial frontage but they will give access to the adjoining tracts.

Mr. Kinser was of the opinion that this small commercial tract would be strip zoning and would not be good planning or usage of the property. After further discussion, the Committee therefore

VOTED: To REFER the preliminary plan of Cavalier Park to the Planning Commission without recommendation, pending further study of a possible revised layout by the developer.

C8-65-34 Bluff Springs Phase 2  
Bluff Springs Road

The staff reported that this is a residential subdivision classified as suburban. It consists of 83 acres with 60 lots, the average lot size is 155 x 280 feet. The following departmental comments were reviewed:

1. Water and Sewer
  - Water available from Water District #5. Existing water mains are adjacent to tract, however, to insure sufficient supply, an approach main 900' more or less in length will be required in vicinity of Bluff Springs Road.

C8-65-34 Bluff Springs Phase 2--contd.

2. Electric & Telephone Co. - 5 foot easement on either side of dividing lines of all lots.
3. Storm Sewer - Plat does not comply with Section 23.11 (5) of the City Code in that flow line of dam adjacent to Lots 28-31 is not shown. Note regarding easements should specify additional drainage easements where necessary to meet code requirements. Road shown as "Cripple Creek" should have the designation street, drive, avenue, or other similar distinguishing word added to its name.
4. Public Works - (1) Show tie across Cripple Creek to Bluff Springs Phase 1.  
 (2) Show Cripple Creek Road, Drive, Street, etc.--same for Onion Creek Road, or Drive.  
 (3) Name all streets  
 (4) Recommend change of name of Langtry Drive and Langtry Cove--conflicts with similar existing street names  
 (5) Show boundary on 70' strip on Onion Creek (street) and Cripple Creek (street)

The Planning Department Comments are as follows:

1. New name required for subdivision.
2. Street name required on most westerly street.
3. Identify all streets with street, drive, lane, avenue, etc. designation.
4. Recommend intersection of Saddle Rock and Cripple Creek be shifted easterly as indicated on plat review print.

Mr. Foxworth reported that the plat the developer submitted brings a 50 foot street in line with a 60 foot street. The staff recommends it be shifted over.

5. Complete boundary survey required.
6. Suggest a modification of this plan to allow for shallower lot depths.

The lots are an average of 280 to 300 feet deep. They do need fairly large lots to be able to sell them, but the reason the staff is suggesting the lots be made shallower and wider is because with the lots this large, the individual owners can then re-subdivide and make smaller individual lots. This can possibly be remedied by a deed restriction or by a plat restriction which has been indicated by the engineer.

C8-65-34 Bluff Springs Phase 2--contd.

Mr. Thomas Watts, engineer for the developer, stated they will comply with everything they can. He stated he realizes the problems of a collector street coming into a residential street but they are creating a new community and they need to find some way to get into it. Mr. Watts stated it has been their approach to get into this area by a collector or thoroughfare as quickly as possible. The people in the subdivision will be going toward town, therefore the traffic will be going from a 50 foot street into a 60 foot street. There should not be a jog in the middle of a thoroughfare street.

Mr. Hendrickson was of the opinion that a jog in the street creates a traffic hazard.

Mr. Watts stated when a person goes into an area and establishes a paved street and utility lines and stretches the lots out to acre lots, that they do not like to have deed restrictions. He stated they have arrived at a possible solution whereby two or more internal lots may be resubdivided by putting a cul-de-sac between them or by running a street through on the common lines of two or more lots to provide for a through street rather than a cul-de-sac.

Mr. Foxworth stated that a restriction limiting resubdivision to this affect placed on the final plat would be acceptable.

7. Full right-of-way of most westerly street required when adjoining lots are platted.
8. Intersections at proposed Cripple Creek and Bluff Springs Road and at proposed Onion Creek and Old Lockhart Highway are of poor design due to relationship with existing roads. This situation cannot be corrected except in conjunction with subdivision of property on opposite side of intersection.
9. Variance required on length of blocks.
10. Compliance with departmental reports.
11. Recommend a street be required through the block adjoining the drainage-way to break block length and eliminate necessity for a variance. The topography is not critical enough to justify such a variance.

After further discussion, the Committee therefore

VOTED: To APPROVE the preliminary plan of BLUFF SPRINGS, Phase 2, subject to the conditions as outlined by the Planning Department and subject to working out the location of a street between Saddle Rock and Langtry Drive.

C8-63-35 Barton Hills, Section 6  
Barton Hills Drive & Deepwood

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 Barton Hills, Section 6, as originally submitted.

SHORT FORMS - FILED

C8s-65-82 North Plains, Resub. Lots 8 & 9, Block A  
Burnet Road and Mahone Avenue

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

VOTED: To ACCEPT the short form plat of NORTH PLAINS, Resub. Lots 8 and 9, Block A for filing.

SHORT FORMS - CONSIDERED

C8s-65-79 Oltorf Village, Sec. 2, Resub. Lots A & B, & Oltorf Village, Sec. 1, Lot 1  
South Interregional Highway at St. Edwards Drive

The staff reported the tracing of this plat had not been returned and recommended the plat be rejected for filing. The Committee therefore

VOTED: To REJECT for filing the short form plat of OLTORF VILLAGE, Sec. 2, Resub. Lots A & B, and OLTORF VILLAGE, Sec. 1, Lot 1, subject to the return of the tracing.

C8s-65-80 Westfield "A", Resub. Lot 3, Block 14  
Woodmont Avenue and Sharon Lane

The staff reported this short form plat has complied with all departmental reports but a variance is required from the Ordinance on street width (Sharon Lane). The subdivider has provided his half of the widening that is needed for Sharon Lane, therefore the staff recommends this variance be granted. The Committee therefore

VOTED: To APPROVE the short form plat of WESTFIELD "A", Resub. Lot 3, Block 14, granting a variance on the width of Sharon Lane.

C8s-65-81 Willie J. Stark Subdivision  
Salina Street and Rosewood Avenue

The staff reported this property is located at the southwest corner of Rosewood Avenue and Salina Street. A variance is required on the width of Salina

C8s-65-81 Willie J. Stark Subdivision--contd.

Street. Salina Street, beginning at Rosewood Avenue is 20 feet wide then widens to 40 feet. The City engineers base line is the west line of the street and the center line of the 40 feet. The subject property is in the Blackshear Urban Renewal area and someday it may be desirable to make the street even wider, or to eliminate it. There is a letter from the Housing Authority agreeing that they will provide for their share of widening Salina Street, therefore the staff recommends the variance be granted. The staff reported the 1963 taxes are unpaid. The Committee therefore

VOTED: To APPROVE the short form plat of WILLIE J. STARK SUBDIVISION, pending the payment of 1963 taxes, and granting a variance on the width of Salina Street.

C8s-65-83 Berkman Drive Addition  
Berkman Drive and Patton Lane

The staff reported this plat met all requirements of the Ordinance upon consideration of a variance on the signature of the adjoining owner. The adjoining property owner has stated he does not wish to join in the platting. The Committee therefore

VOTED: To APPROVE the short form plat of BERKMAN DRIVE ADDITION, granting a variance on the signature requirement of the adjoining owner.

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

The staff recommended disapproval of this short form pending the easements omitted on plan, completion of departmental reports and the required annexation. The Committee therefore

VOTED: To DISAPPROVE the short form plat of BARTON HILLS, Section 3, Part 2, pending the requirements as noted.

ADMINISTRATIVE APPROVAL

The staff reported that the following plats 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 this meeting the administrative approval of the following subdivisions:

C8s-65-75 Hankey's Subd. Lots 5 & 6, Blk. 2, of Smyth's Addition  
West 34th Street at King Street

C8s-65-78 Cherry Creek, Resub. Lots 13 & 14, Block A  
Parkside Lane

C8s-65-69 Polvado Subdivision #2  
Burleson Road