

CITY PLANNING COMMISSION
Austin, Texas

Regular Meeting -- January 10, 1967

The meeting of the Commission was called to order at 7:00 p.m. in the Council Room, Municipal Building.

Present

W. Sale Lewis, Chairman
Howard Brunson
Ben Hendrickson
S. P. Kinser
Ed Bluestein
Barton D. Riley
Edgar E. Jackson
Jack Goodman
W. A. Wroe

Also Present

Hoyle Osborne, Director of Planning
L. Wayne Golden, Planning Coordinator
E. N. Stevens, Chief, Plan Administration
Walter Foxworth, Associate Planner
Glenn Cortez, Assistant City Attorney
Bill Burnette

ZONING

The following zoning changes were considered by the Zoning Committee at a meeting of January 3, 1967.

Present

Howard Brunson, Chairman
Barton D. Riley
W. A. Wroe
Ben Hendrickson
Jack Goodman

Also Present

E. N. Stevens, Chief, Plan Administration
Glenn Cortez, Assistant City Attorney
Bill Burnette

PUBLIC HEARINGS

C14-66-207 Harris L. Johnson: BB to GR
 2909 San Gabriel Street
 Add'n Area: 2911 San Gabriel Street
 2907 San Gabriel Street

STAFF REPORT: This site consists of 8,568 square feet and is undeveloped. The applicant's stated purpose is leasing the area to Bill Gaston Boats and Motors for storage and repair services in connection with existing

C14-66-207 Harris L. Johnson--contd.

business at 2901 North Lamar Boulevard. Because of the existing zoning pattern, and the resulting zoning pattern if this request is granted, the staff has included as additional area the lots adjacent to the north and to the south. "BB" zoning was established for the area as a result of an area study in 1961; however, the Commission has considered property in this area four or five times in the last few years. "O" Office was established on property to the south adjacent to the additional area in 1966; "GR" zoning was recently established on the same property and also on property adjoining to the east and on property to the north, at the corner of West 30th Street and Lamar Boulevard in 1965. To the south, at the corner of San Gabriel and West 29th Streets is "BB" zoning. A thoroughfare with an ultimate right-of-way of 80 feet is planned for West 29th Street. At present San Gabriel Street, with 55 feet of right-of-way, is inadequate for a commercial street and the staff feels street widening should be provided prior to more intense use of the property. There is no objection from a zoning standpoint because of the existing pattern.

Mr. Stevens advised the Committee that the "GR" zoning on property to the south of the additional area was established on that property for the same purpose as stated in this application. It is the staff's understanding that the contract was not satisfactorily completed on that property and this is why the current request is being made. The Commission did recommend denial of the earlier request because of insufficient right-of-way; however, the Council passed the Ordinance granting the change without acquiring the needed right-of-way.

TESTIMONY

WRITTEN COMMENT

Code

X	Mr. and Mrs. G. Barcus: 906 W. 30th	AGAINST
Y	Betty Lane: 904 W. 30th	FOR
AF	Wm. D. Gaston: P.O. Box 1643	FOR
AA	M & O Lumber Co.: 1425 Preston Ave.	FOR

PERSONS APPEARING AT HEARING

Code

A	Harris L. Johnson (applicant)	FOR
	John Goldsum: P.O. Box 1148	FOR

SUMMARY OF TESTIMONY

Mr. John Goldsum, representing the applicant, stated that Mr. Johnson intends to lease the subject property to Mr. Bill Gaston, subject to the requested zoning change. The applicant will work with the City on the right-of-way problem; however, a zoning pattern is already established and right-of-way was not acquired. It is also assumed that the two lots included as additional area will not be required to dedicate 5 feet of

C14-66-207 Harris L. Johnson--contd.

right-of-way; therefore, it is felt that it would be unfair to require right-of-way from the subject property.

Mr. Bill Gaston appeared at the hearing in favor of this request and stated that he had originally planned to lease one of the lots for boat storage and repair. This agreement was not completed; it is now requested that the subject property be zoned for the same purpose.

No one appeared in opposition to the request.

COMMENTS AND ACTION BY THE COMMITTEE

The Committee reviewed the information and concluded this request should be denied due to the inadequate right-of-way of San Gabriel Street. The Committee stated they would be in favor of the request if the street is made adequate as the proposed zoning is proper for this lot and would further the established zoning pattern.

At the Commission meeting, Mr. Kinser stated that he would like to see the street widened, but at this particular location the widening is not as necessary as it is further south.

After further discussion, the Commission concurred with the Committee recommendation and unanimously,

VOTED: To recommend that the request of Harris L. Johnson for a change of zoning from "BB" Residence, First Height and Area to "GR" General Retail, First Height and Area for property located at 2909 San Gabriel Street and the additional area located at 2907 and 2911 San Gabriel Street be DENIED.

C14-66-208 Ronald Zent: A, 1st to B, 2nd
300 Canion Street

STAFF REPORT: This site covers an area of approximately 7,000 square feet and is undeveloped. The applicant's stated purpose is for building a triplex. The subject property fronts onto Canion Street and backs to a railroad track and Airport Boulevard. There are commercial facilities along Airport Boulevard to the east. There is "C" Commercial zoning established to the north at the corner of Guadalupe Street and Canion Street. The lots in the area, to the west of Airport Boulevard, are residential in character and are so well established, that the staff feels the requested zoning would be an intrusion and would be inconsistent with the present zoning and development. Canion Street runs into Chesterfield Avenue and both streets have a right-of-way of 50 feet with 30 feet of paving. The staff recommends that the request be denied.

C14-66-208 Ronald Zent--contd.

TESTIMONY

WRITTEN COMMENT

Code

none

PERSONS APPEARING AT HEARING

Code

?	Runy Rodriquez: 302 Canion	AGAINST
J	Francis D. Petsch: 6513 Chesterfield	AGAINST
?	Homedi Petsch: 6513 Chesterfield	AGAINST

SUMMARY OF TESTIMONY

Arguments Present FOR:

This applicant was present on behalf of this request and presented the following information; There is "C" Commercial zoning to the north and "C" and "GR" zoning to the east of Airport Boulevard. The subject property backs up to a railroad track. Commercial facilities are moving into this area and it is felt that eventually all of the area will be developed commercially. There are only four square blocks to the north of Guadalupe Street that are still residential. The subject property has frontage on Airport Boulevard which is a major thoroughfare. This immediate area is a well-maintained residential area, and it is felt that the requested zoning would create a buffer zoning between the commercial development and the railroad and the residential property. The buffer will protect the residential area that still exists. If the zoning request is granted a triplex with four parking spaces will be built as this is the highest and best use for the property. If the request is not granted, a duplex with only 2 parking spaces will be built.

Arguments Presented AGAINST:

Three nearby property owners appeared in opposition to the request. They stated that the subject property is not large enough for the proposed development. If a three family dwelling is erected, there will not be sufficient space for parking. This will be detrimental to the existing residential area.

COMMENTS AND ACTION BY THE COMMITTEE

The Committee reviewed the information and concluded this request should be denied as the proposed zoning and development would be an intrusion into a well-established residential area.

C14-66-208 Ronald Zent--contd.

The Commission concurred with the Committee recommendation, and unanimously

VOTED: To recommend that the request of Ronald B. Zent for a change of zoning from "A" Residence, First Height and Area to "B" Residence, Second Height and Area for property located at 300 Canion Street be DENIED.

(DISQUALIFIED: Mr. Brunson)

C14-66-209 Sam McDonald: A to C
300-608 West Powell Lane

STAFF REPORT: This application covers an area of approximately 7 acres, and is developed with four residential dwellings. The stated purpose of the application is for future commercial development. "D" Industrial and "C" Commercial zoning is established on property to the west along Lamar Boulevard. A request for "C" Commercial zoning was made on a large tract to the south in July of this year. The request was to permit the Red Arrow Freight Company. The Commission recommended against that request because of the limited access to the area, and because the requested zoning would be an intrusion into an established residential area. West Powell Lane is inadequate with 40 feet of right-of-way and would receive truck traffic. The Council granted the requested zoning for that property, and the staff finds it difficult to recommend differently on the subject property, although it is felt that the "C" zoning would have a detrimental affect on the residential property in the area and would increase the existing right-of-way problem. When the "C" Commercial zoning was established on the property to the south, fifteen feet of right-of-way was dedicated for the widening of West Powell Lane. The same amount of right-of-way would be required from the subject property in order to bring the street to 70 feet of right-of-way as proposed. If any further change in zoning does occur in the area, the staff feels it should not go above the "GR" classification. The various uses that would be permitted in the "C" District could cause a heavier type traffic. "GR" zoning would provide for retail facilities and if a heavier use is required, an application for a special permit could be made as the property adjoins "C" Commercial zoning. The staff feels the requested zoning would be too intense for West Powell Lane as it is inadequate and would be an intrusion into a residential area that is established to the east.

TESTIMONY

WRITTEN COMMENT

Code

G	Mrs. Pinkie House: 214 N. Powell Lane	AGAINST
M	Mrs. W.. C. Treadwell: 4105 Far West	FOR

C14-66-209 Sam McDonald--contd.

PERSONS APPEARING AT HEARING

Code

Thomas T. Smith (representing applicant) FOR

SUMMARY OF TESTIMONY

Mr. Thomas T. Smith, representing the applicant, offered the following information: Lamar Boulevard is a major thoroughfare located to the west of the subject property. Anderson Lane is also a major street that runs parallel to West Powell Lane. Access to this area is not limited. There is a large apartment complex located on property to the west along Lamar Boulevard, and "C" Commercial zoning established on property along Lamar Boulevard and on property across West Powell Lane to the south. A roofing company is established on property immediately behind the subject property.

The Red Arrow Freight company will be established on property to the south and there will be an access road going into the area from West Powell Lane. The trend in the area is toward commercial facilities. The applicant owns the tract of land, zoned "D" Industrial, that is adjacent to the west. At the present time, there is not a user for the subject property but the change is requested as it is felt that the saleability of the property will be much better if zoned "C" Commercial. There are four small vacant shacks on the property and they do represent a blighted area.

It is the understanding that West Powell Lane, from Lamar Boulevard to the Interregional Highway, is a projected thoroughfare and the City usually acquires right-of-way for widening purposes wherever it is possible. The City has acquired 15 feet of right-of-way from the property to the south and the applicant will work with the City on whatever widening is needed from the subject property in order to remove any objection because of the narrow width of West Powell Lane. The Planning Department mentioned "GR" zoning for the subject property but the applicant would prefer to have the "C" Commercial zoning as requested as it will provide a better opportunity for the sale of the property.

Mr. Brunson advised Mr. Smith that the Planning Department stated that 15 feet of right-of-way would be needed from the subject property and asked if the applicant would be willing to dedicate this right-of-way. Mr. Smith stated that the applicant would be in favor.

No one appeared in opposition to the request.

COMMENTS AND ACTION BY THE COMMITTEE

The Committee reviewed the information and concluded this request should be denied because of the inadequacy of West Powell Lane, and because the requested zoning would result in a traffic intrusion onto West Powell Lane which is continuing to develop residentially.

C14-66-209 Sam McDonald--contd.

The Commission concurred with the Committee recommendation, and unanimously

VOTED: To recommend that the request of Sam McDonald for a change of zoning from "A" Residence, First Height and Area to "C" Commercial, First Height and Area for property located at 300-608 West Powell Lane be DENIED.

C14-66-210 C. H. Carpenter: A to LR
5612 Roosevelt Avenue

STAFF REPORT: This site contains 14,352 square feet and is developed with a single-family dwelling. The applicant owns the lot across Roosevelt Avenue to the east that was zoned "B" Residential in 1964 and is developed with apartments. He also owns a large tract to the north, zoned "C" Commercial, that is leased to the Capital Bowling Center. This request is made to permit a washateria on the subject property next to the bowling alley location. Roosevelt Avenue, with 60 feet of right-of-way in front of the subject property and tapering to 50 feet of right-of-way to the south, dead-ends at the large tract that is developed with the bowling alley. There is not a barricade at the end of the street so it draws traffic from the bowling alley parking area. The staff feels that the establishment of "C" Commercial zoning on the subject property would set a detrimental precedent on Roosevelt Avenue. If any change in zoning is to occur, the staff feels it should be in the form of a buffer zone as it is felt that commercial facilities should be located in the existing well-defined area of commercial zoning. The staff does recommend the request be denied.

TESTIMONY

WRITTEN COMMENT

Code

B Earl W. Nobles 5610 Roosevelt Ave. FOR

PERSONS APPEARING AT HEARING

Code

none

SUMMARY OF TESTIMONY

Mr. Byron Lockhart, representing the applicant, stated that Mr. Carpenter owns the "C" Commercial tract to the north that is developed with a bowling center. The building in which the bowling lanes are located sits to the rear of the property and the entire front portion is paved for parking. The paving comes right up to Roosevelt Avenue. The applicant also owns property across Roosevelt to the west that is developed with a 12 unit apartment house. Parking is provided on three sides of this development. Parking in this area is very abundant and this will not be a problem. The purpose of this application is to permit the operation of a washateria on the subject property as it is felt that this would be in keeping with the neighborhood which has developed almost entirely residential. The patrons for this operation would probably come from

C14-66-210 C. H. Carpenter--contd.

the apartment development to the east and the people in the immediate area. It is also felt that this will be a great convenience for ladies that bowl in tournaments and leagues during the day. There is no physical barrier that would prevent Roosevelt Avenue from becoming a through street at any time and the traffic could be regulated in keeping with any problem that may arise from this operation.

COMMENTS AND ACTION BY THE COMMITTEE

The Committee reviewed the information and concluded this request should be denied as the requested zoning would be an intrusion into an existing residential neighborhood and because of the inadequate right-of-way of Roosevelt Avenue, and the limited street pattern.

The Commission concurred with the Committee recommendation, and unanimously

VOTED: To recommend that the request of C. H. Carpenter for a change of zoning from "A" Residence, First Height and Area to "LR" Local Retail, First Height and Area for property located at 5612 Roosevelt Avenue be DENIED.

C14-66-213 C. Darrell Hopkins & Associates: Int. A, Int. 1st to C, 1st
 Tract 1: 2619-2629 U. S. Highway 183 (Burnet Road)
 8915-8927 McCann Drive
 Tract 2: 2701-2709 U. S. Highway 183 (Burnet Road)
 8920-8930 McCann Drive

STAFF REPORT: This application consists of two tracts of land totaling 45,750 square feet. The stated purpose of the application is for a service station and future commercial development. The area to the north has been designated for industrial uses and is developed with the Glastron Boat Co. and Texas Nuclear Corporation. "C" Commercial, Sixth Height and Area zoning is established on property at the intersection of Burnet Road and U. S. Highway 183. "C" Commercial zoning was recently established on a large tract of land west of the Missouri-Pacific Railroad on Balcones Drive and U. S. Highway 183. The preliminary plan of Northwest Terrace, proposing commercial uses on the subject property and the immediate surrounding property, was approved in 1964. In view of the existing commercial and Industrial development in the area and because the area was proposed for commercial use in the approved preliminary plan of Northwest Terrace, the staff recommends the request be granted.

TESTIMONY

WRITTEN COMMENT

Code

B

Glastron Boat Co.: P. O. Box 9447

FOR

PERSONS APPEARING AT HEARING

Code

none

C14-66-213 C. Darrell Hopkins & Associates--contd.

SUMMARY OF TESTIMONY

No one appeared in favor of or in opposition to the request.

COMMENTS AND ACTION BY THE COMMITTEE

The Committee reviewed the information and concluded this request should be granted as the proposed use is the highest and best use for the property and conforms to the existing and proposed development along U.S. Highway 183.

The Commission concurred with the Committee recommendation, and unanimously

VOTED: To recommend that the request of C. Darrell Hopkins & Associates for a change of zoning from Interim "A" Residence, Interim First Height and Area to "C" Commercial, First Height and Area for property located at (Tract 1) 2619-2629 U.S. Highway 183 (Burnet Road) and 8915-8927 McCann Drive and (Tract 2) 2701-2706 U.S. Highway 183 (Burnet Road) and 8920-8930 McCann Drive be GRANTED.

C14-66-214 Crestland Homes, Inc.: Int. A, Int. 1st to LR, 1st
Tract 1: 506-508 Heartwood Drive
4901 South First Street
Tract 2: 505-509 Heartwood Drive
4907 South First Street

STAFF REPORT: This application involves two tracts of undeveloped land. Tract 1, north of Heartwood Drive contains 18,317 square feet and Tract 2, south of Heartwood Drive, contains 18,604 square feet. The stated purpose of the application is for local retail uses such as a drive-in grocery. The subject property is served by South First Street, a commercial collector street with 80 feet of right-of-way, Heartwood Drive and Creekline Drive both being minor residential streets with 50 feet of right-of-way. The subject property is a part of the Community of Fairview subdivision, which was platted for residential use; however, the preliminary plan proposed 8.34 acres of land, located to the south at Stassney Lane, for future commercial development. It is the staff's understanding that the two interior lots involved in this application were, at one time, restricted to residential use but this restriction has recently been removed. The two corner lots were not at any time restricted. Williamson Creek crosses South First Street to the south of the subject property and then again to the north. There is a nursing home established on property across South First Street to the west. Community of Fairview, Section 1, located to the south is almost fully developed with residences. Section 2, of this same subdivision has no development at this time.

The staff feels the requested zoning would be an encroachment into a subdivision that has been platted for residential development. The principle access to Tract 1 will have to be from Heartwood Drive, a residential street, as there is a difference in elevation between the subject property and South First Street. The grade levels off at the intersection. The staff

CL4-66-214 Crestland Homes, Inc.--contd.

feels that if there is to be commercial established in the area, other than the 8.34 acres as approved in the preliminary plan, that some consideration should be given to the large tract of undeveloped land adjacent to Williamson Creek to the south. This is a large tract and does have a large amount of frontage along South First Street. The creek would also offer a buffer between the commercial and the residential development. The staff feels that if the subject property is considered for this type of development that the two interior lots should be withdrawn or denied and the lot adjoining Tract II on the south should be considered in the application. The staff does recommend denial of the application as submitted.

TESTIMONY

WRITTEN COMMENT

Code

none

PERSONS APPEARING AT HEARING

Code

Richard Baker (representing applicant)

FOR

SUMMARY OF TESTIMONY

Mr. Richard Baker, representing the applicant, presented a plat of the subdivision in the area for the Committee's review. He stated that when the original preliminary was filed, Mr. Walter Carrington, owner of the area had not decided that he wanted to zone any portion of the subdivision, with the exception of the 8.34 acres to the south, for commercial property. He then decided it would be better to use the property in this application for retail facilities because of its relationship to South First Street. There are many unique characteristics of the property that should be pointed out. Lot 29, immediately adjacent to tract II to the south, should have been included in the application but due to an oversight, it was not. An application will soon be filed to include Lot 29 in the request for rezoning. The subject property, including Lot 29, is bounded on the south and north by Williamson Creek and by South First Street on the east. It is very probably that the large tract adjacent to Williamson Creek to the south will at some future time be zoned for retail facilities although it will be very difficult to develop, as that property is subject to flooding and there is little useable square footage because of the terrain. South First Street is developed with a mixture of uses and zoning. If residential development in this area continues, there will have to be retail facilities created for this expanded area. There is no definite plan for the property at this time but it is anticipated that the property will be used for a drive-in grocery, or washateria. While the subject property may not be perfectly suited for a retail classification, it has a problem as it is not suitable for a residential classification because of South First Street. The property is also not very suitable for duplex or apartment type development because the tracts are too small and the terrain is not conducive to this sort of development. None of the lots in this section of the subdivision have been sold at the present time and it is felt that now is the proper time to apply for rezoning.

CP14-66-214 Crestland Homes, Inc.--contd.

The subject property is very limited in its use and is buffered from the proposed residential area by the creek. There is a nursing home established on property across South First Street that will probably eventually be zoned "B" Residence, when it is annexed to the City.

South First Street at this particular location does not carry a great deal of traffic because there is not very much development. When the preliminary was approved for the area, the right-of-way for South First Street was worked out with the City and the applicant did convey to the City his portion of the needed right-of-way in order to bring the street to 80 feet.

COMMENTS AND ACTION BY THE COMMITTEE

The Committee reviewed the information and concluded this request should be denied for the following reasons:

- (1) The approved preliminary subdivision of this area did not plan for retail facilities at this location, and
- (2) Heartwood Drive, due to the difference in elevation between South First Street and Tract 1, would have to be the primary access, and at the present time, is inadequate.

At the Commission meeting, Mr. Stevens reported a letter from Mr. Richard Baker, representing the applicant, requesting that this application be withdrawn.

The Commission therefore

VOTED: To ACCEPT the withdrawal of this request.

SPECIAL PERMIT

CP14-66-12 J. R. Slover: an apartment dwelling group containing 85 units
Rear of 1702-1704 Manor Road
1703-1714 Manor Road
2601 Robinson Avenue

STAFF REPORT: This application has been filed as required under Sections 5 and 6 and according to the procedures as specified in Section 10-B of the Zoning Ordinance of the City of Austin, Texas. Proposed is an apartment dwelling group containing 85 units, a swimming pool, laundry facilities, and off-street parking spaces. The subject property is zoned "B", Second Height and Area, "C", Second Height and Area and "C-2", Second Height and Area.

There is an existing 48 unit apartment house located on parcel one, as shown on the applicant's site plan, which is the largest of four parcels included in this application. This development was limited to 61 units by a restrictive

CP14-66-12 J. R. Slover--contd.

covenant agreed to by the City Council. Since this development, the owner has acquired three other parcels. The applicant proposes to erect 24 one-bedroom units on parcel 2, located to the east, and 13 units on parcel 3, located to the south and fronting onto Manor Road. Parcel 4, fronting on Robinson Avenue is to be used for parking.

The restrictive covenant limiting the development to 61 units has recently been revised by the City Council to allow the development of 72 units. This was the original intent as the proposal was to have the development of the 13 units on Parcel 3 self-contained. In the final design this did not work out as the development does have to be related and has to be made into one site. The applicant will have to go back to the Council for another revision to the restriction. The proposed number of units is permitted under the present zoning but there will have to be a revision to the restrictive covenant.

Departmental comments are as follows:

- | | |
|--------------------------|---|
| Health | - No objections--Sanitary Sewer Line Available |
| Storm Sewer | - Plan complies with requirements. |
| Director of Public Works | - Existing 45' driveway on Manor Road should be reduced in width to conform with proposed revised drive on private property. Driveway may also be needed on Robinson Avenue. |
| Water and Sewer | - Water and sanitary sewer O.K. |
| Office Engineer | - (1) Recommend that both driveways on Manor Road be 20 feet in width.
(2) A concrete driveway will be required on Robinson Avenue.
(3) A formal request for driveway construction to be made to the Director of Public Works. |
| Tax Assessor | - No objections. |
| Electric | - Will provide electric service at southeast corner of new building. |
| Traffic Engineer | - Do not need 45' driveway on Manor Road. Reduce width to about 30 feet. |
| Fire Prevention | - O.K. |
| Fire Protection | - Recommend in North-west portion of grounds a 14' locked gate through existing chain link fence onto Robinson Avenue; and supply the Austin Fire Department a minimum of three keys to this gate. This will give us access to the existing hydrants located in the Robinson Avenue area. Plus 25' turning radius on all corners. |

CP14-66-12 J. R. Slover--contd.

Building Inspector

- Area under consideration must be replatted into one tract of ground. New plot plan must be submitted showing new parking layout. This has been discussed and agreed upon. Request for additional units must go back to City Council.

Advance Planning

- An additional 10 feet of R.O.W. is needed for Manor Road from the east 82.5 feet of the subject property. All parking spaces and driveways must meet the standards set out by ordinance. Modifications are required to meet these standards. There should be a minimum of 20 feet between parking and driving islands. The sidewalks should be 3½ to 4 feet wide.

Mr. Stevens advised the Committee that Robinson Avenue is very narrow but will ultimately be extended through the area as a 90 foot street tying in to Manor Road. The staff does recommend the special permit be approved, subject to compliance with departmental reports.

TESTIMONY

WRITTEN COMMENT

none

PERSONS APPEARING AT HEARING

Code

Sam Perry (representing applicant)

FOR

Gene Childs

FOR

SUMMARY OF TESTIMONY

Mr. Sam Perry, representing the applicant, presented a revised site plan and the following information: There was a meeting last Thursday with Mr. Dick Jordan, Building Inspector, and the largest objection he made was that there was not enough space for fire protection. As a consequence, several parking spaces on parcel 4 have been deleted. Under the Ordinance, 104 parking spaces are required. Even though a few spaces have been deleted, there will still be 136 off-street parking spaces provided. In terms of area, without reference to the restrictive covenant, the zoning does support substantially more than the 85 units proposed. Most of the conditions by the departments are agreed to.

Mr. Gene Childs appeared in favor of the request and stated that they had not given very much thought to the 45 foot entry. The City has recommend that it be cut down to 20 or 30 feet and this will be complied with. The curb was left because it was existing. Mr. Perry said that it would be

CP14-66-12 J. R. Slover--contd.

their preference not to have an opening onto Robinson Street except for the fire gates and it is agreed that the fire department should have keys to the gates.

COMMENTS AND ACTION BY THE COMMITTEE

The Committee reviewed the information and concluded this request should be referred to the full Commission pending revision to the site plan.

At the Commission meeting, Mr. Stevens reported that the applicant has revised the site plan in accordance with the departmental comments. The staff recommends approval of this request pending a revision of the restrictive covenant by the Council to accomodate the number of units proposed on the property and subject to a short form subdivision consolidating the four parcels under consideration into one site.

Mr. Sam Perry, representing the applicant, stated that this is agreeable.

After further discussion, the Commission unanimously

VOTED: To APPROVE the site plan of J. R. Slover for a special permit to permit an 85 unit apartment dwelling group located at the rear of 1702-1704 Manor Road, 1708-1714 Manor Road and 2601 Robinson Avenue pending the conditions as noted and authorized the Chairman to sign the necessary resolution upon completion.

R146 SUBDIVISION COMMITTEE

The Committee Chairman reported action taken on the subdivisions at the meeting of December 21, 1966, and requested that this action be spread on the minutes of this meeting of the Planning Commission. The staff reported that no appeals have been filed from the decision of the Subdivision Committee and that no subdivisions were referred to the Commission. It was therefore

VOTED: To ACCEPT the attached report and to spread the action of the Subdivision Committee of December 21, 1966, on the minutes of this meeting.

SUBDIVISION PLATS - CONSIDERED

The staff reported that all departmental reports have been completed and recommended that the following final plats be approved. The Commission therefore

VOTED: To APPROVE the following final plats:

C8-66-46 Perkins Valley, Section 2
Cecil Drive and Bluff Springs Road
C8-66-15 Patton's Addition, Section 3
U. S. Highway 290 and Northeast Drive

C8-66-10 Northwest Hills Mesa Oaks, Phase 3

The staff recommended disapproval of this final plat pending additional easements, fiscal arrangements and compliance with departmental reports. The Commission therefore

VOTED: To DISAPPROVE the final plat of NORTHWEST HILLS MESA OAKS, Phase 3, pending the items as noted.

C8-66-36 Herman Brown Addition, No. 2, Section 5
Pecos Street and Northwood Road

The staff recommended disapproval of this final plat pending the required additional easements, fiscal arrangements and compliance with departmental reports. The Commission therefore

VOTED: To DISAPPROVE the final plat of HERMAN BROWN ADDITION, No. 2, Section 5, pending the items as noted.

SHORT FORM PLATS - FILED

C8s-67-1 Resub. of portion of Glenbrook Addition, Sections 1 & 2
Terry Lane, Ellon Road and Cheviot

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

VOTED: To ACCEPT the short form plat of RESUB. OF PORTION OF GLENBROOK ADDITION, Sections 1 & 2, for filing.

C8s-66-153 Preswyck Hills Commercial Area
Rogge Lane and Springdale Road

The staff reported that the tracing of this short form plat has not been returned and recommended it be rejected for filing. The Commission therefore

VOTED: To REJECT the short form plat of PRESWYCK HILLS COMMERCIAL AREA, for filing.

SHORT FORM PLATS - CONSIDERED

The staff reported that all departmental reports have been received and the following short form plats have complied with all requirements of the Ordinance. The Commission therefore

VOTED: To APPROVE the following short form plats:

C8s-66-152 Rosedale H Resub. of Lots 3 & 4, Block 30
Shoalwood Avenue and West 47th Street

C8s-66-140 C. R. Johns Subd. Resub. Lts. 1-3, 5-8, Blk. 4 & Lts. 1-4,
Chicon, Rosewood, Salina Block 5

C8s-66-147 Orgain & Phillips Subdivision
Salado and/or Rio Grande Street

The staff recommended disapproval of this short form plat pending additional easements and compliance with departmental reports. The Commission then

VOTED: To DISAPPROVE the short form plat of ORGAIN & PHILLIPS SUBDIVISION, pending the required additional easements and compliance with departmental reports.

C8s-66-149 C. R. Law Subdivision
Manor Road and Comal Street

The staff recommended disapproval of this short form plat pending additional easements and compliance with departmental reports. The Commission therefore

VOTED: To DISAPPROVE the short form plat of C. R. LAW SUBDIVISION, pending the required additional easements and compliance with departmental reports.

C8s-66-150 C. L. Angell Addition, Resub. Lots 21 & 23, Block 5
Clubview Avenue and Langham Street

The staff recommended disapproval of this short form plat pending compliance with departmental reports. The Commission therefore

VOTED: To DISAPPROVE the short form plat of C. L. ANGELL ADDITION, Resub. Lots 21 & 23, Block 5, pending compliance with departmental reports.

C8s-66-151 Jung & Caseraghi Subdivision
Old U. S. 81, Braker, Motheral

The staff reported that this subdivision involves a tract of land located at the corner of Braker Lane and U. S. Highway 81. The present right-of-way of U. S. Highway 81 is basically 100 feet. The right-of-way as proposed in the Master Plan calls for 120 feet of right-of-way which will require 10 feet of widening from each side of the street. The 10 feet of widening needed for U. S. Highway 81 has been provided from the subject property; however, in concentrating on the right-of-way requirements for U. S. Highway 81, the staff overlooked the right-of-way requirements for Braker Lane. Braker Lane, with a present right-of-way of 65 feet, is classified as a primary thoroughfare and is scheduled to be widened to 120 feet. This would involve a minimum right-of-way of 15 feet from the subject property. The proposed Tract 1, at the corner of Braker Lane and U. S. Highway 81, and Tract 2, being the balance of the tract, are both involved and the required 15 feet is needed from both tracts. The Urban Transportation Plan calls for Braker Lane to have 120 feet of right-of-way; however, it is the staff's understanding that this has been reduced as the street is fairly well developed. If at some point in the

C8s-66-151 Jung & Caseraghi Subdivision--contd.

future it is decided that the street needs to be widened to 120 feet, more than 15 feet would be required from both tracts.

The basic problem is that Lot 1, was sold out of the larger tract without benefit of a subdivision. The owner of that tract, Mr. Odas Jung, has built, prior to submission of a short form, a building with a depth of 90 feet. The building is ready to be occupied as soon as utilities are available. The short form subdivision needs to be approved before utilities are connected. Mr. Jung has stated that he will provide 15 feet of right-of-way from his property for the widening of Braker Lane. Mr. Joe Perrone has discussed the right-of-way problem with Mr. Caseraghi, the owner of Tract 2, and has talked him into dedicating 10 feet of widening for U. S. Highway 81; however, it is felt that no additional right-of-way will be dedicated by the Caseraghi's at this time.

The staff has studied this problem and it is felt that a setback line could be placed on the plat so that nothing could be built in the area needed for widening. A note could also be placed on the plat saying that any future development will require a further subdivision, at which time right-of-way can be obtained, but such note would require the consent of the owners.

Mr. Kinser asked if the property is outside the city limits and Mr. Foxworth stated that the property is outside of the city limits and the only control over development is in a limited form. Mr. Jackson asked how much land is involved in Tract 2. Mr. Foxworth stated that there is approximately 3 acres of land involved in both tracts. There are a number of buildings on Tract 2 that do not have service. Any additional service will be withheld pending subdivision of the property.

The Commission discussed the right-of-way problem and felt this subdivision could be approved without additional right-of-way from Tract 2, abutting Braker Lane, on the condition that the owners be sent a copy of the minutes and a letter stating that any further development of Tract 2 will require further subdivision of the property at which time right-of-way will be required. The Commission instructed the staff to send a copy of the minutes along with a letter of transmittal, to Mr. Caseraghi and Mr. Jung so they would both be aware of the conditions existing. After further discussion, the Commission

VOTED: To APPROVE the short form subdivision of JUNG & CASERAGHI SUBDIVISION and instructed the staff to mail a set of the minutes and letter of transmittal stating that any further development of Tract 2 will require further subdivision, at which time additional right-of-way along Braker Lane will be required.

C8s-66-154 Kealing Subdivision Resub. Lot 1, Block A
Angelina, Cotton and Comal

The staff recommended disapproval of this short form plat pending the required fiscal arrangements.

C8s-66-154 Kealing Subdivision Resub. Lot 1, Block A--contd.

The Commission therefore

VOTED: To DISAPPROVE the short form plat of KEALING SUBDIVISION, Resub. Lot 1, Block A, pending the required fiscal arrangements.

ADMINISTRATIVE APPROVAL

C8s-66-111 Research Boulevard Commercial Area, Resub. of Lot 1
U. S. 183 and Ohlen Road

The staff reported that this short form plat has 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 short form plat of RESEARCH BOULEVARD COMMERCIAL AREA, Resub. of Lot 1.

REPORTS

SUBDIVISION APPROVAL BY TELEPHONE POLL:

C8-63-72 St. Johns Commercial Area No. 2
Denson Drive and Dillard Circle east of Airport Boulevard
(Staff reported approval by telephone poll on December 22, 1966,
by a majority of the Commission).

OTHER BUSINESS

C2-66-1(g) AUSTIN DEVELOPMENT PLAN AMENDMENT
Area of 280 acres located between Missouri-Pacific Railroad and
FM 1325, generally north of the westerly prolongation of Kramer
Lane

The Director of Planning presented a letter from the International Business Machines Corporation, requesting a change in the Austin Development Plan from Suburban Residential to Manufacturing and Related Uses for approximately 280 acres of land essentially bounded on the east by FM 1325, on the south by the LCRA power line, on the west by the east property line of the Mo-Pac Railroad, and on the north by a fence which is the north property line of the R. W. Hoover Tract and the south property line of the Mueller Tract. This is a request to add approximately 280 acres to the present site, consisting of approximately 27 acres that is already designated as Manufacturing and Related Uses, and is located to the south of the area under consideration.

The proposal, as described in the letter submitted, is what is generally called light manufacturing; in this particular case the manufacturing of type setting and composing equipment, including office facilities and possible laboratory facilities. The initial development to encompass approximately 200,000 square feet of factory and storage space; the second phase to include office space. The initial employment is to be approximately 500, building to 2,000 or more at some future date.

C2-66-1(g) AUSTIN DEVELOPMENT PLAN AMENDMENT--contd.

The area north of Highway 183, generally along FM 1325, extending to the LCRA power line, is designated as Manufacturing and Related Uses. The Balcones Research Laboratory is developed in this area. The area to the north of the power line is designated as residential.

The request has been reviewed by the various City departments and the items of major concern have been reviewed with representatives of IBM. There are no special problems related to the area under consideration. The Electric and Water and Sewer Departments are in the process of developing plans to serve the site. Water is available from Water District #11. Sewer facilities will be extended along the west side of FM 1325 from Longhorn Boulevard to the site of a proposed sanitary-sewer lift station to provide initial sanitary sewer service. The general location of Mo-Pac Boulevard has been checked, insofar as details were available, as it ties into FM 1325. The current plan as approved by the Texas Highway Department is for Mo-Pac to cross over the railroad and tie back into FM 1325. Current indications are that it will probably be within this area, or against the right-of-way area of the power line. The District Engineer for the Highway Department would prefer to have it along the power line. This would have no significant affect on the area under consideration; however, there could ultimately be some right-of-way acquired. There is nothing definite about this proposal at this time. Widening of FM 1325 is scheduled but the right-of-way is to come from the east side and will not affect the subject property. The primary access to the area is from Kramer Lane, FM 1325 and Mo-Pac Boulevard. There are other roads located further to the south. Kramer Lane and other road facilities will have to be improved very rapidly either by the City or County or jointly with the State Highway Department, because of the additional cars that will be in the area. It is not anticipated that this will be a serious problem as there is sufficient space throughout the area to provide for this.

Mr. Lewis asked if the 280 acres under consideration and the 27 acres adjoining to the south are under one ownership. Mr. Osborne stated that it is his understanding that the area does belong to IBM.

Mr. Lloyd Lochridge, representing the International Business Machines Corporation, introduced representatives from IBM. He stated that this is a request for a change in use on 308 acres of land, which includes the 27 acres already designated as Manufacturing and Related Uses.

The applicant has an option, which has been exercised, to purchase two tracts of land, making up the area under consideration, subject to the land use change. It is anticipated that the entire 330 acres in this area will be purchased.

Mr. Osborne stated that in view of the particular circumstances, the nature of the request and the fact it has been thoroughly reviewed and accepted by the various City Departments, the staff recommends the land use designation for this area be changed as requested.

C2-66-1(g) AUSTIN DEVELOPMENT PLAN AMENDMENT--contd.

Mr. Wayne Golden informed the Commission that the Chamber of Commerce was unable to attend the meeting but they would like to go on record as being in favor of this request. After further discussion, the Commission unanimously

VOTED: To recommend that the land use designation for approximately 280 acres of land located between Missouri-Pacific Railroad and FM 1325, generally north of the westerly prolongation of Kramer Lane, be changed from Suburban Residential to Manufacturing and Related Uses.

C9-67-6(a) OPEN SPACE PROGRAM

Resolution to acquire twenty-two lots along Waller Beach, located on Town Lake to the west of the Interregional Highway Bridge, for open space purposes.

The Director of Planning presented the following resolution to the Commission for consideration:

WHEREAS, the Master Plan of the City of Austin, duly adopted by the City Council of the City of Austin on the 8th day of June, 1961 contemplates the acquisition of land for park, picnicking, park road and accessory parking area as part of the park and open space area along Town Lake; and

WHEREAS, the City Council of the City of Austin is seeking to implement the Master Plan of the City of Austin and to further exercise its responsibilities to the entire urban area by acquiring twenty-two lots for open space purposes along Waller Beach, located on Town Lake to the west of the Interregional Highway bridge; Now, Therefore,

The City of Austin Planning Commission affirms that such an acquisition is in accord with such Master Plan and commends the City Council for its implementation of such plan and for its efforts to discharge its open space responsibilities to the entire Austin urban area.

The Commission therefore

VOTED: To ADOPT the resolution commending the City Council for its implementation in acquiring twenty-two lots along Waller Beach, located on Town Lake to the west of the Interregional Highway Bridge, for open space purposes.

C2-67-1(a) AUSTIN DEVELOPMENT PLAN AMENDMENT

Consideration of proposed amendment to the Master Plan is needed now concerning North Shore Parkway and bridge

The Director of Planning stated that the proposed amendment to the Austin Development Plan pertaining to the location of "North Shore Drive" was

C2-67-(a) AUSTIN DEVELOPMENT PLAN AMENDMENT--contd.

referred to the Commission from the City Council as a result of a recommendation from the Parks and Recreation Board. The Parks and Recreation Department voted to recommend to the Council that \$70,000 of bond funds now available in their budget for the purchase of land on Bergman Street be used instead to develop a lake shore drive across Festival Beach, to bridge the channel connecting the Town Lake and the lagoon and to continue the park drive through Holly Beach to Canadian Street.

Mr. Osborne and Mr. Sheffield presented maps and information concerning the proposed "North Shore Drive" east of I. H. 35. Mr. Osborne stated that the Master Plan showed the general location of the "Drive" going to the north of the lagoon. The "Town Lake Plan" was also reviewed showing the "Drive" from west of I. H. 35 to a connection with Chicon Street northwest of the lagoon. Mr. Osborne noted that both plans were based on the idea of keeping this road or drive away from the lake shore and providing smaller "service" or park roads to major points or to parking areas. The "Drive" would be a distributor road or "parkway" bringing the people from the major arteries to the major activity areas along the lake.

Mr. Sheffield presented information on a revised Parks and Recreation Department Plan. This plan showed the "Drive" going to the south of the lagoon, crossing the channel and connecting northward to Canadian Street. It was pointed out that this was intended to provide a vehicular connection between the Holly and Festival Beach areas and a scenic drive near the waterfront. Mr. Sheffield stated that the road should be close to the activity or recreational areas along the beach.

There was considerable discussion pertaining to the Parks and Recreation Department's plan for a bridge to connect the Holly and Festival Beach Areas. Mr. Osborne informed the Commission that the City engineers have estimated that a bridge at this location would cost approximately \$40,000, subject to the cost of a foundation as this is a silty area. If a bridge was constructed at more or less the present ground elevation and if elevated 15 feet, the cost would possibly be reduced. There has been disagreement on the cost of this construction and the lowest figure is approximately \$25,000, which does not include roadway development. There is presently a single lane loop roadway located in the area south of Fiesta Gardens that was developed in accordance with a contract with the City. There is also a foot bridge in this area. The present channel width is approximately 110 feet. At the lowest point it is approximately 120 to 130 feet. Even if narrowed to 80 feet of width and rechanneled so that it was curved, this would still be a fairly major bridge project.

Mr. Sheffield stated that considerable study has gone into this plan by the Parks and Recreation Department. It is felt that the road as proposed would afford a larger amount of open space south of the proposed Junior High School. This area could be utilized as a spill over play area for the school and also a spill over parking area for events on Town Lake.

C2-67-(a) AUSTIN DEVELOPMENT PLAN AMENDMENT--contd.

There are four areas on which there is a request for land acquisition. The Parks and Recreation Board made a specific recommendation to the Council that the \$70,000 of bond funds available for this land acquisition be used for the development of the roadway and bridge rather than for land acquisition at this time. It is felt that the bridge is very essential.

Mr. Irving Ravel, member of the Parks and Recreation Board, stated that a great deal of study went into the recommendation that was made to the Council. Town Lake is a very beautiful lake and there are many people who feel there should be a lake shore drive. Under the Plan as proposed by the Planning Department, there will be a road that will not go into the park area. This road will go to the north of Fiesta Gardens and the view of the Lake will be entirely hidden. At the present time there are two parks in this area that need consideration. The road to the south as proposed will connect these two park areas and will provide a scenic drive near the lake shore.

Mr. Phillip Creer and Dr. D. K. Brace were of the opinion that the Planning Department proposal will become an east-west road or thoroughfare with no stop lights. There will not be a view of the lake for the entire length of the road. It would be highly desirable to connect the two areas of the park so that as many people as possible can enjoy the view. The development of both sections of the park area would be speeded by the construction of the bridge.

Mr. Howard Barr stated that the Parks and Recreation Department has studied and recommended a bridge. This recommendation should be seriously considered. This proposal was discussed at a meeting of the Austin Chapter of the American Institute of Planners, at which time it was felt that the tying together of Holly Beach and Festival Beach and the incorporating of a lake shore drive as such was very necessary and highly desirable. It was not the thought at this meeting that this road would ever develop as a roadway to carry heavy traffic. There is no opposition to the development of the road to the north as long as a park road and bridge is developed to the south. The development of a bridge across the channel to tie the two beaches together would be highly advantageous to the use of the beach areas. The architects in their written report to the Council felt that a bridge and acquisition of additional land could both be accomplished at this time. They also felt that it might be more timely to use a larger portion of the money that is available for the development of Festival Beach and did not urge immediate construction of the bridge. The architects would like to go on record as approving and endorsing the incorporation of the bridge into the Austin Development Plan.

Mr. Lalo Campos noted that the road and bridge would connect the two areas together, providing better access and "control" and felt that this connection is needed now.

C2-67-(a) AUSTIN DEVELOPMENT PLAN AMENDMENT--contd.

Mr. David Barrow stated that he raised the question at the Council meeting as to whether this would be a change in the Master Plan that was adopted in 1962. The Council was also asked if there are plans to build a bridge without a street to go across the lagoon. He stated that it is his opinion that proposal as submitted by the Parks and Recreation Department constitutes a change in the Master Plan and felt that the Commission should consider the matter in terms of the Master Plan and the Charter requirements. He further stated that it is his opinion that the road as shown in the Master Plan should be developed before any consideration of a park road or bridge.

Mr. Alan Taniguchi stated that the traffic carrying road should go to the north but there should be a service road near the lake to serve the various activity areas. Mr. Charles Stahl stated that he is a member of the AIA Local Chapter Committee that is studying Town Lake. The local chapter has not had time to study the question as to whether there should be a bridge or not; however, it is felt that the main traffic road should go to the north and the service road should be developed to the south near the lake. The local chapter of the AIA did determine that it would be preferable to defer the building of a bridge across the lagoon at this time as there is no plan to develop a street in the immediate future. It is felt that the money that is available in the Parks and Recreation fund should be used to develop the existing beach area.

The Commission reviewed the information presented and the proposals as submitted. Several members of the Commission indicated that the "North Shore Drive" as shown in the Master Plan (north of the lagoon) should be retained as a primary parkway or road and that the alignment should go close to the lagoon area on the northwest side (near Chicon and Bergman Streets). It was further indicated by several members of the Commission that a plan showing the "Drive" to the north of the lagoon and a secondary park or loop road to the south of the lagoon with a vehicular bridge could be a reasonable solution. It was indicated that the Commission would be interested in seeing such a plan and acting on it. It was also noted that such matters as the height of the bridge, width of the channel, width of the road, and other elements should be resolved in preparing a revised or new plan. After further discussion, the Commission

VOTED: To recommend that the proposed amendment to the Austin Development Plan pertaining to the relocation "North Shore Drive" be DENIED.

AYE: Messrs. Goodman, Jackson, Wroe, Brunson, Bluestein and Kinser
NAY: Messrs. Hendrickson and Riley
ABSENT: None

ABSTAINED: Mr. Lewis

C10-67-1(a) STREET VACATION

A portion of Northledge Drive east of Northhills Drive

The staff reported that Northledge Drive east of Northhills Drive was dedicated, by separate instrument, prior to the layout of this subdivision. The final platting of the subdivision revealed that a small triangular section of Northledge Drive, consisting of a maximum depth of three inches, needs to be vacated in order to conform with the subdivision plan. The staff recommends the vacation but requests the Commission to authorize the staff to withhold the vacation until the final plat of the subdivision is ready for recording. The Commission therefore

VOTED: To recommend that a portion of Northledge Drive east of Northhills Drive be VACATED; authorizing the staff to withhold the vacation pending the recording of the final plat of this subdivision.

C10-67-1(b) ALLEY VACATION

The north 138 feet of the alley located between Oldham and Swisher Streets north of Wahrenberger Street

The staff reported that this alley, being 12 feet wide, extends northerly from Wahrenberger Street and dead-ends within this block. The alley is not now open on the ground. The staff questions whether or not the application is proper inasmuch as Dr. Rainey, the applicant, does not own all of the property on both sides of the alley to the extent of his request and as there are other properties within the block that would be affected by the requested closing. All of the property owners that would be affected have not joined in the request. The staff recommends, along with the various other City Departments, that the alley be vacated, subject to the retention of the necessary easements, when and if the owners of the balance of the property within this block agree or join in the application.

Mr. Lewis stated that he questions the legality of closing an alley without the consent of abutting property owners.

Mr. Glenn Cortez, Assistant City Attorney, stated that it is preferable to have all abutting property owners join in a request for an alley vacation; however, it is not legally necessary. The alley could be partially closed. The City Council has the final power to vacate a portion of an alley or the entire alley. The alley in question is not a true alley in that it dead-ends in the block making the use very limited.

The Commission discussed the size of the alley and the effect the requested closing would have on the abutting property owners. They were of the opinion the alley should be closed as the use of it is limited because it dead-ends and because of the narrowness of the alley; however, they felt the request for closing should be denied at this time. The Commission stated they would be in favor of the request provided all of the abutting property owners agreed to or joined in the request for the closing.

C10-67-1(b) ALLEY VACATION--contd.

It was then unanimously

VOTED: To recommend that the request for the vacation of the north 138 feet of the alley located between Oldham and Swisher Streets north of Wahrenberger Street be DENIED.

ADJOURNMENT: The meeting was adjourned at 10:35 p.m.

APPROVED:

Hoyle M. Osborne
Executive Secretary

Chairman