

SUBDIVISION COMMITTEE  
Regular Meeting -- February 20, 1967

123

PRELIMINARY PLANS

C8-67-2            Woods Knoll Addition  
                    Maywood Avenue south of Warren

The staff reported that this is an urban subdivision containing 3.8 acres, 12 lots, with an average lot size of 70 x 130'. The proposed use is residential.

The staff reviewed the following departmental comments:

- |                                   |   |
|-----------------------------------|---|
| 1. Water and Sewer Department     | - Water and Sewer are available. Sanitary sewer approach main required.   |
| 2. Electric and Telephone Company | - Additional easements and possible lot line change required.   |
| 3. Storm Sewer Department         | - OK  |
| 4. Public Works                   | - Show radius of culs-de-sac, complete boundary survey, all lot dimensions and show tie across Maywood Avenue to iron stake or fence. |

Planning Department comments are as follows:

1. Show items listed under Public Works comment.
2. Recommend shifting the common line between Lots 7 & 8 to eliminate unusable portion of Lot 8 adjacent to Lot 7.

There is a portion of Lot 8 that is within the setback line and cannot be used for anything but yard.

3. Modification of Herman Brown Addition, No. 2, Section 5 required to provide a portion of cul-de-sac for Pleasant Run Place as indicated on this plan.
4. Suggest lot size be increased to be more comparable with other lots in the area.

C8-67-2            Woods Knoll Addition--contd.

Mr. Foxworth stated that the lots in this subdivision are smaller than the average lot sizes in this particular area, although they are legal size lots under the terms of the Ordinance. The staff is particularly concerned about the lots around the cul-de-sac as the depth is shallow.

If the Maywood Circle cul-de-sac is pulled more toward the north, there would be more distance between the two culs-de-sac which would improve lots 2 & 8. The staff also feels that the proposed Pleasant Run Place cul-de-sac should be pulled more to the south into the lot in the Herman Brown subdivision. This will meet the requirements of the Ordinance which is a 75 foot minimum depth. With the setback and the construction of a reasonable house, there would be no back yard with the depth now provided.

5. Alignment of right-of-way for Maywood Avenue adjoining Herman Brown Addition, No. 2, Section 5 requires further study.

The east line of Maywood Avenue must match or line up with the east line of Maywood Avenue as dedicated in the Herman Brown Subdivision. This preliminary plan shows a jog in the east right-of-way line which would not tie in with the Herman Brown alignment of the street. The street is 50 feet wide in the Herman Brown section and adjacent to the subject subdivision the street is only 45 feet wide. Additional widening is required, which the applicant has shown.

6. Compliance with departmental reports.

The staff recommends approval of this preliminary plan subject to the conditions as outlined.

Mr. Weldon Hudson, engineer for the developer, stated that the lot size has been studied thoroughly and it is recognized that this is a problem; however, there are many physical restrictions on the property to restrict the design. There is an "H" shaped house on Lot 9 which is only 10 feet from the corner of Lot 3 and 12 feet from the corner of Lot 8. The lots in the subdivision are as well balanced as they can be. Mr. Hudson further indicated that on the final design there now exists a distance of 90 feet between the north right-of-way line of Maywood Circle and the northern most property line along the west line of Lot 9. This does balance the lot depth. In the final design, Lots 2, 3 and 9 will be combined into one lot.

Mr. Hudson asked if a 25 foot setback would be required on the lot in Herman Brown Addition adjoining Lot 4. Mr. Foxworth stated that it may be required on that particular lot, but this point would need to be checked with the Building Inspector's Office. Mr. Hudson stated that if a 25 foot setback is required on that portion of the lot abutting the cul-de-sac, this lot would also be limited to approximately 76 feet in building area.

Mr. Jackson stated that there are not many lots in this area that are as small as the ones proposed and this could be detrimental.

C8-67-2 Woods Knoll Addition--contd.

Mr. Stevens stated that if the cul-de-sac could be moved up slightly there could be 5 more feet which would help the depth of the lots a great deal. Mr. Hudson stated that 5 feet may help but in looking at this problem, it is felt that the design should be for 100 foot lots which are larger than the lots around this subdivision. In the Herman Brown section, the lots are 100 feet but in Section 5 of that same subdivision they are not. These lots were designed around 80 feet and some went to 85 feet. Even though the lots appear small, it is the depth that makes the difference.

Mr. Bluestein asked if the smaller lots as proposed would devalue the adjacent property. Mr. Foxworth stated that the subdivider is complying with the Ordinance requirements; however, the staff felt that the lot size should be studied so that they would be more in keeping with the lots in the area. The depth is the primary concern.

Mr. Hudson advised the Committee that most of the lots have a great deal of frontage. The Committee reviewed the information presented and concluded that this preliminary plan should be approved subject to compliance with departmental reports. They instructed the staff to work with the engineer in giving further consideration to the lot sizes and depth so that as much depth as possible can be provided. It was then

VOTED: To APPROVE the preliminary plan of WOODS KNOLL ADDITION, subject to compliance with departmental comments, and subject to conditions one through three as outlined above.

C8-67-3 Cherry Creek, No. II  
Manchaca Road south of Stassney Lane

The staff reported that this subdivision, located on Manchaca Road and south of Stassney Lane, is classified as urban. It contains 18 acres, 62 lots, with an average lot size of 75' x 120'. The proposed use is residential.

The staff reviewed the following departmental comments:

- |                                   |   |
|-----------------------------------|---|
| 1. Water and Sewer Department     | - Water and Sewer are available. Approach main required for sewer. Annexation required for service.   |
| 2. Electric and Telephone Company | - Additional easements and possible lot line change required.   |
| 3. Storm Sewer Department         | - Additional easements will be required.  |
| 4. Public Works                   | - Show new west right-of-way line of Manchaca Road. Show tie across Manchaca Road to new east right-of-way line on City property and school site. |

C8-67-3 Cherry Creek, No. II--contd.

Planning Department comments are as follows:

1. Recommend plan be modified to include a north-south collector street as proposed by the original preliminary plan and as shown on the planning department study sketch.

The staff presented a preliminary plan of the entire area for the Committee's consideration. There was a 60 foot collector street set up on the original preliminary to go from Stassney Lane southerly to Cunningham School to the south. This has been discussed with Mr. Thomas Watts, engineer for the developer, and a letter has been received from Mr. E. Richard Criss, Jr., owner of the balance of the tract from which this came. The letter states that they can develop their tract in accordance with the Cherry Creek No. II plan without any adverse effects. It was further stated that they recognize the need for certain collector and thoroughfare streets through the tract and will provide them as needed. A 60 foot collector street to the Cunningham Elementary School located approximately 115 feet to 130 feet west of the westerly boundary line of the proposed Cherry Creek No. II will be provided.

Mr. Foxworth stated that they have indicated that they will provide the collector street one tier of lots west of the west property line. This will be satisfactory in view of the letter submitted.

Mr. Watts asked whether or not there would be a possibility of eliminating the connecting street (Lloyd Lane) into the property to the south. Mrs. Butler, Chief, Advanced Planning, said that a block break is needed, but further study could be given to see what affect this will have on the adjoining property to the south.

Mr. Foxworth stated that from a circulation standpoint, there should be a connecting street, recognizing that the location of a street should be such that it will not be detrimental to the subject property or to the adjoining tract. The staff would like to see the plan approved with the provision for the connecting street in the location as proposed or further west, approximately through lots 6 and 7, Block C.

Mr. Curington stated that a street will be provided to the south.

2. Recommend that Brookhill Drive intersect Manchaca Road at right angles.

Brookhill Drive, the most northerly street in this subdivision, intersects Manchaca Road at an angle of approximately 60 degrees. The staff recommends this intersection be improved.

Mr. Watts stated that this has been studied very carefully. The paving actually begins a curve to the north of the subject property and then goes circular. It is a little more than a 60 degree angle to the proposed right-of-way of Brookhill Drive as it goes up the hill into the subdivision at a 2% grade. Water comes down this 2% grade which tends to increase the

C8-67-3 Cherry Creek No. II--contd.

drainage problem as the angle of the intersection is increased toward 90 degrees. Most of the traffic will be coming from town and there is no possibility of a cross street because of the park and school across Manchaca Road. This will be strictly a "T" intersection. This is a tremendously changing radius and it can be broken a little bit, but it is felt that the street as proposed will enable cars to get in and out of the subdivision with the least problem. The Highway Department is going to resurface Manchaca Road.

3. Right-of-way and alignment of Manachaca Road must be verified with Public Works.

It is the staff's understanding that the City has provided or is to provide the necessary right-of-way from the east side of Manachaca Road to bring the street to a 90 foot width from Stassney Lane south. If this is verified, the subject property will not be affected by the additional widening.

4. Compliance with departmental reports.

The Committee reviewed the plan as presented and concluded that this preliminary plan should be approved subject to compliance with departmental reports. It was then

VOTED: To APPROVE the preliminary plan of CHERRK CREEK NO. II, subject to compliance with departmental reports.

C8-63-50 Greenbriar-Revised Portion  
Parker Lane and Wakefield

The staff reported that this is a revision of the original preliminary of Greenbriar Subdivision. The preliminary and final plat of this subdivision was approved on the northern portion of the property where there is a drainage ditch that extends across. The southern portion was held in abeyance pending the determination of a collector street through the subdivision to the west.

The subdivider has modified this plan so that the collector street will tie in with the location of the collector street as approved on the preliminary plan of Hugo Klint Subdivision. The plan submitted also shows Carlson Drive, with 50 feet of right-of-way, running east from Parker Lane. The right-of-way for Carlson Drive is required to be 60 feet as the street will be a collector street leading to an elementary school site, to the east, on Metcalf Road.

Mr. Stevens stated that it may be necessary to do some land swapping in the corner. Mr. Foxworth stated that on the Klint Subdivision, they have drawn a line, with a note on the plat, saying that the property line is agreed to.

C8-63-50      Greenbriar-Revised Portion--contd.

The Committee reviewed the preliminary plan as presented. They felt that the subdivider should attempt to work out some agreement on the property line for Lot 25, Block B, before the submission of the final plat; however, they did not feel this should be made a requirement. It was therefore

VOTED:      To APPROVE the preliminary plan of GREENBRIAR - Revised Portion, subject to 60 feet of right-of-way being provided for Carlson Lane from Parker Lane east and subject to compliance with departmental reports.

C8-65-20      Wooten Park Square  
Anderson Lane and Mullen Drive

This preliminary plan was approved in May, 1965. A final plat has been approved on the portion of the property from Mullen Drive easterly that is presently being developed. There are a number of apartment buildings on the north side of Wooten Park Drive and there are office buildings facing Anderson Lane. The subdivider is requesting the withdrawal of the balance of this preliminary plan, the area west of Mullen Drive, in order to permit submission of a short form plat that proposes no street through the property. Basically, the short form proposes approximately 4 or 5 lots on the west side, facing Mullen Drive, absorbing the area of the street as originally shown on the preliminary plan. There has been a tract of land sold out of this property which extends from Anderson Lane to the back property line, including the area where the street was originally proposed. The staff has no particular objection to the requested withdrawal, but this property was zoned on the basis of the approved plan. The property around the north and outer extremities of Wooten Park Drive as such to a point within a certain distance to Anderson Lane was zoned "O" Office. The property facing onto Anderson Lane was zoned "GR" for commercial purposes. As previously stated, this zoning pattern was established on the basis of this plan.

If the original plan is withdrawn, with reference to Mullen Drive, there would be access directly off of Mullen Drive to whatever uses are permitted, rather than from the interior street as indicated on the preliminary plan. There are small islands in Mullen Drive that have been planted with rose-beds. The islands were cut into when Wooten Park Drive was put into the east. If lots are established on the west side of Mullen Drive, eliminating the new street, as proposed on the preliminary plan, the islands would probably have to be removed in order to provide access to these lots. The establishment of lots on the west side of Mullen Drive would effect or change the character of Mullen Drive from Anderson Lane back because all access to these lots will be from Mullen Drive. Cars will be backing out onto Mullen Drive, and head-in parking could be established which could be detrimental and hazardous.

Mr. Kinser stated that it is his opinion that if the plan is changed, the zoning should also be changed as it was granted on the basis of the approved preliminary plan. If the zoning is not changed, a commercial area will be started into the residential area to the north.

C8-65-20      Wooten Park Square--contd.

Mr. Thomas Watts, engineer for the developer, stated that he felt the new proposal would not increase the usage of Mullen Drive anymore by virtue of the zoning, although there is nothing to keep the lot from being used for commercial purposes. There can not be much more than four 100 foot lots facing onto Mullen Drive. The "GR" usage on Mullen Drive extends only approximately 25 feet further than it would have ordinarily. There would not be very much affect on the plan if the "O" Office zoning was extended to meet that line. This area was always "O" and the rosebed islands were always in the way. This will actually create less traffic onto Mullen Drive as there has been no development started on the area to the north.

Mr. Kinser explained that if a service station is built on the corner, then other uses can be built on the lots facing Mullen Drive. Mr. Watts stated that he was requested to create four lots on the east side of Mullen Drive. A service station could occupy only the corner lot. This is an attempt to break that area into 4 lots as opposed to 3.

Mr. Kinser stated that the expansion of an already existing commercial zone will extend commercial uses into the residential area.

Mr. Foxworth informed the Committee that there is another problem to be considered. Under the terms of the Ordinance, any short form, once the balance of the preliminary is withdrawn, would have to involve the entire tract including the property that was sold out of the existing tract. This property owner would have to join in the platting.

The Committee discussed the request to withdraw the balance of this preliminary. They were concerned about the extension of commercial zoning into the residential area and about the use of Mullen Drive as the only access to Anderson Lane from this subdivision; however, they felt these problems could be worked out with the engineer, subdivider, and Planning Department. It was therefore

VOTED:      To APPROVE the request of Nelson Puett and William J. Scudder to withdraw the balance of the preliminary plan of WOOTEN PARK SQUARE.

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

The staff reported a request for re-approval of this preliminary plan. The Committee therefore

VOTED:      To REAPPROVE the preliminary plan of BARTON HILLS, Section 6.

## SHORT FORM PLATS - FILED

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

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

<u>C8s-67-15</u>	<u>Sam Huston Heights Resub. Lot 5</u>
	<u>Pennsylvania Avenue and Greenwood</u>
<u>C8s-67-16</u>	<u>Kensington Park, Resub. of Lots 8 &amp; 9</u>
	<u>Nuckol's Crossing Road and Afton Lane</u>
<u>C8s-67-17</u>	<u>Patrick H. Murphy Subdivision</u>
	<u>East 12th Street &amp; Harvey Street</u>

## SHORT FORM PLATS - CONSIDERED

C8s-67-14      Townlake Plaza, Resub. of Lot 1, Block B  
Riverside Drive and Arena

The staff recommended disapproval of this short form plat pending determination of right-of-way and alignment for Riverside Drive. Mr. Foxworth explained that if the expressway plan is approved, it will take a large portion of the property. The Legal Department is negotiating to determine if the City wants to acquire the property at the present time. The Committee therefore

VOTED: To DISAPPROVE the short form plat of TOWNLAKE PLAZA, Resub. of Lot 1, Block B, pending determination of right-of-way and alignment for Riverside Drive.

C8s-67-4      Edgar S. Daugherty Subdivision  
North Lamar Boulevard and Burns Street

The staff recommended disapproval of this short form plat pending the required fiscal arrangements and completion of departmental reports. The Committee therefore

VOTED: To DISAPPROVE the short form plat of EDGAR S. DAUGHERTY SUBDIVISION, pending the requirements as noted.

C8s-67-19      Ulit Subdivision, Resub. of the south 1/2 of Tract 10  
Sanchez Street south of East 19th Street

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

VOTED: To DISAPPROVE the short form plat of ULIT SUBDIVISION, Resub. of the south 1/2 of Tract 10, pending compliance with departmental reports and authorized the staff to give administrative approval upon completion.



ADMINISTRATIVE APPROVAL

The staff reported that the following plat has 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 plat:

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