

SUBDIVISION COMMITTEE
Regular Meeting -- July 10, 1967

PRELIMINARY PLANS

C8-67-42 Mission Hill Subdivision
Ben White Boulevard and Catalina Drive

The staff reported that this subdivision, located on Ben White Boulevard and Catalina Drive, contains 15 lots with the average lot size being 105 x 80 feet. It is classified as urban and proposes commercial and apartment use.

Mr. Foxworth explained that there was an approval of a preliminary plan on the subject property and property to the east which has expired. The applicant is now submitting a revision to this portion of the original preliminary.

Departmental comments were reviewed as follows:

1. Water and Sewer Department - OK
2. Electric and Telephone - Show existing easements and additional easements required.
3. Storm Sewer - Drainage easement required west of Mission Hill Circle.
4. Public Works - No report.

Planning Department comments are as follows:

1. Show intended use of all lots.

This has been complied with.

2. All lots for multi-family use are required to provide a minimum area of 8,000 square feet.

Mr. Oscar Holmes, engineer for the developer, indicated that all of the lots do have the minimum area of 8,000 square feet.

3. Depth of commercial area is undesirable.

Mr. Foxworth explained that the staff is not recommending against the layout as submitted, but it is felt that the depth of the commercial property, which is approximately 127 feet facing onto Ben White Boulevard, is undesirable.

4. Circulation of traffic from commercial area back into subdivision is a problem.

C8-67-42 Mission Hill Subdivision--contd.

The staff pointed out that the circulation of traffic from the commercial area back into the subdivision is a problem because the commercial area faces onto Ben White Boulevard. There is an existing service station on the corner of Ben White Boulevard and Catalina Drive and access into the commercial area is just from Ben White Boulevard and there is no way to get back into the subdivision. There is a crossover at Catalina Drive but there is no way to get back into the subdivision. There is a crossover at Catalina Drive but there is not another one until the intersection of Woodward Street and Ben White Boulevard which is a considerable distance to the west of the subject property. It is recognized that nothing can be done about this, but the staff feels this is the result of the original subdivision in setting this up and getting it zoned for commercial in the size as shown prematurely and then coming back for apartments around the cul-de-sac.

Mr. Riley asked about the area to the north of the subject property. Mr. Foxworth stated that the area to the north is Santa Monica Park, a residential subdivision that is platted.

Mr. Dunnam inquired about the dimension of the entire tract. Mr. Foxworth stated that it is approximately 640 feet wide by 400 feet deep. The original preliminary had a street looping out onto Ben White Boulevard rather than a cul-de-sac. There was a problem with intersecting Ben White Boulevard at this point as this is below the grade of Ben White Boulevard. Ben White Boulevard has been built up and the subject property is lower than the street.

5. Recommend that area intended for apartment use be rezoned from "GR" General Retail to "B" Residence.

The entire tract was originally set up for commercial use. Now a portion is to be used for apartments and this area should be rezoned prior to final approval.

6. Compliance with departmental requirements.

Mr. Dunnam was of the opinion that it would be desirable to build a wall around the commercial property and the service station as this would buffer the apartment area from the commercial area.

Mr. Holmes stated that a barrier wall would cause the developer to lose a considerable amount of land in the way of additional streets which would hurt the yield. Since there is a difference in grade on Ben White Boulevard, a Seven-Eleven store and a washateria could be developed on the commercial property and so arranged that the parking would be in front and the buildings would be in the rear. For two tiers of parking, only 60 feet is needed. The ingress and egress for the commercial area could be located gradewise with the highway. This would make the small commercial development workable in the manner as proposed.

C8-67-42 Mission Hill Subdivision--contd.

Mr. Riley asked about the length of the cul-de-sac. Mr Foxworth explained that the cul-de-sac is approximately 400 feet which does comply with the Ordinance. The subdivision as submitted does meet the requirements of the Ordinance even though it may be undesirable from the staff's standpoint.

Mr. Riley and Mr. Dunnam were both concerned with the strip of commercial zoning along Ben White Boulevard because of the shallow depth and the traffic along this street. Mr. Dunnam asked about the projected traffic count for Ben White Boulevard. Mr. Lillie advised the Committee that the projected count is approximately 24,000 cars per day even though the present count is only approximately 5,000 a day. After further discussion, the Committee

VOTED: To APPROVE the preliminary plan of MISSION HILL SUBDIVISION, pending compliance with departmental reports.

C8-67-43 Buckingham Place
South First Street and Eberhart Lane

The staff reported that this subdivision is located on South First Street and Eberhart Lane. It consists of 34½ acres, containing 103 lots, with the average lot size being 60 x 110 feet. It is classified as urban and proposes residential, apartments and commercial use.

Departmental comments were reviewed as follows:

1. Water and Sewer Department - Water available from City owned Water District #5; Sanitary sewer approach main required for sewer service. Annexation required for sewer service.
2. Electric and Telephone Company - Additional easements required.
3. Storm Sewer - Pevensey Drive as shown will not handle drainage flow. Extension of north-south streets or use of drainage channel should be considered.

Mr. Rathgeber, applicant, stated that the plans are to extend the depth. There will be four-plexes and a drainage channel will be along the middle of Block A. and in back of the commercial area.

4. Public Works - No report.

Planning Department comments are as follows:

1. Exact location and alignment of proposed 120 foot loop to be determined prior to final platting of abutting property.

C8-67-43 Buckingham Place--contd.

The plan submitted by the applicant and his engineer shows the center line of the proposed loop to be the south property line of the subject property. This has not been determined to be the exact location and before any of the abutting property is platted, the City needs to tie this down exactly. The staff is not sure about the alignment at this point. This is a portion of the outer loop, as designated in the Master Plan, which is proposed for approximately 1982.

2. All lots designated for four-plex use requires an area of 8,000 square feet.

Mr. Rathgeber stated that the plans are to deepen the lots to 150 feet and then have the drainage easement to the rear. The other lots will be 110 by 60 feet.

Mr. Foxworth advised the applicant that if the corner lots are 110 x 60 feet, it will not meet the minimum requirement of the Ordinance for single-family development. Mr. Rathgeber indicated that the width would be adjusted as needed.

3. Reverse setback lines on Lots 17 and 18, Block E.
4. Compliance with departmental requirements.

Mr. Foxworth stated that the tier of lots facing South First Street are proposed for four-plex use. The staff questions the need for the amount of commercial as proposed in this particular location due to the fact that South Congress is just to the east and the most logical place for large commercial development would be at the intersection of South Congress and the proposed loop; however, it is felt that there is a need for a small convenience type center. The staff recognizes that the applicant does have an alternated residential layout for the proposed commercial area and therefore does not object to this plan. After further discussion, the Committee

VOTED: To APPROVE the preliminary plan of BUCKINGHAM PLACE, pending compliance with departmental reports.

C8-65-40 Colorado Hills Estates (formally Briarwood Hills Revised)
Parker Lane and Riverside Drive

This subdivision is located on Parker Lane and Riverside Drive. It consists of 81.25 acres, containing 140 lots, with the average lot size being 75 by 135 feet. It is classified as urban and proposes residential, apartments and commercial uses.

The staff reviewed the following departmental comments:

- | | |
|-----------------------------------|---|
| 1. Water and Sewer Department | -- Water and sewer available. Annexation required for service. |
| 2. Electric and Telephone Company | -- Additional easements and possible lot line changes required. |

C8-65-40 Colorado Hills Estates--contd.

3. Storm Sewer Department - Show existing pipe in Parker Lane at Riverside Drive and existing easements. Show creek at south end of Block F. Additional easements required.
4. Public Works - No report.

Planning Department Comments are as follows:

1. Additional right-of-way required for Riverside Drive Expressway.

Riverside Drive was originally proposed to have 120 feet of right-of-way; however, with the adoption of the Austin Transportation Plan in March, 1967, the right-of-way is proposed to be approximately 250 feet. The exact amount of right-of-way needed from the subject property is not known at this time but it is the staff's understanding that 10 feet will be required in order to bring the street to the original 120 feet and more will be required in the future.

2. Zoning change required on portions of subdivision.

A portion of the area has been annexed to the City and has been rezoned to "LR" Local Retail, "O" Office and "C" Commercial. The northern portion of the subdivision was zoned "BB" Residential for apartment usage by a prior developer. The proposed uses are single-family development from Woodland Avenue southerly and apartment usage on the area north of Woodland Avenue. This means that there are some of the lots that are still outside of the City Limits and will come into the City under an Interim "A" classification. This will have to be changed so that development as proposed can occur.

3. Five foot contour intervals required.

The plan submitted shows 10 foot contours.

4. Variance required on length of Waverly Way Court East and Waverly Way Court West.

The two culs-de-sac under consideration are proposed for the area to be developed with apartments. The streets run east and west off of the main street that goes southerly through the subdivision. Under the circumstances, the staff recommends that this variance be granted inasmuch as the right-of-way of the culs-de-sac are 60 feet with the smallest cul-de-sac, on the east side, having a 60 foot radius and the one on the west side having a 70 foot radius. There are small interior circles for landscaping in the center of each cul-de-sac. It is felt that with the large culs-de-sac and the extra 10 feet of right-of-way on the entrance to the streets, that this variance should be granted.

C8-65-40 Colorado Hills Estates--contd.

Mr. Riley asked who would maintain the parks in the middle of the culs-de-sac. Mr. Foxworth stated that the subdivider would maintain this area unless he reaches an agreement with the City.

5. Construction of culs-de-sac with internal area must be approved by the Director of Public Works.

If the Director of Public Works will permit the green area versus the paving, the staff would much prefer the area to have grass but there will be a problem of maintenance.

6. Variance required on length of Block E.

Block E begins at Woodland Avenue and it is in excess of the 1200 foot block length for residential purposes.

7. Recommend Briarwood Drive be extended to south property line to break excessive block length, and for access and adequate circulation through the neighborhood.

This would also provide access to the Alden Davis Tract.

Mr. Watts stated that this plan is identical to a plan that was approved 2 or 3 years ago. The Kate Darby tract and the Alden Davis tract is only approximately 350 feet wide. The developer of this subdivision would prefer to have the circulation as it is on the plan submitted. If it is changed, he will be penalized on the property he has to develop. The circulation of the area can channel out to a collector or major collector street without any trouble. The only way the abutting property is penalized is if the circulation is going to the south. The layout submitted is preferred as it is based on an approved layout.

Mr. Foxworth pointed out that the staff feels that it would be desirable to provide a street for future access and circulation because of the excessive block length.

8. Recommend that Waverly Way Court West be shortened to provide more depth and better building site for Lot 14, Block B.

The plan submitted shows approximately 30 feet between the two building setback lines. The staff feels it would be best to shorten the cul-de-sac and give more depth, because of the nature of Parker Lane and the other street.

9. Recommend a 25 foot setback line be required for Lot 1, Block B from Parker Lane.

This lot is located at the northeast corner of Parker Lane and Woodland Avenue. All of the lots, with the exception of this one, are providing a 25 foot setback from Parker Lane as required by the Ordinance. Lots 13,

C8-65-40 Colorado Hills Estates--contd.

14 and 15 are through lots that are required to have 25 feet from both streets. The staff recommends the 25 foot setback line on this particular lot as it is between the lots that are required to have a 25 foot setback line from Parker Lane, and because it would maintain a continuous setback along this street. It is also felt that because of the traffic generated now and in the future, it would be more desirable to provide 25 feet.

Mr. Watts stated that in his opinion the requirement of a 25 foot setback line for this lot would be a penalty. This 25 foot setback line on Lots 13, 14 and 15 is understandable as they are through lots. Lot 1 in this block is fronting onto Woodland Avenue and the Commission has established a policy of requiring a 25 foot setback from the front street and only a 15 foot setback from the side street. Parker Lane is the side street in this particular case. The lot could front onto Parker Lane but this would not be feasible and a matter of 10 feet in lining up on this street is not going to have any consequence.

Mr. Riley asked about the width of the lot. Mr. Foxworth informed the Committee that the lot in question is 100 feet wide.

Mr. Watts stated that in laying out this subdivision, it is possible that the block may get squeezed and some of the footage may have to be taken out.

Mr. Foxworth pointed out that Woodland Avenue intersects Parker Lane and most people will be turning right which would create a sight distance problem for these people. The width of Parker Lane at this point will be 70 feet. Mr. Riley stated that it may eventually be 90 feet and this should be considered. Mr. Foxworth explained that this subdivision is providing 10 feet of right-of-way for future widening.

10. Woodland Avenue required to line up with Woodland Avenue on the west side of Parker Lane.

11. Final street grades on Woodland Avenue should be planned so as to provide adequate site distance at intersections with Briarwood Drive and San Pedro Drive.

Mr. Foxworth explained that Woodland Avenue goes to a high point through this area and then down to a low point and back up again to a high point which means that with the contours as shown, it appears that there is 15 or 20 feet of difference between the high and low points of the elevation of the street. It is felt that as much fill as possible should be put in as the intersection would be very hazardous.

12. Final street grades on Montrose Drive should be kept to a minimum.

From Briarwood Drive to San Pedro there is 70 feet of fall. There is a long slope with a stop right at the bottom of the street.

C8-65-40 Colorado Hills Estates--contd.

13. Intersection of River Oaks Drive and Riverside Drive requires further checking to prevent any direct offset with streets on north side of Riverside Drive.
14. Plan does not match approved preliminary plan of College Heights to the south.

There is a standing approved preliminary plan on property to the south. The plan was originally approved in 1963 and the developer has kept this approval in force since that time by requesting extensions of the approval.

Mr. Watts stated that they are submitting a revision to this plan on the property in the corner so that it will match the approved preliminary plan on the property to the south. This is a bad corner in this location and there is a draw that comes through the area. The contours on the revised plan are 5 foot contours which indicates that the slope is very severe. The developer of this subdivision would like to discuss this portion of the plan with the developer of College Heights in order to determine if a better location for the street can be found.

Mr. Foxworth advised the Committee that when the developer is ready to final out this portion of the plan involving the dead end street to the east and the lots abutting, if the adjoining property has not been subdivided so that the street can be extended, this subdivision will have to provide a cul-de-sac. Mr. Watts stated that this is agreeable.

15. Compliance with departmental reports.

Mr. Foxworth advised the Committee that a short form subdivision has been submitted on Lots 6, 7, 8, 9, 16 and 17, Block E. The staff sees no particular problem inasmuch as the platting of these lots will not change the layout for the balance of the subdivision in that there are no streets involved. The staff recommends that the lots in question be excluded from this plan so that the short form can be processed.

Mr. Watts stated that River Oaks Drive was set up to extend 150 feet from Parker Lane. Any adjustment that is required will be made. Any widening for the street, as long as the owner gets paid in accordance with the procedures of the thoroughfare plan, will be satisfactory. With regard to the zoning, it is stated on the preliminary that a request for rezoning will be filed in order to bring this area of zoning in conformity with the plans. The City limit line extends straight across and the developer will be more than happy to pull this portion into the city as there has to be a building site.

There are houses existing on a portion of the area and it is felt that the developer will be penalized if a 25 foot setback line is required from Parker Lane for Lot 1, Block B. The developer has tried to conform to the

C8-65-40 Colorado Hills Estates--contd.

approved preliminary plan on the property to the south. If it is followed, a cul-de-sac will be put on the corner. The cul-de-sac island will be worked out with the Director of Public Works. Grading will take care of some of the problems. The streets and circulation as submitted is preferable. It is felt that because of the collector street in this area, circulation will be relatively good.

Mr. Stevens asked if the stub street coming south was reviewed. The staff would like to keep this portion of the plan flexible so that it can be reviewed again at a later date.

Mr. Watts advised the Committee that they would like to proceed to stake approximately 100 lots in this subdivision within 2 or 3 weeks.

Mr. Bluestein was of the opinion that the only serious objection by the engineer was to either retain the Briarwood cul-de-sac or dead-end it into the property line.

A nearby property owner appeared and expressed concern about access to the Humphrey tract. Previous access was from Parker Lane as there was an easement through the Davis and Darby tracts. Mr. Watts stated that the preliminary plan of this subdivision does not change the status of adjoining property.

Mr. Foxworth stated that this street could tie in with the easterly extension of Mariposa Drive through College Heights Subdivision which proposes a street by the southerly edge of the Humphrey property with the owners of that tract providing for one-half of the street. Mr. Watts stated that this would be objected to as the street would then become a semi-collector street.

Mr. Foxworth informed Mr. Watts that the name of San Pedro Drive will have to be changed.

Mr. Bluestein stated that in view of the fact that the plan submitted does not change the status of the adjoining property, he feels that this preliminary plan should be approved subject to the departmental comments, with the exception of Briarwood Drive. He recommended that Briarwood Drive be left as shown on the plan submitted. The Committee members agreed with this recommendation and unanimously

VOTED: To APPROVE the preliminary plan of COLORADO HILLS ESTATES, excluding Lots 6-9, 16 and 17, Block E, pending compliance with departmental reports, but not requiring that Briarwood Drive be extended to the south property line, granting a variance on the length of Waverly Court East and Waverly Court West, and granting a variance on the length of Block E.

(DISQUALIFIED: Mr. Jackson)

SHORT FORM PLATS - FILED

C8s-67-103 Golden Triangle Subdivision, Resub. of Lot 1
 Hancock Drive

The staff reported that all reports have not been received and recommended that this short form plat be accepted for filing only. The Committee then

VOTED: To ACCEPT for filing the short form plat of GOLDEN TRIANGLE SUB-DIVISION, Resub. of Lot 1.

C8s-67-106 Colorado Hills Estates, Section 1
 Parker Lane

The staff reported that all departmental reports have not been cleared and recommended that this short form plat be accepted for filing pending the required tax certificates. The Committee then

VOTED: To ACCEPT for filing the short form plat of COLORADO HILLS ESTATES, Section 1, pending the required tax certificates.

SHORT FORM PLATS - CONSIDERED

C8s-67-108 Greenbriar, Section 1, Resub. Lot 6, Block A
 Greenfield Parkway and East Liveoak

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

VOTED: To DISAPPROVE the short form plat of GREENBRIAR, Section 1, Resub. Lot 6, Block A, pending the required fiscal arrangements.

C8s-67-81 Rutland Addition
 Rutland Drive and Robin Ray Drive

The staff reported that this short form subdivision has been before the Planning Commission before. It is located on Rutland Drive east of FM 1325 and a new street that was created by the name of Robin Ray Drive. The problem when this was before the Commission was that the 60 feet of right-of-way for Robin Ray Drive, as provided by separate instrument was deeded to the County. This is an industrial area as designated in the Master Plan, which requires that streets serving industrial areas have 80 feet of right-of-way. The subject property, being on the northwest corner of Robin Ray Drive and Rutland Drive, is providing 10 feet of right-of-way which is their portion of the right-of-way that is required to bring the street to 80 feet. The property on the east has been acquired from Mr. Allen who originally owned a larger tract. This tract which extends some 1600 to 1800 feet to the north has been divided into three or four tracts but this owner is going to provide by separate instrument, 10 feet of right-of-way. This creates a problem in that there is not 80 feet of right-of-way for the entire street;

C8s-67-81 Rutland Addition--contd.

however, the additional right-of-way can be acquired as the alignment will be set by the approval of this short form plat. The staff recommends that this short form plat be disapproved at this time pending the deed being recorded on the 10 feet of right-of-way on the east, the volume and page being shown on the plan and some evidence from the County that they have accepted the original 60 feet of right-of-way. The 60 feet of right-of-way was there to start with and because the Committee's setting the alignment by approval of this subdivision in this location, the staff request permission to notify the owner to the north and west that he will be required to dedicate 10 feet of widening in connection with the subdivision of his property.

The Committee members agreed that the property owner to the north and west should be notified of this condition and felt that this short form plat should be disapproved pending the conditions as outlined. It was then

VOTED: To DISAPPROVE the short form plat of RUTLAND ADDITION, pending the deed being recorded on the 10 feet of right-of-way for Robin Ray Drive, the volume and page being shown on the plat and evidence from the County that they have accepted the original 60 feet of right-of-way.

C8s-67-104 Perry Estates, Resub. No. 1
Park Boulevard and Red River

The staff recommended disapproval of this short form plat pending an access note that is required on the plat. The Committee then

VOTED: To DISAPPROVE the short form plat of PERRY ESTATES, Resub. No. 1, pending an access note that is required on the plat.

C8s-67-107 Baden Addition
North Lamar north of Romeria

The staff reported that this is an attempt to subdivide a tract of land located 683 feet north of Romeria Drive. The proposal is to subdivide the property into two lots. There is a problem involved as each of the lots as now exists are under separate ownership. Lot 2-A at the rear has 10 feet of access onto North Lamar Boulevard. This first started out as an easement but the applicant now owns the 10 feet of access. The owner of this property has attempted to buy more property from the adjoining property owner for access, but he will not sell. The staff feels that 10 feet for access is questionable as far as access is concerned. This is commercial property and the use proposed is some type of warehouse. The staff suggests that a building setback line at least 25 feet behind the front lot be provided so that no one can build on this narrow 10 foot neck and cut off access altogether.

C8s-67-109 Barton Village, Section 2, Resub. Lts. 10 and 11,
Barton Village Circle Block "B"