

CITY PLANNING COMMISSION
Austin, Texas

Special Meeting -- April 25, 1961

The meeting of the Commission was called to order at 4:00 p.m. in the Council Room, Municipal Building.

Present

D. B. Barrow, Chairman
Doyle M. Baldrige
Howard E. Brunson
Pericles Chriss
S. P. Kinser
Emil Spillmann

Absent

Fred C. Barkley
A. C. Bryant
W. Sale Lewis

Also Present

Hoyle M. Osborne, Director of Planning
J. H. Beasley, Assistant Traffic Engineer

C8-61-2 Huntland Heights Street Dedication Plat
Huntland Drive

The Chairman requested the Director to present information on the review of the plat with the interested parties and with the Traffic Department. Mr. Osborne then gave the following report:

1. Since this problem presently deals with the intersection of Huntland Drive with the Interregional Highway and Middle Fiskville Road, the Traffic Engineer submitted two basic plans. Plan No. 1 included moving Fiskville Road to the west, leaving a distance of about 150 feet between this and the Interregional Highway, thus leaving more space for storage of cars. Plan No. 2 included the present right-of-way of Fiskville Road with about 20 feet of additional right-of-way added on the west. This intersection would be 22 feet north of the one shown on the original plan and the proposed 24" water line would be well within the right-of-way. In the event a traffic signal system is needed at either intersection, the cost would be about \$7,000.
2. Discussion was held yesterday with the interested parties and a number of proposals were discussed. Representatives of St. John's Corporation said they would like to consider the plans and later advised me that they wanted to proceed with the original modified plan (Plan No. 2) instead of Plan No. 1 recommended by the Traffic Engineer because that plan would move Fiskville Road farther into their property. On this basis, we would recommend approval of Plan No. 2 and the Traffic Engineer said he would agree to that plan.

Mr. Pearce Johnson stated that they favored Plan No. 2 because they have about 300 acres of land and think this would give them a better and more

C8-61-2 Huntland Heights Street Dedication Plat--contd.

attractive intersection for their property. They feel there is some advantage over Plan No. 1 where there would be two 90-degree turns and where there would be some property left across Fiskville Road and there would be a question of title to a part of the right-of-way of Fiskville Road which would need to be vacated. He said they are prepared to dedicate the additional right-of-way needed for Plan No. 2 if it is needed and they feel this will make an attractive entrance to their land and would be worth the extra paving.

Mr. John Allen reported that the Scarbrough interests prefer Plan No. 1 over Plan No. 2 but prefer their submitted plan over both of these. He said the major fallacy in this type of intersection is the minimum radius for turning of traffic, especially trucks, and 26 feet is not sufficient. (Mr. Beasley stated that 30 feet would be sufficient radius but with the long trailer trucks 50 feet would be better.) Mr. Allen said they feel that when this intersection is in use it is going to be fairly heavily traveled and it will be necessary to acquire additional land which the Commission could acquire at this time. He reviewed their offer at the previous meeting and said the difference in thinking is that the subdivider feels it is necessary for them to have the straight run on Middle Fiskville Road for frontage purposes and the Scarbrough interests wonder if the attractiveness is for the best interest of the property. They felt that Plan No. 2 will create more traffic problems and questioned its advantage to the St. John's property. Mr. Allen presented a plan showing a radius which would make a safe intersection and would be more advantageous for traffic flow, but explained that it goes deeper into the Brown property which is one of their objections. He also questioned Mr. Beasley about a signal light system at the intersection. Mr. Beasley said that will have to be determined by experience and use.

Mr. Barrow explained that the attitude of the Commission is that the person owning the subdivision submits a plan for consideration and the Commission is interested principally in the soundness of the plan, and that other adjoining property would be considered if there is no access to it, but this property has access all around it. He said under the existing circumstances he would need the Traffic Engineer's recommendation and felt that the other is a matter of private transaction and if the two owners can arrive at a solution the Commission would be glad to consider it.

After consideration of the plans presented, the additional statements of the interested parties, and the recommendations of the Director and the Traffic Department, the Commission

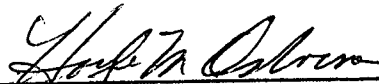
VOTED: To APPROVE the plan as submitted and revised as Plan No. 2, subject to locating the intersection 22 feet north of the proposed original location, noting that the subdividers have stated that they will make available to the City whatever land is necessary for additional right-of-way on the west side of Middle Fiskville Road to make a safe and adequate intersection.

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ADJOURNMENT

The meeting was adjourned at 4:35 p.m.



Hoyle M. Osborne
Executive Secretary

APPROVED:



Chairman