

MASTER PLAN COMMITTEE
Austin, Texas

Special Meeting -- April 5, 1971

A special meeting of the Master Plan Committee was called to order at 6:30 p.m. in the City Council Chambers.

Present

Bill Milstead, Chairman
Fritz Becker
Jack Crier
Jack Goodman

Also Present

Richard R. Lillie, Director of Planning
L. Wayne Golden, Planning Coordinator
Mrs. Evelyn Butler, Supervising Planner
Walter Foxworth, Supervising Planner
Joe S. Ternus, Director, Traffic and Transportation Department
Caroline Schreffler, Administrative Secretary

C2-71-1(a) AMENDMENT TO THE AUSTIN DEVELOPMENT PLAN

Approximately 30 acres located north of Rutland Drive and east of the MoPac Railroad

The staff reported that this tract of approximately 30 acres is being requested for manufacturing and related uses. This request conforms to the established zoning in the area. A street will be extended through the tract to connect with a major arterial street. A buffer zone of 300 feet will be established to the west of this tract for apartment development between the residential subdivision and light industrial use. This change is recommended by the staff and will be presented for the Planning Commission's consideration at their regular meeting on April 13, 1971.

C2-71-2(a) AMENDMENT TO THE EXPRESSWAY AND MAJOR ARTERIAL PLAN

Alignment and standards for southeast Austin area

The Director of Planning stated that a study of the southeast section of the City was initiated due to the numerous changes in land use in this area.

In June, 1961 the Austin Development Plan was adopted by the City Council. In this plan the southeast section of Austin was designated for low-density residential development--three units per gross acre. During the next few years after adoption of the plan few changes were initiated. In 1962, land use projections were updated for preparation of the Transportation Plan. Again due to very little activity in the area only small

acreages were designated for multi-family development. At this time the Transportation Plan was prepared reflecting low-density residential development. Arterial streets and Riverside Drive Expressway were laid out to carry the anticipated traffic based on low-density residential land use.

In recent years, extensive apartment development has taken place in the subject area and extensive commercial, office and apartment development is proposed southeast of the Pleasant Valley Road and Riverside Drive intersection. With this type of development it appeared that additional arterial streets might be needed to serve the area. Several plans were considered--extension of Riverside Drive southeasterly to Ben White Boulevard as an expressway, an additional north-south arterial east of Pleasant Valley Road, the extension eastward of Oltorf Street and modification of Grove Boulevard and Stassney Lane as they relate to McKinney Falls State Park.

To determine the best solution, land use projections were prepared by the Planning Department based on subdivision and zoning activity in the area as well as conversations with developers and owners. This land use plan was transmitted to the Traffic and Transportation Department for traffic assignments.

Several recommendations have been forwarded from the Traffic and Transportation Department for amendments to the Expressway and Major Arterial Plan. These recommendations are listed on the attached Table IV, with the major numbers listed below corresponding to the circled numbers on this table. The staff recommends that the Committee consider:

1. No action should be taken on the Ben White Boulevard and Interstate Highway 35 recommendations at this time. These are State and Federal highways and recommendations should be placed in the larger framework of the total Major Arterial Plan for the City with concurrence from these agencies.
2. The following alternatives to Riverside Drive are submitted.

In the area between Interstate Highway 35 and Pleasant Valley Road on Riverside Drive the City has exercised options and has pending options on property through zoning and subdivision activity, based on the adopted plan of an expressway of 230 feet of right-of-way. The recommendation by the Traffic and Transportation Department and by the Technical Committee of the Austin Urban Transportation Study is to reduce Riverside Drive to a minimum of 120 feet of right-of-way with 2 @ 33 (6 lanes w/median).

With the forecasted need for the Riverside Drive Expressway based upon traffic generated from predominantly low density of land use, it would appear logical that a certain higher density of development would justify the need for an expressway even more.

At this point a change in approach was introduced by the Traffic and Transportation Department staff, which simply stated, is the distribution of traffic which normally would have been generated by

the Riverside Drive Expressway to other major arterial streets, such as Oltorf Street and Pleasant Valley Road, primarily to relieve the bottleneck at Interstate Highway 35. There are then at least two alternatives:

- a. to leave the plan as it is or
- b. to increase the capacity of other local arterial streets to handle the added traffic.

The additional 8,000 trips on Oltorf Street to carry 18,000 vehicles per day can be adequately taken care of with the suggested right-of-way and paving.

The addition of 19,000 trips on Pleasant Valley Road to carry 30,000 total trips per day, does create several problems outside the study area:

- a. A minimum of two additional traffic lanes may be needed at the Colorado River. There is 48 feet of paving over the Longhorn Dam at the present time, and the structure cannot be economically widened. Without additional lanes there would be 6 lanes from the south into 4 lanes over Longhorn Dam.
- b. Right-of-way from 1st to 7th Streets is only 60 feet with buildings on or near right-of-way lines.
- c. There is no priority for construction of Pleasant Valley Road from 7th Street to Webberville Road.

If the alternative to reduce Riverside Drive to 120 feet of right-of-way is acceptable, provision must be made to upgrade facilities at the Colorado River and Pleasant Valley Road to the north including acquisition of added right-of-way, and Capital Improvements Program priority for the unbuilt section.

3. Consider right-of-way recommendations with the following notes:

- a. Clubview Avenue: Stassney Lane to Chunn Lane 90' to 70'
- b. Lake Shore Drive: Riverside Dr. to Clubview Ave. 120' to 70'
Riverside Drive to Pleasant Valley Road except for 60 feet at west end and City property on east end is already 120 feet of right-of-way. Suggest 70 feet only east of Pleasant Valley Road.
- c. Riverside Drive: consider alternatives discussed above.

4. Consider street paving standards with the following notes:

- a. Chunn Lane: 44' to 2 @ 44' on 120' of right-of-way
This is just one section of the outer loop. This new standard will affect the standards of this loop to the east and west outside the study area.

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- b. Clubview Avenue: downgraded from 2 @ 24' to 44'
This is agreeable if right-of-way reduction is accepted.
 - c. Live Oak (Oltorf): from 2 @ 24' to 60'
This is 4 lanes with left turn lane and is basically the same.
 - d. Pleasant Valley Road: Ben White Blvd. to Riverside Dr.
Upgraded from 2 @ 24' to 2 @ 33'
Pleasant Valley Road: Riverside Dr. to Longhorn Dam
Upgraded from 44' to 2 @ 33'
 - e. Riverside Drive: I.H.35 to Pleasant Valley Rd.
Downgraded from expressway to 2 @ 33'
Riverside Drive: Pleasant Valley Rd. to Clubview Dr.
Upgraded from 2 @ 24' to 2 @ 33'
Riverside Drive: Clubview Dr. to Ben White Blvd.
Upgraded from 2 @ 24' to 2 @ 33'
5. Consider alteration of alignment (see map)
- a. Extension of Oltorf Street from Pleasant Valley Road to Grove.
 - b. Shifting of Stassney Lane north of new State Park.
 - c. Modifying intersection of Grove and Lake Shore Drive.
 - d. Changing alignment of Grove at the State Park.

The Committee members accepted this information for further consideration and presentation to the Planning Commission on April 13, 1971.

ADJOURNMENT: The meeting was adjourned at 7:00 p.m.