

MINUTES OF THE CITY COUNCIL

CITY OF AUSTIN, TEXAS

Regular Meeting

March 9, 1967

10:00 A.M.

Council Chamber, City Hall

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The meeting was called to order with Mayor Palmer presiding.

Roll call:

Present: Councilmen LaRue, Long, White, Mayor Palmer  
Absent: Councilman Shanks

Present also: W. T. Williams, Jr., City Manager; Doren R. Eskew, City Attorney; Reuben Rountree, Jr., Director of Public Works; Robert A. Miles, Chief of Police

Mayor Palmer announced COUNCILMAN SHANKS was absent due to illness.

Invocation was delivered by REVEREND THEODORE McELROY, Hyde Park Christian Church.

MR. REG HATCH, Austin Chamber of Commerce, introduced the distinguished and outstanding visitors, stating Austin was privileged in acting as hosts to these young men who have been selected as outstanding soldiers of the Quarter for the U.S. 4th Army. SERGEANT DIXON G. ARMENT, a Viet Nam Veteran was awarded the Distinguished Service Cross. SERGEANT BILLY D. KLONARIS also is an outstanding soldier having been selected from wide competition. Their wives were present and welcomed. MAYOR PALMER expressed in behalf of the people of Austin, deep thanks and appreciation to these gentlemen for what they have done, and stated it was a distinct pleasure having them in Austin. This recognition from the 4th Army is a tribute to the gentlemen and it is an honor to have them in Austin. Members of the Council expressed sentiments of appreciation to each.

Councilman White moved that the Minutes of the Meetings of February 16, and March 1, 1967 be approved. The motion, seconded by Councilman LaRue, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

March 9, 1967

Mayor Palmer brought up the following ordinance for its third reading:

AN ORDINANCE PROVIDING FOR THE EXTENSION OF CERTAIN BOUNDARY LIMITS OF THE CITY OF AUSTIN AND THE ANNEXATION OF CERTAIN ADDITIONAL TERRITORY CONSISTING OF 3.42 ACRES OF LAND, SAME BEING OUT OF AND A PART OF THE SANTIAGO DEL VALLE GRANT IN TRAVIS COUNTY, TEXAS; WHICH SAID ADDITIONAL TERRITORY LIES ADJACENT TO AND ADJOINS THE PRESENT BOUNDARY LIMITS OF THE CITY OF AUSTIN, IN PARTICULARS STATED IN THE ORDINANCE.  
(Unplatted land)

The ordinance was read the third time and Councilman LaRue moved that the ordinance be finally passed. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

The Mayor announced that the ordinance had been finally passed.

The City Manager submitted the following:

"March 7, 1967

"To: Mr. W. T. Williams, Jr.  
City Manager

Subject: Contract No. 67-D-3  
Storm Sewers

"Following is a tabulation of bids received at 11:00 A.M., Tuesday, February 21, 1967 for the construction of a storm sewer in East 14th Street from Neches Street to Red River Street to drain basement and sunken court of the new hospital.

Ford-Wehmeyer, Inc.	\$13,693.35
Walter Schmidt Const. Co.	\$14,063.00

"I recommend that Ford-Wehmeyer, Inc. with their low bid of \$13,693.35 be awarded the contract for this project.

"From: S. Reuben Rountree, Jr.  
Director of Public Works  
Signed S. Reuben Rountree, Jr."

Councilman White offered the following resolution and moved its adoption:

(RESOLUTION)

WHEREAS, bids were received by the City of Austin on February 21, 1967, for the construction of a storm sewer in East 14th Street from Neches Street to Red River Street to drain basement and sunken court of the new hospital; and,

WHEREAS, the bid of Ford-Wehmeyer, Inc., in the sum of \$13,693.35, was the lowest and best bid therefor, and the acceptance of such bid has been recommended by the Director of Public Works of the City of Austin, and by the City Manager; Now, Therefore,

## BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the bid of Ford-Wehmeyer, Inc., in the sum of \$13,693.35, be and the same is hereby accepted, and that W. T. Williams, Jr., City Manager of the City of Austin, be and he is hereby authorized to execute a contract, on behalf of the City, with Ford-Wehmeyer, Inc.

The motion, seconded by Councilman LaRue, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer

Noes: None

Absent: Councilman Shanks

The City Manager submitted the following:

"March 3, 1967

"TO: Honorable Mayor and Members of the City Council.

SUBJECT: Bids for two (2) Rear Loading 20 Cubic Yard Refuse Collection Diesel Engine Trucks for the Sanitation Division.

"Sealed bids were opened at 2:00 P.M. February 28, 1967 in the office of the Purchasing Agent for two (2) Rear Loading 20 Cubic Yard Refuse Collection Diesel Engine Trucks with two (2) Refuse Trucks to be traded in on the new equipment. Invitations to bid were sent to all known manufacturers of this type of equipment and to local truck dealers. Bidders were given the opportunity to bid in three ways: (1) Complete units including trade-ins, (2) Body only including trade-ins and (3) Cab and Chassis only.

"The bids received are as follows:

<u>BIDDER</u>	<u>NET DIFFERENCE</u>	<u>BRAND NAME</u>
<u>#2 Base Bid - Complete Unit</u>		
International Harvester Co.	\$24,450.00	International - Heil
<u>#2A Alternate Bid - Body Only</u>		
Girard Machinery & Supply	\$ 9,728.00	Leach
Industrial Disposal Supply	11,830.50	E-Z Pack
Davis Truck Parts	7,350.00	Heil
<u>#2B Alternate Bid - Cab &amp; Chassis Only</u>		
Austin Truck & Machinery	\$22,862.00	White, Del to Wisconsin (Girard)
Austin Truck & Machinery	22,862.00	White, Del to Ohio (Industrial)
Austin Truck & Machinery	22,862.00	White, Del. to Dallas (Davis)
International Harvester Co.	17,140.00	International, Del to Wisconsin (Girard)
International Harvester Co.	17,040.00	International, Del. to Ohio (Industrial)
International Harvester Co.	17,300.00	International, Del to Dallas (Davis)

<u>BIDDER</u>	<u>NET DIFFERENCE</u>	<u>BRAND NAME</u>
<u>Combination of Body and Cab &amp; Chassis</u>		
Davis Truck Parts	\$ 7,350.00	Heil
International Harvester Co.	17,300.00	International
	<u>\$24,650.00</u>	
Girard Machinery & Supply	\$ 9,728.00	Leach
International Harvester Co.	17,140.00	International
	<u>\$26,868.00</u>	
Industrial Disposal Supply	\$11,830.50	E-Z Pack
International Harvester Co.	17,040.00	International
	<u>\$28,870.50</u>	
Davis Truck Parts	\$ 7,350.00	Heil
Austin Truck & Machinery	22,862.00	White
	<u>\$30,212.00</u>	
Girard Machinery & Supply	\$ 9,728.00	Leach
Austin Truck & Machinery	22,862.00	White
	<u>\$32,590.00</u>	
Industrial Disposal Supply	\$11,830.50	E-Z Pack
Austin Truck & Machinery	22,862.00	White
	<u>\$34,692.50</u>	

"This tabulation is submitted with the apparent low bid meeting the City of Austin specifications and conditions underscored."

Councilman White offered the following resolution and moved its adoption:

(RESOLUTION)

WHEREAS, bids were received by the City of Austin on February 28, 1967 for two (2) Rear Loading 20 Cubic Yard Refuse Collection Diesel Engine Trucks for the Sanitation Division; and,

WHEREAS, the bid of International Harvester Company in the sum of \$24,450.00 and two (2) trade-ins was the lowest and best bid therefor and the acceptance of such bid has been recommended by the Purchasing Agent of the City of Austin and by the City Manager; Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the bid of International Harvester Company in the sum of \$24,450.00 be and the same is hereby accepted, and that W. T. Williams, Jr., City Manager of the City of Austin, be and he is hereby authorized to execute on behalf of the City with International Harvester Company.

The motion, seconded by Councilman LaRue, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer

Noes: None

Absent: Councilman Shanks

The City Manager submitted the following:

"March 3, 1967

"TO: Honorable Mayor and Members of the City Council.

SUBJECT: Bids for eight (8) Rear Loading 16 Cubic Yard Refuse Collection Gasoline Engine Trucks for the Sanitation Division.

"Sealed bids were opened at 2:00 P.M. February 28, 1967 in the office of the Purchasing Agent for eight (8) Rear Loading 16 Cubic Yard Refuse Collection Gasoline Engine Trucks with eight (8) Refuse Trucks to be traded in on the new equipment. Invitations to bid were sent to all known manufacturers of this type equipment and to local truck dealers. Bidders were given the opportunity to bid in three ways: (1) Complete units including trade-ins, (2) Body only including trade-ins and (3) Cab and Chassis only.

"The bids received are as follows:

<u>BIDDER</u>	<u>NET DIFFERENCE</u>	<u>BRAND NAME</u>
<u>#1 Base Bid - Complete Unit</u>		
Henna Chevrolet	\$83,811.00	Chevrolet - Leach
<u>#1A Alternate Bid - Body Only</u>		
Girard Machinery & Supply	\$34,992.00	Leach
Industrial Disposal Supply	43,560.00	E-Z Pack
Davis Truck Parts	<u>26,540.00</u>	Heil
<u>#1B Alternate Bid - Cab &amp; Chassis Only</u>		
Austin Truck & Machinery	\$72,552.00	White, Del. to Wisconsin (Girard)
Austin Truck & Machinery	72,552.00	White, Del. to Ohio (Industrial)
Austin Truck & Machinery	72,552.00	White, Del. to Dallas (Davis)
Henna Chevrolet	51,744.00	Chevrolet Del. to Wisconsin (Girard)
Henna Chevrolet	51,744.00	Chevrolet, Del. to Ohio (Industrial)
Henna Chevrolet	51,744.00	Chevrolet, Del. to Dallas (Davis)
International Harvester Co.	39,920.00	International, Del. to Wisconsin (Girard)
International Harvester Co.	39,560.00	International, Del. to Ohio (Industrial)
International Harvester Co.	<u>40,384.00</u>	International, Del. to Dallas (Davis)

<u>BIDDER</u>	<u>NET DIFFERENCE</u>	<u>BRAND NAME</u>
<u>Combination of Body and Cab &amp; Chassis</u>		
Davis Truck Parts	\$26,540.00	Heil
International Harvester	40,384.00	International
	<u>\$66,924.00</u>	
Girard Machinery & Supply	\$34,992.00	Leach
International Harvester	39,920.00	International
	<u>\$74,912.00</u>	
International Disposal Supply	\$43,560.00	E-Z Pack
International Harvester	39,560.00	International
	<u>\$83,120.00</u>	
Davis Truck Parts	\$26,540.00	Heil
Henna Chevrolet	51,744.00	Chevrolet
	<u>\$78,284.00</u>	
Girard Machinery & Supply	\$34,992.00	Leach
Henna Chevrolet	51,744.00	Chevrolet
	<u>\$86,736.00</u>	
Industrial Disposal Supply	\$43,560.00	E-Z Pack
Henna Chevrolet	51,744.00	Chevrolet
	<u>\$95,304.00</u>	
Davis Truck Parts	\$26,540.00	Heil
Austin Truck & Machinery	72,552.00	White
	<u>\$99,092.00</u>	
Girard Machinery & Supply	\$34,992.00	Leach
Austin Truck & Machinery	72,552.00	White
	<u>\$107,544.00</u>	
Industrial Disposal Supply	\$43,560.00	E-Z Pack
Austin Truck & Machinery	72,552.00	White
	<u>\$116,112.00</u>	

"This tabulation is submitted with the apparent low bids meeting the City of Austin specifications and conditions underscored."

Councilman White offered the following resolution and moved its adoption:

(RESOLUTION)

WHEREAS, bids were received by the City of Austin on February 28, 1967, for eight (8) Rear Loading 16 Cubic Yard Refuse Collection Gasoline Engine Trucks for the Sanitation Division; and,

WHEREAS, the bid of Davis Truck Parts in the sum of \$26,540.00 and eight (8) trade-ins for body only, and the bid of International Harvester Company in the sum of \$40,384.00 for cab and chassis only, were the lowest and best bids therefor and the acceptance of such bids has been recommended by the Purchasing Agent of the City of Austin and by the City Manager;

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the bid of Davis Truck Parts in the sum of \$26,540.00 and the bid of International Harvester Company in the sum of \$40,384.00, be and the same are hereby accepted, and that W. T. Williams, Jr., City Manager of the City of Austin be and he is hereby authorized to execute contracts on behalf of the City with said companies.

The motion, seconded by Councilman LaRue, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer

Noes: None

Absent: Councilman Shanks

Mayor Palmer introduced the following ordinance:

AN ORDINANCE ORDERING A CHANGE IN USE AND CHANGING THE USE MAPS ACCOMPANYING CHAPTER 39 OF THE AUSTIN CITY CODE OF 1954 AS FOLLOWS: A 6.487 ACRE TRACT OF LAND LOCATED AT 101-213 NORTHEAST DRIVE, FROM "A" RESIDENCE DISTRICT TO "GR" GENERAL RETAIL DISTRICT; SAID PROPERTY BEING SITUATED IN AUSTIN, TRAVIS COUNTY, TEXAS; AND SUSPENDING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE SEPARATE DAYS.

The ordinance was read the first time and Councilman LaRue moved that the rule be suspended and the ordinance passed to its second reading. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer

Noes: None

Absent: Councilman Shanks

The ordinance was read the second time and Councilman LaRue moved that the rule be suspended and the ordinance passed to its third reading. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer

Noes: None

Absent: Councilman Shanks

The ordinance was read the third time and Councilman LaRue moved that the ordinance be finally passed. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer

Noes: None

Absent: Councilman Shanks

The Mayor announced that the ordinance had been finally passed.

Councilman White moved that the Council approve shoreline improvements for the following:

- a. R. K. Heacock - Lot 1, Block 24, Austin Lake Estates and west 75' of Lot 8 Ce Bar, Lake View Acres - Retaining wall.
- b. Jerry D. Hering - Lot 3, Manana West - Retaining wall and ramp.

The motion, seconded by Councilman Long, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer

Noes: None

Absent: Councilman Shanks

Councilman White offered the following resolution and moved its adoption:

(RESOLUTION)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the City Council of the City of Austin hereby approve the erection of a boat dock on the property owned by JERRY D. HERING as described in the Travis County Deed Records and known as Manana West, Lot 3 as described on the attached plot plan and hereby authorizes the said JERRY D. HERING to construct, maintain and operate this boat dock to same being constructed in compliance with all the ordinances relating thereto and further subject to the foregoing attached recommendations; and the Building Official is hereby authorized to issue an occupancy permit for the erection of this boat dock after full compliance with all the provisions of this resolution. Said permission shall be held to be granted and accepted subject to all necessary, reasonable, and proper, present and future regulations and ordinances of the City of Austin, Texas, in the enforcement of the proper police, fire and health regulations and the right of revocation is retained if, after hearing, it is found by the City Council that the said JERRY D. HERING has failed and refused and will continue to fail and refuse to perform any such conditions, regulations and ordinances.

(Recommendations attached)

"Austin, Texas

March 7, 1967

"Memorandum To: Mr. W. T. Williams, Jr., City Manager  
Subject: RESOLUTION, BOAT DOCK (Private)

"I, the undersigned, have reviewed the plans and have considered the application of Mr. Jerry D. Hering, owner of the property abutting on that part of Lake Austin lying upstream from the westerly extension of the south line of Windsor Road and known as Manana West, Lot 3 as described on the attached plans recorded in the Travis County Deed Records, for permission to construct and maintain a boat dock projecting out into the lake approximately twenty (20) feet beyond the normal high water level. The construction details meeting all requirements, I recommend that if Mr. Hering is granted his request by the City Council, that it be subject to the following conditions:



"(1) That nothing but creosoted piles, cedar piles or concrete piles, substantially braced and bolted to withstand wind and water pressure, be used in the construction and that no sturature shall extend more than one-third the distance from shore to shore at the point where structure is located, or be nearer than ten feet to any side property line of the owner or applicant.

"(2) That no business, such as a restaurant, dance hall, concession stand, or any other enterprise for the sale of goods, wares and merchandise, except marine supplies and tackle, and no living quarters of any character shall be erected on any pier, dock, wharf, float, island, piling, or other structure extending into or above Lake Austin.

"(3) That every structure shall be equipped with proper lights which shall show all around the horizon for night use and shall be equipped with flags or other warnings for daylight use.

"(4) That all structures extending out into the lake be constantly kept in a state of good repair and that the premises be kept reasonable clean at all times.

"Respectfully submitted,  
s/ Dick T. Jordan  
Dick T. Jordan  
Building Official"

The motion, seconded by Councilman Long, carried by the following vote:  
Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

Councilman White offered the following resolution and moved its adoption:

(RESOLUTION)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the City Council of the City of Austin hereby approve the erection of a boat dock on the property owned by ARTHUR R. PITKIN as described in the Travis County Deed Records and known as a tract of land out of the James Spillman Survey and the James Jett Survey as described on the attached plot plan and hereby authorizes the said ARTHUR R. PITKIN to construct, maintain and operate this boat dock to same being constructed in compliance with all the ordinances relating thereto and further subject to the foregoing attached recommendations; and the Building Official is hereby authorized to issue an occupancy permit for the erection of this boat dock after full compliance with all the provisions of this resolution. Said permission shall be held to be granted and accepted subject to all necessary, reasonable, and proper, present and future regulations and ordinances of the City of Austin, Texas, in the enforcement of the proper police, fire and health regulations and the right of revocation is retained if, after hearing, it is found by the City Council that the said ARTHUR R. PITKIN has failed and refused and will continue to fail and refuse to perform any such donditions, regulations and ordinances.

(Recommendations attached)

"Austin, Texas  
March 7, 1967

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"Memorandum To: Mr. W. T. Williams, Jr., City Manager  
Subject: RESOLUTION, BOAT DOCK (Private)

"I, the undersigned, have reviewed the plans and have considered the application of Mr. Arthur R. Pitkin, owner of the property abutting on that part of Lake Austin lying upstream from the westerly extension of the south line of Windsor Road and known as a tract of land out of the James Spillman Survey and the James Jett Survey as described on the attached plans recorded in the Travis County Deed Records, for permission to construct and maintain a boat dock projecting out into the lake approximately twelve (12) feet beyond the normal high water level. The construction details meeting all requirements, I recommend that if Mr. Pitkin is granted his request by the City Council, that it be subject to the following conditions.

"(1) That nothing but creosoted piles, cedar piles or concrete piles, substantially braced and bolted to withstand wind and water pressure, be used in the construction and that no structure shall extend more than one-third the distance from shore to shore at the point where structure is located, or be nearer than ten feet to any side property line of the owner or applicant.

"(2) That no business, such as a restaurant, dance hall, concession stand, or any other enterprise for the sale of goods, wares and merchandise, except marine supplies and tackle, and no living quarters of any character shall be erected on any pier, dock, wharf, float, island, piling, or other structure extending into or above Lake Austin.

"(3) That every structure shall be equipped with proper lights which shall show all around the horizon for night use and shall be equipped with flags or other warnings for daylight use.

"(4) That all structures extending out into the lake be constantly kept in a state of good repair and that the premises be kept reasonable clean at all times.

"Respectfully submitted,  
s/ Dick T. Jordan  
Dick T. Jordan  
Building Official"

The motion, seconded by Councilman Long, carried by the following vote:  
Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

Councilman White offered the following resolution and moved its adoption:

(RESOLUTION)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the City Council of the City of Austin hereby approve the erection of a boat dock on the property owned by H. W. PORSCHE as described in the Travis County Deed Records and known as 3.8 acres of land more or less, being a part of the William Wofford Survey as described on the attached plot plan and hereby

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authorizes the said H. W. PORSCHE to construct, maintain and operate this boat dock to same being constructed in compliance with all the ordinances relating thereto and further subject to the foregoing attached recommendations; and the Building Official is hereby authorized to issue an occupancy permit for the erection of this boat dock after full compliance with all the provisions of this resolution. Said permission shall be held to be granted and accepted subject to all necessary, reasonable, and proper, present and future regulations and ordinances of the City of Austin, Texas, in the enforcement of the proper police, fire and health regulations and the right of revocation is retained if, after hearing, it is found by the City Council that the said H. W. PORSCHE has failed and refused and will continue to fail and refuse to perform any such conditions, regulations and ordinances.

(Recommendations attached)

"Austin, Texas  
March 6, 1967

"Memorandum To: Mr. W. T. Williams, Jr., City Manager  
Subject: RESOLUTION, BOAT DOCK (Private)

"I, the undersigned, have reviewed the plans and have considered the application of Mr. H. W. Porsch, owner of the property abutting on that part of Lake Austin lying upstream from the westerly extension of the south line of Windsor Road and known as 3.8 acres of land more or less, being a part of the William Wofford Survey as described on the attached plans recorded in the Travis County Deed Records, for permission to construct and maintain a boat dock projecting out into the lake approximately twenty (20) feet beyond the normal high water level. The construction details meeting all requirements, I recommend that if Mr. Porsch is granted his request by the City Council, that it be subject to the following conditions:

"(1) That nothing but creosoted piles, cedar piles or concrete piles, substantially braced and bolted to withstand wind and water pressure, be used in the construction and that no structure shall extend more than one-third the distance from shore to shore at the point where structure is located, or be nearer than ten feet to any side property line of the owner or applicant.

"(2) That no business, such as a restaurant, dance hall, concession stand, or any other enterprise for the sale of goods, wares and merchandise, except marine supplies and tackle, and no living quarters of any character shall be erected on any pier, dock, wharf, float, island, piling, or other structure extending into or above Lake Austin.

"(3) That every structure shall be equipped with proper lights which shall show all around the horizon for night use and shall be equipped with flags or other warnings for daylight use.

"(4) That all structures extending out into the lake be constantly kept in a state of good repair and that the premises be kept reasonable clean at all times.

"Respectfully submitted,  
s/ Dick T. Jordan  
Dick T. Jordan  
Building Official"

The motion, seconded by Councilman Long, carried by the following vote:  
Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

Councilman White offered the following resolution and moved its adoption:

(RESOLUTION)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the City Council of the City of Austin hereby approve the erection of a boat dock on the property owned by FRED W. CATTERALL, JR. as described in the Travis County Deed Records and known as 2966 West Lake Drive in the Lago Villa Addition as described on the attached plot plan and hereby authorizes the said FRED W. CATTERALL, JR. to construct, maintain and operate this boat dock to same being constructed in compliance with all the ordinances relating thereto and further subject to the foregoing attached recommendations; and the Building Official is hereby authorized to issue an occupancy permit for the erection of this boat dock after full compliance with all the provisions of this resolution. Said permission shall be held to be granted and accepted subject to all necessary, reasonable, and proper, present and future regulations and ordinances of the City of Austin, Texas, in the enforcement of the proper police, fire and health regulations and the right of revocation is retained if, after hearing, it is found by the City Council that the said FRED W. CATTERALL, JR., has failed and refused and will continue to fail and refuse to perform any such conditions, regulations and ordinances.

(Recommendations attached)

"Austin, Texas  
March 7, 1967

"Memorandum To: Mr. W. T. Williams, Jr., City Manager  
Subject: RESOLUTION, BOAT DOCK (Private)

"I, the undersigned, have reviewed the plans and have considered the application of Mr. Fred W. Catterall, Jr., owner of the property abutting on that part of Lake Austin lying upstream from the westerly extension of the south line of Windsor Road and known as 2966 West Lake Drive in the Lago Villa Addition as described on the attached plans recorded in the Travis County Deed Records, for permission to construct and maintain a boat dock projecting out into the lake approximately fifty (50) feet beyond the normal high water level. The construction details meeting all requirements, I recommend that if Mr. Catterall is granted his request by the City Council, that it be subject to the following conditions.

"(1) That nothing but creosoted piles, cedar piles or concrete piles, substantially braced and bolted to withstand wind and water pressure, be used in the construction and that no structure shall extend more than one-third the distance from shore to shore at the point where structure is located, or be nearer than ten feet to any side property line of the owner or applicant.

"(2) That no business, such as a restaurant, dance hall, concession stand, or any other enterprise for the sale of goods, wares and merchandise,

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except marine supplies and tackle, and no living quarters of any character shall be erected on any pier, dock, wharf, float, island, piling, or other structure extending into or above Lake Austin.

"(3) That every structure shall be equipped with proper lights which shall show all around the horizon for night use and shall be equipped with flags or other warnings for daylight use.

"(4) That all structures extending out into the lake be constantly kept in a state of good repair and that the premises be kept reasonable clean at all times.

"Respectfully submitted,  
s/ Dick T. Jordan  
Dick T. Jordan  
Building Official"

The motion, seconded by Councilman Long, carried by the following vote:  
Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

Councilman White offered the following resolution and moved its adoption:

(RESOLUTION)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the City Council of the City of Austin hereby approve the erection of a boat dock on the property owned by W. R. COLEMAN as described in the Travis County Deed Records and known as Lago Villa as described on the attached plot plan and hereby authorizes the said W. R. COLEMAN to construct, maintain and operate this boat dock to same being constructed in compliance with all the ordinances relating thereto and further subject to the foregoing attached recommendations; and the Building Official is hereby authorized to issue an occupancy permit for the erection of this boat dock after full compliance with all the provisions of this resolution. Said permission shall be held to be granted and accepted subject to all necessary, reasonable, and proper, present and future regulations and ordinances of the City of Austin, Texas, in the enforcement of the proper police, fire and health regulations and the right of revocation is retained if, after hearing, it is found by the City Council that the said W. R. COLEMAN has failed and refused and will continue to fail and refuse to perform any such conditions, regulations and ordinances.

(Recommendations attached)

"Austin, Texas  
March 7, 1967

"Memorandum To: Mr. W. T. Williams, Jr., City Manager  
Subject: RESOLUTION, BOAT DOCK (Private)

"I, the undersigned, have reviewed the plans and have considered the application of Mr. W. R. Coleman, owner of the property abutting on that part of Lake Austin lying upstream from the westerly extension of the south line of Windsor Road and

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known as Lago Villa Addition as described on the attached plan recorded in the Travis County Deed Records, for permission to construct and maintain a boat dock projecting out into the lake approximately twenty(20) feet beyond the normal high water level. The construction details meeting all requirements, I recommend that if Mr. Coleman is granted his request by the City Council, that it be subject to the following conditions.

"(1) That nothing but creosoted piles, cedar piles or concrete piles, substantially braced and bolted to withstand wind and water pressure, be used in the construction and that no structure shall extend more than one-third the distance from shore to shore at the point where structure is located, or be nearer than ten feet to any side property line of the owner or applicant.

"(2) That no business, such as a restaurant, dance hall, concession stand, or any other enterprise for the sale of goods, wares and merchandise, except marine supplies and tackle, and no living quarters of any character shall be erected on any pier, dock, wharf, float, island, piling, or other structure extending into or above Lake Austin.

"(3) That every structure shall be equipped with proper lights which shall show all around the horizon for night use and shall be equipped with flags or other warnings for daylight use.

"(4) That all structures extending out into the lake be constantly kept in a state of good repair and that the premises be kept reasonable clean at all times.

"Respectfully submitted,  
s/ Dick T. Jordan  
Dick T. Jordan  
Building Official"

The motion, seconded by Councilman Long, carried by the following vote:  
Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

#### JAZZ FESTIVAL CONTRACT

Councilman Long moved that MR. TOM GEE be heard. The motion was seconded by Councilman LaRue. Roll call showed a unanimous vote.

MR. GEE asked that the Council approve the sublease of Disch Field to the Jazz Festival on April 28, 29, 30. The City Attorney stated there was one exception to this lease over the one last year; as the contract last year prohibited the sale of alcoholic beverages. This contract for this year does not. The Mayor called attention to the zoning which covered only the sale of beer. Councilman Long moved that the City Manager be authorized to enter into a contract with the JAZZ FESTIVAL ASSOCIATION. The motion, seconded by Councilman LaRue, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

Mayor Palmer congratulated Mr. Gee and his group for bringing this Festival to Austin, as many nationally recognized musicians and performers came last year. This is a real service to our community that this is brought in to us.

#### SETBACK ON CAMERON ROAD

Councilman Long moved that the Council hear the matter of the WINDSOR PARK BAPTIST CHURCH. The motion was seconded by Councilman White. Roll call showed a unanimous vote.

The Building Official stated the Church is located at the intersection of Clayton Lane and Cameron Road. The Architect, MR. JACK GOODMAN, had just presented a set of plans for the erection of a Sanctuary. Cameron Road is a thoroughfare designated by the Council in 1957, and calls for 80' width plus 25' set back from the west right of way line. The contemplated church falls within the 25' set back, and one corner of the present church is roughly on the 80' property line. The Traffic and Transportation Study calls for a 90' right of way, which would be an additional 10'. He was unable to issue a permit under the ordinance until the Council had been presented the plans for its determination. The Building Official showed and discussed the plans, the 80' line, the 25' set back, and the 90' right of way line. The church was constructed before 1957. Mr. Goodman displayed the plans (Map IV). The Sanctuary was to be connected with the Educational Building with a court between and the building could not be set back from the road frontage. Any shifting would cause encroachment on Clayton Lane, a major thoroughfare. He asked that the Council waive the set back for the new building, in that the corner of the old building touches the proposed right of way, and it would be at least 14' from the curb line after the street is widened at Cameron Road. The City Manager pointed out the curb line would be only nine feet from the building line, with the 80' right of way. MAYOR PALMER discussed 51st and Cameron Road stating at the time the building line was set, the Council realized the Church would be very close to the curb line when Cameron Road was widened. Councilman Long observed there was planning by the State, County, Bureau of Public Roads, and others recommending that these streets be widened; and if these plans are not made before structures are built, a lot of planning will be thrown away. Councilmen LaRue and Long wanted to go look at this location. Later in the meeting this matter was brought up again. The Building Official recommended that the 25' set back be required. Councilman LaRue stated there was some question whether this information was available to the Architect all the time he was applying for the plans. The Building Official pointed out an Architect's responsibility is to get all information available and see that his plans comply with the ordinances. General information is given over the telephone. When specific plans are brought in, specific information is given. In this case, no specific plan was brought in until he was ready to apply for a permit. The Council and Administration discussed this problem in lengthy detail. Councilmen LaRue and Long stated they would not be for waiving this set back. Mayor Palmer asked that the Architect be advised.

At 10:30 A.M., the Mayor opened the hearing on ordinances annexing proposed LAUREL GROVE AT LANIER, SECTION 2 and SOUTHWEST PARK and SCHOOL TRACT. No one appeared to be heard. Councilman Long moved that the hearing be closed. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

Mayor Palmer brought up the following ordinance for its first reading:

AN ORDINANCE PROVIDING FOR THE EXTENSION OF CERTAIN BOUNDARY LIMITS OF THE CITY OF AUSTIN AND THE ANNEXATION OF CERTAIN ADDITIONAL TERRITORY CONSISTING OF 0.80 OF ONE ACRE OF LAND, SAME BEING OUT OF AND A PART OF THE JOHN APPLGAIIT SURVEY IN TRAVIS COUNTY, TEXAS; WHICH SAID ADDITIONAL TERRITORY LIES ADJACENT TO AND ADJOINS THE PRESENT BOUNDARY LIMITS OF THE CITY OF AUSTIN, IN PARTICULARS STATED IN THE ORDINANCE. (Laurel Grove at Lanier, Section 2)

The ordinance was read the first time and Councilman Long moved that the rule be suspended and the ordinance passed to its second reading. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

The ordinance was read the second time and Councilman Long moved that the ordinance be passed to its third reading. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

Mayor Palmer brought up the following ordinance for its first reading:

AN ORDINANCE PROVIDING FOR THE EXTENSION OF CERTAIN BOUNDARY LIMITS OF THE CITY OF AUSTIN AND THE ANNEXATION OF CERTAIN ADDITIONAL TERRITORY CONSISTING OF 79.70 ACRES OF LAND, SAME BEING OUT OF AND A PART OF THE WILLIAM CANNON LEAGUE AND THE THEODORE BISSEL LEAGUE IN TRAVIS COUNTY, TEXAS; WHICH SAID ADDITIONAL TERRITORY LIES ADJACENT TO AND ADJOINS THE PRESENT BOUNDARY LIMITS OF THE CITY OF AUSTIN, IN PARTICULARS STATED IN THE ORDINANCE. (Southwest Park and School Tract)

The ordinance was read the first time and Councilman Long moved that the rule be suspended and the ordinance passed to its second reading. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

The ordinance was read the second time and Councilman Long moved that the ordinance be passed to its third reading. The motion, seconded by Councilman White, carried by the following vote:



Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

AREA FOR WHICH AUSTIN MAY BE RESPONSIBLE IN 1990  
AS SUBMITTED BY MR. WALTER LONG

Councilman LaRue moved that MR. WALTER LONG be heard. The motion was seconded by Councilman Long. Roll call showed a unanimous vote.

MR. LONG brought a framed U.S. Geological Survey Map showing what Austin might be responsible for in 1990 and stated he had a Highway Draftsman draw the area lines as he had laid them out. Austin has 60.30 square miles; and the black line on the map includes in its area a part of the 2000 acres that they put together for the Artillery Field in the First World War--within this line is what the Council will be looking after in 1990 - sanitation, education, maybe arsenals, and many things. Within the line is 400 or 500 square miles. He pointed out the importance of the lakes in this area. Mr. Long stated it was stimulating, if each would think of the future and the other fellows' welfare rather than the next 15¢ or maybe the next \$34,000,000 one was going to make. He left the map for a short while for the Council's study and meditation.

EXPRESSWAY AND MAJOR ARTERIES

The Director of Planning stated in discussing the expressway and major arterial plan, they were talking about a population of over 400,000 and an automobile population in 1980, of 200,000 or more and considerable investments. Questions have been raised about the level of expenditures proposed or suggested to be needed. The plan sets out an amount of \$132,000,000 or about \$300 per capita in the next 15 years, or \$25.00 per person per year. The funds will be derived from local, state and federal sources. The economic feasibility can be suggested in general terms, and the major portion can be accomplished within the economic capabilities of the community and various sources available to it.

Expressways

Expressways are not designed to add to the automobile population or to the traffic situation, but to take care of the traffic that exists or will exist in the future. The three primary generators of traffic are the University, Capital and Downtown areas. Many states are of the opinion the only solution to the traffic problems will be through the use of expressways. He illustrated Austin today without Interstate 35. On east Avenue there would be 60 intersections and 21 traffic lights. Lamar the same length, covering the same general area, has 20 stop signals, and the travel time is  $1\frac{1}{2}$  times as it is along Interstate 35. At peak hours, it is about twice the travel time. Along Lamar the gasoline consumption is about 50% higher. For 10,000 cars a day, this amounts to about \$1,000 additional expenditure for gasoline alone, or about 10¢ per individual to travel on a local street with intersections at average travelling speed of 25-30 miles per hour. Although expressways may be costly they have become economically justified. Many Highway Departments and Planning Agencies are using the cost benefit ratio.

There is no question of the safety and efficiency of expressways, which

are 50% safer. There are no questions on the technology of the expressway, but there are some on location and design.

On the Advisory Committee, are MR. W. T. WILLIAMS, City Manager; MR. REUBEN ROUNTREE, Director of Public Works; MR. IAN MORGAN, County Engineer; MR. WALTER KLAPPROTH, Director of Traffic and Transportation; MR. ED BLUESTEIN, Former District Engineer of the Highway Department; MR. J. M. OWENS, Assistant District Engineer; MR. WALTER FREY, Highway Central Office; MR. JOE WRIGHT, Traffic Manager in Planning, of the Texas Highway Department; MR. GRIMMER, Bureau of Public Roads; MR. TOM WOODS, Planning Engineer for the project; and the staffs of the City and State.

There is a continuing study program by the Highway Department, County, and the City, and other communities. This plan is not a static one. Along with it is the idea of placing this study into a formal position with respect to the City Master Plan. Presently, there are two plans in existence placing a burden on the individual land owner, private developer, and public interests involved, as to which plan is to be utilized in a particular situation involving location, right of way and paving widths. It is suggested that the Council adopt a single plan which would resolve or clarify the questions, so that developers can be advised on matters of right of way, etc. There is no solution in problems of acquisition of right of way in intensively developed areas. These problems already exist in the current Master Plan. He pointed out there were occasions where the right of way was to be reserved, arrangements made by the owner, or out right purchase.

The Director of Planning distributed copies of "Revised Recommended Statements to be attached to the Proposed Expressway and Major Arterial Plan, and Proposal for Inclusion of Additional Professionals on Transportation Advisory Committee and in Detailed Planning of Facilities." He stated the map on display, if adopted, shows in general form the planned routes for expressways and major arterials intended to be effected by the Austin Development Plan. The actual location of any particular expressway or major arterial and development thereof to adopted standards will be determined by the City as the community develops and the need warrants. It is not intended that the line on the map show the precise location. This determination will be made through the customary processes and reviewed with the Planning Commission and City Council, and the County or Highway Department if they are involved. The implementation will be through budgeting and bond issues and other processes which establish financing for a particular project.

He read the second paragraph of the recommendation concerning the "Central Expressway" south of 38th Street and the "First Street Expressway" east of the Missouri Pacific Boulevard which are proposals subject to further study and evaluation of possible routes and preliminary design, and approval by the Planning Commission and City Council prior to acquisition of right of way or development. This is a limitation on the plan, and the plan will show a proposed Central Expressway, but there will be a statement on the map that this is a proposal subject to further study and evaluation and nothing will be done until approved in the future by the Planning Commission and the City Council. The review and approval would be done in line with the Charter provision and public hearings. The study mentioned would be carried out by the Joint Transportation Study Advisory Committee and its staff.

Recommendation of A.I.A. on including on the executive committee certain professional advisors.

The Planning Director stated this request was appropriate and feasible, and suggested the Council adopt the sense of the Resolution of the A.I.A.

1. That a request be made to the Joint Transportation Study Committee to include an architect or landscape architect and an urban sociologist as members of the Advisory Committee.
2. That in the detailed planning of the facilities that the various agencies that may be responsible utilize these additional design and professional people in the planning and evaluation of routes.

He pointed out throughout the country where routes were proposed through central areas of the City, Highway Departments, Cities and the Federal Government have requested "impact studies" or "alternate route studies" to determine the impact upon the community, economically and socially and on design. Councilman Long asked if these were to be voluntary services of these people serving on the committee, or that outside firms be hired. The Planning Director stated the No. 1 recommendation was that these people would be unpaid voluntary members. The second recommendation would be that these professional people be staff professionals employed by contractual arrangements. The Highway Department had landscape architects on its staff; and at times the City Planning Department had architects on its staff. As to the Central Expressway it would be the intent to involve these professional people on the advisory committee level which would be a technical group. This would be where the general planning and evaluation of alternatives of routes and general types of design would be made. These people would be utilized on a voluntary basis. The more detailed planning would call for professionals on a paid basis.

#### Hearing Opened to Public

MAYOR PALMER opened the discussion on the "Central Expressway" to the public. Councilman Long stated in this exception in the recommended proposal in putting a "red flag" after the "Central Expressway" as being one of those to be pulled out for special study, she wanted an area to also be pulled out for special study, and that is 1st Street from the Missouri Pacific to the Interstate 35 and on. Before that is tied down for final decision for 1982, she suggested that this major artery be left flexible and restudied in detail by these experts, and probably have a package study, with the idea of bringing this down the railroad track and coming under Congress Avenue, from two or three blocks to the east and west, going underground with the railroad and thoroughfare, and tying the downtown city together. This may be done as an Urban Renewal Project, with Federal aid and with the Highway Department. She said she had discussed this with Mr. Tom Wood of the Highway Department, and among other things he had said the timing of the project would be time to make the final decision, as to whether or not this big thoroughfare should be along the lake front. Although it would be pretty it would take up an area that could be used for recreational purposes. She suggested something should be done about the downtown which makes railroad crossings almost a blighted area. The tracts are undesirable just for crossing alone and certainly for appearance. If Austin is to be made beautiful and the downtown tied together and be a downtown central shopping area, it might be envisioned to get rid of the tracks or at least drop them underground several blocks east

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and west of Congress. She asked that 1st Street thoroughfare be "flagged" for further study.

MR. PHILIP CREER, member of the Parks and Recreation Board, endorsed Councilman Long's suggestion, stating the area along Town Lake must be reserved for leisure use by the citizens, and a high speed traffic artery along the border of the Lake would be a detriment to a leisure area. The railroad tracks are a blighted area, and it would be an opportunity for improving the City by submerging them.

MR. DUNHAM wanted to emphasize the importance and gravity of the decisions of the expressway system. Austin is on the threshold of a great surge of growth, and these plans may be brought into realization faster than anticipated. He wanted to avoid bisecting areas in the City by expressways. He said Expressway construction through densely populated urban areas in cities had devastated, divided and ruined large parts of these cities. They are permanent improvements. Austin has been an exceptional city. If the main consideration is the movement of traffic, a serious risk of destroying much of what makes Austin a good place to live in will be taken. He endorsed the use of landscape architects, architects and urban sociologists. He pointed out the economic, sociological, esthetic concerns that affect the quality of urban life. Specifically, as far as the Central expressway was concerned, there is widespread dissatisfaction on the part of a great many citizens and groups, who are familiar with this plan. He believed the Expressway would increase the traffic load in the area; that if the Expressway is put in from 29th to 19th, it will remove some 20 blocks from use. Intensive development is going up in the University area, and the land use will be scattered throughout the city with students driving into the University, thus increasing the traffic. Parking spaces must be provided at two places in these cases. Expressways increase the traffic load, and increase spaces for terminal facilities. Efficiency of the use of very valuable land is a factor. Expressways are consumers of tax dollars--not producers, and care should be taken where they are located. As expressways are geared to take care of the traffic at peak hours, the Central Expressway would not be created for the University, as its peak hours are from 10:00 A.M. to 2:00 P.M., and the expressway would be for the traffic going farther south. Twenty blocks of the most valuable part of the University area would be converted into automobile space which would be used four hours a day. He urged bracketing the Central Expressway and studying it. Councilman LaRue mentioned the expansion of the University; and although Mr. Dunham had not mentioned the possibility of creating a barrier, there is a possibility of the University expanding farther than it has now. Mr. Dunham discussed the depressed expressway and the elevated type, with parking underneath, and the dangers to pedestrians walking through the area. He stated an Expressway through the high density area would create a barrier between the campus and the area on the other side and isolate the "Drag" and its commercial life. Mayor Palmer noted the University is purchasing property east right out to the Interstate Highway 35 Expressway, and might even go over it. Mr. Dunham stated beside the University uses, there are private residential, retail shops and a number of uses vital to the University.

The Planning Director pointed out without a single expressway within the central district, 50% of land use is devoted to streets and parking--the expressways have not done that. Expressways do not generate traffic--the University and its activities cause the traffic generators as well as the Capital area and private uses. Less than 20% of the traffic volume to and from the University involves students; and what they were talking about is the wide range of University activities in its regional and national status. There will still be 80,000 cars a day coming through the area, and what is to be done with them.

Mayor Palmer asked Mr. Dunham if he did say there was a need for major expressways, but it was a matter of location. Mr. Dunham stated they were not contesting the need, but the using of the 20 blocks in the vicinity of high rise apartments and commercial uses. He suggested considering moving the expressway farther to the west. He stated expressways were needed and they were not opposing Expressways. Mayor Palmer pointed out that when the traffic left expressways and entered collector streets then the traffic jammed, and the cars could not move.

MR. TOM SHEFELMAN favored having the study made, but he did not want anyone to say that the Central Expressway is bad. Going out Lamar could be very bad. He did not believe people are ready to abandon the automobile at this point. He pointed out the City could not plan one thing at a time, that everything is involved. He was as much concerned with the area west of the University with the direction of private development, as he was with the Central Expressway. All of this should be studied. The University can no longer function within its walls. It has to work with the City and vice versa. He listed two ways of looking at an expressway--(1) the way in which we are accustomed--there is an expressway--just a road, and a space underneath that could be used for parking cars or for something else; or (2) buildings and freeways all integrated, bringing into prominence aerial rights and other things. The freeway may be the enemy of the building and building may be the enemy of the freeway.

MR. DAVID BARROW noted the development of interest of the people and architects in this plan, and believed by this kind of interest and treatment, the right answer will come.

MR. RANDY HAYNES said Lamar and Shoal Creek were already natural barriers, and Interstate 35 is another natural barrier bordering second or third class housing and slums.

One citizen suggested parkways' serving as expressways as is found in Washington. He believed the expressway in its present location would serve as a very undesirable barrier.

MR. S. C. BARTLETT understood all of these elements should be examined, but he did not see that the Central Expressway was in any special category. The Planning Director explained if this plan were authorized, detail planning would proceed and go to the Council for authorizations to construct or build in terms of a specific plan. There would be administrative as well as Council examination, in most instances but no formalized additional procedure. On the Central Expressway, there would be a formal, additional procedure spelled out by the Council, which would require a review by the Planning Commission and the Council before anything is done. Councilman Long pointed out this was exactly what she wanted done on 1st Street. She said if this were not flagged for further study, it may be found later that this is the plan adopted, with no designs to come down the railroad track with the expressway and revitalize Downtown Austin. She contended the tax values would increase in that area if that were done, thus paying for this in the long run.

The Planning Director gave an illustration of a development of 100 acres in north east Austin--involving right of way, alignment and width of a particular street. The recommendation to the Council is that the general plan be authorized that determinations be made on this day to day basis for all streets; but when the Expressways are worked out, there will be a considerable amount of planning and designing. In the case of Central Expressway, there would have to be a complete

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new study. MR. BARTLETT endorsed what professional assistance may be needed--esthetics and design.

MR. MERLE SIMPSON, member of the Executive Board of the Central Texas Chapter, heartily endorsed the proposal as written. MRS. WILLIAM DANFORTH, representing Delta Delta Delta Sorority, 27th and Nueces said their land was purchased 29 years ago for the purpose of their being near the University. There are a number of Sororities and Fraternities in the area, and they have tried to maintain lovely places. She urged further study on the Central Expressway.

MR. DUNHAM invited the Council and others to the Seminar April 18th, lead by Mr. Felix Halprin, who will send his representative to discuss expressways and esthetics.

MR. BOB COFFEE, Architect, asked that the interchange that goes through Zilker Park be added to the areas for special consideration. This is public park land and needs very careful, additional study. MAYOR PALMER emphasized there would be careful study on this plan all the way through. He did not believe that any one could quite think in big enough terms when one realizes the metropolitan area developing in the State. Governor Connally's study shows the population to be 21 million more than at present. Land costs are higher today, but they probably will never be any cheaper. What is being discussed today might be the most expensive but Austin should not make the same mistakes some of the large cities had made, where people were permitted to build and then it becomes impossible to correct the mistakes. Austin is still in a position, with careful study and planning, to avoid some of the mistakes some of the larger cities have made. He referred to the First Street Expressway in which there were many considerations that had to be included in that study. Some would suggest the Expressway be right on the lake so more people could see the lake; then there would be a traffic jam and it would be hard to get back into the central core. He pointed out one expert on traffic said there were no innovations in handling these problems.

COUNCILMAN LaRUE wanted to ease the minds of many of the people and assure them that the Council is going to do its best as quickly as possible to arrive at some conclusion so that those who are concerned with Lamar Boulevard's being used as a Central Expressway, and those who are concerned with their property's being taken out of the University neighborhood would know and have some assurance as to probably where it is going; that this is a responsibility the Council is going to have to face.

MR. LANDON BRADFIELD urged the solution be made as soon as possible, so those people who own property in the path of any route would be able to find other property. He suggested immediate study. The recommendation has no time limit, and it is not known when the study is to be made. Mayor Palmer pointed out some problems the Council has to work out. Councilman Long stated she hoped to make a determination on the Central Expressway in the near future.

MRS. SEARIGHT, representing a sorority opposed the Central Expressway and asked that some other route than from 29th to 19th, down San Antonio and Nueces Streets be chosen. The University is just now becoming important in the country, and this expressway in this location would be a detriment to its growth.

MR. LAWRENCE stated all one would have to do would be to look at Austin and compare it with other cities and know that the Planning Commission and the Council has done a very good job; and with that background, he said he was satisfied with just about anything they decide to do, and that they will make the right decision.

MR. R. G. MUELLER, representing Delta Tau Delta, who had a building site at 2207-13 Nueces, and are starting a \$300,000 - \$400,000 structure were anxious to know more about when the expressway is going through. It is of prime importance if this is the only location. The longer the City and Planning Commission wait, the more expensive will be the purchase of the land.

MAYOR PALMER read a letter from SNYDER-CHENARDS opposing the location of the Central Expressway.

MAYOR PALMER thanked all that came to the meeting, and said the Council is going to give careful extensive study on this and may adopt certain recommendations. Councilman Long favored adopting the recommendation and including the area she recommended for further study (the First Street Expressway). The City Manager stated he had a recommendation on Item II.2. He had already discussed with the Highway Department about the Landscape Architect or Architect serving on both the Committee and for utilizing their services in the actual design and roadways in the future. There was no question on this part of the recommendation; but he was apprehensive about a "requirement" that Urban Sociologist and Economists be used. They are few, and it might be necessary to bring them in from some distant point at a terrific cost. It was the "requirement" about which he was concerned.

MAYOR PALMER announced the Council would discuss all the details. Later in the afternoon meeting, the Council again discussed the Expressway and Major Arterial Plan. The City Manager stated there would be many instances in the development of plans for various thoroughfares and roads where there would be no need for sociologists and economists. The recommendation made this morning was that they be used on each project, and he would recommend that they be provided on projects when needed. The Highway Department recognizes the need for some of these specialists also on some projects, but there are some projects where it would be useless to employ a sociologist or economist. Members of the Council agreed, and stated they understood this was the recommendation. The Mayor read "When warranted by the nature of the project and qualified professionals are reasonably available, that the above agencies utilize the services of urban sociologists and/or economists...." The City Manager stated this rewording was good. He pointed out the recommendation pertaining to the appointment of these professionals on the committee could cause difficulty if the Urban Sociologists should leave this area, as there are only four here now. The contract should contain a provision that these professionals be placed on the committee "if their services can be made available". On the advisory committee, it would be necessary that these experts be "in the community". It was suggested that the words "if available" be added after paragraph II.1. The City Manager listed the provisions of the contract and the City's obligation. For any special study not performed by any of the Agencies there would be an agreement on division of the responsibility at that time; and at that time, participation might be available. The Mayor stated the Council would be adopting the Expressway and Major Arterial Plans, subject to further study of First Street and the Central Expressway. Cameron Road was discussed at this point, and it was noted this plan called for a 90' right of way which would apply, but the Plan does not specify from which side it would come. Specifically, Councilman Long inquired about the thoroughfare going through Zilker Park and the interchange. The City Attorney stated the Council had complete control over this. The City Manager pointed out this interchange would be with Missouri Pacific Boulevard, and RR 1322; that will or will not take place regardless of this plan, because it is already in the making. He said this Expressway and Major Arterial Plan showed no interchanges at all, although it was assumed there would be.

Councilman Long moved that the Council adopt the proposed Expressway and Major Arterial Plan and standards, together with the revised recommendations. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

Revised recommendations as follows:

"REVISED RECOMMENDED STATEMENTS TO BE ATTACHED TO THE PROPOSED EXPRESSWAY AND MAJOR ARTERIAL PLAN AND PROPOSAL FOR INCLUSION OF ADDITIONAL PROFESSIONALS ON TRANSPORTATION ADVISORY COMMITTEE AND IN DETAILED PLANNING OF FACILITIES

"I. It is recommended that the following statements be attached to the map of the proposed Expressway and Major Arterial Plan:

- This map shows, in general form, the planned routes for expressways and major arterials intended to be effected by the Austin Development Plan. The actual location of any particular expressway or major arterial and development thereof to adopted standards will be determined by the City as the community develops and the need warrants. -
- The "Central Expressway", south of 38th Street, and the "1st Street Expressway", east of Missouri-Pacific Boulevard, are shown as proposals subject to further study and evaluation of possible routes and preliminary design, and approval by the Planning Commission and the City Council prior to acquisition of right-of-way or development. -

"II. It is recommended that the City Council consider the following items based on the resolution submitted by the Central Texas Chapter of the American Institute of Architects:

1. Request that the Joint (City/County/State/Federal) Austin Transportation Study Advisory Committee include an architect and/or landscape architect and an urban sociologist and/or economist on the Advisory or Technical Committee if available.
2. Request that the Texas State Highway Department and the City of Austin, when warranted by the nature of the project and where qualified professionals are reasonably available, utilize the services of professional architects and/or landscape architects in the detailed planning and design of major facilities such as expressways.

Also, when warranted by the nature of the project and qualified professionals are reasonably available, that the above agencies utilize the services of urban sociologists and/or economists in evaluating the feasibility and impact of such major facilities, particularly in the built-up areas of the city."

The Council recessed until 3:00 P.M.



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## RECESSED MEETING

3:00 P.M.

At 3:00 P.M. the Council resumed its business.

COUNCILMAN LaRUE had prepared a report after quite a bit of work and study, concerning the increasing crime rate, stating the Council knew he had been interested in this for a good many years and helped to work up the first Police Award Banquet eight or ten years ago, and this has been one of his interests after having been on the Council. He read the report as follows:

"The increasing crime rate in the United States is a threat to our Society. The President's call for a conference in Washington this month, 'The Crime Conference', indicates the urgency of the situation. All of us are concerned about the national crime problems and the reported activities of the Cosa Nova in eastern United States; but our primary concern is the Community in which we live--Austin, Texas; and let me say as a citizen and as a member of the City Council, this problem can and will be overcome. About two or three months ago, it became obvious to me that this was not a temporary situation and that it would not correct itself. It was also obvious at that time that this was a National problem, but that we could not wait for a national solution. The Safety and Crime Control Act of 1967, as recommended by the President provides planning grants for local governments that I think can be counted on for future use. In the meantime, we must devise our own method or methods to halt this spiraling crime rate and then reduce it. After consulting and working with CHIEF MILES, JUDGE THURMAN, and other interested citizens, I believe our best approach locally would be through the organization of a Crime Commission. I have started gathering this information from the best possible sources and should be in a position to make a recommendation within the next week or ten days.

"Every citizen should feel free to travel the streets at night and transact business as freely as in the day time. How can we ask for additional industrial development and tourist development without reversing this trend?

"On the basis of the percentage increase we are now second in the State behind only the City of Houston. Houston's percentage of increase for the reported period of January through September, 1965 - 1966, for the 'major crimes', was up 44.7%. Austin's for the same period was a plus 33.9%. We are not going to reverse this situation by talking about it in hushed tones. The public must be made aware of its existence and must believe it can and will be corrected. The problem must be attacked from more than one angle--better pay for policemen being one of them. The Department of Public Safety will probably get from the State a pay increase for their patrolmen of some \$100.00 per month. A pay increase would help bring our Department up to strength authorized by our present budget. Our recruiting program has not been able to do this for the present pay scale. Over and above all the other things mentioned above, we must have public cooperation, and I believe the Crime Commission would get this cooperation."

In answer to Councilman Long's inquiry, he stated he was obtaining information on how this problem has been overcome in other areas, and other cities in the United States. He cited, as an example, that in Dallas, over the period of January through September, 1965-1966, the percentage of increase was approximately 6% as compared to 40.7% in Houston, and 33.9% in Austin. This percentage in Dallas is a good example of having had a Crime Commission since 1950. An increase of only 6.5% as compared to these others is justification to investigate this possibility. Mayor Palmer asked if the Commission were appointed by the Council, or if it came into being by several citizens. Councilman LaRue said there were several examples, the most graphic being the Dallas Crime Commission was established in 1950. He had worked with the President of this Commission some ten years ago. He listed some of the committees in the Commission--Public Education; Cooperation between Law Enforcement Agencies, etc. He explained the "Crime Stop" program, adding that the public is made aware of its telephone number in order to report some incident; and it is possible this number would be the same in other major cities. "Crime Stop" is a method of alerting the police. The Mayor asked if the Council were to appoint this Commission within the near future. Councilman LaRue stated this was not necessarily so, but was one of the possibilities. He explained this Commission could get into the Educational Field, whereas the Grand Jury could not; and this Commission would be a supplemental function, and probably not having the intention to indict.

#### REOPENING OF ENTRANCE AT TWIN OAKS SHOPPING CENTER

MAYOR PALMER read a petition from merchants of the Twin Oaks Shopping Center appealing to the Council to reopen the entrance to the center as they had suffered a loss in sales; had received many complaints from their customers relative to the inconvenience caused by the closing of the entrance, and that several accidents had occurred on the parking lot due to extra traffic caused by the closing. Councilman White reported he had worked on closing this entrance for two years, and he would not vote to open it, as it was such a hazard. The City Manager pointed out some of the dangers on this particular side of the street in having this second entrance. The Mayor stated the Council would take this request under study.

#### RESIGNATION FROM URBAN RENEWAL BOARD

MAYOR PALMER read a letter from MR. WESLEY PEARSON tendering his resignation from the Urban Renewal Board effective March 7th. The City Attorney stated the appointment was by the Mayor with the advice and consent of the Council. The letter is as follows:

"Dear Mayor:

"It is with deep regret that I tender my resignation as a member of the Urban Renewal Board of Austin effective March 7, 1967, at 6:00 P.M. This is necessary due to the pressing need in my business for me to be out of the City a great deal in the coming months.

"In the four and one-half years that I have served on the Board, I think we have made slow but sure progress. The Kealing Project is now near completion, and it should be source of great pride to all Austinites and a very real evidence of a step in the right direction.

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"Thank you for giving me the opportunity to serve my city in this capacity. My relationship with you and the Council has been most cordial at all times. I know that with the very competent staff of the Urban Renewal Agency and the Board, which is composed of some of the most capable citizens in Austin, that this program will go forward.

"Sincerely,  
s/ Wesley Pearson  
Wesley H. Pearson"

MAYOR PALMER read an invitation to the Dedication Services of the Austin Evaluation Center, 3:15 P.M., March 12th.

. . . . .

MAYOR PALMER had a request to Proclaim St. Patrick's Day, and designate Congress Avenue as St. Patrick's Avenue on March 17th. The Council agreed.

. . . . .

The City Manager submitted a written request from Attorney Martin DeStefano concerning Mr. Charles Barefield's Bait and Tackle Shop and presented long-term lease arrangements. Each Department with whom he had discussed this lease had suggested he leave it on a month to month basis. Discussion was held on this lease and the former suggestion made to Mr. Barefield to move to the west side of the Missouri Pacific right of way. His lease proposed a 30 year term with 20 year option; rental of only \$50.00 a month for the first 30 years. The City Manager said it would be better if it were put on an extended time, that it be based on a gross receipts basis so the City could keep abreast of the value of money. After the first 30 years, Mr. Barefield proposed to pay \$300.00 a month. It was pointed out the Bait Shop could be set back close to the Railroad trestle, on City property where it would not be in conflict with the underpass. The City Manager stated it may be ultimately the present location might be the place to put the Bait shop; but now is not the time to say so. MAYOR PALMER said the Council would take this up next Thursday, and try to come up with something on it. The Mayor said the lessee was told if he would move closer to the railroad right of way, he might could lease a little city property there. Councilman Long stated she was not considering a long term lease. Councilman LaRue stated presently Mr. Barefield had leased only 100'.

There being no further business Councilman White moved that the Council adjourn. The motion, seconded by Councilman LaRue, carried by the following vote:

Ayes: Councilmen LaRue, Long, White, Mayor Palmer  
Noes: None  
Absent: Councilman Shanks

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The Council adjourned at 4:05 P.M. subject to the call of the Mayor.

APPROVED

L. L. P. Palmer  
Mayor

ATTEST:

Grace Monroe  
Asst. City Clerk