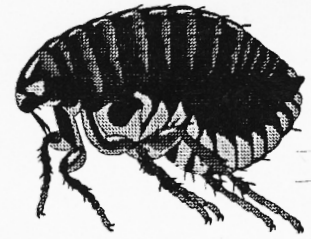


The Flea



The Newsletter of the Cherrywood Neighborhood Association

Vol. 2, No. 2

January 1997

Dear Neighbor,

Happy 1997 everybody! A year has passed since we formally re-established the Cherrywood Neighborhood Association (CNA), and the time has come to hold the annual officer elections required by its by-laws. This important exercise in neighborhood democracy will take place at our next meeting on January 30. Other important agenda items for this meeting include determining our neighborhood boundaries and reevaluating our position on the continuation of general aviation at Mueller Airport (yeah, I thought this issue was already resolved, too!). Please see below for further information, and plan to attend the January 30 meeting to let your voice be heard.

The Neighborhood Buzz

by *Buzz Avery*



Election of New CNA Officers

In November you voted for U.S. President, highest office in the land. Now it is time, at our meeting on

January 30, to elect some of the lowest offices: CNA President, Vice-President, Treasurer, and Secretary. We need to do this every January according to our by-laws. I am interested in serving again as President, but if any others would like to run for the job, they are welcome. A candidates forum will take place at the meeting itself.

Determining Our Official Boundaries

We have been asked by the city to identify precisely the boundaries of the CNA. Most limits are clearly defined: Airport Blvd., Manor Road, and IH-35. Along 38 1/2 Street the delineation is not as clear. At the January 30 meeting, we'll discuss the boundaries, and what they mean or should mean. We can increase or decrease our boundaries if we follow City of Austin restrictions and requirements.

Mueller Airport

The more things change, the more they stay the same. Will Mueller Airport ever close? Is it important to the CNA? The possibility of Mueller staying open for small craft use is growing, although that was not to happen according to the bond language voters approved with funding for the construction of Austin-Bergstrom International Airport.

Some CNA residents want to close Mueller and proceed with neighborhood-friendly residential and commercial development. The CNA has voted in favor of this re-use plan. Others believe leaving Mueller open will benefit Cherrywood more. This issue will be hotly debated at the January 30 meeting.

Results of the NCCD Poll

A poll conducted near the end of 1996 asked neighborhood property owners their viewpoint on the possible creation of a Neighborhood Conservation Combining District (detailed in the last issue of *The Flea*). Results were heavily tilted against the idea.

Five voted in favor, 15 against, and 10 were neutral or undecided. Generally, comments against the idea centered on the lack of a need for an NCCD and the threat of increased land use control. Comments in support found some local control useful, but there was reluctance to commit without knowing more details.

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The Flea



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Send your letters to the Editor to 3706 Clarkson Avenue, Austin, TX 78722, fax them to 474-2895, or e-mail them to 70741.1410@compuserve.com.

Interestingly, opposite comments came in from two owners on the same side of the issue. One favored an NCCD because it might potentially allow the construction of detached duplexes without going through the city's variance process, while the other favored an NCCD because it might create a means to stop the creation of any more duplexes in our area.

Legalization of Illegal Lots

Good news for property owners with illegal lots, of which Cherrywood has quite a few. At its last meeting of 1996, the Austin City Council passed into law a change to the land development code. This change allows owners of illegal lots with homes on them built before August 31, 1987, to acquire building permits from the city. Existing houses must also have utilities connected and be along a paved city

street. Building permits are required to do any type of remodeling or upgrading to city codes.

Trash Talking


My wife, Lee, and I have noticed in our regular walks and infrequent bike rides around the neighborhood that considerable trash finds its way into gutters and streets (I realize "considerable" is a relative term). The problem is such that we have taken it upon ourselves to pick up whatever trash we can and carry it to the nearest garbage container. I hear frequent criticism that neighborhoods east of the interstate have more trash along public thoroughfares. Trash degrades the quality of life and devalues homes. Join my wife and me in our War on Refuse. Pick up a handful or two next time your out and about. This is our "hood".

[Editor's Note: Welcome to the trash army. I've cleaned Clarkson Avenue weekly since I moved there three years ago. Maybe the CNA should organize some cleanups, especially along tracks, creeks, and streets.]

All I Wanted for Christmas were Speedhumps on Lafayette

The CNA cannot score enough points with the City to get speedhumps on Lafayette. Never mind that vehicles frequently careen down streets at over 40 mph or the absence of sidewalks on which one can safely walk.

The City's point system specifies that EMS and the Fire Department must approve speedhumps; moreover, we must pay for them ourselves. At about \$1000 per hump, according to Gordon Bennett, this could be a dead issue, unless anyone is interested in spearheading a fundraiser. Any takers?



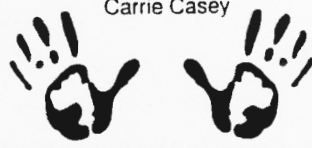
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Issue: Leaving Mueller open to general aviation

PRO: The value of general aviation at Mueller
by Brad Kittel

In building the airport at Bergstrom we have learned that the closing of Mueller will be decided before a coherent plan is in place for what will replace it and what the cost of demolition and clean-up will be once it is gone.

General aviation in Austin, the little planes that fly in and out of Mueller, and planes that are based at Mueller will end up devastated. The cost of housing planes will nearly double and the cost of fuel will increase over \$0.15 per gallon. Eighty percent of the aircraft will leave Travis County and many of the businesses associated with general aviation apparently will leave the county or simply close up shop rather than move. Motels, restaurants, and other businesses related to Mueller will also disappear and we will suffer from this loss.

Mueller is a \$100,000,000 facility that will cost over \$80,000,000 to tear down and yet we need it now and for the future. Small plane traffic does not present a significant noise problem or danger to the neighborhoods around Mueller. On the other hand, the value of jobs, businesses, and traffic through our area is an incredible asset that is about to be replaced by a loud sucking void that will cost Austin taxpayers millions. Obviously we don't need more shopping centers in East Austin, we can't even get tenants to fill the existing ones on Berkman, Manor, and Airport Blvd.

The projected redevelopment of Mueller will require a massive infusion of taxes for studies and demolition. There are also numerous other issues including all of the trash that will run off from the redeveloped area and will come through our neighborhood creeks. Sure it will get filtered some, but even now our creeks are nearly devastated and often look and smell like sewers.

The big powers that be are trying to close Mueller before the big picture is fully painted for the public to see. We, the people who live around the airport, stand to lose the most, especially without a firm plan to finance clean-up and redevelopment.

How about a hundred acres of low income projects, industrial parks, and perhaps even

an amusement park like Astroworld. Not only is there no plan, there is no prevention in place or planned which will give us a voice in the redevelopment and its impact on our neighborhoods.

We are watching the rich guys positioning us to use our tax dollars to create more projects for them to get richer from, and the politicians are eating it up. Whether it is the architects or the politicians who stand to gain, look behind the scene and you will see the motives do not take our best interests into account.

Get involved and ask for answers before we lose a major asset that provides our area with numerous economic benefits and a promising future if it stays open strictly for general aviation.

[Editor's note: This article exceeded the stated limit of 500 words and was therefore edited slightly to fit. Call 474-7012 for a fax of the complete copy of the text.]

CON: Mueller to Manor to Bergstrom...to Mueller?
by Gordon Bennett

According to a new argument, Cherrywood would gain if Mueller Airport were to stay open for general aviation (private and corporate planes) after air cargo and the airlines relocate to Bergstrom. The argument deserves a frosty reception.

- ▶ Federal noise mandates apply only to commercial flights. What stays would be exempt.
- ▶ A trend in corporate aviation is toward bigger (noisier) aircraft.
- ▶ If Mueller remains open, state aircraft (the "Pooling Board") would stay, as would the National Guard and probably TV news and Star Flight operations.
- ▶ For many nearby residents, Guard and other helicopters are the worst nuisance.
- ▶ If Mueller remains open, commercial airlines would reassess their (so far unsigned) commitment to Bergstrom. If one airline "stays downtown," others would want the same right. A "best" scenario could be years of delay while Austin supports two airports, a "worst" one would be continued scheduled service

at Mueller.

- ▶ A trend among commercial airlines is toward smaller aircraft. 98% of flights using Bergstrom's longer runways could use Mueller just as well.
- ▶ By recent forecasts, Bergstrom evidently is too small. Mueller more and more may be coveted as an available receiver facility.
- ▶ City Council voted unanimously last spring to accept a task force proposal for reusing and redeveloping Mueller according to an inspired "urban village" concept (495-7613 for a free copy). Bringing this vision to life is the way to maximize Mueller's real value, make it compatible with neighborhoods, and benefit the whole city culturally and financially.
- ▶ Continuing flight operations would push the Mueller site prematurely to market. Subtracting the future vision would lead appraisers to over-weigh present negatives (runways, specialized buildings, buried fuel tanks, shortage of electric power). Inevitably surrounding properties and communities would suffer.

The consensual task force vision of planned redevelopment is supported by the Airport Advisory Board, American Institute of Architects, Capital Metro, Chamber of Commerce, Citizens Planning Committee, City Planning Commission, Sierra Club, and others—an unprecedentedly wide spectrum of local perspectives. Already national design groups are bidding for rights.

CNA discussions and votes for more than a decade have supported a future for Mueller without aviation. Indeed, two members of the

redevelopment task force were Cherrywood residents familiar with this issue in our neighborhood's history. It would be appropriate for us to endorse formally the planned redevelopment vision at our January 30 meeting.

Note from the Treasurer

It is my perception that our neighborhood association is losing participation when we need to be gaining it. We started with very good attendance at our meetings but have slumped lately. Our neighborhood picnic was fun for those who attended, but in my opinion not very successful in involving new people.

How can we increase participation? Tell us at our next meeting. Or write a letter to the Editor. More participation means more money for CNA activities, like picnics and *The Flea*.

Stephen J. Kreger

Agenda for next meeting:

**Thursday, January 30, 6:45 pm,
Asbury Methodist Church**

- 6:45-7:00 Pre-meeting informal discussions and greetings
 - 7:00-7:15 Call to order, introductions, and announcements
 - 7:15-7:30 Election of CNA officers
 - 7:30-8:00 Discussion of neighborhood boundary
 - 8:00-8:45 Reconsideration of CNA position on re-use of Mueller Airport (Brad Kittel and Girard Kinney to debate)
 - 8:45-9:00 New business
-

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