

June 22, 2001

Design Conference, Electric Substation, Asbury Methodist (G. Bennett notes)

Austin Energy was represented by Judy Fowler, David Nickles (the new Project Manager), Allen Small, Lars Stanley, and Lar's intern (didn't catch his name - he lives on Hemlock). We had Mike Damal, Mark Lind, and me. Girard Kinney had reviewed the design separately. Kevin ? from the Austin Chronicle also attended.

- ! This was our first design conference since the charrette. Another should follow in about 2 weeks.
- ! Overall, looks good. Concerns we had earlier in the week seem more related to the time it took to complete contracts than to the contracts themselves. All the elements we liked at the March charrette are present, except inclusion of a bus stop (more below).
- ! Lars (the Architect) presented sketches of three alternative building facades. We all liked #1, so he plans to proceed with it. More detail on landscaping and lighting will appear next time. A required visual buffer between the substation and residences across 38½ St. was drawn as a tall fence. I'm sure details of this will be worthy of attention.
- ! He asked if we had a Cherrywood symbol or logo. We don't. Anybody feel creative? It would be appropriate to vote on one at the July 18 General Membership meeting (which AE will attend, to share this evolving design with everybody).
- ! The land owner, United Equities, is resisting sale. AE eventually may condemn the substation site, but for the moment they are ground leasing.
- ! Now, the bus stop. At the charrette we preferred a small public greenspace on the 38½ St. side, with shade, benches, a bus stop, and some imaginative solution to the clutter of shopping carts Fiesta patrons leave willy-nilly on the sidewalk. We hoped this might become a popular meeting place. But we have two problems.
 - " Cap Metro wants to move its bus stops farther away from the freeway corner, because of congestion problems. This might disconnect it from the greenspace area.
 - " Fiesta Mart refuses to consider allowing busses into its parking lot (as HEB does). This is frustrating. If the busses did enter, then blockage of 38½ St. would be reduced, store patrons would have less of a walk with their groceries to the stop, the abandoned shopping cart problem would become easier, and the bus stop might even be reunited with the greenspace. Four advantages! Judy intends to pursue this question with Fiesta management in Houston.

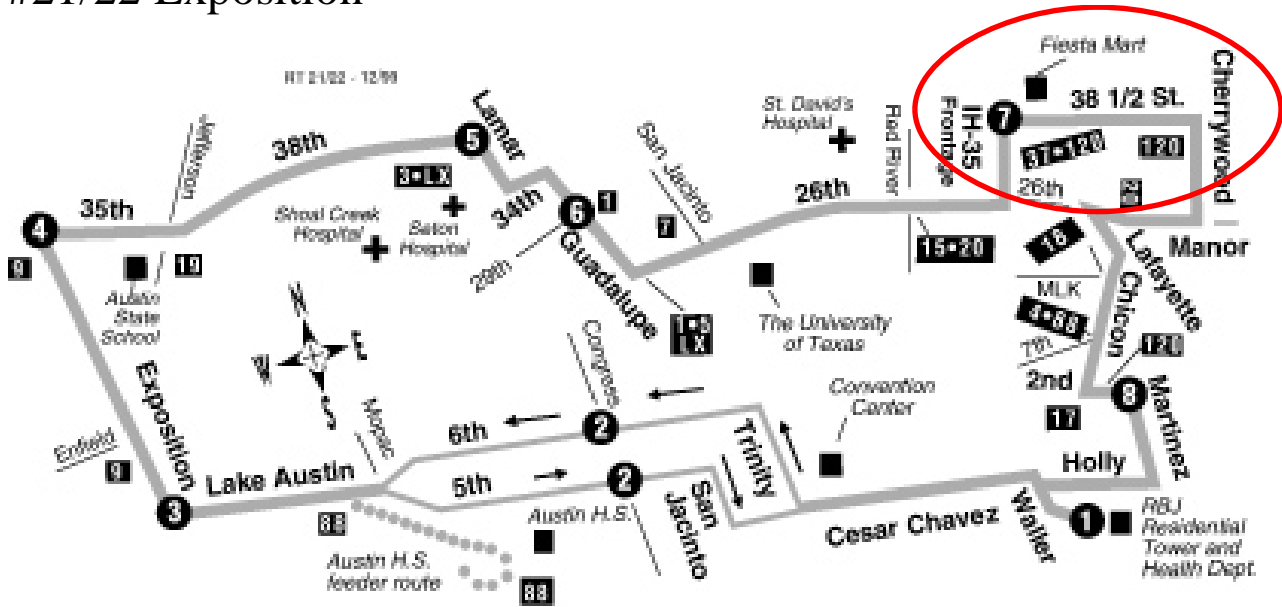
We have these bus stops near the Delwood Center.

1. East Ave. @ 38½ (Chevron) #21, #37
2. 38½ @ Robinson (Fiesta) #22, #320. Opposite #21, #320.
3. 38½ @ Hollywood (Rent-a-Tire) #22, #320
4. 38½ @ Clarkson (Royal Touch Cleaners) #22, #320. Opposite #21, #320.
5. Cherrywood @ 38½ (Asbury Methodist) #21, #320. Opposite (Day care) #22, #320.
6. East Ave. @ Fiesta mural #37, #320.
7. East Ave. @ U-Haul #37, #320. Opposite (Sears) #37, #320.

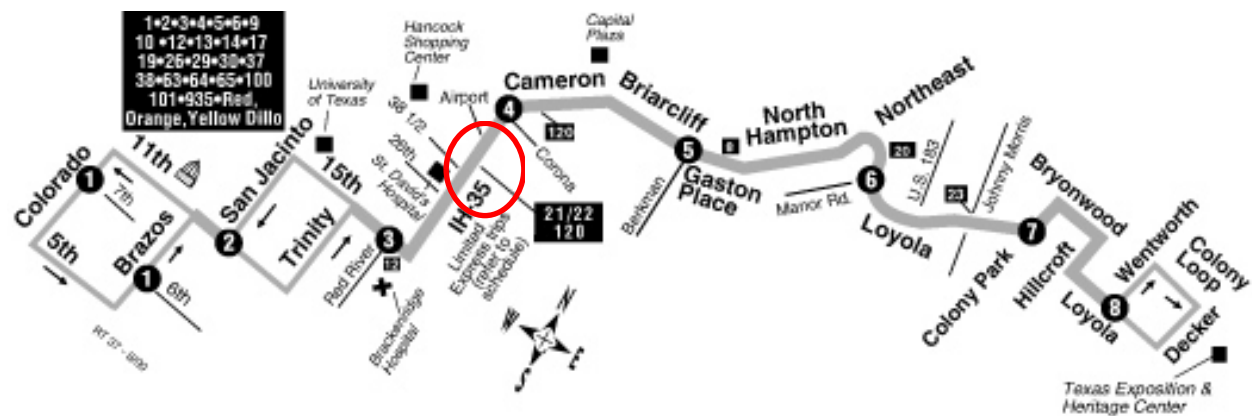
They serve these routes.

1. #21/22 “Exposition / Chicon..” Around 38½, Cherrywood, Manor, Chicon, Robert Martinez, Cesar Chavez, 6th St, Lake Austin Blvd., Exposition, 35th, Guadalupe, Dean Keeton past UT, and back to 38½. (#21 goes clockwise, #22 counter-clockwise).
2. #37 “Colony Park.” Between downtown and the Texas Exposition and Heritage Center.
3. #320 “St. Johns.” Between Highland Mall and Riverside@Pleasant Valley.

#21/22 Exposition



#37 Colony Park



#320 St. Johns

