



MUELLER DESIGN BOOK

THE MASTER PLAN FOR
ROBERT MUELLER MUNICIPAL
AIRPORT REDEVELOPMENT

MUELLER

AUSTIN TEXAS

Original Edition
NOVEMBER 2004

REVISED SEPTEMBER 2017

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ROBERT MUELLER MUNICIPAL
AIRPORT REDEVELOPMENT

CITY OF AUSTIN, ECONOMIC DEVELOPMENT DEPARTMENT
CATELLUS AUSTIN, LLC



Prepared by McCann Adams Studio

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Design Book Disclaimer:

This Design Book is envisioned as a dynamic document that will continue to evolve in response to changing conditions and circumstances. As such, it is anticipated that over the life of the community, the guidelines herein will be refined, waived or amended to incorporate new conditions, special opportunities and/or circumstances.

The Master Developer and the City of Austin advise any party acquiring an interest in the property to obtain a current copy of this Design Book before making any decisions about acquiring any such interest.

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PREFACE

This represents the second edition of the Mueller Design Book, first published in 2004, as an attachment to the Mueller Master Development Agreement (MDA) between the City of Austin and Catellus Development Corporation, the master developer for Mueller. This edition of the Design Book benefits from the experience gained by ten years of construction that has occurred since the MDA was executed. At the time of this printing, the community is just over 40 percent completion. Market opportunities and the flexibility of the MDA have allowed the Master Plan to evolve from the original 2004 plan. For instance, the Town Center District, originally conceived as a grocery-anchored neighborhood center with surface parking has evolved into a pedestrian-intensive mixed-use center of retail, residential, office and hotel uses. In 2009, the City Council adopted an amendment to the Planned Unit Development (PUD) zoning, allowing for a greater mix and density of uses in the Town Center District. And in an effort to promote greater levels of affordability, a wider diversity of housing types has also been introduced, all of which adhere to the fundamental principles of this Master Plan.



*Mueller: November 2016
Construction of the first
phases of development
began in 2005 on the
western portions of the
700-acre property.*

Bicycle and Pedestrian-Friendly Streets



Mueller has been many years in the making. The vision grew out of the 1984 Citizens for Airport Relocation (CARE) plan which called for a new town in-town, promoting compact and higher density development, compatible with the surrounding single-family neighborhoods. In 1996, the Council-appointed 16-member RMMA Redevelopment Process and Goals Task Force, representing a complete spectrum of Austin interests, reiterated this vision, calling for the creation of a compact and pedestrian-oriented, mixed-use community. The

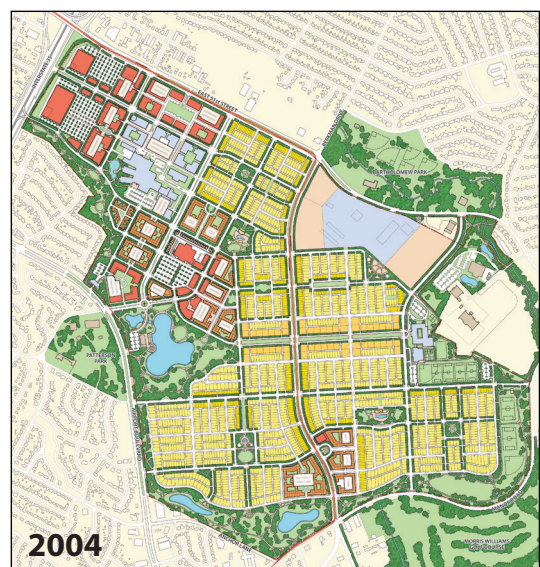
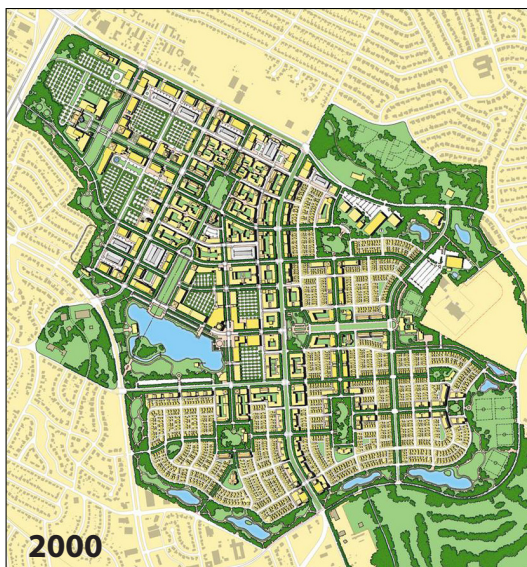


*Natural Greenways and
Engaging Public Spaces*



Task Force challenged the City to create a district that would be an alternative to land-consumptive and automobile-dependent development patterns throughout the region. The project was intended to demonstrate the City's commitment to responsible and sustainable urban development, and to influence the form and pattern of growth within Austin as it entered the new millennium. With this vision, the Task Force and the City Council articulated some clear goals for the master plan, stating that the redevelopment of RMMA must marshal long-term market forces through an effective public-private partnership to promote:

- ***Fiscal Responsibility:*** Redevelopment must create a positive revenue stream that will fund on-site infrastructure and increase the City's tax base for the benefit of all citizens.
- ***Economic Development:*** The project should serve to reinforce Austin's role in an increasingly global marketplace and create a wide range of employment opportunities for a diversity of the community's citizens.
- ***East Austin Revitalization:*** The project must promote economic development opportunities within East Austin, giving local residents a direct stake in redevelopment.
- ***Compatibility with Surrounding Neighborhoods:*** Development must maintain and enhance the quality of life in adjacent neighborhoods, providing complementary linkages, land uses and transportation patterns.
- ***Diversity:*** Redevelopment must offer a wide range of housing choices in order to create a new community of socially and economically diverse residents.
- ***Sustainability:*** Development should be planned in a way that promotes energy and water efficiency, environmental quality, reduced auto dependency, watershed protection and green space preservation.

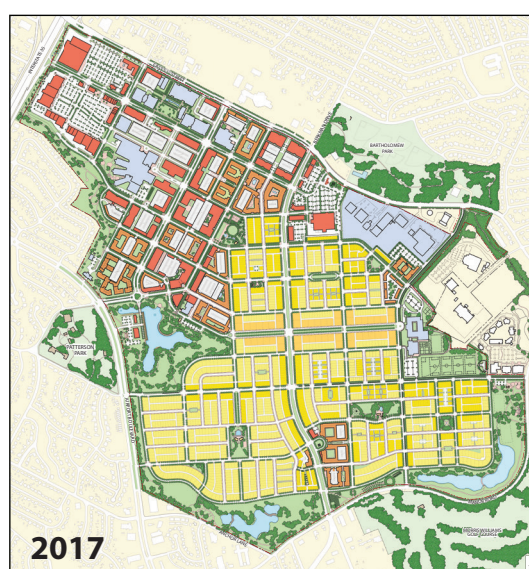
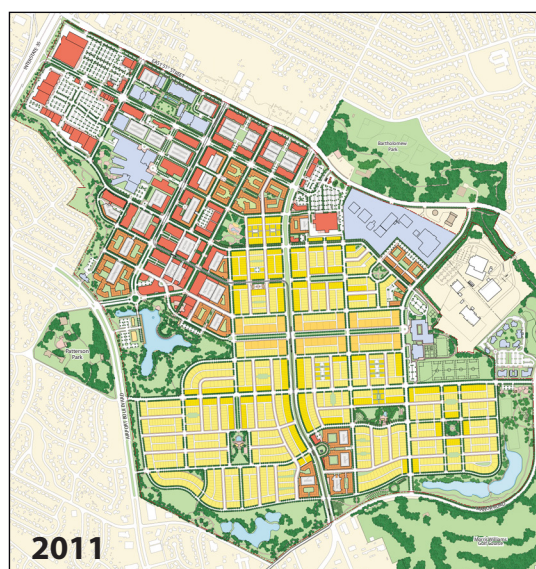


In addition to these goals, which were unanimously endorsed by all of the neighborhoods surrounding Mueller, the Task Force called for new development: to provide a viable alternative to sprawl; to break down the social and physical barriers presented by IH-35; and to establish an on-going process to involve neighbors in the evolution of the community.

In 1997, a three-year planning process was initiated by the City and its selected consultant team led by ROMA Design Group. Over this period hundreds of public meetings were held to document and further develop the community's vision for this 700-acre site in Central Austin. At the outset of the planning process, it was agreed that the State of Texas would utilize 240 acres of the property for a consolidated State office complex with the remainder of the land dedicated to mixed-use development, consistent with the directives of the RMMA Redevelopment Process and Goals Task Force. By 1999, the State had opted out of the development and a cohesive reuse and redevelopment plan was developed for the entire property.

In 2000, the City of Austin approved the RMMA Reuse and Redevelopment Plan which became the springboard for more detailed development planning with Catellus when it was selected as the Master Developer in 2002. For two years following their selection, Catellus and the City of Austin worked to refine the plan and establish the specific terms for the disposition of the airport property within an overall Master Development Agreement. This Design Book represents the updated Master Plan and encompasses and incorporates the 2000 Reuse and Redevelopment Plan and refinements that have been made to the Plan since its adoption. The City of Austin's Economic Development Department Redevelopment Division administers the implementation of Mueller with a dedicated team coordinating the ambitious public-private development agreement with Catellus.

Since its adoption in 2000, the Illustrative Plan has been refined to respond to changing conditions and opportunities, while continuing to be guided by the six goals of the Master Plan.



The Design Book sets forth guidelines for the design of buildings and public and private open spaces within the Mueller community and is incorporated as part of the Master Development Agreement. The guidelines are intended to supplement the zoning provisions of the Mueller Planned Unit Development (PUD), which was adopted by the City Council in August 2004 and amended in 2009. They are also intended as supplements to the Mueller Master Community Covenant, the applicable Mueller Employment Center/Town Center (EC/TC) Community Covenant or Mueller Mixed Use Community Covenant, any applicable Supplemental Covenant, and all applicable amendments and supplements thereto (collectively the “Community Covenants”), which have been formulated to establish the governance for the new community. As set forth in the Community Covenants, the design guidelines are administered by either the New Construction Council (NCC) or the Modifications Committee (MC). The process for development and design approval is set forth in the final chapter of this Design Book.

Since the first design submission, the standards have evolved to take into consideration experiences and issues as they have arisen. Each project reviewed by the NCC or the Modifications Committee, as applicable, has been evaluated with the guidelines that were effective at the time of submission; various amendments have been incorporated over time, and this edition of the Design Book includes all of the amendments and revisions effective at this time of publication. The guidelines provided in this edition of the Design Book shall govern all development hence forth.

The design guidelines promote connectivity, neighborliness, activity, authenticity, sustainability and livability.

The design guidelines have been developed to promote a cohesive and high quality development that achieves the community’s vision for Mueller. They are intended to guide new development in ways that promote connectivity, neighborliness, activity, authenticity, sustainability and livability. They are not intended to be highly prescriptive solutions that dictate a particular style, but rather as performance criteria that can encourage diversity, creativity and innovation in the spirit of the Austin community.



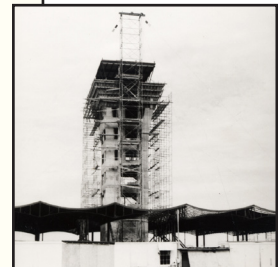
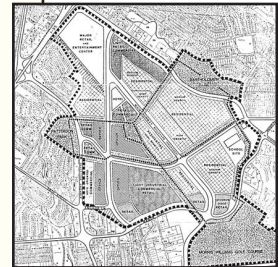
The Design Book is organized into eight chapters and several appendices. *Chapter One: The Plan for Mueller*, describes the underlying goals and planning principles for the new community. *Chapter Two: The Neighborhoods*, outlines the design guidelines for Mueller's four mixed-use residential neighborhoods. *Chapter Three: The Town Center District* provides the guidelines for the creation of a mixed-use commercial center within walking distance of these neighborhoods. *Chapter Four: The Employment Centers*, describes guidelines for the Northwest and Northeast Quadrants which include the Austin Studios Campus, the Dell Children's Medical Center of Central Texas (Children's Hospital), a regional retail and mixed-use complex along the IH-35 frontage blocks, and the Market District. *Chapter Five: Open Space and Recreation*, describes the program and design treatments for parks and open spaces throughout Mueller. *Chapter Six: Landscape and Streetscape*, establishes the design approach for the treatment of streets and open spaces throughout the community. *Chapter Seven: Sustainability and Green Urbanism*, sets forth the design strategies for achieving green urbanism through community design, building design and an integrated infrastructure system. Finally, *Chapter Eight: Administration of the Design Book*, describes the process and submission requirements for the review and approval of individual development projects.

In addition to these eight chapters, the Design Book includes eight appendices that provide more detailed standards and technical information. *Appendix A: Residential Landscape Design Guidelines* and *Appendix B: Commercial Landscape Design Guidelines* provide detailed standards and specifications for planting within the community; *Appendix C: Plant List* enumerates the range of trees, shrubs and other plant materials that can contribute to a sustainable, healthy and diverse landscape palette; *Appendix D: Mueller Street Cross Sections* describes the hierarchy of streets throughout the community, their critical dimensions and the location and placement of landscape elements; *Appendix E: Aldrich Street District Streetscape Manual* provides streetscape standards for the Aldrich Street District; Signage and Storefront Guidelines are described in *Appendix F*; and the 51st Street Vision Plan is included in *Appendix G*.

To the extent that any applicable government ordinance, building code or regulation imposes a more restrictive standard than the standards set forth in any Mueller Covenant described in this Design Book, the applicable government standard will control. To the extent that any applicable government standard is less restrictive, the more restrictive of the Mueller Covenants and this Design Book will control. Plans submitted to the NCC and the MC must comply with all applicable laws, codes, regulations and governmental requirements. Owners are advised to obtain a copy of, and carefully review, the Community Covenants. Owners must not rely solely on the Design Book for the purpose of the design, planning, construction, or use of their property.

Mueller Chronology

- 1930** Robert Mueller Municipal Airport (RMMA), Austin's first airport, is dedicated on former farmland.
- 1936** Commercial airline service is established at RMMA.
- 1943** The Ragsdale-Browning aerial service hangar is constructed of laminated wood due to World War II material shortages.
- 1961** A new control tower and terminal built for the Jet Age is dedicated by Vice President Lyndon B. Johnson.
- 1971** Over the next two decades, citizens and leaders consider options for a new Austin airport as RMMA becomes increasingly landlocked.
- 1984** A grassroots group, Citizens for Airport Relocation (CARE) calls for the airport to move and releases a vision plan for redeveloping the site.
- 1993** Voters approve bonds to build a new airport at the site of the recently decommissioned Bergstrom Air Force Base.
- 1996** RMMA Redevelopment Process and Goals Task Force publishes a report establishing key planning principles for redevelopment.
- 1997** The City contracts with ROMA Design Group to develop a reuse and redevelopment master plan, and the City Council creates the RMMA Advisory Group. The City Council approves ROMA's public participation plan for widespread community involvement.
- 1999** Robert Mueller Municipal Airport officially closes.
- 2000** City Council adopts the RMMA Redevelopment and Reuse Plan and creates the RMMA Plan Implementation Advisory Commission to advise Council on implementation of the plan.
The City issues an RFQ in a nationwide search for a master developer.
- 2001** The Congress for the New Urbanism awards the Mueller redevelopment plan a Charter Award for urban design, placemaking, and community building.
- 2002** The City selects Catellus Development Group to be the master developer and begins negotiations on the Mueller Master Development Agreement.
- 2003** Seton Healthcare Network, the City, and Catellus agree to locate a new children's hospital at Mueller.
- 2004** City Council approves zoning to implement the Mueller master plan.
City Council approves the Master Development Agreement for Mueller on December 2, 2004.
- 2005** A Mixed-Income Housing Symposium hosts national experts to inform the creation of the Mueller Affordable Homes Program.
National League of Cities honors Mueller with the James C. Howland Award for Municipal Enrichment.
- 2007** Southwest Educational Development Laboratory (SEDL), now known as AIR, opens as the first commercial building in Mueller.
Mueller's first park, the Northwest Greenway, opens, including the first leg of the 13-mile hike and bike network designed to link to surrounding neighborhoods.
Ragsdale-Browning hangar stabilization is complete.



- 2007** Mueller Central, the community information center, opens as an adaptive reuse of the former Signature Terminal.
- First stores in Mueller's regional retail center open.
- Seton's Dell Children's Medical Center of Central Texas opens.
- The first single-family homes are occupied.
- 2008** The Urban Land Institute names Mueller a finalist for the J. Ronald Terwilliger Award for Workforce Housing Models of Excellence.
- Envision Central Texas presents Mueller a Community Stewardship Award.
- Seton Family of Hospitals' Administration Building and headquarters opens, consolidating their administrative and executive employees.
- The Mueller Foundation non-profit is established by Catellus to fund long-term community goals for Mueller and sustain the Mueller Affordable Homes Program.
- Workforce Housing Summit convenes architects, builders, affordable housing experts, and employers to explore affordability by design and new product types and partnerships.
- Lake Park, the Southwest Greenway, with a Blackland Prairie restoration, and Ella Wooten Park and pool open.
- 2009** The International Economic Development Council recognizes Mueller with a Sustainable and Green Development Award.
- Mosaic at Mueller opens as the first multi-family development in Mueller.
- Dell Pediatric Research Institute opens as the first building on the University of Texas Health Research Campus in Mueller.
- 2010** Control Tower exterior preservation and restoration activities are completed.
- 2012** Wildflower Terrace, the first predominantly affordable apartment community, opens for seniors.
- City Council endorses the East 51st Street Vision Plan, guiding future improvements for the corridor.
- 2013** Paggi Square is complete.
- The first protected bike lanes, known as "cycle tracks", are introduced in Mueller.
- HEB, a full-service supermarket, opens with Mueller's Market District.
- The Thinkery, Austin's children's museum, opens as the first anchor of the Aldrich Street District.
- 2015** Austin Independent School District's regional Performing Arts Center opens in Mueller.
- Mueller's first Live-Work Shop Houses open, facing Paggi Square.
- The American Planning Association awards Mueller the HUD Secretary's Opportunity and Empowerment Award.
- 2016** John Gaines Park, pool, and community gardens open.
- Mueller achieves a LEED Gold for Neighborhood Development rating by the U.S. Green Building Council.
- 2017** Alamo Drafthouse Cinema and adjacent restaurants and shops open in the Aldrich Street District.





City Context

1 THE PLAN FOR MUELLER

For more than 70 years, Robert Mueller Municipal Airport represented a void in the fabric of the East Austin community. The impacts of the airport had led to disinvestment and deterioration in surrounding neighborhoods. Redevelopment has provided the opportunity to knit the 700-acre property back into the community in a manner that has complemented and enhanced the quality of life and environment of adjacent areas, while creating a new mixed-use community reflective of the City's goals for a more sustainable and livable approach to growth in the region.

Redevelopment of the airport has also helped to achieve broader public objectives related to economic development and revitalization, overcoming the perceptual barrier of the IH-35 freeway, and providing an alternative to the outward expansion of the City. In order to achieve the underlying goals of sustainability, compact development and neighborhood compatibility set forth by the community, specific planning principles have been established for Mueller. These principles are the structuring elements of the master plan, and support a vision of a new community within a community—one that is welcoming, diverse and inclusive, that complements and extends the surrounding neighborhoods and that becomes an integral part of the urban and social fabric of Austin.

Redevelopment has made Mueller an integral part of the surrounding community.



Lake Park

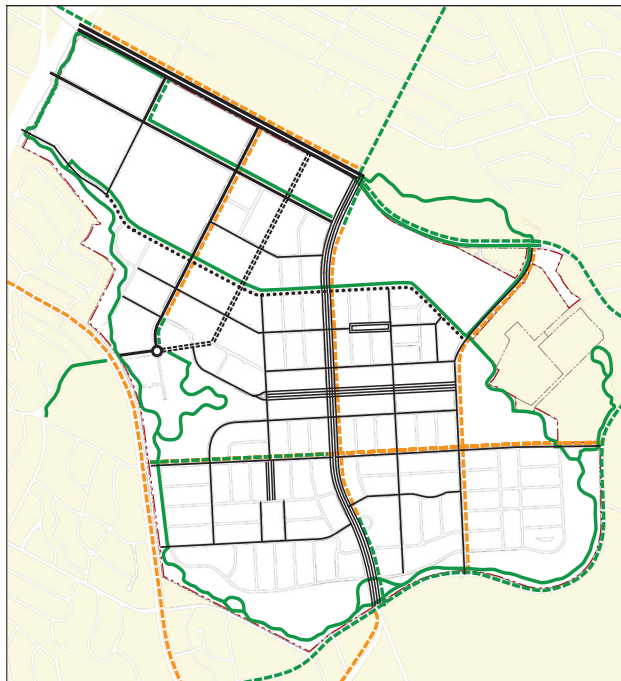


Garden Court Homes



Open Space: *An interconnected system of open spaces and pedestrian ways promote the walkability and amenity of the new community while forging strong links with surrounding parks and neighborhoods.*

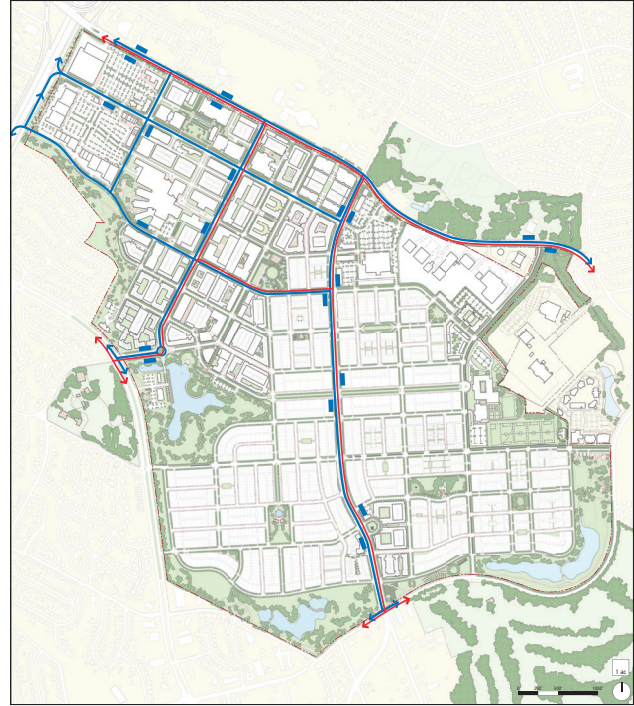
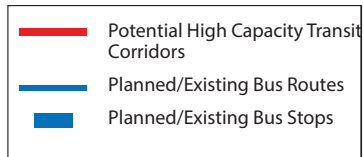
With the development of Mueller, significant new public open space and recreational opportunities are being created for residents, employees and visitors. The open space system comprises more than 20 percent of the property, or approximately 140 acres, and is designed to contribute to the overall structure and identity of the new community, providing: a diversity of spatial experiences, including large parks and playfields; smaller parks that contribute to a sense of community and neighborliness; urban plazas and open spaces that provide for social gatherings, celebrations and informal interaction; and a neighborhood school and community recreation area. A continuous system of landscaped greenways along the perimeter of the site connect surrounding neighborhoods and open spaces, including Patterson and Bartholomew Parks and Morris Williams Golf Course, with the activities and open spaces within the new community. Lake Park, an approximately 30-acre park adjacent to the Aldrich Street District, provides a central open space amenity for informal gatherings as well as major civic events. As such, the open spaces of Mueller are intended to provide a seamless extension of existing open space resources contributing to a larger “necklace” of greenways and parks within the area. They are designed not just to serve the residents and employees at Mueller, but as welcoming and accessible places for all Austinites and visitors to enjoy. Chapter Five of this Design Book provides a more detailed description of each of the open space elements of the new community.



Legend	
	51ST STREET
	COMMUNITY BOULEVARD
	ALDRICH STREET
	NEIGHBORHOOD CONNECTOR STREET
	PARK BOULEVARD
	GREENWAY EXTENSION STREET
	NEIGHBORHOOD LOCAL STREET
	OFF-STREET SHARED PATH
	ON-STREET BIKE LANES
	CYCLE TRACKS

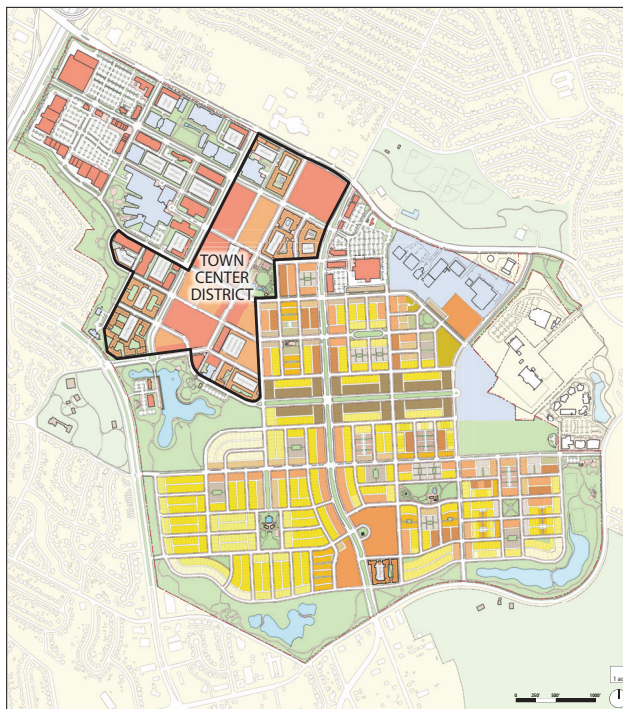
Streets: Roadways and streets are designed to distribute traffic in a way that minimizes impacts on adjacent communities. They serve as an extension of the open space, pedestrian and bicycle network, contributing to the community's sense of place and identity.

Streets are the “connective tissue” of our modern communities. At Mueller, they are conceived and designed not only as movement corridors, but also as pedestrian-friendly public spaces that provide a strong sense of place and orientation and contribute to the social life of the community. The streets are designed to extend and enrich the open space system and the network of pedestrian and bicycle ways throughout the new community. The hierarchy of roadways gives structure to the community and to the districts and neighborhoods within it. The street pattern is designed to provide efficient multi-modal circulation between IH-35 and the regional roadway arterials in the vicinity of Mueller, including Airport Boulevard, East 51st Street and Manor Road. A network of roadways within the property distributes traffic to the various activities of the new community without overburdening the existing perimeter streets. Multiple connections to the perimeter streets are established to promote an even distribution of traffic and are configured and operated to discourage cut-through traffic within the existing and future neighborhoods. A comprehensive network of on- and off-street bicycle lanes, cycle tracks and paths is planned throughout Mueller to extend existing systems surrounding the site. Cross-sections for each of Mueller's streets are provided in Appendix D.



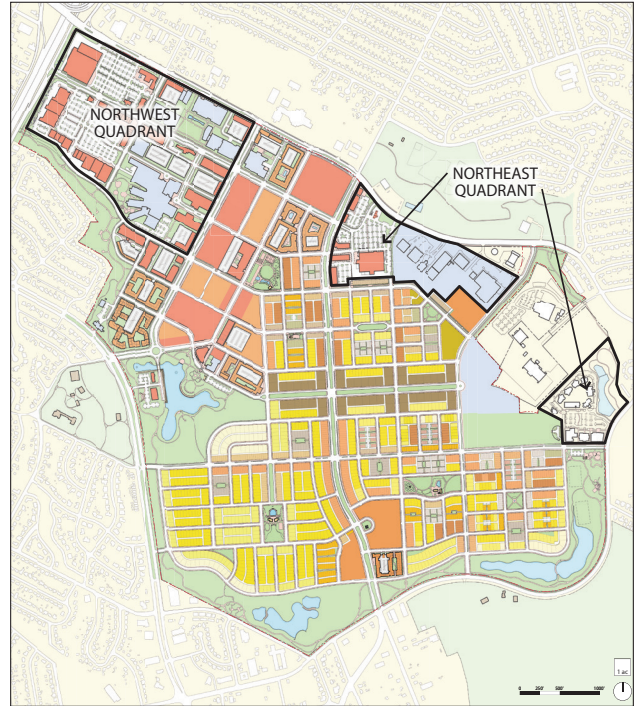
Transit: *The pattern and intensity of development is planned in conjunction with a comprehensive program of transit improvements aimed at reducing automobile dependence.*

Transit is essential to the goal of achieving a compact, pedestrian-oriented community that fulfills the development potential of this property. Austin has, over the past fifteen years, contemplated a program of urban rail and rapid bus transit lines radiating out of the downtown core to the university, the airport, and the outlying neighborhoods. Mueller offers one of the few opportunities in the region for the development of a transit-based community with sufficient densities and a pattern of land uses that can reinforce and justify the considerable public investment necessary to support high capacity transit. As such, the Master Plan allows for the alignment of future rail or high capacity bus service through the heart of Mueller in a manner that will put the majority of residents and employees – more than 26,000 people within a five to ten-minute walk of transit. The City and Capital Metro have worked with Catellus to establish possible high capacity corridors along Berkman Drive and Mueller Boulevard to serve major destinations like the Town Center District and the Dell Children’s Medical Center. It is estimated that such transit service combined with the concentration of walkable destinations and transportation demand management measures (e.g., employer programs to encourage van pooling, carpooling and transit use) could divert up to 10 percent of single-occupancy vehicle trips generated by this new community. Other alternative transportation measures like car and bicycle share programs will also contribute to decreased single-occupancy trips.



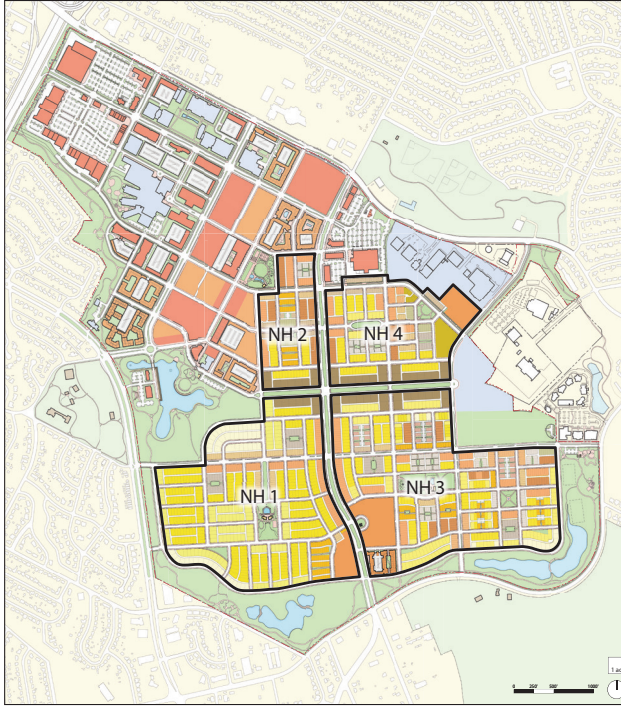
Town Center District: *A walkable and transit-oriented Town Center District provides the social, cultural and commercial focus for both the new community and the surrounding neighborhoods.*

At the heart of the Mueller community, the Town Center District will be a vibrant mixed-use district, composed of higher density residential and commercial office buildings, cultural institutions and a ground-level environment of shops, restaurants, cafés, entertainment, high quality public parks and public-serving uses. The district will be situated within easy walking and/or biking distance of the existing and planned neighborhoods that surround it. At its core, a pedestrian and bicycle-friendly retail street (i.e., Aldrich Street) lined with shops and restaurants will provide a convenient destination for residents and the surrounding neighborhoods as well as an attractive gathering place for people throughout Austin. Shared parking facilities within the Aldrich Street District (Town Center) are intended to manage parking demands and to promote a “park-once” behavior, allowing smaller-scaled buildings to be constructed without the burden of large on-site garages. The Town Center District will develop incrementally with multiple developers and users, with a mix of national and local businesses to create a diverse and dynamic district that reflects Austin’s eclectic and entrepreneurial spirit. Chapter Three provides design guidelines and a more detailed description of the Town Center District.



The Northeast and Northwest Quadrants: *Mueller provides opportunities for economic development and job creation in a way that complements and extends the compact and pedestrian-friendly pattern of the community.*

In addition to the mixed-use Town Center District, the Mueller plan designates approximately 120 acres for additional employment, nonprofit and other uses that promote the City's broader economic development goals. Austin homegrown businesses and those that manifest the values of sustainability are particularly encouraged. The Northwest Quadrant, adjacent to IH-35, has been targeted for major employment and regional uses that can benefit from this highly accessible and visible location. Approximately 32 acres of this area is occupied by the Dell Children's Medical Center of Central Texas and an approximately 16 adjacent acres serves as an academic health research campus for The University of Texas. Along IH-35 and East 51st Street, regional-serving retail and commercial uses have been developed to provide early revenue for infrastructure construction. A grocery-anchored convenience center (the Market District), and the film production campus of the Austin Studios is located east of Berkman Drive along East 51st Street in the Northeast Quadrant. Further east, a campus of non-profits is being developed by philanthropist Dick Rathgeber in compliance with Mueller design standards. All of these areas are seen as an integral part of Mueller, with the same levels of pedestrian orientation, connectivity and amenity. Chapter Four provides design guidelines for these Employment Centers located in the Northeast and Northwest Quadrants.



Neighborhoods: *New neighborhoods extend the qualities of existing Austin neighborhoods while promoting a compact and walkable environment with a diversity of housing opportunities.*

Surrounding the Town Center District, the plan calls for the creation of four mixed-use residential neighborhoods. The character of these neighborhoods reflects many of the qualities of Austin’s distinctive neighborhoods. Tree-lined streets create a continuous vegetated canopy, with homes oriented to the streets in a way that creates a socially interactive community. Parking garages for residential units are accommodated primarily along rear alleys and in auto courts in order to reduce their visual dominance. Homes and units face the street, mediated by porches or stoops that provide “eyes on the street” and promote neighborliness. Each neighborhood is oriented to a central park, with smaller pocket parks, tot lots and play areas for children. The configuration of the streets and open spaces provide walkable and bikeable connections to the Town Center District, to the perimeter greenways, and to bus stops. A mixture of yard houses, garden houses, row houses, mixed-use shop houses, multi-unit Mueller houses, and mixed-use apartment houses are carefully configured to promote a diverse and inter-generational population. At least 25 percent of these homes are part of Mueller’s Affordable Housing program, interspersed throughout the community and indistinguishable from market-rate homes. Chapter Two of the Design Book provides design guidelines for development within the neighborhoods.



Natural Habitat Restoration



Solar SunFlowers

Sustainability: *The Mueller community embraces the fundamental tenets of sustainable development and design along with the principles of Traditional Neighborhood Development and New Urbanism, creating an integrated “Green Urbanism” approach.*

Mueller’s program of “Green Urbanism” promotes sustainability at three distinct levels:

- ***Green Community Design:*** The creation of a compact, walkable and transit-oriented community with a mixture of residential, commercial and civic uses provides a clear alternative to the automobile-dominant patterns of development that have prevailed in much of metropolitan Austin.
- ***Green Buildings:*** Mueller applies the sustainability principles of the U.S. Green Building Council (USGBC) LEED™ green building program, and the City’s own Austin Energy Green Building program to encourage: energy and water efficient buildings; the selection of materials that are non-toxic, recycled, regionally sourced and manufactured, and sustainably harvested; and site designs that provide heat island mitigation, light pollution reduction and stormwater management.



Lake Park



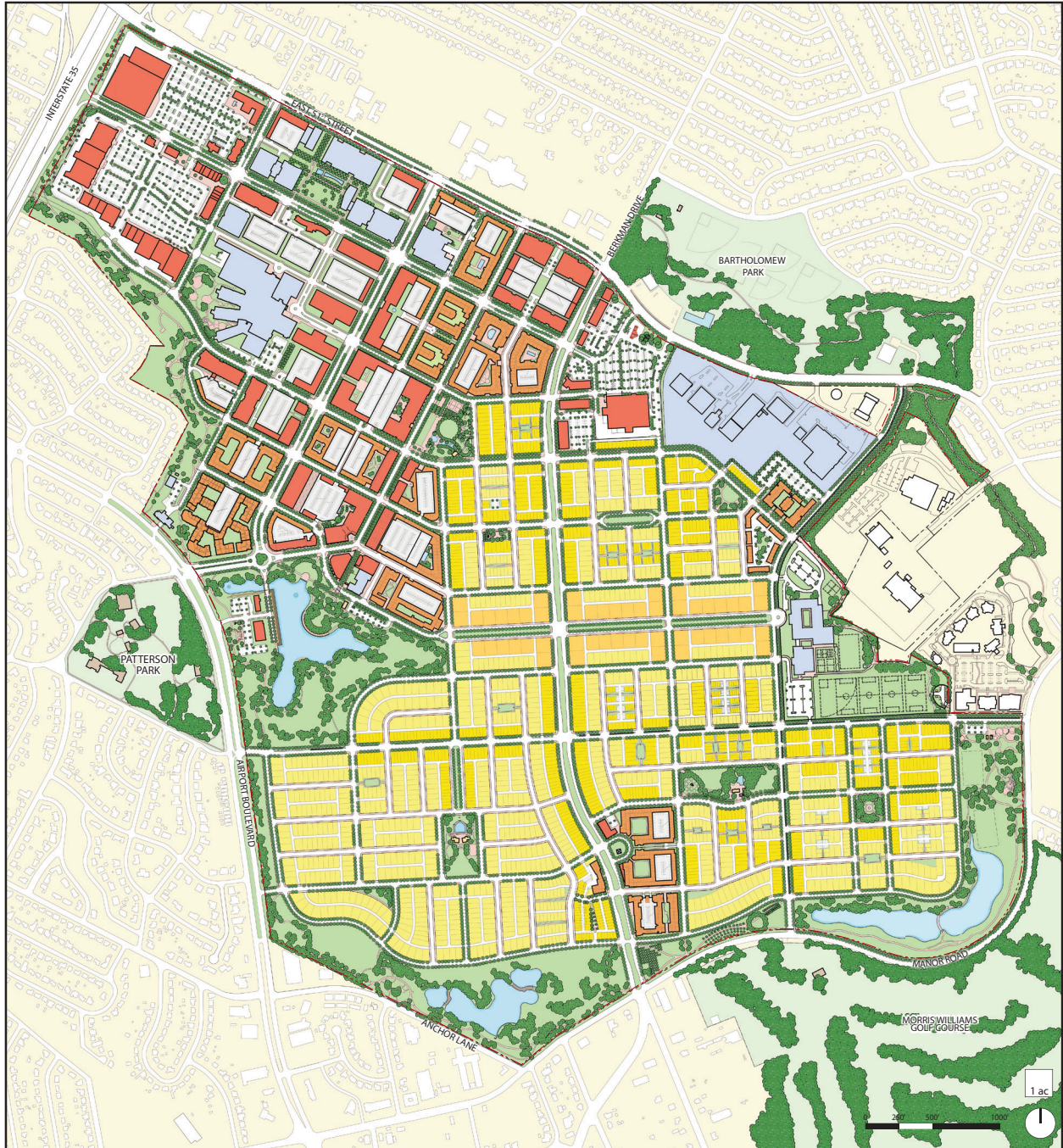
Rain Garden

- **Green Infrastructure:** Mueller's infrastructure system, including its parks, roadways, and utilities, is designed to promote fundamental sustainability principles. The park system is designed to reduce off-site flooding and to naturally filter pollutants from stormwater before it is released into the natural stream systems. The street system is designed to support pedestrian and bicycle circulation. Over 15,000 trees selected from an approved list of indigenous or adapted plant materials are being planted to create a diverse and comfortable environment that mitigates the heat island effect, reduces stormwater runoff and filters the air. The utility system is also designed to reduce potable water consumption through the extension of reclaimed water for irrigation into much of the community. An innovative on-site Combined Heat and Power (CHP) plant by Austin Energy provides steam heating, chilled water cooling and on-site electricity production to the Dell Children's Medical Center complex and nearby commercial and institutional buildings within the Northwest Quadrant and Aldrich Street District.


Mueller is a pilot project in the U.S. Green Building Council's LEED for Neighborhood Development Pilot Program, with Stage 3 Gold Certification.

In addition to environmental sustainability, Mueller is also committed to achieving economic and social sustainability by promoting: affordable and diverse housing suitable for a broad segment of the population; opportunities for aging in place within the community; access to a diverse spectrum of jobs; recruitment of local businesses and entrepreneurs; and multi-modal alternatives to the automobile.

Chapter Seven of this Design Book provides specific performance criteria aimed at achieving the highest levels of sustainability.



Illustrative Plan

	Civic/Institutional - School, Recreation Center, Hospital, Austin Film Society, Fire Station		Mixed Use Commercial - Retail, Office, Medical Office, Research Development
	Yard Houses - Single Family Detached		Mixed Use Residential - Office, High Density Multifamily, Retail
	Row Houses/Shop Houses - Townhouse, Single Family Attached, Live-Work Loft		Open Space
	Mueller Houses - Condos/Lofts with 4 to 6 units per house		

Illustrative Plan and Development Program

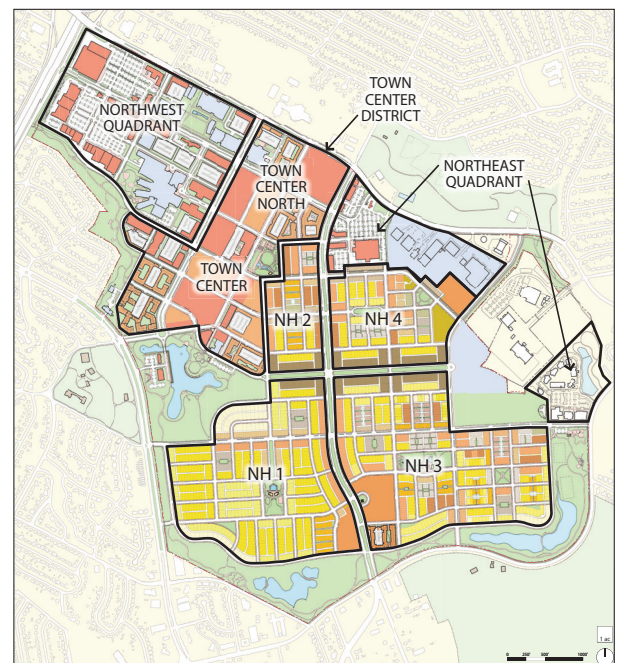
The illustrative plan and development program indicate how the Mueller community could potentially build out in conformance with the Master Plan over the next 10 years. As shown, it is anticipated that the community could be developed with approximately 6,200 units of housing, and 4.3 million square feet of commercial, civic or employment uses. The PUD zoning allows for up to 6,450 units of housing and up to 5.3 million square feet of non-residential development subject to the limitations of the Traffic Impact Analysis. 25 percent of all housing units built at Mueller are included in the Mueller Affordable Homes program with for-sale homes available to households at or below 80 percent of the Median Family Income (MFI) for Austin and for-rent homes available to households at or below 60 percent MFI. Starting in 2016, future phases include an additional 10 percent of homes in the for-sale program targeted for households earning 80 percent to 120 percent of MFI.

The precise program and configuration of development will vary somewhat from the illustrative plan and program as further opportunities and new conditions present themselves. Additional density could occur as automobile trips are reduced, as transit ridership and other modes of travel (e.g. bike, pedestrian) are increased as the market allows, and/or as additional opportunities arise within the parameters of the PUD and the Design Book. The following chapters of this book provide the design guidelines that are being used by individual builders, developers, architects and landscape architects to bring this vision to reality.

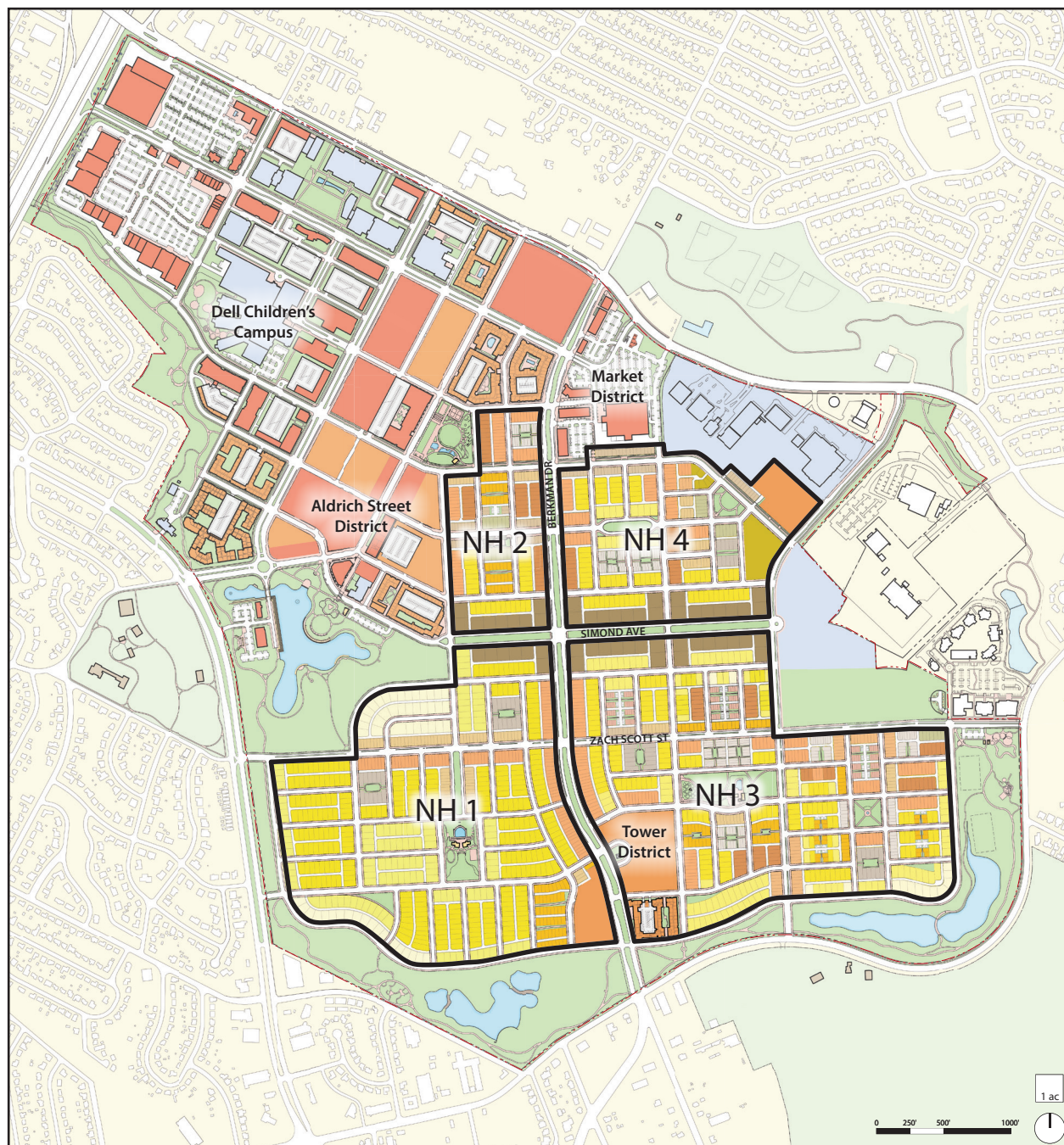
	Public Open Space	Northwest & Northeast Quadrants	Town Center District	Neighborhoods	Total
Area (acres)	140	140	115	305	700
Non-Residential (sf)	Office/ Research/ Other	690,000	1,726,000		2,416,000
	Civic/Cultural/ Film/Education/ Park Buildings	218,000	92,000		530,000
	Retail/ Hospitality Other	618,000	222,000	21,000	861,000
	Hospital	1,214,000			1,214,000
	Total (sf)	218,000	2,742,000	21,000	5,021,000
Residential (dwelling units)	Apartment/ Condos		2,950	800	3,750
	Mueller Houses			250	250
	Row Houses/ Shop Houses			1,100	1,100
	Yard Houses/ Garden Houses			1,100	1,100
	Total (du)		2,950	3,250	6,200

NOTES:

1. Development Program is illustrative and subject to change.
2. Acreages are approximate.
3. Ratchegbe Village is not included in the Illustrative Program.
4. Any additional development will be subject to the Mueller Traffic Impact Analysis (TIA).
5. Open space is inclusive of neighborhood parks and other publicly-accessible open spaces.
6. Rights-of-way are included in each area total.

















Illustrative Development Program



The Mueller Neighborhoods

ILLUSTRATIVE RESIDENTIAL BUILDING TYPES

 APARTMENTS/CONDOS	 COURTYARD ROW HOUSE 28' X 90'
 4-6-UNIT MUELLER HOUSE	 SMALL LOT YARD HOUSE
 ROW HOUSE PASEO 15' X 40'	 YARD HOUSE 55' X 90'
 GREEN/TOWN ROW HOMES	 YARD HOUSE 45' X 90'
 SHOP HOUSE 22.5'-25' X 50'-85'	 YARD HOUSE 37' X 90'
 SMALL LOT ROW HOUSE 22.5'-25' X 45'-55'	 GARDEN COURT HOUSE 30' X 80'
 ROW HOUSE 22.5'-25' X 70'-90'	 PUBLIC OPEN SPACE

2 THE NEIGHBORHOODS

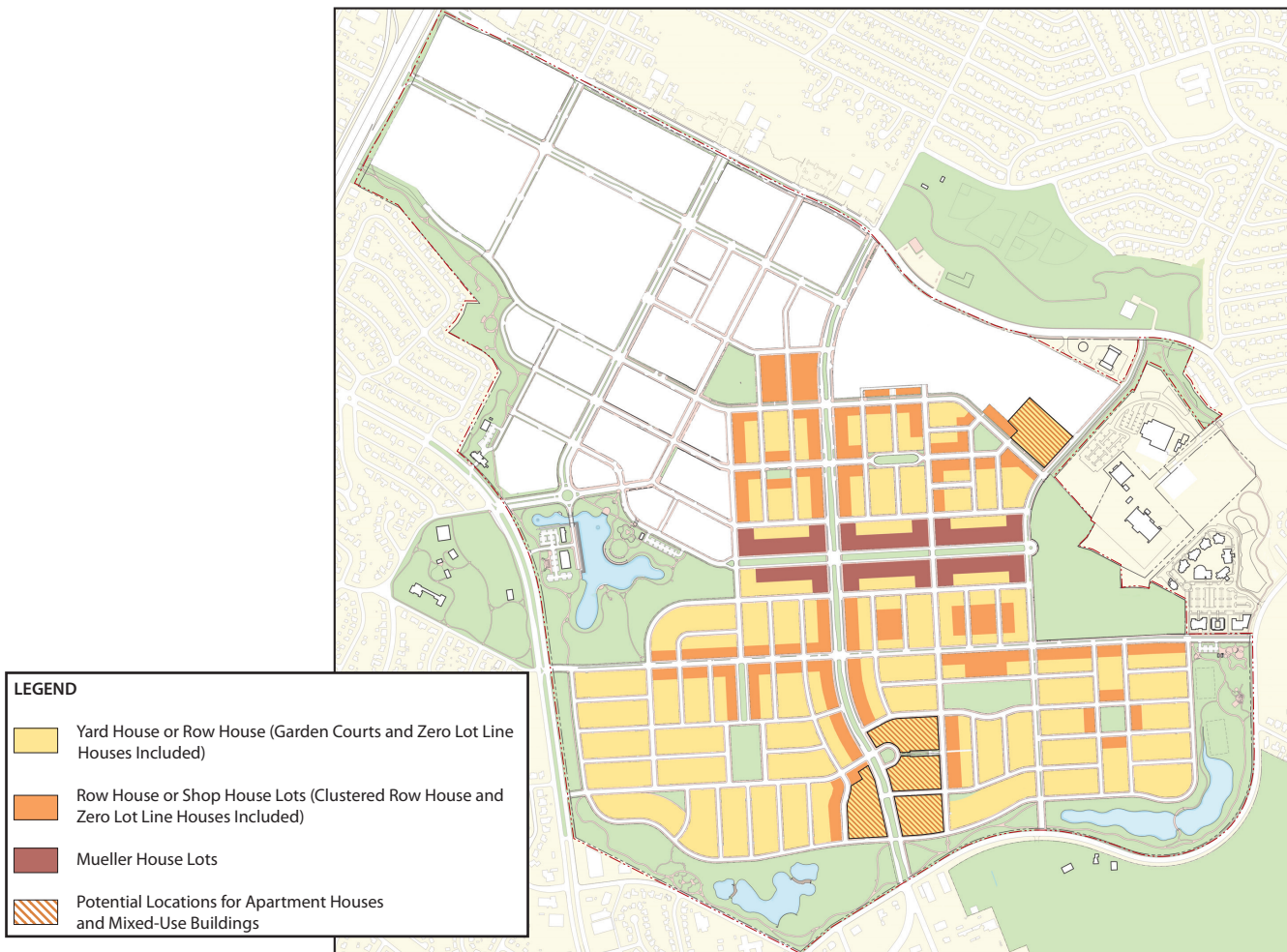
The Mueller community includes four mixed-use residential neighborhoods organized around and within convenient walking distance of the Town Center District and the network of parks and open spaces. Each of the neighborhoods is programmed with a wide range of building types to foster a population with diverse demographic and economic characteristics. Families, seniors, single workers, young couples and students will live within close proximity of one another, promoting neighborhoods that reflect the diversity and richness of the larger Austin community. Each neighborhood contains a park as a focal point with resident-serving amenities. While one particular architectural style is not mandated, all buildings within the neighborhoods will be designed to be:

- **Neighborly**, with a strong street orientation, and with porches and entries that provide “eyes on the street” and promote interaction and socialization among residents, reinforcing the pedestrian scale and character of the community.
- **Sustainable**, employing strategies to: conserve energy and water resources; use healthy long-lasting and low-maintenance building materials; integrate building siting and landscaping; and mitigate light pollution and heat island effect.
- **Compatible**, in scale and character with adjacent structures in the same vicinity.
- **Indigenous**, utilizing, to the extent practicable, local materials and regional Central Texas architectural approaches.

A series of eight building types are deployed throughout the neighborhoods. These include: 1) Yard Houses, 2) Garden Court Houses, 3) Garden (Zero Lot-Line) Houses, 4) Row Houses, 5) Shop Houses, 6) Clustered Row Houses, 7) Mueller Houses (i.e., multi-unit four, five and six-plex buildings), and 8) Apartment/Mixed-Use Buildings. Building types are located to help structure the community. For instance, Mueller Houses, designed to resemble larger homes, are located along Simond Avenue, the community’s main east-west boulevard, to create a stately parkway linking the neighborhood school with the Lake Park and the Aldrich

Street District. Residential row houses and live-work shop houses are located throughout the neighborhood and along major connecting streets to promote a diversity of activity and housing choices. Apartments and mixed-use buildings create a neighborhood activity center near the control tower. Yard houses and garden houses are distributed throughout the neighborhoods on a variety of lot sizes. Small lot fee-simple row houses along streets and clustered around courtyards and paseos offer additional for-sale options. The distribution of residential and mixed-use building types is illustrated on the diagram below. Additional building types may be introduced if the NCC finds that such building types reinforce the goals of affordability, neighborhood livability and quality.

The remainder of this chapter describes: site planning standards to guide the layout and organization of the neighborhoods; design guidelines for each of the eight neighborhood building types; and guidelines that pertain to the design character, treatments and materials of all neighborhood buildings. At the end of the chapter building guidelines are provided pertaining to all of the housing types.



Distribution of Neighborhood Building Types

NEIGHBORHOOD SITE PLANNING STANDARDS

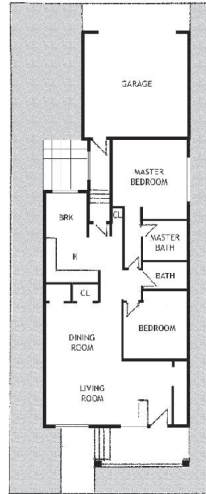
A Preliminary Plan (Case # C8-04-0043) has been filed by the Master Developer with the City of Austin, describing the layout of the neighborhoods and the Aldrich Street District. Any revisions to the layout of the neighborhoods shown in the Preliminary Plan must adhere to the following site planning standards:

- a. With the exception of multi-family residential or mixed-use sites, all properties will be served by alleys. Some exceptions to this standard may be provided as described in the guidelines for yard houses.
- b. Block lengths will typically be 600 feet or less in length, and will not exceed a maximum length of 750 feet. Cul-de-sacs are not permitted, except as an interim condition.
- c. At least 90 percent of all residential units will be within 600 feet of an open space (measured from the front entry of the unit to the open space along public streets), including a neighborhood park, pocket park, greenway, or Lake Park, and no unit will be greater than 850 feet from such an open space.
- d. At least 90 percent of all detached yard-house lots will be no greater than 5,000 square feet in area.
- e. A minimum of 1,440 detached yard-house units and/or attached row house or shop house units will be provided within the neighborhoods.
- f. A minimum of approximately eight acres of land will be designated for multi-family housing or mixed-use residential/commercial development within the neighborhoods. Multi-family parcels will be distributed throughout the neighborhoods, with any one parcel not exceeding an area of approximately five acres.
- g. Each neighborhood will include or be adjacent to a neighborhood park. Neighborhood and pocket parks, Lake Park, and the perimeter greenways will be lined with public streets, and residential units along those streets will front such open spaces. Rear yards will not be permitted to abut public open space or streets.
- h. The design and treatment of streets within the neighborhoods will be consistent with the Mueller street cross sections set forth in Appendix D of this Design Book. Within the Aldrich Street District, they shall comply with Appendix E: Aldrich Street District Streetscape Manual.
- i. Bike parking will be provided in compliance with Appendix A and B, Mueller Single Family Residential and Commercial Landscape Design Guidelines for Bicycle Parking Standards.

Notes: The term "neighborhoods" as used in this Design Book may not correspond to neighborhoods created by the Master Development under the Community Covenants. Neighborhoods created under the Community Covenants are created for the purpose of facilitating a representative system of voting. There may be multiple voting neighborhoods within each of the four mixed-use residential neighborhoods referred to in this Chapter.

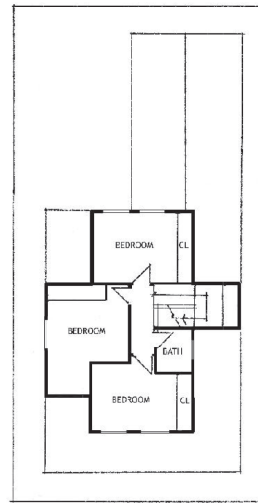
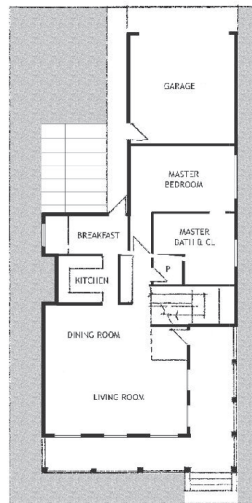
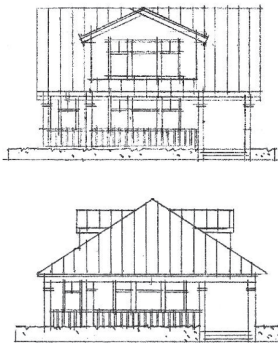
BUNGALOW

65 % Impervious Cover
1330 SF Floor Area



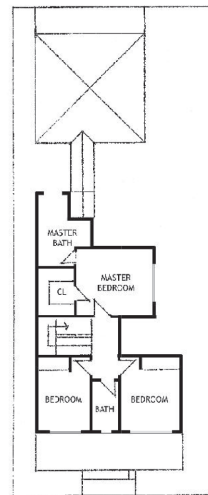
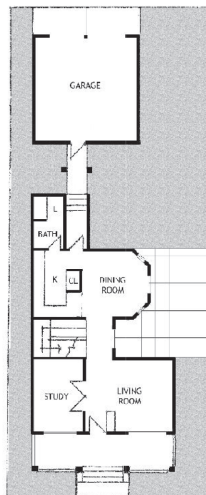
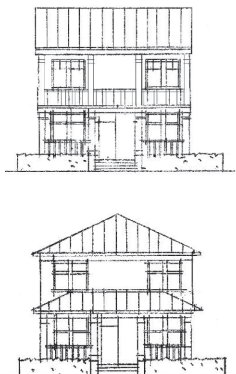
1-1/2 STORY COTTAGE

44% Impervious Cover
2330 sf Floor Area



2-STORY

46% Impervious Cover
1592 SF Floor Area



Mueller Yard House Concepts and Constructed Examples

2.1 YARD HOUSES

The single-family detached yard house is a dominant residential building type in each of the mixed residential neighborhoods. Single-family detached lots generally range in size from approximately 3,330 square feet (37' x 90') to 5,000 square feet (55' x 90'), promoting a diversity of housing opportunities. The following guidelines are applied to the design of all yard houses within the community:

Auto Access: Yard houses will be served by rear alleys. Fronting garages will be permitted only in exceptional cases, where the garage is at least 50 feet back from the front property line, where a side yard driveway from the street is a maximum of 10 feet in width, and where the site and architectural design is skillfully employed to reduce or eliminate the visual effect of the garage.

Variation and Diversity: To promote diversity and interest within the neighborhoods, the following guidelines are applied:

- Each block face shall contain at least four different floor plan models with no more than two of the same building elevation. A separation of at least four lots shall be maintained along the same block face for any model. A minimum of a two lot separation is necessary across the facing street for any model. Similarly, buildings with the same material/color schemes must vary according to the floor plan model rule described above. (See exhibit on p. 29).
- To the extent practicable, a mix of single, one- and one-half, to two- and one-half story homes should be introduced along a block face.
- A mix of materials, colors and treatments should be employed.

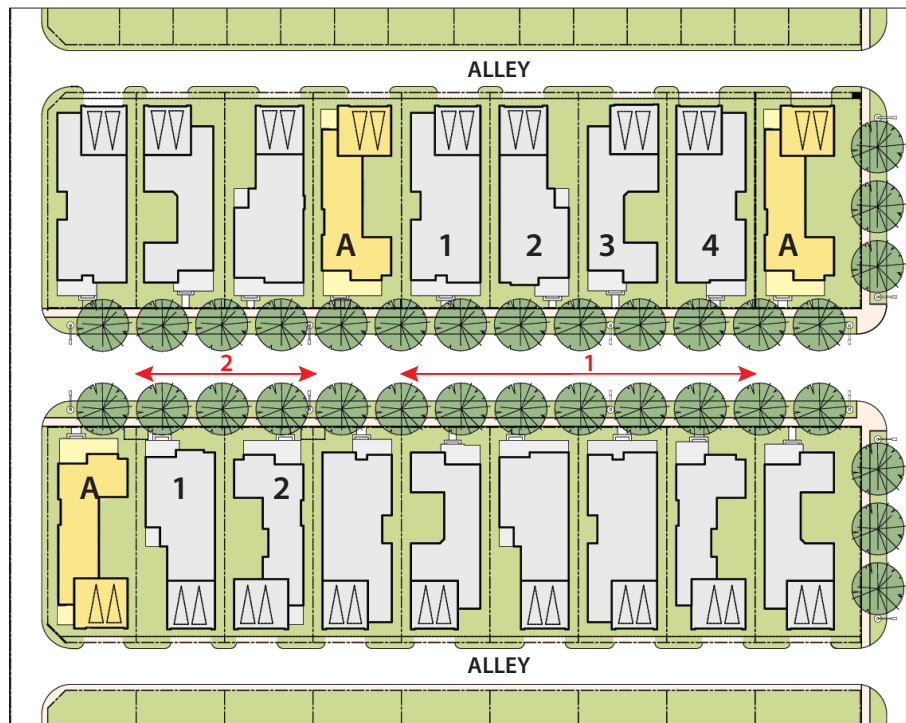
Porches: All yard houses will have ground level front or corner porches with a minimum area of 80 square feet and a minimum clear depth of 6'-0" beyond balustrades and railings. Yard houses on lots of 4,500 square feet or greater will have ground level porches with a minimum clear area of 100 square feet and a

In the spirit of traditional Austin neighborhoods, Yard Houses include a mixture of bungalows, one-and one-half and two-story buildings, all with a strong orientation to the street.



minimum clear depth of 7'-0" feet. Reduction of the porch area requirements will be considered by the NCC, if such reductions do not undermine the usability of the porch. Unless there is no other reasonable way to meet City of Austin visitability requirements (e.g., elevating the garage to the same level as the unit), the porch will be no less than 1'-6" or more than 3'-0" above the elevation of the fronting sidewalk to provide privacy and clear separation from the street. The porch will be clearly delineated from the front yard with at least 1'-0" grade change; the use of columns and open railings is encouraged. Two-story porches and second floor cantilevered porches in the tradition of Central Texas residential buildings are also encouraged to provide additional outdoor space, and to mediate the harsh summer sun.

Roof Forms: Yard houses should generally have sloping roofs, employing gables, hips and dormers. To the extent practicable, south and west-facing slopes should be introduced to allow for the architectural integration of photovoltaic panels, solar water heating and induced ventilation, subject to NCC or Modifications Committee (MC) approval as required. The roof pitch of the principal building should generally



FLOOR PLAN MODEL & MATERIAL / COLOR SCHEME REPETITION

- 1** FOUR-LOT SEPARATION REQUIRED BETWEEN MODELS ON SAME BLOCK FACE
- 2** TWO-LOT SEPARATION REQUIRED BETWEEN MODELS ON BLOCK FACE ACROSS STREET

Variation and Diversity

utilize slopes of 6:12 or greater and generally no more than 9:12; however, greater slopes up to 12:12 may be appropriate where living space is incorporated under these roofs. South and west-facing slopes should be optimized to provide for rooftop solar panels. Slopes of less than 6:12 will be permitted subject to NCC approval, where eaves project from the face of the building, or for porch roof pitches and ancillary buildings and wings. Flat roofs will be permitted by the NCC on a case-by-case basis for buildings utilizing contemporary forms that complement the desired neighborly qualities of the community. They are also permitted on ancillary structures, when they are used for outdoor terraces and decks. Mansard and false roofs are not permitted on yard house structures. Rooftop equipment (e.g., HVAC units, satellite dishes, vent stacks, etc.) will be architecturally integrated within the volume of the building, and not visible from streets, alleys or other public areas. (See Chapter Seven Guidelines for Solar Ready Neighborhood Buildings)

Building Height and Massing: Yard houses will not exceed a height of 35 feet or three stories. Massing of yard houses should:

- Concentrate height toward the front of the lot.
- Employ changes in volume and plane, sloping roofs, and porches to reduce the perceived scale of the structure.
- Introduce moldings, belt courses, decorative eaves and other architectural elements that provide interest and scale.

These homes exemplify good integration of solar panels on roof slopes.

Note: Building height throughout Mueller is measured in the same manner as that used by the City of Austin Land Development Code.



Front Yard Setbacks: The front wall of yard houses will be set back by a minimum of 10 feet from the front property line, but no more than 15 feet. (Lots on corners will be assumed to have two “fronts”).

Side Yards: Side yard setbacks shall be consistent with the Mueller PUD zoning, which requires setbacks for a yard house to assure a building to building separation of at least 7'-0", or 5'-0" with fire-rated walls. Within this requirement, buildings should be sited and designed to maximize usability of outdoor open space, to reduce summer heat gain within the home, and to optimize privacy between units. To this end, each unit should be designed with an open and closed side; the orientation of open sides should, to the maximum extent possible, avoid western exposures. Note: Setback requirements along side yards that abut alleys are the same as those for interior side yards.



Buildings on corner lots should be sited and designed so that they present attractive elevations to both streets.

Encroachments: Non-cantilevered bay windows are allowed to encroach into a side yard by 2'-0". Porches, awnings, chimneys and roof overhangs may encroach within the front yard setback area by up to 5'-0". Uncovered steps, uncovered porches and stoops may encroach beyond the five-foot porch encroachment by an additional 2'-0". Up to two bay windows will also be permitted to encroach into the front yard setback area by up to 2'-0", provided that the total floor area of the bay windows does not exceed 20 square feet. (Note: As provided by the City of Austin, roof overhangs may encroach up to 2'-0" into setback areas). Encroachments are not permitted within designated easements.

Privacy and Window Placement: Given the narrow side yards between houses, window locations should be carefully planned to protect privacy between adjacent dwelling units.

Site Coverage: Yard house lots must be designed to have an impervious cover that does not exceed 75 percent.

Rear Yard Setbacks: Garages will be set back from the rear property line and alley by a minimum of 5'-0". Any additional setback beyond 5'-0" shall be configured to ensure that no driveway is less than 15 feet in depth as measured from the property line.



Carriage house units are encouraged to promote housing diversity, live-work opportunities, and to enliven the alleys.

so they respond to, and take advantage of, the specific site conditions. Care should be taken to ensure that these façades are particularly well composed and detailed.

Garages: Semi-detached and detached garages are encouraged on lots greater than 4,000 square feet to promote more usable rear yards and a more interesting and varied alleyscape. Detached and semi-detached garages shall be separated from the principal mass of the building by at least 8'-0". Three-car garages are allowed only on detached garages or in semi-detached garages with tandem configurations. A maximum of one additional exterior or covered parking space is permitted on lots with a width of 45 feet or greater. The maximum size of an individual covered or uncovered off-street parking space is 12 x 24 feet. Garage walls and/or garage doors shall include windows to provide natural light.

Carriage House Units: Carriage house units are accessory dwelling units sharing a lot with a detached yard home and typically located above a garage along the alley. They are encouraged to promote housing diversity, live-work opportunities, and to enliven the alleys. They will be subject to the following conditions:

- They must on be lots of at least 37 feet in width.
- The usable floor area of a carriage unit will not exceed 600 square feet.
- The general massing of the carriage house shall be one-and one-half to two- stories in height; the structure will not exceed 25 feet in height, and should use sloping roofs and dormers to reduce the scale.
- The carriage house will be separated from the principal building mass by at least 8'-0", or be attached to the main building.
- The design and materials of the carriage house should be complementary with the main building and surrounding structures
- Sufficient utility capacity must be available from the applicable providers.

Corner Lots: Buildings on corner lots shall be sited and specially designed so that they present attractive elevations to both streets. Building and landscape elements, house massing, wrap-around porches, façade composition, and other design strategies should be employed. Where a garage presents its side elevation to the street, it shall be specially designed as an extension of the primary building elevation.

Terminus Lots: Houses on lots that terminate thoroughfares and/or views should be sited and designed

2.2 GARDEN COURTS

Garden courts are groupings of four or more yard houses or cottages around a publicly accessible common green. They are located within the neighborhoods to provide variation in pattern, to introduce pockets of open space, and to provide additional housing diversity. Because of their shared open space, the lot sizes may be smaller than the yard house, ranging from approximately 2,400 to 2,800 square feet. The design of the garden courts will be governed by the guidelines for yard houses, with the following additional provisions:

Relationship to Street: The front and side wall of any garden court building complex along a street will be set back 7'-6" from the front property line. The design of the court shall be open and welcoming to the street, with any fencing and landscaping no higher than 3'-0". The side elevation of a garden court home (including its attached garage) along a public street shall be specially designed with the same level of architectural detail as a front elevation. (See Yard House Corner Lots).

Garden Court Green: The width of a green, independent of the individual lots, will be no less than 30 feet. It shall include a walkway of at least 4'-0" in width providing a direct path of travel to each residential lot along the court.

Garden Courts are groupings of four or more cottages or Yard Houses around a common green.

Front Yard Facing Green: Garden court buildings will be set back from the green by 10 feet.

Encroachments: Porches may encroach up to 2'-6" feet into the street-facing setback area and up to 6'-0" into the green-facing setback area. Encroachments are not permitted within designated easements.

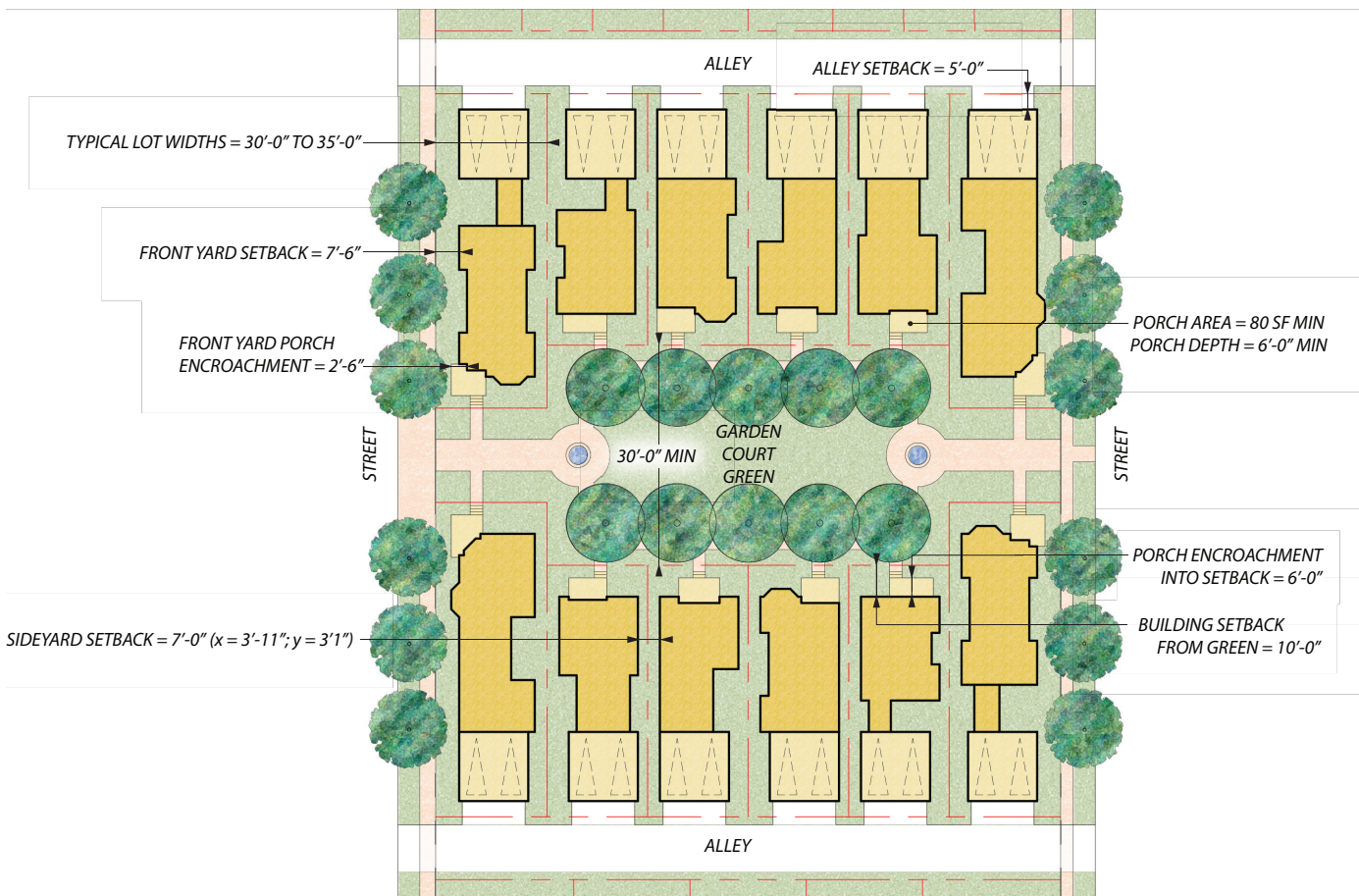
Auto Access: All garden court houses must be served by rear or side alleys. The alley should be substantially screened from the garden court green through the placement of buildings and landscaping.



Parking: No more than two parking spaces are permitted on each garden court lot; no individual parking space may exceed an area of 12 x 24 feet. Single garages shall have a door with a minimum width of 10 feet; double garages shall provide a garage door with a width of 18 feet.

Variation and Diversity: Within a garden court complex, there shall be no more than two units with the same floor plan model or material/color scheme. A separation of at least four lots shall be maintained along the same garden court face for any model. A minimum of a two lot separation is necessary across the garden court for any model. The massing of individual buildings shall be varied to create visual interest, and to reinforce the spatial composition of the complex and of the green.

Height and Massing: The height of garden court units will not exceed 35 feet or two-and one-half stories.



Garden Court House Development Standards

2.3 ZERO LOT-LINE (GARDEN) HOUSES

Garden Houses are detached houses where one side of the building is built along the property line of an adjacent property in a “zero lot line” condition. These houses are typically clustered in groupings of seven lots, approximately 26 feet in width and 60 feet in depth, oriented to the street or to a publicly accessible courtyard that serves as a through-block green or paseo. The intent of this building type is to offer residents additional choices to the larger yard house. The design of the garden houses will be governed by the guidelines for yard houses with the following additional provisions:

Relationship to Street: The front or side wall of any street-facing garden house will be set back from the front property line by a minimum of 5'-0".

Courtyard Paseos: The design of the courtyard or paseo area will be open and welcoming with a width of at least 35 feet from the face of one building to another across the court, or at least 25 feet from property line to property line. Narrower widths (e.g., at the entrance to a courtyard from the street) will be considered by the NCC on a case-by-case basis. Landscaping and trees will be included to provide shade and greenery, but will be organized to maintain views from the fronting street into the paseo. Walkways of at least 4'-0" in width will be provided along both edges of the paseo to create a direct and “public-oriented” path of travel to each residential lot along the courtyard. Subject to approval by NCC and city utilities, courtyard paseos may be separated from the street with low fences or walls up to 3'-0" in height with a gate.

Front Yard Facing Courtyard Paseo:

Garden houses will be set back from the courtyard paseo by at least 5'-0"; porches may encroach up to 4'-0" into this setback area.

Encroachments: Porches, stoops, awnings and roof overhangs may encroach into the street front setback area by up to 4'-0", but in no case shall such encroachments be

Zero Lot-Line Houses offer residents additional choices to the larger Yard House.



closer than 1'-0" from a street front property line. Bay windows are also permitted to encroach into the setback area by 2'-0", provided that they do not occupy more than 20 square feet. Encroachments are not permitted within designated easements.

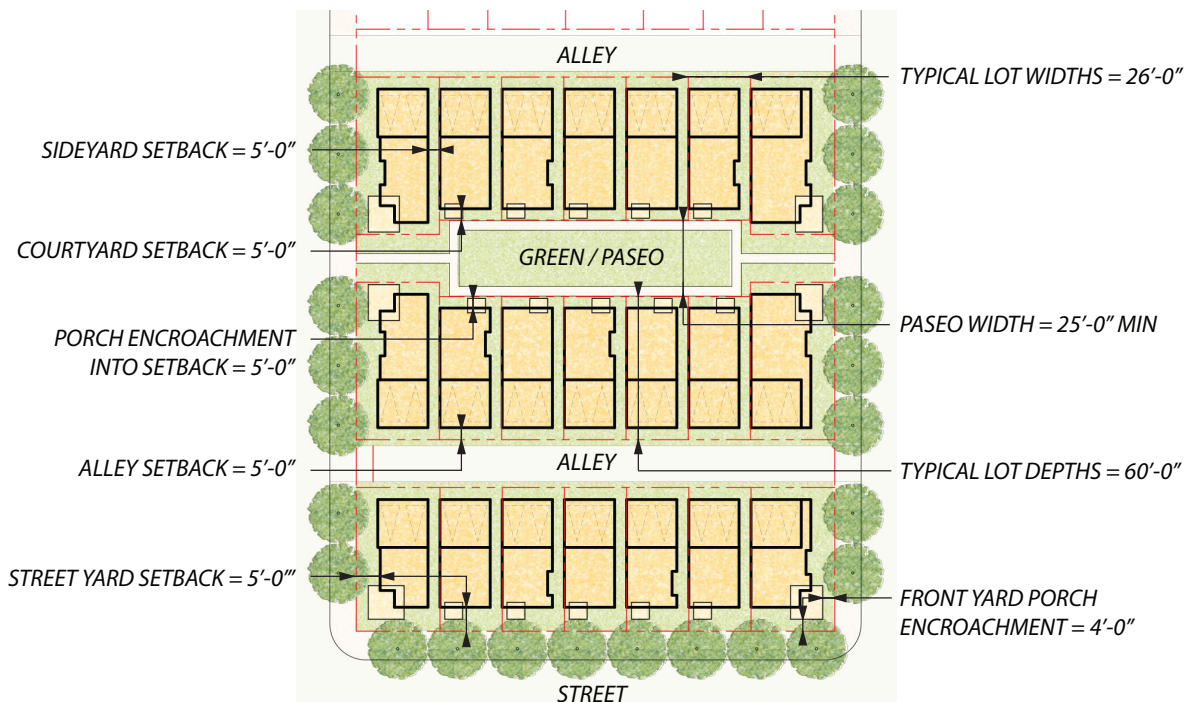
Entries: Garden houses will have a covered entry porch or stoop no less than 1'-6" or more than 5'-0" above the elevation of a fronting sidewalk along a street or paseo. The stoop areas will be designed with a clear and unobstructed area of at least 25 square feet, and no dimension less than 5'-0".

Auto Access: Garden houses must be served by rear or side alleys.

Fencing: End-cap lots along a street may include screen walls up to 6'-0" in height for up to two-thirds of the length of the building.

Variation and Diversity: Within a grouping of garden houses facing a courtyard paseo, or along a street, the following guidelines are applied:

- Each block face along a street or paseo shall contain at least four different floor plan models with no more than two of the same building elevation. A separation of at least four lots shall be maintained for any model with similar elevations, colors or materials.



Zero Lot-Line House Development Standards

- Across the paseo or street, the same model or color scheme should not be located within two lots of the opposing lot.
- A mix of materials, colors and treatments should be employed.

Height and Massing: Zero lot line houses may be built to a height of three floors or 35 feet, with:

- Changes in volume and plane, sloping roofs, and porches to reduce the perceived scale of the structure, and to help delineate individual houses; and
- Moldings, belt courses, decorative eaves and other architectural elements that provide interest and scale.

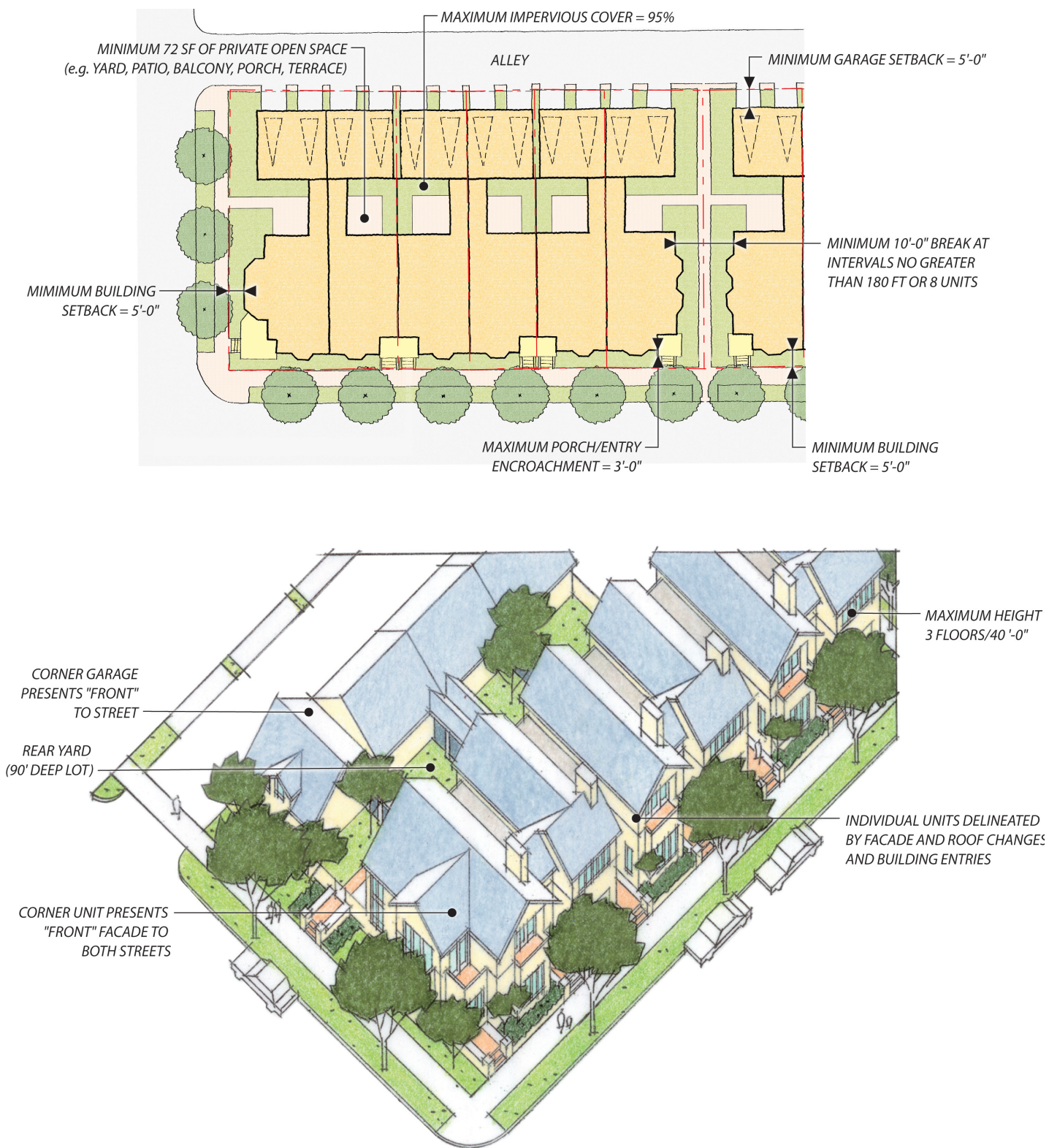
Corner and End-Cap Units: Buildings on street corners and at the “end-caps” of a paseo will be specially designed so that they present attractive elevations to both frontages. Building and landscape elements, house massing, wrap-around porches, façade composition and other design strategies should be employed. Where a garage presents its side elevation to the street, special care shall be taken to ensure that it appears as an integral extension of the primary building elevation, with generous fenestration and other architectural elements.

Side Yards: A minimum 5'-0" side yard separation is required between each garden house building. In keeping with their zero lot line configuration, one edge of the building is located on a property line. To the extent practicable, however, any side yard should provide some level of usability, help to reduce summer heat gain within the home, and optimize privacy between units. Recessed doors that provide additional outdoor space and some shelter are encouraged. Where possible, the open side of the home should be sited to avoid western exposures.

The Garden Houses offer residents an alternative to the larger Yard House.

Garages: The maximum size of an individual garage or off-street parking space is 12 x 24 feet. Garage doors shall have a minimum width of 18 feet to accommodate the turning radius of most domestic vehicles. Garage walls and/or garage doors shall include windows to provide natural light.





Row House Development Standards

2.4 ROW HOUSES AND SHOP HOUSES

Within the Mueller neighborhoods, there is a variety of attached housing that will provide lifestyle diversity and additional opportunities for home ownership. A number of different lot sizes are provided in the community, including, but not limited to:

- 90 x 28-foot lots that allow for row houses with ground level courtyards;
- 90 x 22.5-foot lots with small backyards located between the garage and the primary unit;
- 70 x 22.5-foot lots with attached garages;
- 55 x 23.5-foot lots with attached garages; and
- 85' x 25-foot lots with attached garage, that provides opportunities for Shop houses.

Shop houses are similarly configured to residential row houses, but are distinguished by a ground level workspace or studio that is typically flush with the sidewalk. They are intended to provide opportunities for local economic activity and home occupations that can further reduce the need for automobile trips, and that can promote diversity of activity and character within the neighborhoods. Shop houses can also be located on row house lots that are located along main connecting streets and neighborhood parks. Row houses and shop houses are governed by the following guidelines:

Residential Row Houses and Shop Houses contribute to the lifestyle diversity of Mueller's neighborhoods.



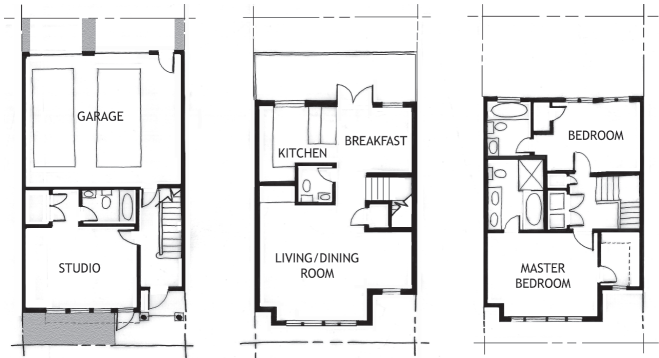


Shop houses have a ground level work space flush with the sidewalk.

Auto Access: Row houses and Shop houses are served by rear alleys; fronting garages are not permitted.

Entries: Shop house units will have ground level entries relatively level with the fronting sidewalk. The porch or entry of a residential row house will be no less than 1'-6" or more than 5'-0" above the elevation of the fronting sidewalk. The row house entry will be clearly delineated from the front yard with at least 1'-0" of grade change from the front setback line. If there is no other reasonable way to meet City of Austin visitability requirements (e.g., elevating the garage to the same level as the unit), the NCC may allow for residential row house units to be less than 1'-6" above the fronting sidewalk. Row houses with buildings of 28 feet in width or more will have a covered entry stoop or porch with a clear and unobstructed area of at least 35 square feet with no dimension less than 5'-0".

Roof Forms: Roofs can be sloped or flat in keeping with the architectural vocabulary of the building. For sloping roofs, south and west-facing slopes should be introduced to allow for the architectural integration of photovoltaics, solar water heating and induced ventilation subject to NCC approval. The roof pitch of the principal



50' Deep Shop House, 95% Impervious Cover, 1,964 SF Floor Area



Shop House Concept

building should generally utilize slopes of 6:12 or greater and generally no more than 9:12; however, steeper and shallower slopes will be permitted subject to NCC approval. Mansard roofs are permitted on row house structures, provided that they appear from all public streets as full sloping roofs. Rooftop equipment shall be architecturally integrated within the volume of the building, and not visible from streets, alleys or other public areas.



Changes in building volume and plane can contribute to a varied streetscape with individual unit identity.

Building Height and Massing: Row house and shop house buildings may be built to a height of three floors or 40 feet, but should:

- Employ changes in volume and plane, sloping roofs, and porches to reduce the perceived scale of the structure, and to help delineate individual row house units;
- Introduce moldings, belt courses, decorative eaves and other architectural elements that provide interest and scale; and
- Have street facing side wall elevations with generous fenestration, building articulation and unit entries.

Front and Side Yard Setbacks: The front wall of row houses and shop houses, or any side of the row house along a public street will be set back by a minimum of 5'-0" from the front property line, but no more than 15 feet. Corner lots will be required to employ set backs on both street frontages.

Alley and Rear Yard Setbacks: Garages will be set back from a rear alley by a minimum of 5'-0". Any additional setback shall be at least 15 feet from the rear alley property line. Along side yards facing alleys, the setback should generally be 5'-0", but in no case less than 2'-6".

Encroachments: Non-cantilevered bay windows may encroach into the front and side setback areas by up to 2'-0". Porches, stoops and stairs or other "flat work" may encroach into the setback area, provided that such encroachments represent less than 50 percent of the front yard setback area. The area of the bay window projection shall not exceed 20 square feet. Encroachments are not permitted within designated public easements.

Site Coverage: Row house and shop house lots must be designed to have an impervious cover that does not exceed 95 percent.

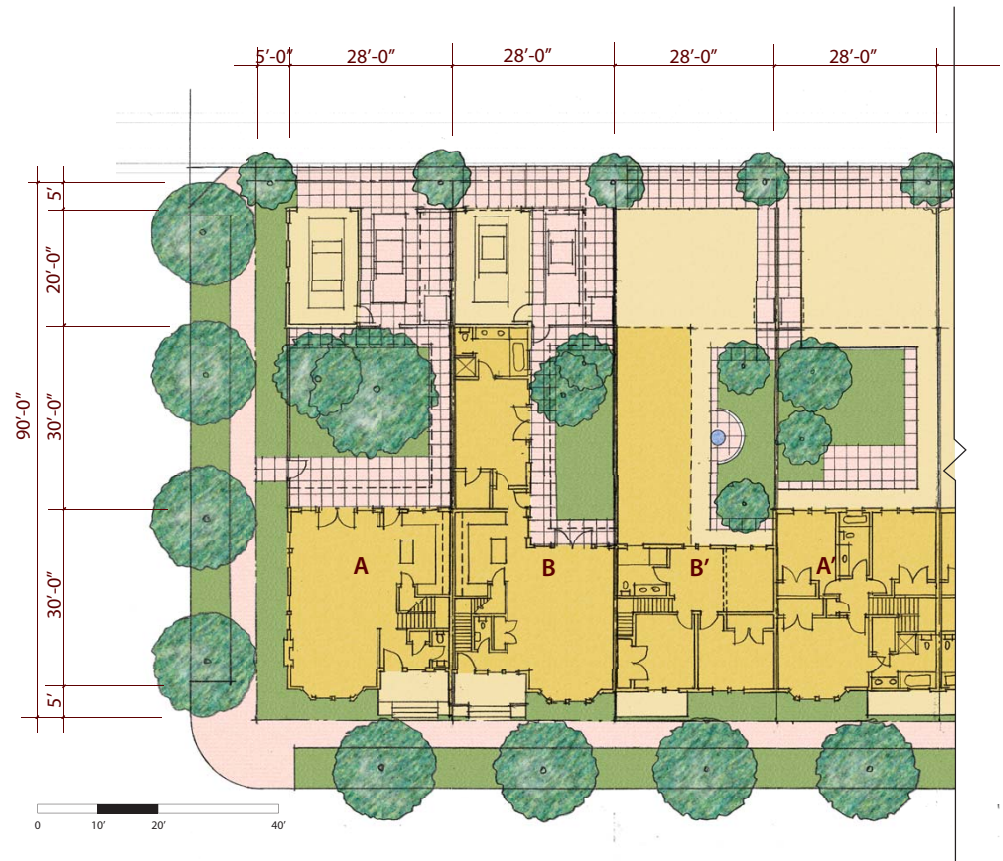


Row houses with flat roofs and contemporary styling are encouraged to provide architectural diversity within the community

Grouping of Row Houses and Shop Houses: To break up row houses and shop houses, a minimum separation of 10 feet will be provided at least every 180 feet or every eight units, whichever is less. This separation should be utilized for pedestrian access to the alleys wherever feasible.

Terminus Lots: Row houses and shop houses that terminate thoroughfares and/or views should be specially designed to take advantage of the specific site conditions.

Corner Lots: Row house and shop house buildings on corner lots shall be sited and specially designed so that they present front elevations to both streets. Special corner elements, façade composition and other design strategies should be employed to create attractive façades along both frontages.



Courtyard Row House Development Standards

Garages: Garages exposed to streets will be designed as an integral part of the primary building mass at the same level as a front elevation. Tandem parking is permitted and encouraged where practical. The maximum size of an individual garage or off-street parking space is 12 x 24 feet. Garage doors and/or exterior walls shall include windows that provide natural light to the interior.

Exterior Space: Row houses with building widths of 28 feet or more (and a lot depth exceeding 80 feet) shall provide a courtyard or patio area of at least 250 square feet open to the sky between the garage and the primary portion of the building. The patio space shall have no dimension less than 14 feet, as measured from one building wall to another. On corner lots the courtyard space will be oriented to the street, with a gated wall or fence up to 6'-0" in height. The design of the wall or fence should be an integral extension of the primary building, with the same materials and architectural treatments. Alternatively, the fence may comply with the Mueller Landscape Design Guidelines. All other row house or shop house units should have a minimum of 72 square feet of private exterior open space (e.g., balconies, patios, terraces, etc.) adjacent to the principal living space of the unit. The minimum depth of the space will be 6'-0".



Row houses with lot widths of 28 feet or more shall provide a patio or courtyard of at least 250 square feet.

Carriage House Units: Carriage houses will be permitted on row house lots, subject to the following conditions:

- They must be lots of at least 90 feet in depth.
- The usable floor area of a carriage unit will not exceed 600 square feet.
- The general massing of the carriage house shall be one-and one-half to two-stories in height; the structure will not exceed 25 feet in height.
- The design and materials of the carriage house should be complementary with the main building and surrounding structures.
- Sufficient utility capacity must be available from the applicable providers.



Paseo Row Houses



Town Row and Town Green Row Houses

2.5 CLUSTERED ROW HOUSES

In the summer of 2008, Catellus organized a two-day symposium focused on innovative ways of promoting affordable housing by design. Architects and housing specialists from around the country identified the opportunity to develop additional “fee-simple” housing types at Mueller that use less land and that still provide high degrees of livability for a range of buyers including families. Two and three-story row houses, clustered around courtyards or paseos, were proposed as building types that could be inserted within the typical neighborhood blocks of Mueller complementing the pattern of yard houses and larger lot row houses, while providing diversity and interest. In response to this input, and as part of the 2009 PUD amendment, the Master Plan was updated to include a distribution of clustered row houses in Neighborhoods Two, Three and Four. These building types range from lots as small as 600 square feet (i.e., the paseo row house at 40 x 15 feet), to approximately 1,100 square feet. The design of these buildings will be governed by the guidelines for row houses described above, with the following additional provisions:

Setbacks and Relationship to Street: Clustered row house units shall front onto streets or onto internal courtyard greens or paseos within the typical Mueller block. The front or side wall of any clustered row house unit will be set back from the street by 5'-0". Side and rear setbacks and encroachments shall be the same as those for Row Houses described above.

Courtyards and Paseos: Any row house unit not facing a street shall front onto a landscaped courtyard green or a paseo that provides a welcoming and direct connection to the public sidewalk. A paseo that leads from a public street shall have a width of at least 20 feet from the face of one building to another across the paseo, and shall be no greater in length than 70 feet, before expanding into a larger space (e.g., courtyard green or parking court). Courtyard greens shall have a width of at least 60 feet measured from the face of one building to another or 50 feet from property line to property line, and an

Blue Star Corner, a complex of Dutch-inspired row houses in Emeryville, California.



David Baker + Partners Architects

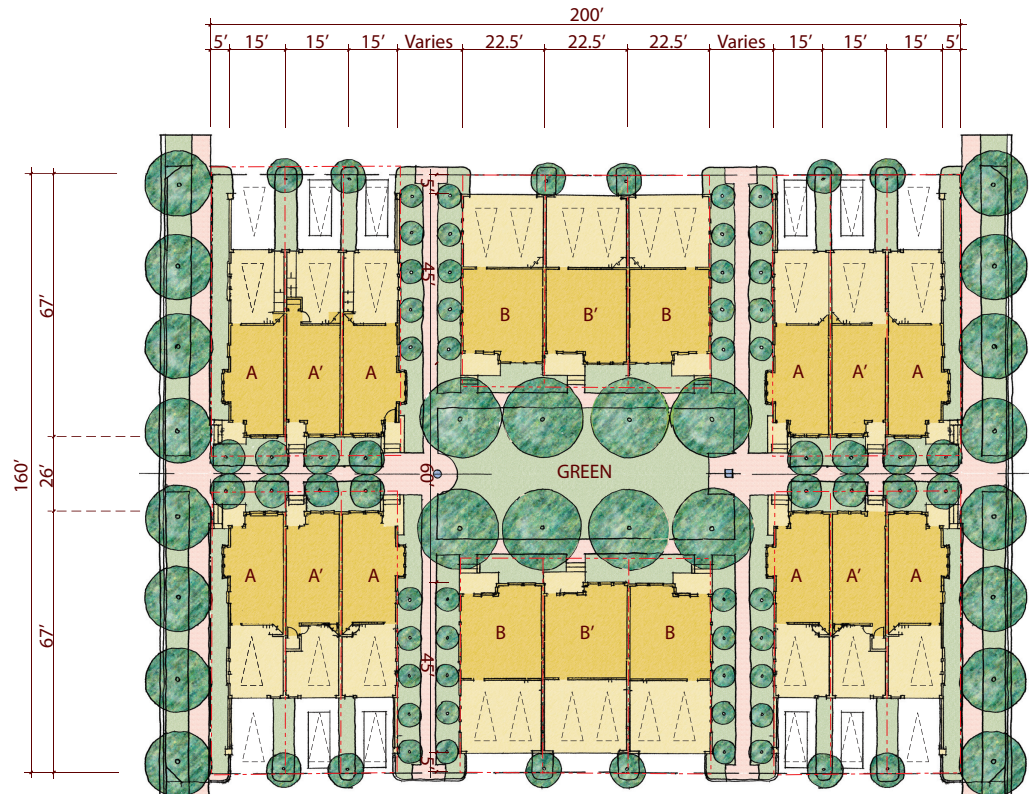


Town Row and Town Green row houses are oriented to a central green and through-block passageway.

overall area (from building face to building face) of at least 4,000 square feet. Landscaping and trees will be included to provide shade and greenery, but will be organized to maintain views from the fronting street into the paseo or courtyard green. Walkways of at least 4'-0" in width will be provided along the paseo and both sides of a courtyard green to create a direct and "public-oriented" path of travel to each row house unit. Courtyards and paseos may be separated from the street with low fences or walls up to 3'-0" in height, subject to NCC approval and city utility requirements. Bay windows and other architectural change of

plane are encouraged along street frontages and in the paseos. Air conditioning compressors shall be carefully located so as not to be within dominant view and screened with landscaping or low fencing.

Front Yard Setbacks Facing Paseos: Clustered row house units will be set back from paseos by a dimension necessary to ensure a building-to-building spacing across the paseo of at least 20 feet. Porches, bay windows, and stoops may encroach up to 2'-0" into the paseo.



Town Row and Town Green Row House

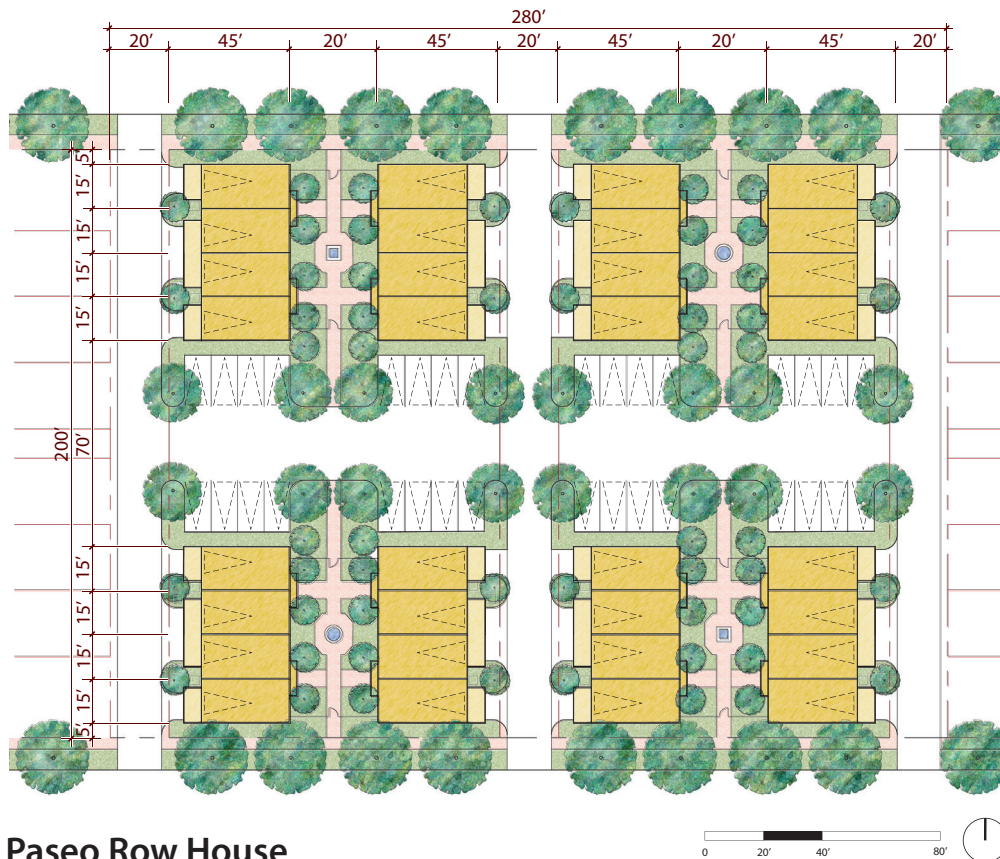
Encroachments into Common Lots: Bay windows may be permitted to encroach up to 2'-0" into common lots (e.g. courtyards and parking courts) subject to Master Developer and NCC approval. Encroachments are not permitted within designated public easements.

Entries: Clustered row house units will have a covered entry porch no less than 2'-6" or more than 5'-0" above the elevation of a fronting sidewalk along a street, paseo or courtyard. The stoop areas will be designed with a clear and unobstructed area of at least 20 square feet, and no dimension less than 4'-0".

Auto Access: Each clustered row house unit must have at least one parking space that is accessed from a rear alley. Tandem parking within garages is permitted and encouraged where practicable. Driveways to rear alley garages that accommodate an exterior parking space are also allowed, provided that the driveway length is at least



Paseo row houses are oriented to intimately scaled paseos that traverse a typical Mueller block.



Paseo Row House

15 feet as measured from the property line. End-cap lots along a street shall include a wall or fence up to 6'-0" in height and landscaping to provide visual screening of street and exterior parking areas.

Internal Parking Courts: For row house units that only have one contiguous parking space (e.g., the paseo row house unit) an additional space must be provided in a common parking court. Parking courts must be internal within a block and may not front onto any public street. Pedestrian access to each unit must be provided from the parking court by means of landscaped paseos. Parking courts and paseos will be well lit with light poles or fixtures attached to the buildings. Parking courts will include one shade tree with a caliper of at least four inches for every four parking spaces.

Height and Massing: Clustered row houses may be built to a height of three floors or 40 feet, with:

- Changes in volume and plane, sloping roofs, and porches to reduce the perceived scale of the structure, and to help delineate individual units; and
- Moldings, belt courses, decorative eaves and other architectural elements that provide interest and scale.

Contemporary building styles with flat roofs and parapets, and with upper level roof terraces are encouraged.

Street Front and End-Cap Units: Buildings fronting street corners and at the “end-caps” of a paseo will be specially designed so that they present attractive elevations to both frontages. Building and landscape elements, entries, bay windows, wrap-around porches, façade composition and other design strategies should be employed. Where a garage presents its side elevation to the street, special care shall be taken to ensure that it appears as an integral extension of the primary building elevation, with generous fenestration and other architectural elements. Driveways exposed to the street shall be screened by a 6'-0" high wall that is designed as an integral extension of the building architecture.

Site Coverage: Clustered row houses must be designed to have an impervious cover that does not exceed 95 percent.

2.6 MUELLER HOUSES

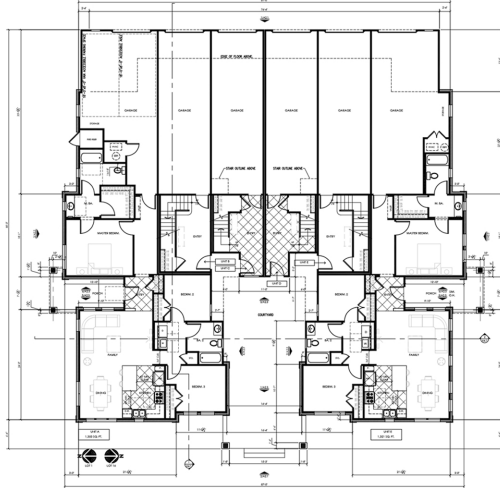
Mueller Houses combine four to six living units in both single and multi-floor configurations to appear as large single-family homes. In the spirit of traditional towns, Mueller Houses are situated along both sides of Simond Avenue, a wide tree-lined parkway street that traverses the community from Lake Park and the Aldrich Street District to the neighborhood school. Mueller Houses are intended to provide a distinctive identity, and a counterpoint to the surrounding detached and attached houses. The lot sizes for Mueller Houses generally vary from 9,900 square feet (four-units) to 12,000 square feet (six-units). They have the following design characteristics:

- The buildings are set back from the street by 18 feet to create a generous front yard that extends the open space of the parkway.
- The buildings have at least 10-foot side yards on each lot, to allow for clear separation and to provide for side entries to individual units.
- Each building is designed to appear as a large “custom” home; individual units are indistinguishable within the larger building form.
- The building employs a variety of forms and roof profiles to create an interesting and varied silhouette; porches and courtyards provide outdoor space and a transition to the street.

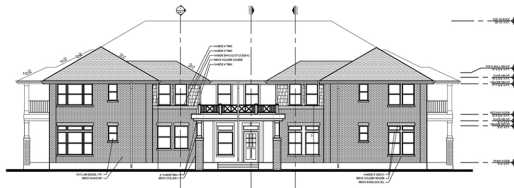
In the spirit of traditional towns, Mueller Houses combine four to six units and are designed to appear as large custom homes.



Plan A

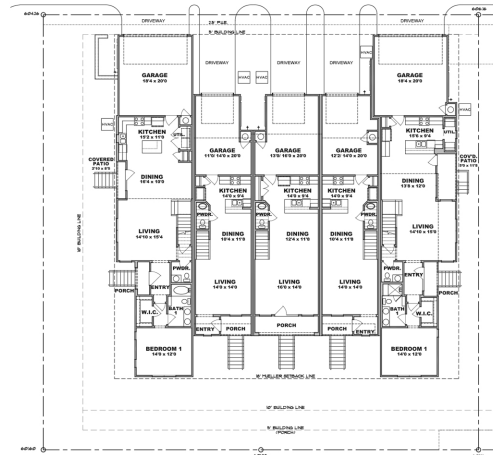


First Floor Plan



Front Elevation

Plan B



First Floor Plan



Front Elevation

Plan C

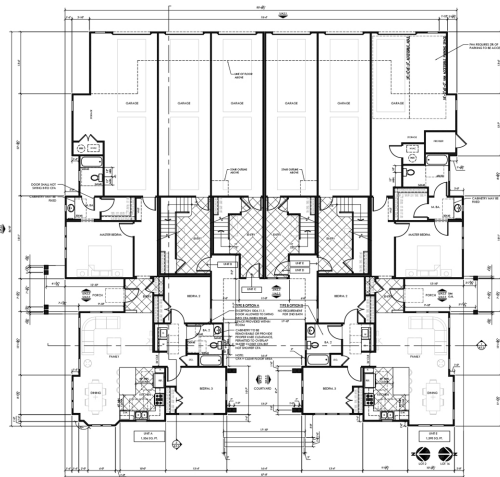


Front Elevation

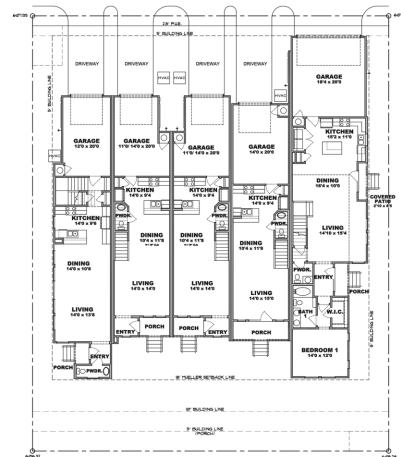
Plan D



Front Elevation



First Floor Plan



First Floor Plan

Mueller House Plans and Elevations

- While the building is designed to appear as a large home with a singular principal entrance on the front, each unit has a building entry that is accessible from the street, on the front or side elevation of the building.
- Each unit also has direct covered access to its own one-or two-car garage.
- In addition to these characteristics, Mueller Houses are encouraged to promote "age in place" opportunities with stacked flats accessed by one more elevators.
- Up to eight flats may be permitted within a Mueller House, if it is demonstrated that additional units achieve the above design characteristics without detracting from the overall appearance of the building as a large single-family dwelling.

Auto Access: Mueller Houses are served by rear alleys; fronting garages are not permitted.

Variation and Diversity: To promote diversity and interest along the parkway boulevard, the following guidelines are applied:

- Each block face shall contain models with significant variation in building elevation, materials, floor plan configuration and massing.
- No more than two of the same building elevation shall be employed on a block face, and these units shall employ different materials and treatments to establish a unique identity. A separation of at least two lots shall be maintained for any similar model along the same block face.
- To the extent practicable, a mix of two-and three-story homes should be introduced along a block face.

Mueller Houses provide a distinctive identity and counterpoint to surrounding attached and detached houses.

Relationship to Street/Entries: All Mueller Houses will be designed to have a primary building entrance that is in scale with the overall mass of the building, and that promotes the impression of a large single-family home. Porches and/or front courtyards defined by low walls that do not exceed 3'-0" in height may be designed in conjunction with the front entry. Additional unit entries should be designed to be subservient to the primary entry, located on the side elevations, or, if on the front, downplayed architecturally (e.g., 90 degrees to the street).



Roof Forms: Mueller Houses should have sloping roofs, employing gables, hips and dormers. To the extent practicable, south and west-facing slopes should be introduced to allow for the architectural integration of photovoltaic panels, solar water heating and induced ventilation, subject to NCC approval. The roof pitch of the principal building should generally utilize slopes of 6:12 to 9:12; however, steeper or shallower slopes will be permitted subject to NCC approval. Porch roof pitches and ancillary buildings and wings may vary between 2:12 and 4:12. Flat roofs will be considered on a case-by-case basis, and are also permitted on ancillary structures, when they are used for outdoor terraces and decks. All rooftop equipment must be concealed from streets, alleys and other public spaces. Photovoltaic and solar water heating systems are permitted subject to NCC approval and Condo Association rules, but shall be architecturally integrated into the roof and/or building form. (See Solar Ready discussion in Chapter Seven).

Building Massing: Within a three-story 40-foot height limit, Mueller Houses should employ changes in volume and plane and introduce sloping roofs, porches and trellis canopies to reduce the perceived scale of the structure. Moldings, belt courses, decorative eaves and other architectural elements that provide interest and scale are also encouraged.



Mueller House Development Standards

Front Yard Setbacks: The front wall of all Mueller Houses will be set back by a minimum of 18 feet from the front property line. An irregular street wall with indentations for entry courtyards is encouraged. In order to create architectural interest and usable open space along the street, covered terraces and trellises may encroach within this front yard setback area by up to 8'-0". Up to four bay windows will be permitted to encroach into the front yard setback area by up to 2'-0", provided that the area of any one bay window does not exceed 20 square feet. Corner lots are assumed to have two "fronts".

To create a distinctive streetscape appearance, a low masonry wall of approximately 1'-6" in height located 1'-6" back of the sidewalk will be constructed along the length of Mueller House lots that face public streets (e.g., along Simond Avenue, Berkman Drive, Mattie Street, Vaughan Street, and Tilley Street). Taller walls may be permitted subject to NCC approval. The design of the wall will be consistent within each block.



The significant front yard setback on Mueller Houses will contribute to the creation of a green parkway spine from Lake Park to the neighborhood school.

Side Yards: To create clear building separation between Mueller Houses, and to allow for side entries, a side yard setback of 10 feet is required. Porches, entries, chimneys and roof overhangs will be permitted to encroach into the side yard setback by up to 5'-0". Up to two bay windows will also be permitted to encroach into the side yard setback area by up to 2'-0", provided that the total area of the bay windows does not exceed 30 square feet. Encroachments are not permitted within designated public easements.

Accessibility and Visitability: In addition to meeting ADA requirements for accessibility, Mueller Home units located on the ground floor shall be "visitable" through the garage and/or front entry.

Site Coverage: Mueller House lots must be designed to have an impervious cover that does not exceed 75 percent.

Rear Yard: Garages will be set back from the alley by a minimum of 5'-0". Any additional setback should be at least 15 feet from the rear property line, so that no driveway is less than 15 feet in depth.

Corner Lots: Buildings on corner lots will be sited and designed so that they present front elevations to both streets. Building and landscape elements, house massing, wrap-around porches, façade composition and other design strategies should be employed to create attractive elevations on both streets.

Garages: Garages exposed to public streets will be designed as an integral part of the building mass, with fenestration and treatments equivalent to other parts of the building. Tandem parking is permitted and encouraged. Driveways exposed to the street shall be screened by walls or fences that are designed as an integral extension of the building architecture.

Mueller Houses have a primary building entrance in scale with the overall mass of the building.

Exterior Space: Each unit within a Mueller House will have a minimum of 72 square feet of private exterior open space (e.g., balconies, patios, terraces, etc.) adjacent to its principal living space. The minimum depth of the space will be 6'-0" clear of any obstruction including balustrades.



2.7 APARTMENT HOUSES AND MIXED-USE BUILDINGS

Medium-density residential and commercial mixed-use buildings are encouraged at designated locations within the Mueller neighborhoods, in the Tower District, and in the vicinity of the Austin Studios campus. See “Distribution of Neighborhood Building Types” at the beginning of Chapter Two. Rather than stand-alone projects, these buildings are envisioned as an integral part of the surrounding neighborhoods, extending the fabric of friendly streets, creating activity nodes with ground level, community-oriented uses, and providing an appropriate scale transition to nearby yard, row and Mueller Houses. Clustering of apartment houses or neighborhood-scaled office buildings at these locations offers the opportunity to create activity centers with local-serving retail and restaurant uses, as well as neighborhood-serving amenities and services at the street level. A range of these residential building types is envisioned in the Mueller neighborhoods, including:

- “Podium” buildings, ranging in density from 40 to 75 units per acre, where housing is constructed above and/or against one or two levels of structured parking, and where the roof of the parking garage may provide an interior courtyard and common space for residents;
- “Wrap” buildings (40 to 90 units per acre) where housing is constructed around and against one or more levels of structured parking; and
- “Walk-up” and “tuck-under” buildings (20 to 35 units per acre), where apartments and flats are constructed around parking courts and above individual garages. (Note: This lower density building type will be allowed only subject to approval of the Master Developer and the NCC. It is not permitted in the Aldrich Street District.)

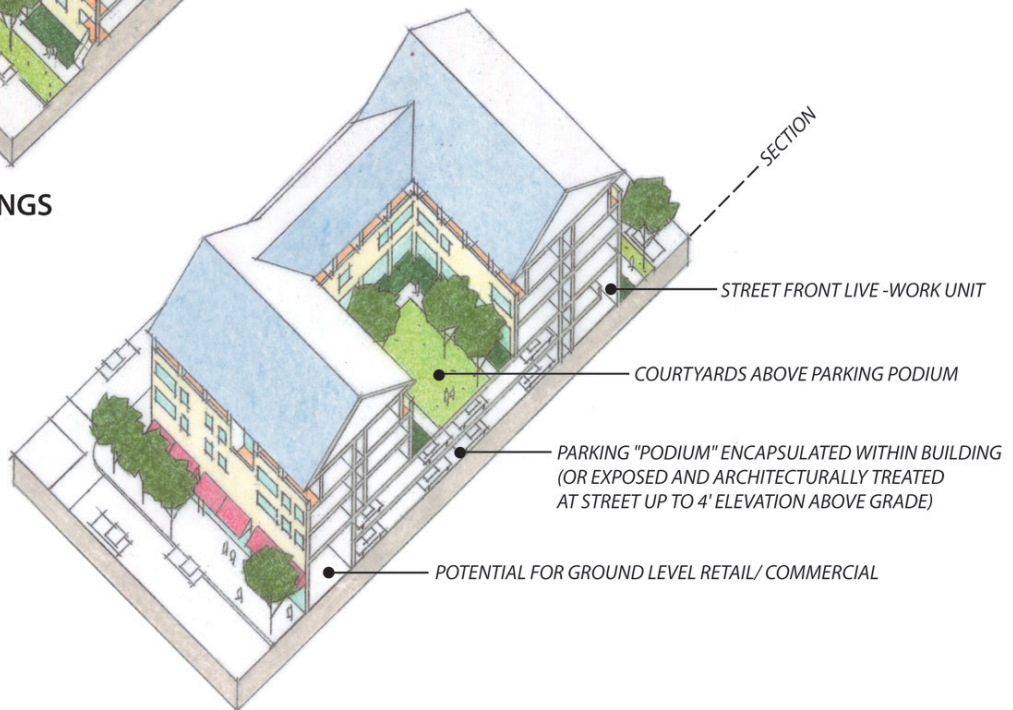
Although apartment houses are envisioned as a predominant building type in portions of the neighborhoods, mixed-use office or civic buildings are also permitted. All these structures are subject to the same guidelines and have common characteristics:

Apartment houses and mixed-use buildings should be designed to extend and enliven the fabric of neighborhood streets and public spaces.





"WRAP" BUILDINGS



"PODIUM" BUILDINGS

Multi-Family Building Types

- Parking is largely invisible from public view; garages are architecturally integrated and/or encapsulated within the body of the building.
- All street fronts include ground-level residential units or ground-level commercial storefronts with their primary entries oriented to the street and to the sidewalk.
- The buildings provide an appropriate transition in scale and character to adjacent single-family and attached housing.



In order to ensure neighborhood compatibility, apartment houses and mixed-use buildings will be located on blocks separate from single-family yard houses, such that in no case will apartment houses or mixed-use buildings have abutting side yards, rear yards or shared alleys with yard houses. Apartment houses and mixed-use buildings will not have abutting side yards with row houses or shop houses of less than three floors in height, but may have common rear alleys.

Mixed-use buildings with ground level commercial spaces are encouraged at transit stops and other activity centers throughout the neighborhoods.

The following guidelines govern the design of multi-family apartment house and mixed-use buildings within the neighborhoods:

Auto Access and Parking: Parking facilities, including surface parking lots, individual garages and parking structures will not be visible from public streets and open spaces. Garages will be architecturally integrated and/or encapsulated within the overall building mass. Limited exposure of garage façades will be considered by the NCC, if they are designed as an integral part of the overall composition. Partially-submerged garages up to 4'-0" above sidewalk elevation will also be considered, if they are architecturally integrated into the street front façade. Driveways leading to parking facilities shall not exceed 24 feet in width. Unless otherwise approved by the NCC, driveway curb cuts are not allowed along Berkman Drive. Drop-off areas and auto courts along streets are discouraged, unless they can be achieved within the Building Relationship to Street provisions below.

Setbacks and Building Relationship to Street: All apartment and mixed-use buildings will be constructed within 15 feet of the front property line for at least 75 percent of any street front property line. At least 75 percent of such frontage shall include ground-level residential units or ground-level commercial, retail or community-oriented space. Blank walls and service areas should be minimized. Ground-level residential units will have their primary entries oriented to the street, with front entries, porches or stoops; secondary or additional primary access may



Apartment houses and mixed-use buildings shall include changes in volume and plane to reduce the perceived scale of the structure.

generally be flush with the sidewalk, and include storefront windows that provide a high degree of transparency. Blank walls in excess of 25 feet in length should be avoided, and architecturally-treated to create interest and detail along the street front.

Building Height and Massing: Within a four-story or 65-foot height limit, multi-family and mixed-use commercial buildings within the Mueller neighborhoods will:

- Include changes in volume and plane, sloping roofs, loggias and porches to reduce the perceived scale of the structure, and to help provide a transition to adjacent single-family or attached homes; and
- Introduce moldings, belt courses, decorative eaves and other architectural elements that provide interest and scale.

On apartment and mixed-use building lots adjacent to or across a public street from a one- or two-story yard house, row house, Mueller House or shop house, buildings should step down in height so that at least 50 percent of the building within 25 feet of the property line does not exceed three floors or 40 feet.

Ground-Level Commercial Treatment: Ground-level commercial or work spaces will be designed with high-bay storefronts, with a floor-to-floor height no less than 15 feet, and with a window to wall transparency ratio of at least 50 percent. The structural and mechanical systems must be designed to accommodate future commercial uses, including restaurants. The structure shall be able to support hood vents, and the mechanical system shall include at least one rated shaft to provide ventilation to the roof for restaurant or food service uses. The primary entry to all ground-level uses should be oriented to the adjacent street at intervals no greater than 75 feet. High quality accent materials should be employed along ground-level commercial space, including stone, wood, and metals; other decorative features should be utilized to create interest and scale along the street. Reflective glass is not permitted. Front yard landscaping and hardscape with planting and seating areas is encouraged within the setback zone.

Ground-Level Residential Treatment: Ground-level residential units shall have their front doors oriented to the street with stoops elevated at least 1'-6" but by no more than 3'-0" from the sidewalk to provide privacy and separation. Residential building lobbies shall also be oriented to the street with accessible entries.

Front Yard Setbacks: Apartment houses and mixed-use buildings will be set back a minimum of 5'-0" from the front property line, but by no more than 15 feet. Ground-level porches may encroach into the setback area by up to 3'-0". Bay windows and "Juliet" balconies will be permitted to encroach into the front yard setback area by up to 2'-0" provided that the area of each bay window or balcony does not exceed 20 square feet, and that the placement of bay windows and balconies is composed to create visual interest and to avoid monotony. Encroachments are not permitted within designated public easements.

Site Coverage: Apartment house and mixed-use building lots must be designed to have an impervious cover that does not exceed 90 percent.

Corner Lots: Apartment house and mixed-use buildings on corner lots will be sited and designed so that they present front elevations to both streets. Special corner elements, façade composition and other design strategies should be employed to ensure that attractive elevations are created along all public streets.

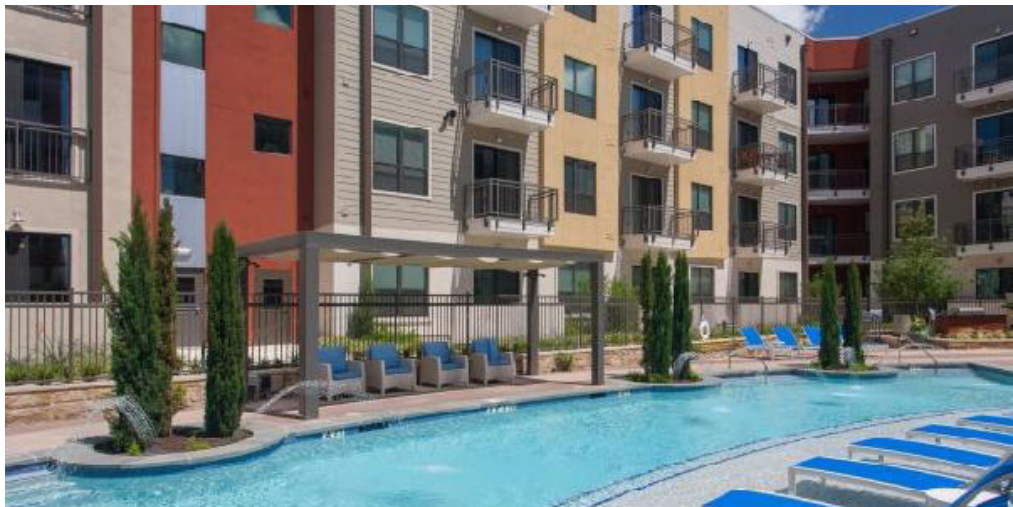
Special corner treatments on mixed-use buildings can help to define and enliven the streetscape.

Terminus Lots: The portions of apartment houses or mixed-use buildings that terminate thoroughfares and/or views should be designed to take advantage of the specific site conditions, with special architectural elements and building articulation.

Exterior Private Open Space: Each residential unit within an apartment house or mixed-use building will have a minimum of 60 square feet of private exterior open space (e.g., balconies, porches, patios, terraces, etc.) adjacent to the principal living space of the unit. The minimum depth of the space will be 6'-0", clear of any obstructions including balustrades. Up to 50 percent of units within a complex may be exempt from this provision, provided that the equivalent area of private open space is added to the common open space requirement.



*Common open space
is provided for the
enjoyment of residents
and visitors.*



Exterior Common Open Space: Each apartment house or mixed-use building will have exterior common open space, with an area that is no less than 40 square feet for each residential unit within the complex. Common open space is defined as any exterior open space that is available for the use and enjoyment of all residents and their visitors including pools and pool decks, terraces, gardens, courtyards, etc. Provision for shade and relief from the harsh summer climate should be a key factor in the design of common open spaces.

Transformers: Transformers and other utilities shall be located in areas where they have the least visual prominence and where they do not interrupt the pedestrian environment. Screening with walls and landscaping shall be introduced to conceal the equipment from predominant view.

Rooftop Equipment: All mechanical equipment shall be architecturally screened, so that it is not visible from any adjacent public street, alley or open space.



All apartment and mixed-use buildings will be constructed within 15 feet of the property line along a public street.



Trash and Recycling Rooms and Service Areas: All trash and recycling collection facilities and service areas will be visually and acoustically screened, architecturally integrated within the body of the building or enclosed within a structure located at the rear of the property.

Dog Runs and Pet Stations: Multi-Family buildings will be required to provide a dog friendly outdoor space or dog run, including pet stations. Fencing of such areas shall be approved by the NCC.

Other Features: Parking garages shall provide conveniently located areas for bike and tricycle parking (consistent with Mueller standards) and “car share” programs. Provision should also be made for recharging stations for electrical vehicles.

NEIGHBORHOOD BUILDINGS: CHARACTER, MATERIALS AND TREATMENTS

These design guidelines pertain to all neighborhood building types.

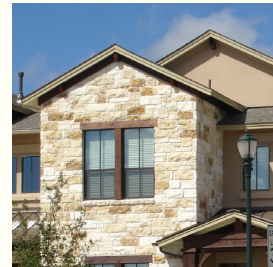
Character: Neighborhood buildings should be designed in the spirit of regional and Central Texas architecture, in a traditional or contemporary idiom. Common elements of Central Texas architecture that are encouraged include: shade on wall surfaces through projecting eaves to minimize direct summer solar gain; simple volumetric building forms with gabled, hipped and pyramidal roof shapes; and the use of porches, loggias, arcades, courtyards and patios to mediate the seasonal climatic extremes and to provide outdoor space.

Sustainability: Development within the Neighborhoods will exemplify the City's sustainability goals, creating an environment that has lasting value, addresses objectives for resource efficiency, and utilizes green building and integrated sustainable development practices. Preference should be given to materials and products that enhance building energy and water performance and that are manufactured with raw materials that are non-toxic, low-emitting, renewable, recycled, recyclable, and/or regionally sourced and manufactured. (See guidelines for sustainability Chapter Seven).

Visitability: All dwelling units will be required to meet City of Austin S.M.A.R.T. Housing™ Standards for visitability (or ADA accessibility requirements). Builders are encouraged to explore front entry ramp option possibilities.

Building Materials: A simple and harmonious application of materials is encouraged, in keeping with the form and style of the building. An excessive number of materials is discouraged. Acceptable cladding materials include: Texas limestone or sandstone in light and warm tones; smooth horizontal bevel or lap fiber-cement siding four to eight inches wide, with miter cut corners, or with corner boards; smooth finish clay brick in Common, English or Flemish bond patterns; painted brick; smooth finished stucco; or other similar or innovative materials deemed by the NCC to be appropriate and complementary with the neighborhood and community.

Material Changes: Material changes should occur when there is a change in volume and/or plane. Materials should wrap around to the sides of the building to promote three-dimensional design. Material change should not occur on outside corners or along the same plane unless approved by the NCC.



Roof Materials: Builders are encouraged to use interlocking standing seam metal roofs. The metal roofs may either be in a natural galvanized finish or may be pre-finished with "cool pigment" colors. "Cool pigments" absorb less infrared radiation than conventional pigments by reflecting more sunlight and therefore reduce the need for cooling energy. These metal roof types may be used for the principal roof and/or for ancillary roof areas (e.g., porches). Other acceptable

roofing materials include: concrete tile, slate, clay or ceramic tile, consistent with the project goals of energy efficiency and heat island mitigation. Composition shingle roofs are also acceptable; however, they are the least preferred. Preference should be given to products that comply with the US EPA ENERGY STAR requirements.

Parapets: Parapets on flat-roofed buildings shall extend the volumetric form of the building, and never appear as thin walls or “western fronts”. When extending above the predominant building height, they shall return by at least 3'-0" for fee-simple residential buildings and 4'-0" for commercial buildings to create a solid volumetric form.



Solar Energy Systems: Photovoltaic and solar water heating systems are encouraged, subject to NCC or MC approval. Panels will be architecturally integrated into the roof and building form. Solar panels shall have a flat profile, conform to the slope of the roof, and be placed so that the top edge of the collector is parallel to the roof ridge. Panels placed diagonally to the ridge or eave are strongly discouraged, and will only be permitted if they are not visible from any public street. No part of the installation may extend above the roofline. Collector frames, support brackets and any exposed piping must be painted to match or be compatible with the roofing material. Neutral colors are preferred for solar photovoltaic panels. Photovoltaic panels on flat roofed buildings should be integrated as an architectural feature of the building or screened from public view behind parapets. (See guidelines for solar ready design in Chapter Seven).

Noise Attenuation/Impact Transmission: All residential buildings that have adjoining units that share walls or ceilings (i.e., apartments, row houses, Mueller Houses, etc.) are strongly encouraged to employ construction methods that minimize noise and vibration transfer between units. In addition, residential units along major connecting streets (e.g. Berkman Drive, Mueller Boulevard, Barbara Jordan Boulevard, Zach Scott Street, etc.) are strongly encouraged to employ glazing that reduces interior noise from traffic.

Bike Parking: Bike parking will be provided in compliance with Appendix A: Residential Landscape Design Guidelines for Bicycle Parking Standards.) In addition, bike racks should be placed in the public rights of way near parks, greens and other activity areas. Tricycle parking should also be provided within mixed-use building garages (near street entries) and along street frontages where room permits.



Signage: A coordinated signage program must be prepared and submitted to the NCC for their review and approval. (See Appendix F: Signage and Storefront Guidelines.)

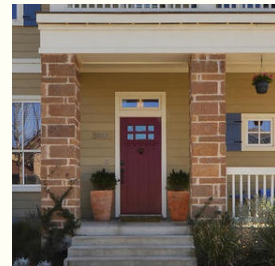
Windows: Windows are key determinants of building character, and require careful design and detailing. In keeping with the spirit of traditional regional architecture, the following characteristics should be followed:

- a. Unless otherwise permitted by the NCC, windows should be vertically proportioned with a minimum vertical to horizontal ratio of 1.6:1.0. (Small accent windows and transoms are excepted from this guideline). Vertically proportioned windows may be grouped together horizontally.
- b. Double-hung, single-hung, casement and awning windows are permitted. Horizontal sliding windows are not permitted, unless otherwise permitted by the NCC.
- c. Wood, vinyl (solid or clad) or painted aluminum windows with traditional profiles and double-glazing are permitted. Mill finished aluminum windows are not permitted, unless permitted by the NCC.
- d. All windows should include surrounding trim appropriate to the materials, style and proportion of the home. In keeping with the spirit of traditional regional architecture and to create the effect of solidity, windows shall be inset from the face of the building wall by at least one-and one-half inches.
- e. Divided lights are encouraged, but muntins should be properly proportioned in relation to the window with a minimum 1/2-inch width, and constructed to be an integral part of the window and shall be proud of the surface of the glazing. "Snap-in" decorative muntins are prohibited.
- f. Shutters shall be proportioned and sized so that they could enclose the window, if operable.
- g. Operable windows must be provided in habitable spaces, including dens, bathrooms, offices and studies.



Doors: Doors should be carefully designed to be in scale and character with the building. More specifically:

- a. With the exception of garage doors, doors should generally be hinged.
- b. Permitted door materials include painted or stained wood, hardboard, fiberglass or metal. Door color selection should be coordinated with the house composition and design.
- c. Sliding glass doors shall be located only on rear or interior side yard elevations.



- d. Front doors should be 8'-0" in height. 6'-8" doors will be permitted if a glazed transom is provided above the door.

Mechanical Equipment: All mechanical equipment shall be located in areas that have minimal public exposure and screened from public view. Exposed piping and conduits are not permitted on building facades that are in the public view unless located at interior corners of buildings and reviewed by the NCC. Exposed piping located out of the public view shall be sleeved and painted to match the building.

Air-Conditioning Compressors: AC compressors are not permitted within setback areas along public streets.

Public Utility Easements: No construction of any kind is permitted in or over a public utility easements (e.g. roof overhangs, porches, steps, stoops and low walls).

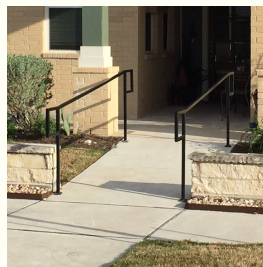
Exposed Foundations: Exposed building foundations shall not exceed 2'-0" above grade. When more than 2'-0" of foundation is visible, cover walls shall be provided with the primary cladding material.

Fencing and Walls: Hedges or low fences of wood or metal up to 3'-0" in height are permitted along a fronting property line, subject to NCC approval. Privacy fences up to a height of 6'-0" are permitted on side yards and rear yards, provided that the side yard privacy fence is set back at least 10 feet from the front building façade, and the fence does not occupy more than 66 percent of the side yard frontage of the building along a street. Fences shall be coordinated with the design of the building in terms of color, scale and detailing. Along alleys, fences are encouraged to permit some views into the rear yard and to have gates that provide pedestrian access as applicable. Low retaining walls constructed of stone, brick, architectural concrete or similar material approved by the NCC, up to 1'-6" in height are also permitted along the front property line.



Technology: Builders will be required to adhere to wiring, networking and technology guidelines established for Mueller.

Access Ramps: Provision should be made to allow for the future addition of an accessible ramp from the sidewalk to a front porch, wherever possible.



Elevator Ready Units: To promote opportunities for Mueller residents to "age in place" housing units should be designed to allow for the addition of residential lifts wherever possible. This can be achieved by aligning closets or by configuring stairwells to accept elevators as part of a future retrofit.



Town Center Birds-Eye Illustrative Rendering

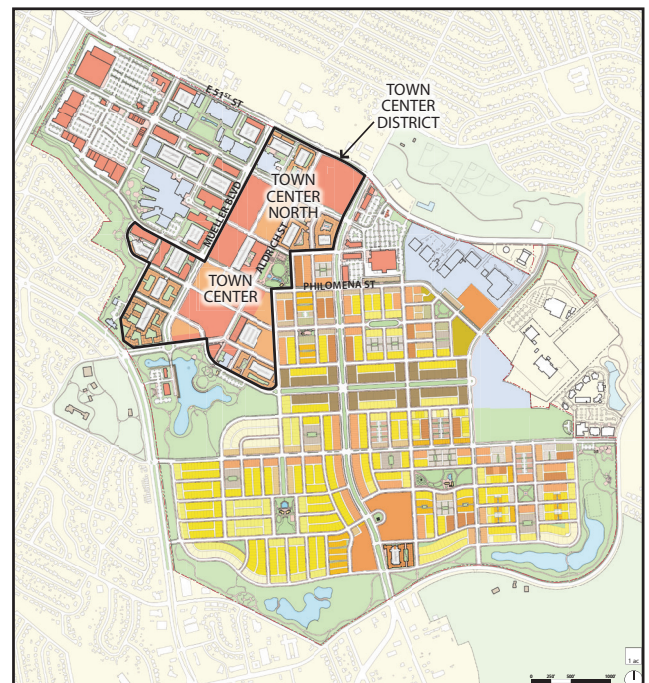
1. ALDRICH STREET SHOPS WITH UPPER LEVEL OFFICES, HOTEL OR RESIDENCES
2. CINEMA OVER ALDRICH STREET SHOPS
3. AUSTIN CHILDREN'S MUSEUM (THE THINKERY)
4. MIXED-USE RESIDENTIAL / COMMERCIAL
5. EXISTING AND POTENTIAL DISTRICT PARKING GARAGES
6. MIXED-USE COMMERCIAL BUILDING WITH GROUND LEVEL RESTAURANTS/SHOPS

3 THE TOWN CENTER DISTRICT

Mueller Town Center is envisioned as a vibrant mixed-use district at the heart of the community... a place where residents, workers and visitors are naturally drawn ... a place to shop for everyday needs, meet friends for lunch or dinner, enjoy a concert or movie in Lake Park, or just to take a leisurely stroll down Aldrich Street with its unique shops and restaurants. It is envisioned that the combination of local businesses and the friendly pedestrian orientation of the district will make it an attractive destination, not only for the Mueller community, but also for visitors to Austin and residents and workers from surrounding neighborhoods and districts throughout the City.

The Town Center District is organized into two principal sub-areas, divided by Philomena Street. Town Center provides the most concentrated mix of ground level retail, restaurant, cultural and entertainment uses, and is envisioned as the social and commercial hub of Mueller. The most intensive area of Town Center is east of Mueller Boulevard and referred to as the Aldrich Street District.

Town Center North is conceived as a complimentary mixed-use residential and employment district that will help to achieve Mueller's economic development objectives and extend the pattern of active ground level uses to the adjacent neighborhoods of Mueller and beyond. Aldrich Street, a pedestrian-friendly promenading street provides a continuous north-south spine through both areas, connecting 51st Street on the north with Lake Park on the south. Mueller Boulevard provides a key vehicular and transit link between 51st Street and Airport Boulevard. The plan allows for future urban rail service to pass through the Town Center District. The configuration and design of the Town Center District is based on several key criteria:





The Mueller Town Center District is envisioned as a convenient and friendly mixed-use district at the heart of the new community – a place where residents, workers and visitors are drawn to shop as well as live, work and play.

Identity: The Town Center District is located at the gateway to Mueller along Airport Boulevard, and overlooks Lake Park, the principal open space of the community. Town Center Park is at the heart of the District, bridging its North and South sections. Aldrich Street, Mueller’s “Main Street”, has a direct connection to Airport Boulevard and 51st Street, giving it regional and citywide identity and visibility that will be critical to its ongoing success and viability.

Connectivity: The Town Center District is an integral part of the Mueller community and a seamless extension of the surrounding neighborhoods. The pattern of blocks and streets and the perimeter greenway provide direct pedestrian, and bike connections, making it a five-to ten-minute destination from planned transit facilities and most homes within the community.

Walkability: The Town Center District is a place for pedestrians of all ages. Aldrich Street is designed with shady tree-lined sidewalks with canopies and awnings for promenading and outdoor dining. The network of streets leading to it is enlivened by shops, galleries, small businesses and residential units. Appendix E: Aldrich Street District Streetscape Design Manual provides more detail on the character and treatment of streets within the district.

Convenience: The Town Center District is programmed and configured to be convenient for residents and employees alike. A grid of streets is designed to promote easy access and mobility for motorists as well as pedestrians and cyclists. A centralized supply of shared parking in internal garages is provided within close walking distance of all businesses.

Diversity: The Town Center District is more than a place to shop. With its mix of apartments, live-work lofts, museums, theaters, row houses, shop houses and offices, it is also a great place to live, visit and do business. A variety of large and smaller parcels developed by different builders and architects will provide a diversity of building types and styles that will make the Town Center District a more authentic and integral part of the city.

Authenticity: The Town Center District will include many “Best of Austin” businesses. Catellus is committed to soliciting local retailers, restaurateurs, and other homegrown businesses that will give the area a distinctive Austin character.

The design of the Town Center District has evolved through the extensive community planning process, and through more detailed development planning that has taken place since the execution of the Master Development Agreement in 2004. In 2008, a Master Plan and Commercial Planning Study found that there was



The Thinkery reinforces the pedestrian character and destination appeal of the Town Center.

considerable market and community support for a more intensive mix of uses than initially projected in the 2004 plan, which had envisioned a mixed-use neighborhood center anchored by a grocery store. As a result of this effort, the boundaries of the Town Center District were extended northward to 51st Street, and the grocery store was relocated to the Northeast Quadrant in a separate neighborhood center known as the Market District (see Chapter Four).

There are three basic building types that make up the Town Center District: “Aldrich Street and Paseo Buildings” provide the most intensive concentration of retail uses activating the community’s principal retail street and pedestrian promenade; “Mixed-Use Buildings” include a range of office and residential complexes which provide the basic fabric of the district; and “Parking Buildings” are designed as “stand-alone” district garages, allowing for adjacent sites to be developed without the burden of on-site parking, while providing visitors and employees with convenient places to park within walking distance of multiple destinations. In addition to these basic building types, civic, cultural, religious and other types of institutional buildings may also be located in the Town Center District, provided that their design is determined by the NCC to be in keeping with the intended identity and character of the Town Center District, consistent and complementary with the vision of a mixed-use and pedestrian-oriented district. Parking for such buildings may be provided in the district parking facilities, and/or on-site in architecturally integrated and encapsulated garages or in parking courts that are mostly concealed from public streets.

The remainder of this chapter provides guidelines for each of these Town Center District building types. At the end of the chapter, common design guidelines for the character, treatments and materials of all Town Center District buildings are described.

TOWN CENTER DISTRICT SITE PLANNING STANDARDS

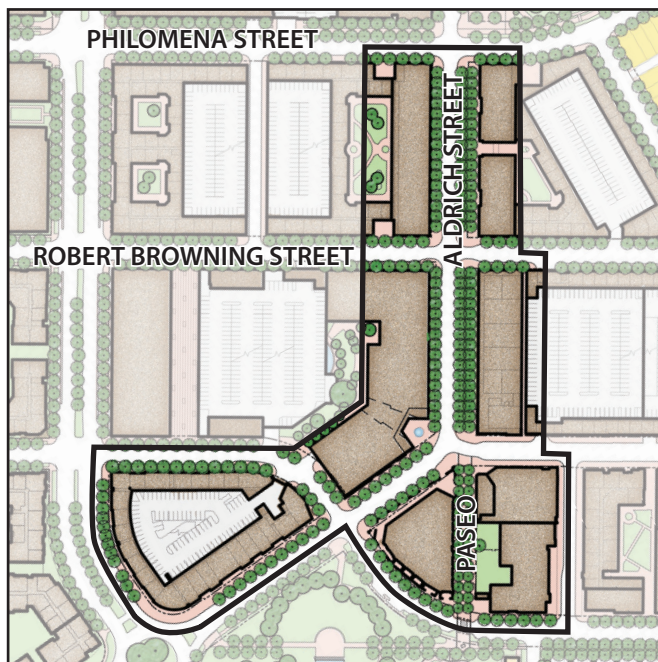
A Preliminary Plan (Case # C8-04-0043) has been filed by the Master Developer with the City of Austin, describing the layout of the neighborhoods and the Town Center District. Any revisions to the layout of the Town Center District as shown in the Preliminary Plan must adhere to the above-stated principles, and to the following site planning standards:

- a. The Town Center District will include a principal street (Aldrich Street) that is designed to be a major gathering space of the community, and to which retail uses will be oriented. Aldrich Street will connect to the surrounding Mueller neighborhoods, Lake Park, and Airport Boulevard.
- b. The Town Center District will include a pattern of blocks that provide street front activity and connections to adjacent neighborhoods and districts.
- c. Surface parking lots, parking structures and service areas will not be located along Aldrich Street unless no other practical solution is possible. Interim / temporary surface lots will be allowed subject to NCC approval.
- d. The design and treatment of streets within the Town Center District will be consistent with the Mueller street cross sections set forth in Appendix D of this Design Book and with Appendix E: Aldrich Street District Streetscape Manual.



3.1 ALDRICH STREET AND PASEO BUILDINGS

The Aldrich Street District is comprised of three blocks of Aldrich Street south of Philomena Street. Aldrich Street is the principal commercial and retailing street within Mueller and an important pedestrian promenade linking Lake Park on the south with the Town Center Park. The street with its tree-lined sidewalks and promenade, convenient curbside parking and continuous line of shop fronts is seen as one of Mueller's key gathering places, and as a place that will provide a strong image and identity for the community. At the point where the southern reach of Aldrich Street bends toward Mueller Boulevard, a 43-foot-wide Paseo provides an auto-free promenade connecting the street directly to Lake Park and the children's playground. As such, the design of buildings along the edges of Aldrich Street and the Paseo will be key to the success of the District as an attractive destination. Appendix E: Aldrich Street District Streetscape Manual provides specific direction on the design of sidewalks and furnishings within the public realm. In the spirit of Central Texas' Main Streets, buildings on Aldrich Street will have the following characteristics:



Aldrich Street District & Paseo Buildings

- A continuous frontage of high bay retail, restaurant or pedestrian-oriented uses will line the street.
- Projecting canopies, pergolas and awnings and/or arcades and colonnades that, in addition to the street trees, provide cover and shade.
- A pedestrian-friendly scale with the predominant building height along the street of two-to five-stories, with any additional height stepped back from the street front.
- Multiple building parcels with a change in architectural expression to promote diversity, interest and a fine-grained character.

- Upper-level uses, including residences and commercial uses such as hotel, cinema and offices, that overlook the street and provide an additional intensity of activity.
- Parking that is either architecturally encapsulated within the building and/or is located in one of the Town Center District's shared facilities.

All buildings along Aldrich Street and the Paseo must comply with the following design guidelines:



Building Height and Massing: Buildings along Aldrich Street and the Paseo will be no more than five floors or 65 feet in height to maintain a cohesive town scale along the frontage; any additional height up to 100 feet must be stepped back from the face of the building along Aldrich Street by at least 10 feet. The NCC may provide a variance to this setback if it finds that the additional height is necessary to accommodate the building, and if the design of the building maintains the pedestrian scale and character of the district.

The Paseo is a 43-foot wide promenade lined with shops, restaurants and Austin's children's museum (The Thinkery).

Minimum Height: While the predominant height of buildings along Aldrich Street will be three to five floors, one- and two-level buildings will be permitted if they are deemed by the NCC to add to the interest and vitality of the street; if they have a minimum height to the top of the parapet of 25 feet; and if they represent less than 50 percent of a block frontage.

Building Setbacks and Build-to Lines: Buildings along the west side of Aldrich Street and along the Paseo must be built to within 5'-0" of the property line of the street or to within 5'-0" of the eastern and western edges of the Paseo to create a continuous street wall along the length of the street. Along the east side of the street between McBee and Philomena Streets, Aldrich Street buildings shall be set back by 20 feet to provide for the promenade extension of the Paseo. Additional setbacks will be considered by the NCC only if they result in a usable open space of the highest quality.

Encroachments: Projecting awnings, canopies, arcades, pergolas and upper level porches are permitted to encroach into the public right-of-way of Aldrich Street by up to ten feet, subject to license agreements with the City of Austin. In the tradition of Central Texas commercial buildings, canopies, arcades and projecting colonnades should be designed as delicate additions to the buildings in an accenting material (e.g., wood or metal) to maximize the visibility of individual storefronts.

Exterior Open Space: Aldrich Street and Paseo buildings are encouraged to provide paseos and courtyards that provide through-block pedestrian linkages to public parking facilities, and/or to other Town Center District activities. Such spaces should be designed to provide shade and cover for pedestrians, as well as opportunities for outdoor dining, informal seating and performances, as well as small gatherings.

Ground Level Activities: The ground-level of buildings fronting Aldrich Street and the Paseo will include active pedestrian-oriented uses. First priority will be given to retail and restaurant uses that create the most intensive level of pedestrian activity. Uses that cater to the public and that promote walk-in business (e.g., galleries, personal and financial services, real estate offices, etc.) are also permitted, provided that such space is designed to allow for future occupation by retail or restaurant use. It is strongly encouraged that ground-level uses activate their adjoining street fronts with pedestrian-friendly uses (e.g., sidewalk cafes) consistent with the Aldrich Street District Streetscape Manual (Appendix E).


The Paseo provides an auto-free promenade linking Lake Park with shops and restaurants along Aldrich Street.

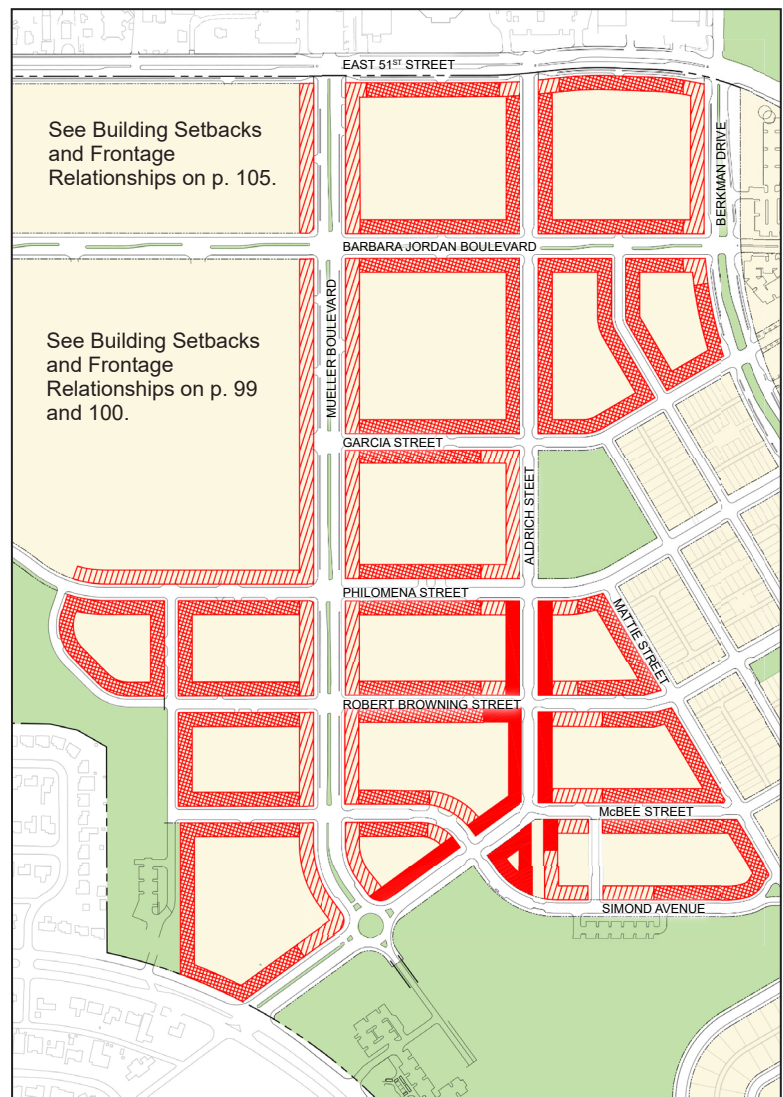


Ground Level Treatment: The street frontage along Aldrich Street and the Paseo will be designed with high bay storefronts, with a building floor-to-floor height no less than 16 feet, and with a window to wall transparency ratio on the ground floor storefront of at least 60 percent. The primary entry to all ground level uses must be oriented to Aldrich Street at intervals of approximately 50 feet as practicable. High quality accent materials shall be employed along ground level storefronts, including stone, wood, and metals; other decorative features should be utilized to create interest and scale along all public frontages of the building. Reflective glass is prohibited. Signage and Storefront Guidelines for Town Center buildings are provided in Appendix F.

Storefront Landscaping: Storefront planters and pots that provide color and/or delineation of outdoor café areas along Aldrich Street and the Paseo are encouraged.

Façade Treatment: A key objective for Aldrich Street is to create a diverse and fine-grained pattern of buildings, reflecting the personality of individual businesses, and providing a varied and interesting townscape. Larger buildings should employ changes in volume and plane to create diversity rather than applied or contrived façade expression. Changes in floor-to-floor dimension are also an effective way in modulating street front expression. Well-proportioned window openings should contribute to the area's "town" scale to create interesting facades that avoid institutional or monotonous repetitions. Balconies, loggias, bay windows, roof eaves, and other architectural devices that promote scale and interest are encouraged.

	Primary Retail Frontage (75% of Property Face)
	Commercial, Retail, or Civic Frontage (60% of Property Face)
	Commercial, Retail, Civic or Residential Frontage (60% of Property Face)



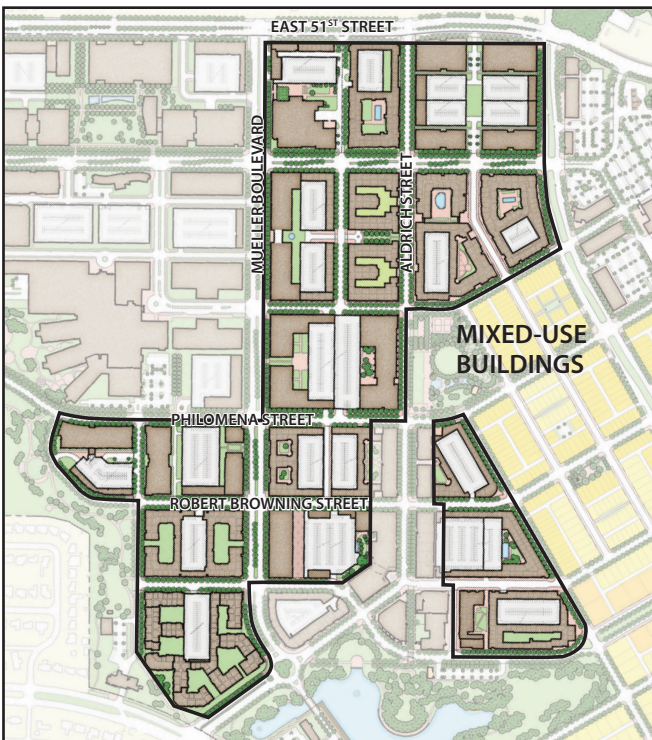
Town Center District Ground Level Uses

3.2 MIXED-USE BUILDINGS

Mixed-use residential and commercial buildings are the predominant building type within the Town Center District. They include office buildings, apartment and condominium buildings that will further intensify the level of pedestrian activity in the District and establish the Town Center District as a pedestrian-intensive area with a rich diversity of activity. Mixed-use buildings within the Town Center District share the following characteristics:

- Buildings will be built to or near the front property line to provide strong spatial definition to the streets.
- Ground-level uses will include retail shops, offices, civic uses and/or street-oriented residential units to reinforce the pedestrian character of the street.
- At least one floor of upper-level residential, office, civic or hotel use will be provided to create a critical mass of people living and working in the Town Center District.
- Parking will be architecturally integrated and mostly encapsulated within the building complex or be provided in centralized off-site garages.
- Outdoor space, including courtyards, paseos, balconies, terraces and gardens will be provided to extend the pattern of pedestrian-friendly streets and to provide additional gathering places for employees, visitors and residents.

Building Height and Massing: Mixed-use commercial and residential buildings within the Town Center District must adhere to the following height and massing guidelines:



Mixed-Use Buildings

- East of Mueller Boulevard and north of Philomena Street, buildings will not exceed 65 feet or five floors in height. Any mixed-use building across a public street from a two-story yard house, row house, shop house or Mueller House shall step down in height so that at least 50 percent of the building within 25 feet of the property line does not exceed 40 feet or three floors.

- South of Philomena Street, Aldrich Street District buildings will be permitted to a height of 100 feet or eight floors, provided that:

- Portions of the building above 65 feet shall be set back from the building face by at least 10 feet to maintain the scale and character of the Aldrich Street District.
- Along the Mattie Street frontage, any mixed-use building across the street from a two-story row house, shop house or Mueller House shall step down in height so that at least 50 percent of the building within 25 feet of the property line does not exceed 40 feet or three floors.



Mixed-use buildings in the Town Center District will have active ground level commercial uses or residential units oriented to the street.

Minimum Height: The minimum height of all mixed-use buildings is two floors and/or 30 feet.

Building Setbacks and Build-to Lines: Mixed-use buildings with ground-level residential uses will be set back from the property line by at least 5'-0", but by no more than 10 feet, while buildings with ground-level commercial uses will be built to within 5'-0" of the property line. Where sidewalks are 12 feet in width or less, 50 percent of the ground level commercial frontage shall be set back by at least 3'-0" to create sidewalk zones of 15 feet in width. All mixed-use buildings will maintain a continuous street wall for at least 75 percent of the street frontage.

Encroachments: Projecting canvas awnings, pergolas, canopies, arcades and upper-level porches are permitted to encroach into the setback area. In the tradition of Central Texas commercial and mixed-use buildings, permanent or fixed encroachments should be designed as delicate additions to the buildings in an accenting material (e.g., wood or metal).



With its tree-lined sidewalks and neighborhood shops, the Town Center District will be one of Mueller's principal gathering places.

Exterior Open Space: Mixed-use buildings are encouraged to provide courtyards and other exterior open space for the use of residents, employees and visitors. Each mixed-use residential building will have exterior common open space, with an area that is no less than 60 square feet for each residential unit within the complex. Common open space is defined as any exterior open space that is available for the use and enjoyment of all residents and their visitors including pool decks, terraces, gardens, courtyards, etc. Provision for shade and relief from the harsh summer climate should be a key factor in the design of common open spaces.

Ground-Level Activities: Mixed-use buildings will introduce ground-level uses as follows:

- Ground-level commercial or loft space that can be converted to retail in the future will be provided along Mueller Boulevard and designated east-west streets in the Aldrich Street District as shown in the diagram on p. 75.
- New development along East 51st Street shall include active ground level commercial or live-work uses within 75 feet of the intersections of Mueller Boulevard, Aldrich Street and Berkman Drive, with their primary pedestrian entries oriented to the street, consistent with the East 51st Street Vision Plan.
- For all remaining Town Center District street frontages, the ground-level street front will be designed with either commercial space or with ground-level residential uses, using the treatments described below.



Ground-Level Commercial Treatment: Ground-level commercial or work spaces will be designed with high-bay storefronts, with a floor-to-floor height no less than 15 feet, and with a window to wall transparency ratio of at least 50 percent. To the extent practicable, the primary entry to all ground-level commercial uses will be oriented to the adjacent street at intervals no greater than 75 feet. High quality accent materials shall be employed along ground-level commercial space, including stone, wood, and metals; other decorative features should be utilized to create interest and scale along the street. Reflective glass is not permitted. Front yard landscaping and hardscape with planting and seating areas is encouraged within the setback zone. The structural and mechanical systems shall be designed to accommodate future commercial uses, including restaurants. All commercial spaces must include ample mechanical access to rated vertical shaft ways to support current and future installation, use, and maintenance of kitchen exhaust ducting to roof mounted equipment. All such exhaust venting must occur vertically through to the roof, unless otherwise specifically requested by property owner and subsequently approved by the NCC so as to ensure exhaust fumes/odors do not reach the public realm. Grease traps should be located in service areas, away from pedestrian-intensive building fronts.

Ground-level commercial space will be designed with high-bay storefronts.

Ground-Level Residential Treatment: Ground-level residential units shall have their front doors oriented to the street with stoops elevated at least 1'-6" but by no more than 3'-0" from the sidewalk to provide privacy and separation. Residential building lobbies shall also be oriented to the street with accessible entries.

Mixed-use buildings are encouraged in the Town Center District to promote small businesses and a 24-hour live-work environment.



Facade Treatment: Mixed-use buildings will be designed to create a pedestrian-scaled and varied streetscape, with the following characteristics:

- Upper-level window openings composed and varied; strip windows and continuous/uninterrupted curtain walls are not permitted, unless otherwise approved by the NCC to promote architectural diversity.
- Variation in building volume and plane to reduce the perceived scale of the building, and to create visual interest along the street.
- Architectural elements including projecting bay windows, balconies (in a non-excessively repetitive pattern), loggia, canopies, pediments, moldings, etc., that further break up the mass of the building.

- Four-sided and volumetric architecture that contributes to the three-dimensionality of the building.
- Massing, parapets, or roof screens must be incorporated to ensure roof mounted equipment will be concealed from eye level view throughout the public realm including streets and publicly accessible parks and open spaces.
- Architectural delineation between the building's base, its upper levels and the roof silhouette.

Parking Garages: Garages within mixed-use buildings shall be substantially encapsulated within the interior of a block. Limited exposure to a street front will be permitted if the NCC finds that such an exposure is minimized and that complementary architectural treatment is provided. No garage exposure will be permitted along Aldrich Street, Mueller Boulevard, Barbara Jordan Boulevard or 51st Street.

3.3 PARKING BUILDINGS

Centralized “stand-alone” parking buildings are planned within the Town Center District to promote shared parking among a variety of uses and activities, where visitors can conveniently park once and visit multiple destinations. Centralized parking buildings will also reduce or eliminate the burden of on-site parking on some sites, allowing for smaller-scaled development to be interspersed with larger buildings that incorporate their parking on-site. Parking buildings are planned in the Aldrich Street District, east and west of Aldrich Street, where the most intensive concentration of retail, entertainment, cultural and commercial uses will be located. The following guidelines shall be used in the siting and design of parking buildings:

Location and Treatment: Parking buildings shall be located in the interior of blocks, with no portion of the structure exposed to Aldrich Street, Mueller Boulevard or Simond Avenue (south of Aldrich Street). Along Mueller Boulevard and Aldrich Street, garages shall be set back at least 60 feet from the property line to provide for a viable frontage of commercial uses. Along Simond Avenue garages shall be set back by at least 35 feet to allow for a residential or commercial liner. With NCC approval, parking buildings will be permitted to have frontages along east-west streets provided that:

Commercial parking garages should be encapsulated with office or residential uses to the maximum extent.

- At least 50 percent of the ground-level frontage of the garage is designed with high-bay storefront commercial uses, or with ground-level residential uses consistent with the provisions for Mixed-Use Buildings described above;
- No sloped floors or ramps are visible from public streets;
- Rooftop lighting, and interior lighting is minimized from public view to the extent possible while respecting the need for safe light levels within the facility; and



- The façade of the garage is designed with high quality treatments and materials that reduce its dominance as a garage, and that make it compatible with adjacent Aldrich Street District buildings.
- Ground level floor to floor height shall be at least 15 feet to create a welcoming environment and to allow for future retrofit to commercial use.

It is recognized that the garages may be exposed to public view on an interim basis, prior to the construction of the surrounding development. If this is the case, surface treatments are encouraged (e.g., murals, scrims or other artful elements) that create visual interest and that convey future intentions.

Stand-alone parking buildings will be permitted in Town Center North only if the NCC determines that such buildings do not detract from the quality or pedestrian scale and character of the mixed-use environment.

Height: Parking buildings shall have a maximum height of 65 feet or seven parking levels above grade. The NCC will consider an increase to this height limitation if site lines, massing, and compatibility with adjacent uses is otherwise acceptable.

Pedestrian Entries and Linkages: A direct pedestrian linkage will be provided from Aldrich Street to parking buildings located to the east or west of that street. This linkage may be along public streets, and/or in the form of well-lit mid-block pedestrian passages and/or courtyards that are designed with landscaping and shading devices and with ground-level uses that make the passage safe and interesting throughout the day and evening.

Vehicular Access: Vehicular access to garages will be from side streets perpendicular to Aldrich Street, and designed to minimize disruption of the pedestrian environment.

Rooftop Treatment: Trellises, green roofs, and/or other shading devices including photovoltaic panels are encouraged on the roof of parking garages to reduce heat island effects. Rooftop lighting shall be configured such that visibility of fixtures from adjacent streets is avoided to the maximum extent possible.

Other Features: Parking garages shall provide conveniently located areas for bike and tricycle parking (consistent with Mueller standards) and “car share” programs. Provision should also be made for recharging stations for electrical vehicles.

TOWN CENTER DISTRICT BUILDINGS: CHARACTER, MATERIALS AND TREATMENTS

These design guidelines pertain to all Town Center District development.

Character: Town Center District buildings shall be designed with a high degree of care and craftsmanship. Standardized building solutions are strongly discouraged in favor of a diversity of architectural expressions within a cohesive urban framework. Buildings that employ regional design characteristics of Central Texas architecture in either traditional or modern forms are particularly encouraged. Some of these characteristics include: shade on wall surfaces through projecting eaves or other architectural elements to minimize direct summer solar gain; simple forms with flat, gabled, hipped and pyramidal roof shapes; use of loggias, arcades, pergolas, courtyards and paseos to mediate the seasonal climatic extremes and to provide outdoor space; and regionally extracted and manufactured materials.

Street Orientation: All buildings within the Town Center District will be oriented to the streets on which they front.

Parking: On-site parking (beyond shared parking in central garages) will be mostly encapsulated and architecturally-integrated within the individual building parcels. Any exposed portion of a parking garage must be architecturally treated and subject to NCC approval. Permanent surface parking lots will not be permitted along street frontages within the Town Center District or along Aldrich or Philomena Streets in the Town Center North. Temporary / interim surface parking will be permitted subject to NCC approval. Permanent surface parking lots on all other street frontages are permitted only with NCC approval and if such lots are minimized to the maximum extent practicable.



Corner and Terminus Elements: Buildings that occupy corner lots, or that terminate key views along streets should introduce special architectural elements (e.g., towers, cupolas, gables, dormers, balconies, etc.) to reinforce the legibility of the Town Center District, and to promote a varied and interesting streetscape.



Sustainability: Development within the Town Center District will exemplify the City's sustainability goals, creating an urban environment that has lasting value, addresses objectives for resource efficiency, and utilizes green building and integrated sustainable development practices. Preference should be given to materials and products that



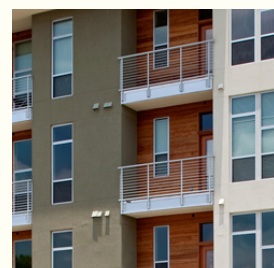
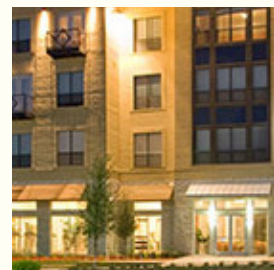
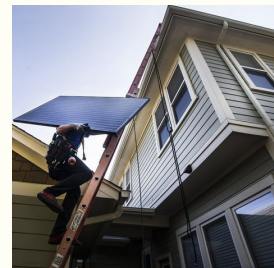
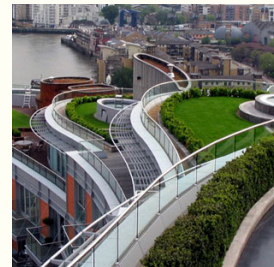
enhance building energy and water efficiency, and that are manufactured with raw materials that are non-toxic, low-emitting renewable, recycled, recyclable, and/or regionally sourced and manufactured. (See guidelines for sustainability in Chapter Seven).

Roof Treatment: Buildings within the Town Center District can employ flat or sloping roofs. Decorative building parapets that provide a distinctive silhouette should be considered for flat-roofed buildings, however they shall be returned by at least 4'-0" to appear as three dimensional volumes rather than "western fronts". Projecting eaves, exposed beams and decorative brackets should be integrated into sloping roof designs. Sloping roofs should utilize standing seam metal roofs, or concrete or clay tile in warm colors; composition shingles are not permitted in the Town Center District, consistent with the project goals of energy efficiency and heat island mitigation. Commercial building roofing materials must comply with the City of Austin Code requirements for cool roofs. Green roofs are encouraged to the extent that they contribute to building and environmental performance.

Rooftop Equipment: Rooftop mechanical equipment shall not be visible from public streets or public parks.

Solar Energy Systems: Photovoltaic and solar water heating systems are encouraged, subject to NCC or MC approval. Panels will be architecturally integrated into the roof and building form. Solar panels should have a flat profile, conform to the slope of the roof, and be placed so that the top edge of the collector is parallel to the roof ridge. Panels placed diagonally to the ridge or eave are strongly discouraged, and will only be permitted if they are not visible from any public street. No part of the installation may extend above the roofline. Collector frames, support brackets and any exposed piping must be painted to match or be compatible with the roofing material. Neutral colors are preferred for solar photovoltaic panels. Photovoltaic panels on flat roofed buildings should be integrated as an architectural feature of the building or screened from public view behind parapets. (See guidelines for solar ready design in Chapter Seven).

Primary Building Materials: A range of primary building materials may be used for Town Center District buildings including: Texas limestone or sandstone in light or warm



tones, smooth finish brick in common, English or Flemish bond patterns, painted brick, smooth finished stucco (provided that Texas limestone or other stone is used as an accent material), light colored pre-cast concrete, architectural masonry units, architectural metals, composite materials, or other similar or innovative materials deemed by the NCC to be compatible and complementary. Within the Town Center District, fiber-cement siding will be permitted only for the exterior cladding of portions of the building not visible from public streets, and not accessible by the public (e.g., rear or side façades, soffits, etc.) unless the NCC finds that this material is appropriate to the building's design and appearance.

Material Changes: Materials shall wrap around corners and define volumes rather than planes. Change of materials shall not occur along the same plane or at outside corners unless approved by the NCC.

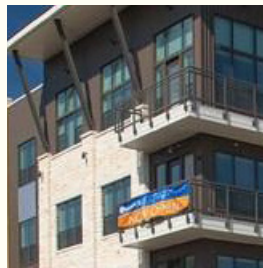
Accent Materials: A range of accent materials including stone, tile, terra cotta, metals, and wood should be introduced along store fronts and ground-level frontages along pedestrian-intensive streets.

Façade Treatments: All portions of the building, visible from public streets must be treated in a similar manner. Exposed piping and conduits are not permitted on building facades that are in the public view unless located at interior corners of buildings and reviewed by the NCC. Exposed piping located out of the public view should be sleeved and painted to match the building.

Windows: Windows are key determinants of building character, and require careful design and detailing. In keeping with the spirit of traditional regional architecture and to create the effect of solidity, windows shall be inset from the face of the building wall by at least one-and one-half inches.

Public Utility Easements: No construction or encroachment of any kind is permitted in or over a public utility easement (e.g. roof overhangs, porches, steps, stoops, and low walls), unless approved via license agreement with the City of Austin and/or utility as required.

Utilities: Transformers and other utilities such as gas meters, backflow prevention devices, grease traps, electrical services and related pipelines shall be located



in areas that have the least visibility and where they do not interfere with pedestrian circulation. All such equipment shall be screened from predominant public view with low walls or landscaping.

Noise Attenuation/Impact Transmission: All mixed use buildings that have adjoining uses that share walls or ceilings are strongly encouraged to employ construction methods that minimize noise and vibration transfer between uses. In addition, residential units along major connecting streets (e.g., Mueller Boulevard, Barbara Jordan Boulevard, Aldrich Street and 51st Street etc.) are strongly encouraged to employ glazing that reduces interior noise from traffic.

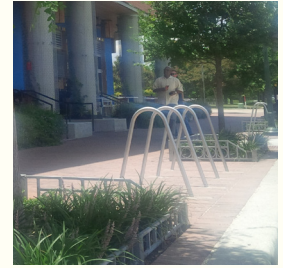
Bike Parking: Bike parking will be provided in compliance with Appendix B: Commercial Landscape Design Guidelines for Bicycle Parking Standards. Bike parking should be located near building entries, within garages, and along public streets. Tricycle parking should also be provided in convenient locations as dictated by the NCC.

Signage: A coordinated signage program must be prepared and submitted to the NCC for their review and approval. See Appendix F: Signage and Storefront Guidelines.

Drive-Through: Drive-through facilities are not permitted in the Town Center District.

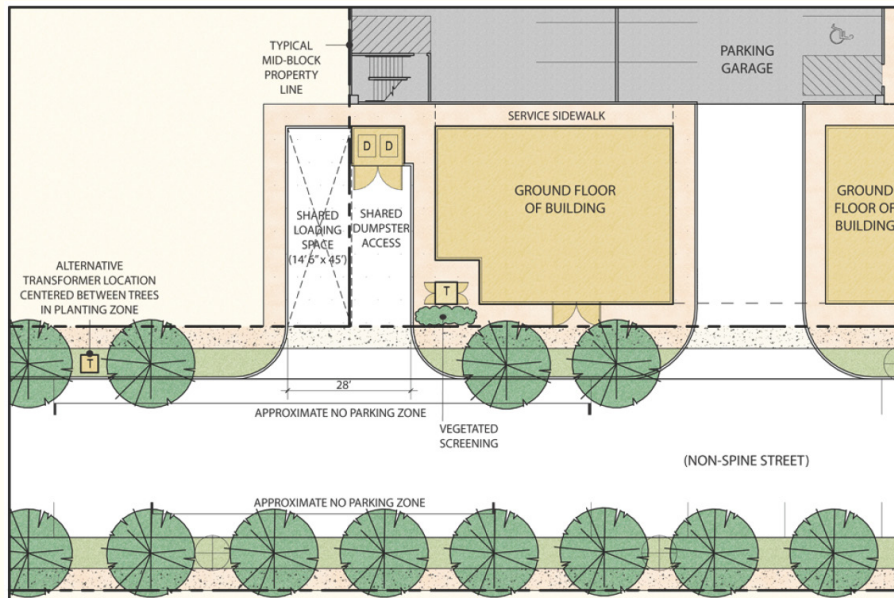
Service Areas: All service areas (e.g., garbage and recycling rooms, mechanical areas, storage, utility and meter rooms, etc.) must be architecturally integrated within the body of the building, or architecturally screened from all public areas, and located to the maximum extent practicable on frontages other than Aldrich Street and the Paseo and Simond Avenue. Trash facilities and operation plans must ensure that dumpsters are not placed in the R.O.W. awaiting pick-up and that they are promptly returned to trash areas within the property.

Shared Service Areas: In the interest of limiting the number of off-street loading zones and dumpsters (service areas), businesses in Mueller are encouraged to share service areas where possible. However, in order to qualify for shared use, the service areas must meet the requirements specified below:



- Shared service areas accommodating both off-street loading and dumpsters are encouraged to be located between lots generally as depicted in the exhibit below.
- Service area driveways shall comply with driveway spacing requirements set forth in the Mueller PUD Criteria Manual (adopted December 9, 2004). A waiver must be obtained from both the City of Austin Watershed Protection and Development Review and Public Works Department to vary from these standards.
- Unless there is no other reasonable alternative, service areas shall not be accessed from the following streets:
 - Philomena Street
 - Mueller Boulevard
 - Aldrich Street
 - Simond Avenue
 - Berkman Drive
 - Barbara Jordan Boulevard

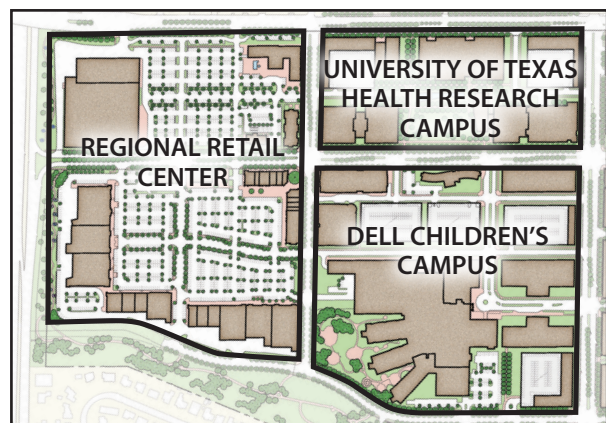
If a non-residential building's main entrance is located on one of these streets, an on-street designated Commercial Loading Zone may be provided in close proximity to the front entrance in a location where parking is otherwise allowed. This zone shall be signed according to City of Austin standards and shall provide for adequate maneuvering for an SU-30 design vehicle. Such loading zones shall not be used for temporary storage of trash dumpsters between pick ups.



Shared Service Area Option



**Northwest Quadrant
Illustrative Plan**

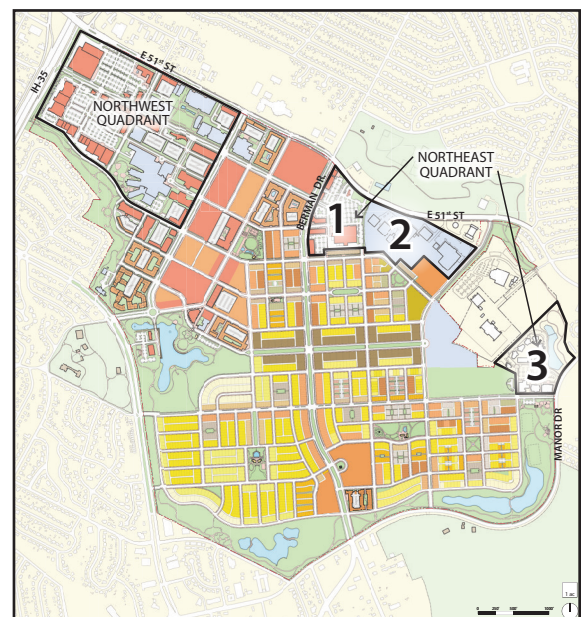


THE NORTHWEST AND NORTHEAST QUADRANTS

Two mixed-use employment centers are established within Mueller to encourage economic development and job creation. These include the Northwest Quadrant at IH-35 and East 51st Street, and the Northeast Quadrant to the east of Berkman Drive along East 51st Street. The Northwest Quadrant is planned as a mixed-use commercial and employment district that includes the 32-acre campus of the Dell Children's Medical Center of Central Texas (the Children's Hospital), the 16-acre University of Texas Health Research Campus, and the 38-acre Regional Retail Center adjacent to IH-35 and East 51st Street. The Northeast Quadrant includes the 16-acre Market District, the 20-acre Austin Studios campus on the site of the former National Guard site, and the 17-acre Rathgeber Village of non-profit users.

Due to its strategic location, the Northwest Quadrant has long been targeted for regionally-oriented uses that can benefit from freeway proximity and access, and create a diversity of employment opportunities within the community. In addition to the Children's Hospital campus, which establishes a strong employment anchor in the district, the Northwest Quadrant includes a mix of retail, office, and hotel uses, configured to create a cohesive district with strong pedestrian and bicycle linkages to the surrounding neighborhoods.

Within the Northwest Quadrant, there are three distinct subareas as shown on the diagram to the left: the Regional Retail Center, the Dell Children's Campus, and the University of Texas Health Research Campus. As shown in the diagram on the right, the Northeast Quadrant is also divided into three subareas: (1) the grocery-anchored Market District on the west, (2) the Austin Studios campus in the middle, and (3) Rathgeber Village on the east. Rather than "stand-alone" projects, all of the subareas of the Northwest and Northeast Quadrants are envisioned as an integral part of the Mueller community, utilizing the same principles of compact development and pedestrian and transit orientation. Prior to the review and approval of individual building projects within each of the six subareas, an architectural master plan for each



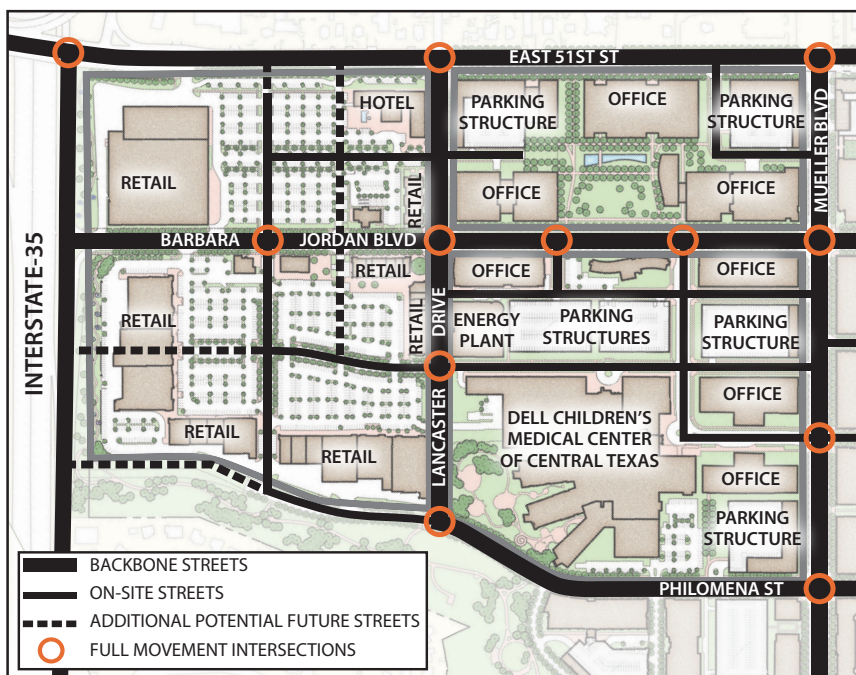
area must be submitted to the NCC. These master plans, once approved by the NCC, will provide the basis for subsequent building projects within each of the subareas. The architectural master plans must comply with the design guidelines set forth in this chapter.

Although each of the subareas within the Northwest and Northeast Quadrants will be programmed with a diversity of uses (e.g., a major hospital complex, a regional retail center, an academic and research facility, a film production campus, a neighborhood grocery anchored shopping center, and office and multi-family residential developments), the site and building design of each will promote the following common design characteristics:

Connectivity: A pattern of streets and pedestrian and bicycle ways will extend the movement system of the overall community, break down the large “superblocks”, and provide strong pedestrian, bicycle and vehicular linkages between each of the subareas of the Northwest and Northeast Quadrants.

Within the Northwest Quadrant, each subarea should be planned with an existing and future network of streets that can allow a finer-grained pattern of development to emerge over time.

Amenity: On-site publicly-accessible open space in the form of parks, squares, gardens, courtyards, etc., will be provided within each of the subareas for the year-round enjoyment and comfort of workers, visitors and residents. These open spaces, designed to provide shade during summer months, will be linked by trails, sidewalks, etc., to the overall open space and street system of the Mueller community. Within larger sites, as outlined in these guidelines, such amenities will be the responsibility of individual developers.



Intensity: Each of the subareas will be designed to allow for intensification over time, providing for the replacement of surface parking with structures, and for activities to be clustered in a way that promotes a compact human scale and pedestrian-oriented environment.

Compatibility: New development in the Northwest and Northeast Quadrants will be designed to be compatible with adjacent existing and future neighborhoods, providing appropriate scale relationships and buffering.

Illustrative Pattern of Existing and Future Streets

Identity: Because of the gateway location of the Northwest Quadrant and its visibility from IH-35, each of the subareas within this quadrant will be designed to contribute to a cohesive and coordinated visual identity of the overall Mueller community.

Sustainability: Development within the Northwest and Northeast Quadrants will exemplify the City's sustainability goals, creating an environment that has lasting value, addresses objectives for resource efficiency, and utilizes green building and integrated sustainable development practices. Preference should be given to materials and products that enhance building energy and water performance and that are manufactured with raw materials that are non-toxic, low-emitting, renewable, recycled, recyclable, and/or regionally sourced and manufactured. (See Chapter Seven for sustainability guidelines).

Future Redevelopment: In response to market conditions, and the need for the project to generate a first phase revenue stream to support infrastructure development, many of the development sites within the Northwest and Northeast Quadrants are programmed with lower intensity uses than those in the Town Center District. It is recognized that some of these sites may redevelop to higher intensity uses in the future. The layout of driveways and parking fields throughout the Northwest and Northeast Quadrants has anticipated this future. When redevelopment of surface parked areas occur, the guidelines for mixed-use buildings presented in Chapter 3 should be utilized. Setbacks from driveways should be established to create positive sidewalk conditions and building frontages that support a positive pedestrian environment.

The remainder of this chapter provides guidelines for each of the six subareas of the Northwest and Northeast Quadrants. At the end of the chapter, common design guidelines for the treatment of all employment center sites and buildings are described.



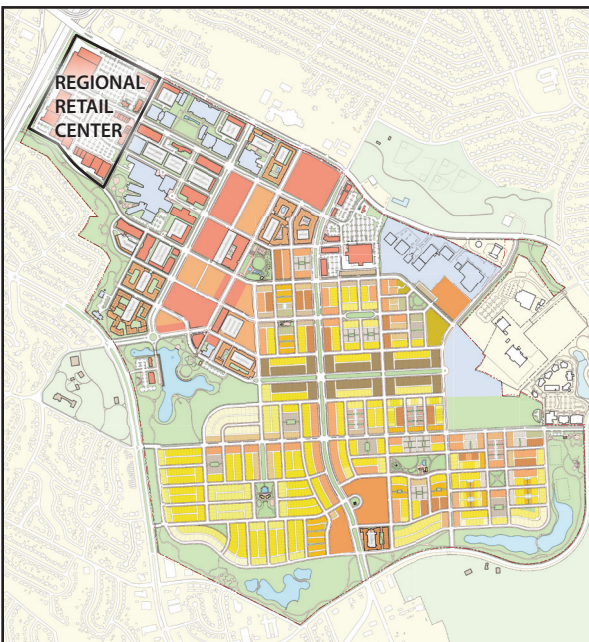
On-site open space in the form of parks, squares, gardens, courtyards, etc. will be provided within each of the employment subareas. Above: Dell Children's Medical Center Healing Garden.

4.1 REGIONAL RETAIL CENTER

Along the IH-35 frontage, two “superblock” sites totaling approximately 38 acres have been created on either side of Barbara Jordan Boulevard. These properties have the highest levels of visibility and access within the Mueller community, and as such have been targeted for regional retail and employment uses that can contribute to the City of Austin’s economic development objectives. Rather than a “stand-alone” project, however, the development of this subarea is envisioned as a mixed-use regional destination that exemplifies the highest levels of design quality consistent with the fundamental principles of the Mueller community.

The Site Plan: The site plan for the Regional Retail Center shall be a spatial composition of buildings, open spaces and parking fields. Conventional “strip” development, characterized by individual building pads surrounded by parking lots oriented to arterial streets, is prohibited. The site plan creates a distinctive sense of place, and adheres to the following principles:

- A clear pattern of streets is established within the subarea to break down the scale of the “superblock” and to provide pedestrian, bicycle and vehicular linkages to adjacent activity centers including the Children’s Hospital campus. This pattern of streets may evolve over time as uses within the area intensify. To the extent possible, future rights-of-way will be identified within the Regional Retail Center to allow a finer-grained pattern of development to emerge over time. These “rights-of-way” will be laid out and designed so as not to preclude their future development and dedication as public streets.
- Surface parking lots shall be planned as outdoor “rooms”, spatially defined by buildings, and with a significant tree canopy (i.e., one tree for every four cars) and surface-level vegetation to mediate the harsh summer sun, mitigate against heat island effect and reduce stormwater runoff.



- The pattern of streets and surface parking shall be designed to allow for future intensification and infill of the parking lots over time. In this regard, utilities shall be aligned along streets in such a way as to minimize the need for utility relocations in the future.
- The eastern portion of the Regional Retail Center adjacent to Lancaster Drive should be programmed and designed with a mixture of uses (e.g., retail, office and/or hotel) that create activity and provide a transition between the regional retail center, the Children's Hospital and the remainder of the community.
- Regional retail uses will not be oriented to the IH-35 frontage, but rather to interior parking areas. The IH-35 frontage shall comply with the setback and street frontage guidelines described below.
- Continuous pedestrian ways will be provided to connect all development components within the subarea with one another, and with the sidewalks along the perimeter streets and the greenway. Particular emphasis will be given to linking existing and future transit stops with planned development. All pedestrian ways must be well-lit and designed with continuous tree canopy and/or architectural cover to provide shade and weather protection throughout the year. To the maximum extent practicable, active ground-level uses will be oriented to public streets, pedestrian ways and sidewalks as well as parking lots.
- Plazas, courtyards, pocket parks and other open spaces will be designed as an integral part of the development, to promote the attractiveness of the subarea as a people-oriented and pedestrian-friendly destination within the community.
- Bike parking will be provided in compliance with Appendix B: Commercial Landscape Design Guidelines. Bike racks shall be located near the principal building and storefront entries.
- Service and loading areas must be oriented away from public and pedestrian intensive areas, and screened from predominant public view. Rooftop and other mechanical equipment shall also be architecturally screened from public view.

The retail center is envisioned as regional destination that exemplifies the highest level of design quality.





The SunFlowers: An Electric Garden public art project has created a distinctive front door to Mueller along the I-35 frontage.

Building Height and Massing: Buildings will generally step down in height along Philomena Street adjacent to the Delwood II neighborhood, in conformance with the City of Austin Compatibility Standards. Along East 51st Street, buildings will be permitted to a height of 75 feet, provided that they step down to 65 feet in height within 60 feet of the existing property line as described in Appendix G: East 51st Street Vision Plan.

Building Setbacks and Street Frontage

Relationships: Buildings will be designed to reinforce the spatial definition of streets and parkland frontages in a way that enhances the visual legibility and cohesiveness of the community. More specifically:

- **The I-35 Edge:** Buildings will be set back from the IH-35 property line by a minimum of 40 feet. At least 30 feet of this setback will be set aside for landscaped screening and public art that is designed to create a strong visual identity for the Mueller community along the freeway frontage. While limited signage for the regional retail center is permitted, subject to approval of the NCC at the Barbara Jordan/IH-35 intersection, the predominant visual identity along IH-35 shall be established with landscaping, walls and public art elements designed to create a distinctive and appropriately-scaled front door to Mueller. All rooftop equipment and service and loading areas must be visually screened. No driveway access will be permitted from the IH-35 frontage road.
- **The Barbara Jordan and East 51st Street Edge:** Buildings fronting Barbara Jordan Boulevard and East 51st Street will be built to within 10 feet of the property line along these two gateway streets to reinforce their spatial definition, and to promote ground-level, street-oriented activity. (In the case of the East 51st Street frontage, the property line is considered to be that established by the East 51st Street Vision Plan). At least 35 percent of the frontage along these streets shall be lined with buildings, with their primary or secondary public entries oriented to the fronting sidewalks. Exceptions will be allowed for well designed and spatially defined gardens or courtyards that are oriented to and visible from the street. Up to two driveway access points at intervals of at least 250 feet will be permitted along East 51st Street between the IH-35 frontage road and Lancaster Drive.

- ***The Lancaster Edge:*** Buildings fronting Lancaster Drive will be built to within 10 feet of the property line to create a complementary urban edge between the mixed-use regional retail district, the Children's Hospital, and the UT Health Research Campus. At least 75 percent of the frontage along Lancaster Drive shall be lined with buildings with their primary public entries oriented to the street. (See Chapter Two). Ground level hotel rooms shall be elevated above the street level by at least 1'-6" and set back from the property line by at least 5'-0". Commercial office or retail development will have their primary frontages oriented to the street. Service and loading areas will not be visible from Lancaster Drive. One driveway access will be permitted along Lancaster between East 51st Street and Barbara Jordan Boulevard. Three additional driveways will be permitted between Barbara Jordan and Philomena Street; one of these must be located to extend the main east-west driveway of the Children's Hospital into the regional retail district.
- ***The Philomena Edge:*** Philomena Street creates an important edge between the mixed-use regional center and the recreational greenway. It has been designed as a lushly landscaped parkway connecting the Northwest and Northeast Quadrants of the community. The western most segment of Philomena Street is designed as a high-occupancy vehicle (HOV) link that could ultimately connect to HOV lanes within a retrofitted IH-35 freeway. At least 50 percent of the frontage along Philomena Street east of the HOV ramp shall be lined with buildings. Development will be set back from the street by 25 feet with a landscaped treatment that extends the parkway character of the corridor. Exceptions will be allowed for well-designed and spatially defined gardens or courtyards that are oriented to and visible from the street. Service and loading areas shall be screened with walls and landscaping so that they are not visible from Philomena Street or the greenway. Up to three driveway curb cuts at intervals of approximately 250 feet or greater will be permitted along the frontage.

The Northwest Greenway creates a lushly landscaped edge between Mueller and the Delwood Neighborhood

Architectural Approach and Treatment of

Buildings: A coordinated architectural design concept shall be developed for all of the buildings within the Regional Retail Center, subject to the following principles:

- Buildings shall be designed to contribute to the larger spatial composition and identity of the district.





Regional retail uses should be designed with high quality materials and unique architectural treatments.

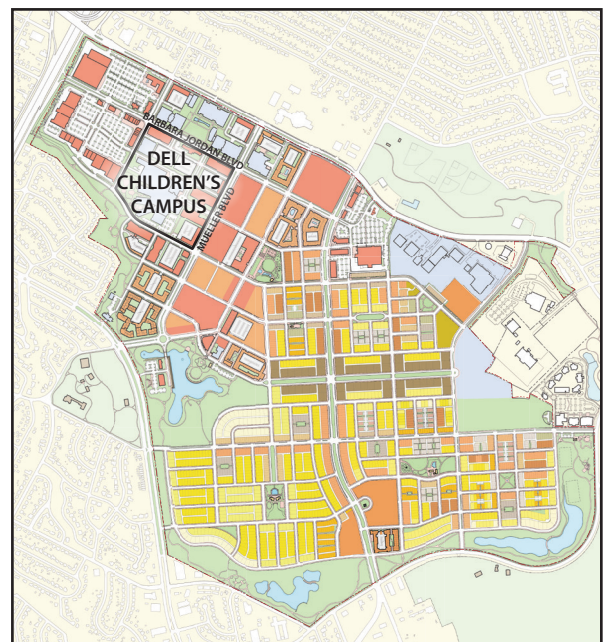
- Brand buildings or formulaic “stand-alone” solutions that have no regard to their context are not permitted. Similarly, architectural building concepts that promote an overly themed approach are also prohibited.
- Buildings shall have a clear architectural relationship with one another, employing common building materials or architectonic elements, while creating visual diversity and interest. (See end of chapter for building materials and treatment standards).
- Buildings shall be designed with “four-sided” architecture that emphasizes the volumetric features of the structure. Exceptions will be made for portions of the building that are not publicly visible.
- Rooftop equipment including photovoltaic and solar water heating systems shall not be visible from public streets.
- Buildings shall be designed to be flexible to accommodate resource efficient change over time and permit reuse by other tenants. Highly specialized buildings suitable for only one user are discouraged.
- Buildings shall be appropriately scaled in response to the public spaces that they are defining.
- Building entries shall be carefully placed in conjunction with an overall pedestrian and bicycle circulation plan. Where buildings have front edges on both a parking lot and a public street, entries must be provided on both frontages. Street front entries must be operable to provide access to the business throughout the business day. Buildings should employ awnings, canopies and/or arcades to provide pedestrians with shelter from the sun and the elements.
- Retail buildings shall be designed with transparent storefronts and display windows to create visual interest; blank internalized “boxes” are not permitted.
- Truck docks and loading areas must be located within buildings, away from pedestrian areas, or architecturally screened from predominant public view with walls and landscaping for visual screening and noise reduction.

4.2 DELL CHILDREN'S CAMPUS

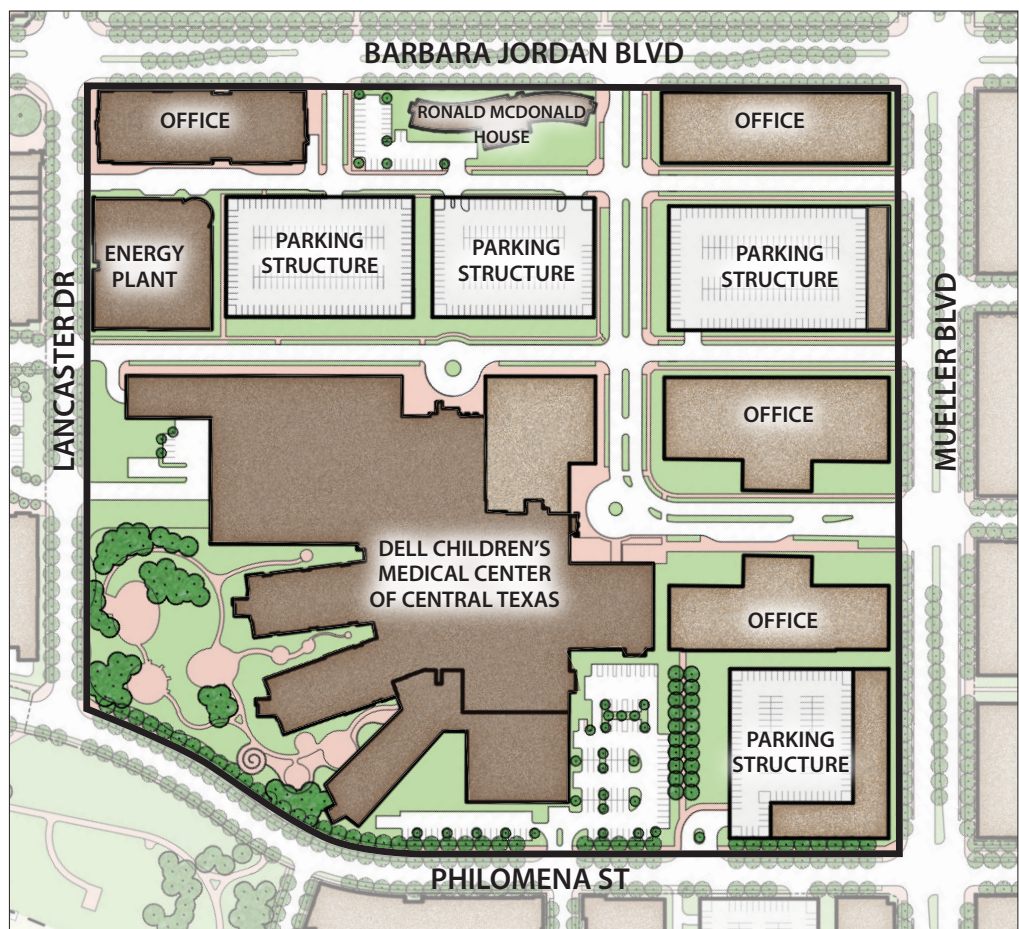
The 32-acre campus of the Dell Children's Medical Center of Central Texas (the Children's Hospital) is defined by Mueller Boulevard on the east, Barbara Jordan Boulevard on the north, Lancaster Drive on the west and Philomena Street on the south. The campus, the first phase of which was completed in 2007, is part of the Seton Healthcare Family, serving the surrounding 46-county region, and bringing together a full spectrum of pediatric medical specialties essential to caring for the needs of critically ill or injured children. The facility is an important anchor in the Mueller community, providing a prestigious destination of regional significance, a broad range of employment opportunities, and a population of potential residents who will be able to walk or bike to work. The campus will help to energize the Town Center District as well as the mixed-use regional retail center, both of which are positioned on adjacent sites.

The build-out of the Children's Hospital is expected to occur over many years. The campus currently includes the principal hospital facility, the district power heating and cooling plant, the Ronald McDonald House and the Strictly Pediatrics medical office building. Subsequent phases of development will replace parking lots with garages and include additional office, educational and research facilities. An overall architectural master plan for the campus, describing the site plan and landscape approach, as well as the location, massing and architectural character of individual buildings, was approved by the NCC in 2005. Buildings within the campus must comply with the following design guidelines:

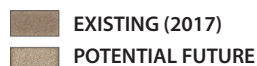
The Site Plan: While meeting operational requirements for access and parking, the site plan for the Children's Hospital shall also complement and extend the surrounding town fabric of the Mueller community. More specifically:



- Streets or driveways must be extended into the campus to promote connectivity with adjacent residential and commercial districts. Along each perimeter street of the complex (i.e., Mueller Boulevard, Philomena Street, Lancaster Drive, Barbara Jordan Boulevard), there must be at least one street extension into the Children's Hospital.
- Street extensions and driveways shall include sidewalks to provide convenient pedestrian access to all public entries. Particular emphasis shall be placed on pedestrian linkages between public entries and transit stops, the Town Center District, residential neighborhoods, and the adjacent regional mixed-use retail center.
- Walkways shall be well-lit while not contributing to light pollution and include generous tree cover and/or shading devices (e.g., trellises, awnings, arcades, etc.) that provide relief from the hot summer sun.



Dell Children's Campus Illustrative Plan



- With the exception of street lighting, which will be the responsibility of the City of Austin, the improvement of perimeter street frontages will be the responsibility of the Children’s Hospital (i.e., Seton).
- A continuous hike and bike path of 10 feet in width will be provided along the northern edge of Philomena Street (see Appendix D: Street Sections) to extend the community system of recreational trails.
- A contiguous open space of at least two acres will be provided on the southwest corner of the campus at the intersection of Lancaster Drive and Philomena Street. This space known as the “Healing Garden” will be for the use of hospital patrons but visible to the public, accessible on special occasions, and designed to visually extend the adjacent greenway system.
- Buildings and their primary entries shall be oriented toward the perimeter backbone streets to provide activity along the streets and a complementary and positive edge to the adjacent community (see Building Setbacks and Street Frontage Relationships below). As the campus expands, surface parking lots along the perimeter streets shall be replaced with buildings that have a strong orientation to the streets with public entries and fenestration.
- Parking garages shall be located in the interior of the site to the maximum extent practicable.
- Service and loading areas will be screened from predominant public view through architectural and landscaping treatments.



The Children’s Hospital includes a 120-foot tower at the main building entry to create a strong community landmark. The building has achieved a LEED Platinum designation from USGBC.

Building Height and Massing: The predominant height of non-hospital buildings within the Children’s Hospital will be three to six stories or up to 75 feet in height. A tower element of approximately 120 feet in height at the main hospital building entry promotes a sense of place within the campus and the larger community.

Building Setbacks and Street Frontage Relationships: Buildings within the Children’s Hospital campus will be designed to reinforce the spatial definition of streets and parkland frontages in a way that enhances the visual legibility and cohesiveness of the Mueller community. More specifically:

- **The Barbara Jordan and Mueller Boulevard Edges:** Buildings along these



The Healing Garden at Dell Children's Medical Center of Central Texas

key streets will be built to within 10 feet of the property line. Front yard landscaping in conjunction with sidewalk extensions and building entries will be combined to create an interesting and varied streetscape. In the final phase of implementation, at least 50 percent of the frontage along these streets shall be lined with buildings, with their primary or secondary public entries oriented to the fronting sidewalks. Entries along public streets shall be open throughout the business day. Within 400 feet of the Philomena Street/Mueller Boulevard intersection, building frontages along Mueller Boulevard should, to the maximum extent practicable, include active ground-level uses (e.g., retail, financial, personal or customer-oriented services, etc.) to activate this key corner adjacent to the Town Center District (see Ground Level Uses diagram on p. 75). Two driveway access points at intervals of no less than 200 feet (centerline to centerline) will be permitted along Barbara Jordan Boulevard between Mueller Boulevard and Lancaster Drive. Four driveway access points at intervals of no less than 175 feet will be permitted along Mueller Boulevard between Barbara Jordan Boulevard and Philomena Street.

- *The Lancaster Edge:* Campus buildings along Lancaster Drive will either be built to within 10 feet of the property line with entries oriented to the street to create a complementary urban edge with the mixed-use regional retail district, or be set back by at least 25 feet to create a landscaped edge that extends the park-like character of the Healing Garden. Three driveway access points will be permitted along Lancaster Drive at intervals of no less than 175 feet.
- *The Philomena Edge:* With the exception of buildings within 400 feet of Mueller Boulevard, development along Philomena Street will be designed to step back from the street by a minimum of 25 feet with a landscaped treatment that extends the parkway character of the corridor. Within 400 feet of Mueller Boulevard, buildings will be built to within 10 feet of the property line to

help to activate this important intersection near the Town Center District. Building entries and active ground-level uses (e.g., retail, financial, personal or customer-oriented services, etc.) will be concentrated at this key corner. Up to two driveway curb cuts at intervals of approximately 200 feet or greater will be permitted along the Philomena frontage.

Architectural Approach and Treatment of Buildings: A coordinated architectural design concept shall be developed for all of the buildings within the Children's Hospital campus. More specifically:

- Buildings within the campus shall have an architectural relationship with one another, employing common or similar building materials or architectonic elements, while creating visual diversity and interest. (See end of chapter for building materials and treatment standards).
- Building entries shall have strong architectural expression to promote a sense of orientation for visitors to the complex. Entries shall be situated along key streets and pedestrian ways where there is clear visibility and accessibility for pedestrians as well as motorists.
- Building activities throughout the campus (e.g., entry lobbies and reception areas, supporting retail uses, public-oriented offices, etc.) shall be oriented to perimeter streets and to interior pedestrian ways to the maximum extent practicable. Entries along streets shall be accessible during business hours.
- Structured parking garages must be designed as an integral part of the architectural vocabulary of the campus, and to the extent practicable, be encapsulated within a building complex. Parking access shall be organized in a way that minimizes conflicts or disruption of the pedestrian environment.

The Healing Garden is designed to visually extend the adjacent greenway system.



- The district heating/cooling/power plant located near the intersection of Barbara Jordan Boulevard and Lancaster Drive is designed as a distinctive visual landmark appropriate to this gateway location.
- Building materials shall be durable, sustainable and of a high quality, with sufficient variation to create visual interest and diversity, and to reduce the scale of large building masses. A coordinated palette of stone, pre-cast concrete, stucco and metal is recommended. (See requirements for all employment center buildings at the end of Chapter Four).
- Where buildings are adjacent to pedestrian ways, awnings, canopies and/or arcades should be employed to provide shelter from the sun and the elements.
- Truck docks and loading areas must be located within buildings, away from pedestrian areas, and architecturally treated with walls and landscaping to reduce sound and to screen views.

The Children's Hospital is an important anchor in the Mueller Community.

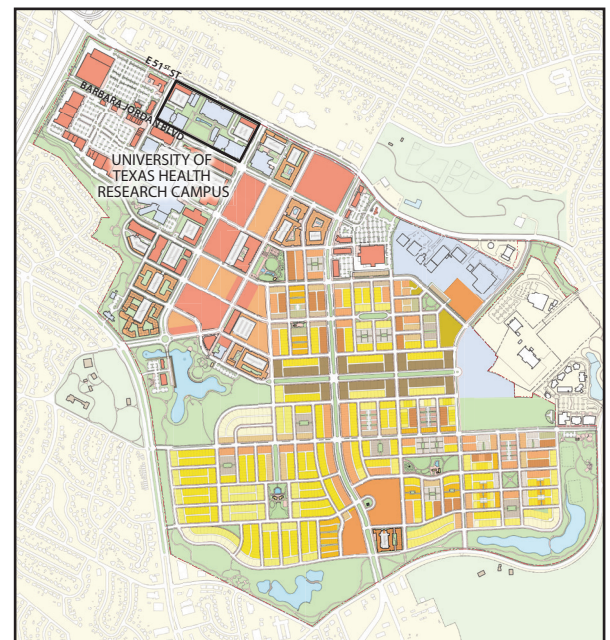


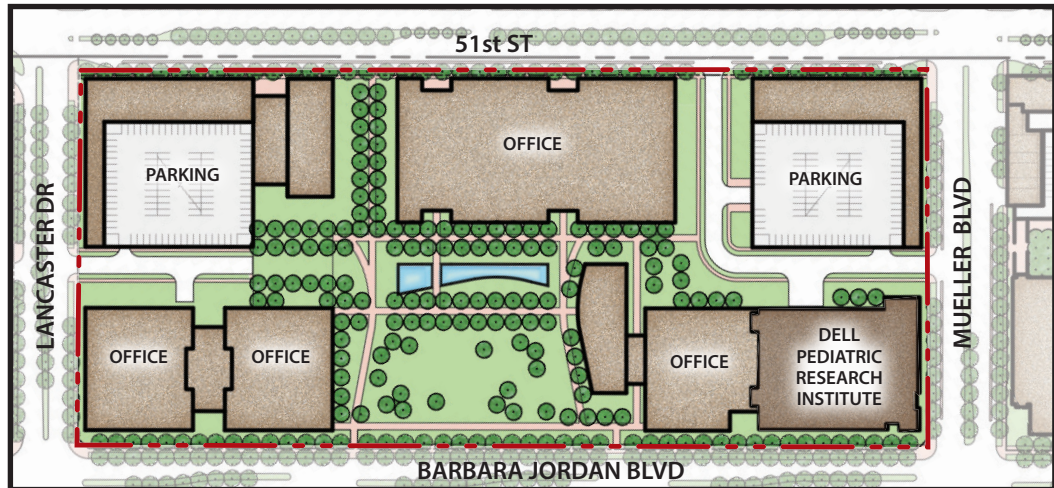
4.3 UNIVERSITY OF TEXAS HEALTH RESEARCH CAMPUS

The 16-acre block immediately north of the Children's Hospital campus was leased in 2006 to the University of Texas for academic and health research facilities. An Architectural Master Plan was approved by the NCC in 2006, and on the basis of that plan, the first building, the Dell Pediatric Research Institute (DPRI) was completed in 2009. The block is programmed with a mixture of academic, research, clinical and office uses that offer a synergistic relationship to the hospital across the street. A small food-service concession is also programmed on the property. The Master Plan envisions a cohesive grouping of buildings and open spaces that are coordinated with and connected to the surrounding community. Any amendments to the architectural master plan must be reviewed and approved by the NCC. Building projects and any such amendments to the Master Plan must comply with the following design guidelines:

The Site Plan: The site plan for the University of Texas Health Research Campus will complement and extend the surrounding town fabric of the Mueller community. More specifically:

- Streets may be extended into the campus to promote connectivity with the adjacent hospital complex, and with the East 51st Street frontage. Two street extensions may be provided across Barbara Jordan Boulevard to the Children's Hospital campus, and at least one street access shall be provided along East 51st Street. One street extension is permitted along Lancaster Drive, and one from Mueller Boulevard between East 51st Street and Barbara Jordan Boulevard.
- Street extensions and driveways will include sidewalks to provide convenient pedestrian access to all public entries. Particular emphasis will be placed on pedestrian linkages between public entries and existing and planned transit stops.





University of Texas Health Research Campus Illustrative Concept

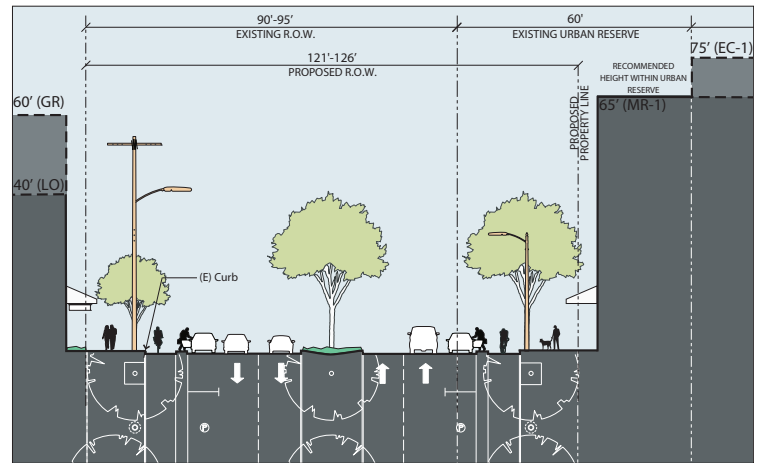
EXISTING (2017)
POTENTIAL FUTURE

- To the extent practicable, driveway curb cuts leading to garages or service areas should be from the internal streets rather than the perimeter streets.
- Walkways will be well-lit and include generous tree cover and/or shading devices (e.g., trellises, awnings, arcades, etc.) that provide relief from the hot summer sun.
- The improvement of perimeter street frontages will be the responsibility of the block's developer.
- A contiguous open space or quadrangle of at least one acre in area will be provided by the block's developer as a focal point and gathering place within the building complex.
- Buildings and their primary entries will also be oriented toward the perimeter backbone streets to provide activity along the streets and a complementary and positive edge to the adjacent community. As the research campus expands, surface parking lots along the perimeter streets will be replaced with buildings that have a strong orientation to the streets with public entries and fenestration.

Building Height and Massing: Buildings and parking structures within the University of Texas Health Research Campus will be three to four stories or up to 65 feet in height. Additional height up to 75 feet is permitted subject to NCC findings that the additional height will not adversely impact adjacent residential or commercial districts or public spaces, and that no portion of the building is higher than 65 feet within 60 feet of the existing property line along 51st Street, consistent with Appendix G: East 51st Street Vision Plan.

Building Setbacks and Street Frontage Relationships:

Buildings within the University of Texas Health Research Campus will be designed to reinforce the spatial definition of the perimeter streets and the central campus quadrangle. As such, buildings along all perimeter streets (i.e., Barbara Jordan Boulevard, Lancaster Drive, Mueller Boulevard) will be built to within 10 feet of the property line. Building entries will be located along the public street frontage and operable throughout the business day. Along East 51st Street, setbacks shall be within 10 feet of the revised property line as set forth in Appendix G: East 51st Street Vision Plan. At build-out of the campus, at least 75 percent of the frontage along each of the north, east and west perimeter block faces shall be lined with buildings, with their primary or secondary public entries oriented to the fronting sidewalks. The frontages of new development along 51st Street and within 75 feet of the intersections of Lancaster Drive and Mueller Boulevard shall include active ground level commercial uses with their primary pedestrian entries oriented to the street, consistent with the East 51st Street Vision Plan (see Ground Level Uses diagram on p. 75).



*East 51st Street Section:
Looking West between
Lancaster Drive and
Berkman Drive*

Architectural Approach and Treatment of Buildings: A coordinated architectural design concept shall be developed for all of the buildings within the University of Texas Health Research Campus. More specifically:

- Buildings within the campus shall have a clear architectural relationship with one another, employing common building materials or architectonic elements, while creating visual diversity and interest. (See end of chapter for building materials and treatment standards.)
- Building entries shall have strong architectural expression to promote a sense of orientation for visitors to the complex. Entries shall be situated along key pedestrian routes and adjacent to the central quadrangle or other public open spaces.
- Building activities throughout the campus (e.g., entry lobbies and reception areas, supporting retail uses, public-oriented offices, etc.) shall be oriented to perimeter streets and to interior pedestrian ways and open spaces to the maximum extent practicable.

*The Dell Pediatric Research
Institute is the first of
several buildings planned
for the Health Research
Campus.*





The Market District

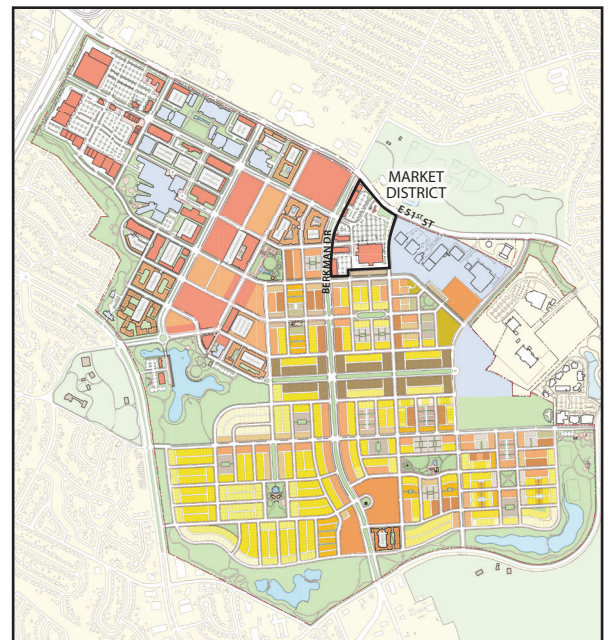
4.4 THE MARKET DISTRICT

The Market District, located in the Northeast Quadrant, is a 16-acre complex of neighborhood-serving retail and restaurant uses anchored by a major grocery store. The district provides a use and scale transition between the mixed-use buildings of the Town Center North on the west, and the production complex of the Austin Studios campus on the east. Immediately south of the Market District is Neighborhood Four (NH4), with its finer-grained pattern of yard and row houses. The intent of the Market District is to provide for a full-service grocery store that can offer residents of Mueller and surrounding neighborhoods high quality produce and staples.

An Architectural Master Plan of the Market District was submitted to the NCC for review and was approved in 2012, prior to the approval of individual building projects. The Architectural Master Plan and any future amendments must comply with the following guidelines:

The Site Plan: The Market District is designed to extend the pedestrian-scaled pattern of Mueller, with a mix of retail, restaurant and neighborhood-serving uses organized to promote convenient access by pedestrians, cyclists and people arriving by car. To this end:

- On-site driveways extend the pattern of public streets from the adjacent neighborhoods, including Barbara Jordan Boulevard and Garcia Street from the west and Vaughan Street from the south. Driveways are laid out to provide direct circulation through the Market District between the perimeter streets, and designed so as not to preclude their possible future development as public streets. Utilities are confined to on-site driveways to allow parking fields to be redeveloped in the future.
- Driveways are designed with a continuous sidewalk, no less than 5'-0" in width along both sides of the roadway, with a continuous line of street trees at approximately 25 feet on center to provide shade.





View of the 51st Street frontage at the fuel station.

- On-site driveways are designed to provide direct service access to the loading areas of the grocery store from Barbara Jordan Boulevard and East 51st Street, avoiding any incursion of trucks into adjacent neighborhoods south of Philomena Street.
- Garcia Street, east of Berkman Drive, is designed as a pedestrian-scaled street with fronting buildings that can provide neighborhood-serving commercial retail

and restaurant uses and that provide a comfortable and active connection between Berkman Drive and the grocery store. Buildings along Garcia Street shall have their primary or secondary entries oriented to the street, and shall be operational throughout the business day. Generous sidewalks no less than 15 feet in width (i.e. from building to face of curb and including the street tree and furnishing zone) shall be provided along both sides of the street. Plaza areas suitable for small gatherings may also be incorporated as practical.

- The placement of the grocery store and its parking lot are internalized within the block to the maximum extent practicable, with Berkman Drive and Philomena Street lined with uses that activate the pedestrian realm and provide a visual screen to parking lots and service areas (See the Berkman Drive and Philomena Street Edges below).
- The service and loading areas of the grocery store are screened from public view from adjacent streets and alleys with a masonry wall of at least 8'-0" in height, with a landscape strip of at least 1'-6" in width. The design of the wall and landscape are viewed as a complimentary composition incorporating existing vegetation into the design.
- Parking fields are designed with an even distribution of street trees to provide shade. At least one tree of at least three inches in caliper is provided for each four parking spaces. The grocery store parking fields are designed with an internal north-south walkway that provides a direct pedestrian connection between East 51st Street and the principal grocery entrance.

- The fuel station in the Market District gains access from the internal driveway system, and not from existing perimeter streets. It is sized to allow only eight vehicles to be fueled at one time, and includes generous landscaping and other architectural elements to reduce its visual dominance from adjacent streets.
- Existing trees along East 51st Street have been preserved and incorporated into the site design to the maximum extent practicable.



The intersection of Berkman Drive and East 51st Street is an important gateway to Mueller.

- The intersection of Berkman Drive and East 51st Street is designed as an important visual gateway into the community and the Market District, with particular attention paid to features that make it welcoming to pedestrians and cyclists. Such features include: an improved pedestrian crossing at Berkman Drive to the Windsor Park neighborhood and Bartholomew Park; an active restaurant use with an outdoor terrace that can also serve as a community gathering space; and generous landscaping that provides greenery, color and shade.

Building Height and Massing: The grocery store anchor is permitted to a maximum height of 75 feet. Other Market District buildings shall be no higher than four floors or 60 feet in height. The NCC may permit buildings in excess of this height up to 75 feet.

Building Setbacks and Street Frontage Relationships: Buildings will be sited and designed to reinforce the spatial definition of streets in a way that enhances the legibility and cohesiveness of the community. More specifically:

- **The Berkman Drive Edge:** Berkman Drive is envisioned as an important transit, bicycle and pedestrian spine within the Mueller community. As such, development is oriented to the street with frequent entries and with uses that help to activate the corridor. Multi-story buildings are encouraged along this frontage. Buildings are constructed within 5'-0" of the property line to promote ground level, street-oriented activity. Where a grade change exists between the finished ground floor elevation of the building and the sidewalk, an intermediate terraced walkway is constructed within the public right-of-way or within a

setback area approved by the NCC to provide an accessible path of travel. Planters and landscaping in conjunction with setbacks, terraced walkways and building entries are combined to create an interesting and varied streetscape. In the final phase of implementation, at least 50 percent of the frontage along Berkman Drive shall be lined with buildings, with their primary or secondary public entries oriented to the fronting sidewalks. Entries shall be open to the public throughout the business day. Curb cuts and driveways are located at the Barbara Jordan Boulevard and Garcia Street intersections with Berkman Drive. Two additional curb cuts with driveways are permitted from Berkman Drive: one between the extension of Garcia Street and Philomena Street, and another between East 51st Street and the extension of Barbara Jordan Boulevard.

- ***The East 51st Street/Berkman Intersection:*** East 51st Street is an important east-west connecting street that forms the northern edge of the Mueller community and the southern edge of the Windsor Park neighborhood. The Berkman Drive intersection is the key vehicular and pedestrian gateway between the two neighborhoods. As such, Market District buildings within 450 feet of the Berkman Drive intersection are designed to reinforce the area as a welcoming and engaging gateway with active pedestrian-oriented uses. Buildings are oriented to the street with an accessible terrace, suitable for outdoor seating and/or dining. Existing trees within the area have been preserved to the maximum extent practicable, and new landscaping incorporated to provide generous shade.

Landscaped terraces along Berkman Drive create a varied and active streetscape.

- ***The East 51st Street Edge:*** East of the Berkman Drive intersection, the street has a parkway character, with Bartholomew Park along its north side and mature trees and significant setbacks along the southern side. New development within the Market District shall maintain this character by setting buildings or structures back from the street by at least 40 feet. Existing trees within the area have been preserved and new landscaping incorporated to extend the park-like character of the area and to provide shade to the ten-foot wide trail along the street. Parking lots and service areas are set back from the property line by at least 10 feet, and include generous landscaping and screening. Two curb cuts and driveways are permitted along East 51st Street, one at the easternmost edge of the Market District as an extension of Vaughan



Street, and another located east of the Berkman Drive/East 51st Street intersection, providing access to the grocery store and fuel station.

- ***The Philomena Street Edge:*** Philomena Street shall be lined with residential and/or neighborhood-serving buildings that provide a transition from the Market District to Neighborhood Four, and that visually and acoustically screen the grocery store's service and parking areas. Between Kocurek and Vaughan Streets, alley-served row house lots shall provide this transition, with a masonry wall of 8'-0" in height and at least 1'-6" of landscaping along the alley. Row houses shall comply with the guidelines set forth in Chapter Two.
- ***The Austin Studios Edge:*** The Market District's eastern edge is coincident with the Austin Studios campus, leased from the City of Austin. Within the Market District, this edge is designed as an extension of Vaughan Street, allowing vehicular, pedestrian and bicycle access between Neighborhood Four and East 51st Street. This connection has been designed to be an integral part of the grocery store parking lot, with a continuous walkway, landscaping, ground cover and trees along the property line with the Studios. A continuous wall of masonry is provided along the Austin Studios property line, and designed in conjunction with the landscaped edge. No curb cuts or driveways are permitted along the Austin Studios edge, but a pedestrian connection is provided.



The HEB grocery store is the anchor of the Market District. The building has achieved a LEED Gold designation from USGBC.

Architectural Approach and Treatment of Buildings: A coordinated architectural design concept has been developed for all of the buildings within the Market District, to meet the following principles:

- Buildings shall be designed to spatially define and activate streets and public spaces.
- Buildings shall have a clear architectural relationship with one another, employing common building materials or architectonic elements, while creating visual diversity and interest. (See end of chapter for building materials and treatment standards).

- Architectural building concepts that promote an overly themed approach are not permitted.
- Buildings shall be designed with “four-sided” architecture that emphasizes the volumetric features of the structure. Exceptions may be made for portions of the building that are not publicly visible (e.g., portions of the grocery store).
- As the largest building and anchor use within the District, the grocery store shall be designed as a landmark building with a distinctive profile, high quality materials and architectural elements that are visible from key vista points in the community (e.g., Barbara Jordan Boulevard, East 51st Street, Berkman Drive, Garcia Street). Generous canopies or roof overhangs that provide shade and weather protection shall be an integral part of the design composition.
- The grocery store and other buildings should be designed to be flexible to accommodate resource efficient change over time and permit reuse by other tenants. Highly specialized buildings suitable for only one user are discouraged.
- Building entries shall be carefully placed in conjunction with an overall pedestrian and bicycle circulation plan. Public entries, open throughout the business day, shall be located along all public streets and walkways. Buildings should employ awnings, canopies and/or arcades to provide pedestrians with shelter from the sun and the elements.

The driveways of the Market District are designed as pedestrian-friendly retail streets.



- Retail buildings along Berkman Drive shall be designed with transparent storefronts and display windows to create visual interest; blank internalized “boxes” are not permitted.
- Truck docks and loading areas must be located away from pedestrian areas or architecturally screened from predominant public view with walls and landscaping.

4.5 AUSTIN STUDIOS CAMPUS

Since 2001, the Austin Film Society has been operating a film production facility in several former general aviation buildings on the airport site along East 51st Street. This non-profit operation has been responsible for the production of several major motion pictures and television features that have helped to reinforce Austin as an important filmmaking center in North America. Austin Studios has also been effective in promoting local and East Austin employment on film projects.

The plan for Mueller calls for the Austin Studios production facility to remain and expand within a 20-acre campus in the Northeast Quadrant of the new community. It is important, however, that the development of the Austin Studios campus be implemented in a way that assures compatibility with adjacent commercial and residential neighborhoods, while meeting its own operational and functional requirements. To this end, an architectural master plan must be prepared for the 20-acre campus and reviewed and approved by the NCC. The architectural master plan must comply with the following guidelines:

- Land uses within the campus will be limited to film production and support uses, consistent with AFS' lease with the City of Austin.
- The campus may be developed up to the maximum development per current zoning, provided that development complies with and is subject to the Traffic Impact Analysis (TIA) for Mueller, utility capacity and other regulating documents.
- The maximum height of buildings within Austin Studios campus will not exceed 65 feet unless the NCC makes a finding that additional height up to 75' is compatible with adjacent neighborhoods and the overall



character of the community. New buildings shall be set back from the Austin Film Society lease boundary edge by a minimum of 25 feet, if and where a proposed building height exceeds 40 feet.

East 51st Street Edge: Development along the East 51st Street frontage will be set back from the property line by at least 50 feet to provide for landscaping that extends the open space character of Bartholomew Park, and offers visual screening and drainage opportunities. Sidewalks that provide safe pedestrian access along the street and between bus stops and the studios shall be provided.

Tilley Street Edge: Development along Tilley Street including and surrounding the former National Guard Armory shall be oriented to the street with use and activities that create a distinctive front and identity for the studios.



Austin Film Society Lease Area

Boundary line subject to change



Parking Service and Drives: Temporary production parking and staging areas not visible from the East 51st Street edge, (including the paved areas currently located to the south of the existing Austin Studios stages and former National Guard Buildings) are exempt from requirements related to tree per parking space ratios.

- Portable buildings, service areas, such as loading docks and dumpsters, as well as any new automobile parking areas, should be visually screened from East 51st Street and any of the adjacent streets within the Mueller community.
- Truck and vehicular access to the Austin Studios campus will be primarily from driveways connecting to East 51st Street or from Old 51st Street fronting the National Guard Site. Tilley Street may also be used as a secondary access and egress, with a maximum of two curb cuts to be offset 100 feet from or aligned exactly with any driveway/access for the Combined Transportation, Emergency and Communications Center (CTECC) or the public or private properties across the street. Driveway widths shall not exceed 24 feet in width.
- The maximum impervious coverage of the area north of the existing studio buildings shall not exceed 75 percent. Open space, swales planting beds, etc., should be distributed throughout this area to intercept and reduce runoff. Production parking with up to 100 percent impervious cover allowed, will be located south of the existing studio buildings.
- Along the western and southern boundaries of the Austin Film Society lease property, an eight-foot tall perimeter wall will be constructed, creating an attractive public appearance and providing security and visual privacy for Austin Studios. The wall shall be constructed of high quality materials, such as pre-cast concrete, brick or other masonry. Along the Studios' northern (East 51st Street) and eastern (Tilley Street) boundaries, a see-through fence will be constructed if required for security. The use of wrought iron tubular steel and other decorative high quality materials and treatments is recommended.
- Pedestrian and bicycle access between the Austin Studios campus and the hike and bike trail along Philomena or Tilley Streets should be provided at one or more points as practical from a security standpoint.



The plan for Mueller calls for the Austin Film Society and its production facility to remain and expand within a 20-acre campus in the Northeast Quadrant.



Rathgeber Village

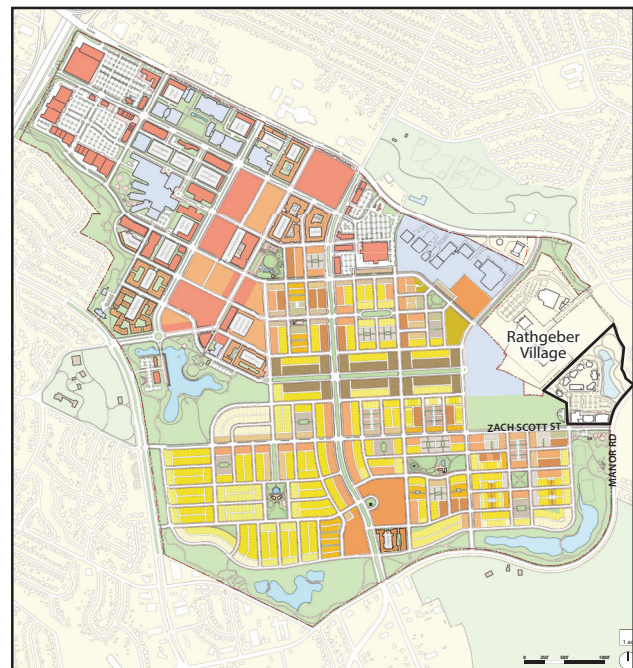
1. AUSTIN CHILDREN'S SHELTER
2. THE RISE SCHOOL
3. BIG BROTHERS BIG SISTERS
4. SALVATION ARMY

4.6 RATHGEBER VILLAGE

East of the School and Recreation Area (described in Chapter 5.3) and fronting both Zach Scott Street and Manor Road is a 17-acre parcel where several non-profits are clustered in a campus-type development called Rathgeber Village, named for the philanthropist Dick Rathgeber who has donated the land and is spearheading the development. The Austin Children's Shelter, completed in 2009, is the first and largest component of this non-profit complex, built on 13 acres and set back from the streets to assure a secure environment for the children. Three development parcels along the frontage of Zach Scott Street are now home to three other non-profit users—The Rise School, Big Brothers Big Sisters and Salvation Army offices.

While not part of the Mueller redevelopment and located within the Windsor Park Planning Area, Rathgeber Village is designed to be complementary with, and an extension of the new community, exhibiting the same pedestrian and transit orientation, sustainable building design, lively streetscapes and strong system of landscaped open spaces and trails. To ensure compatibility with Mueller, the Rathgeber Village master plan and individual building projects will comply with the overall Mueller Design Book standards related to sustainability, landscape, parking, etc., as well as the site-specific guidelines set forth in this chapter. The Master Plan and individual building projects will undergo design review by the NCC, as if these were actually part of the Mueller property.

In 2007 the NCC approved the Architectural Master Plan for Rathgeber Village. Any amendments to the Master Plan and subsequent building designs will comply with the guidelines herein. These guidelines do not attempt to address building types or forms, as the various non-profit users will have distinct programmatic requirements that will likely require each of these building types and treatments to vary





Rathgeber Village incorporates common elements of Central Texas architecture, such as projecting eaves and pyramidal roof forms.

from one another. The NCC will, therefore, use its discretion in evaluating, on a case-by-case basis, how well the individual building designs complement Mueller and meet the spirit of the Mueller Design Book.

Urban Design Character: Buildings within Rathgeber Village should have clear architectural and spatial relationships with one another, employing a palette of common building materials and architectural elements, while creating visual diversity and interest.

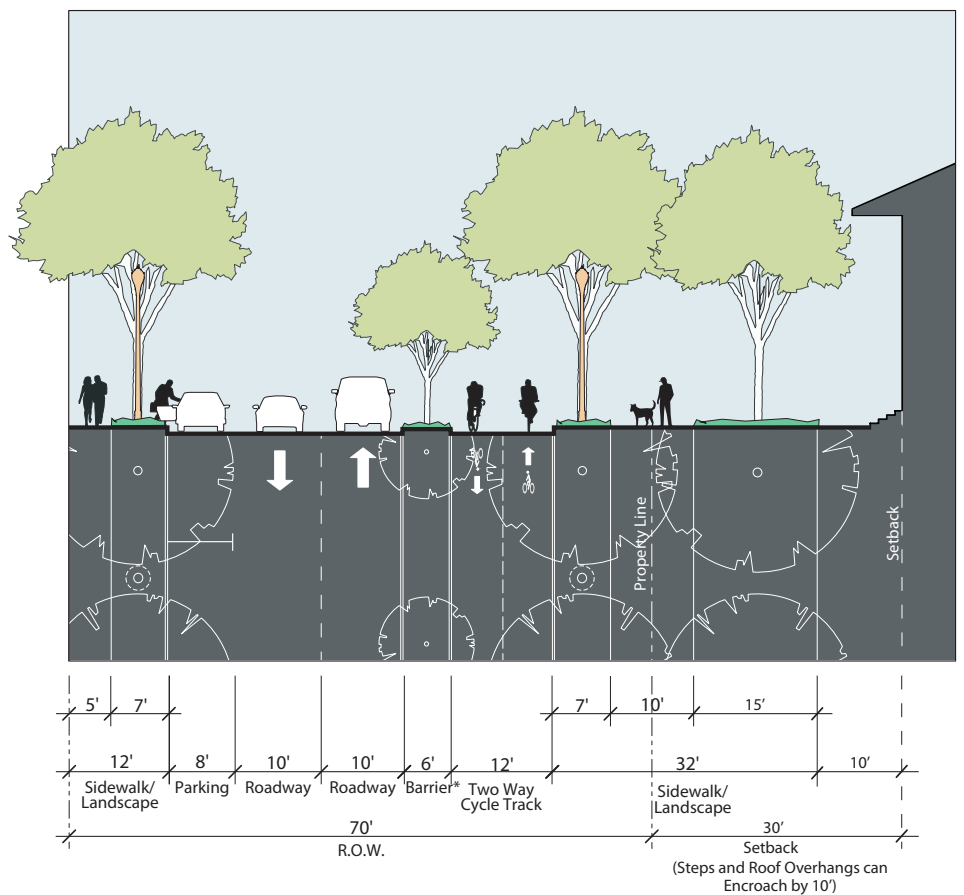
Building entries should have strong architectural expression to promote a sense of orientation for visitors to the campus. Entries should be situated along key pedestrian routes and should be adjacent to other public open spaces. Building activities throughout the campus (e.g., entry lobbies and reception areas, supporting retail uses, public-oriented offices) shall be oriented to perimeter streets and to interior pedestrian ways and open spaces to the maximum extent practicable. Parking lots and service areas shall be located at the rear of the property, screened from public view.

Parking and Drives: Parking lots shall be distributed to avoid large expanses of pavement on the campus and to be convenient. Curbside parking will typically be available along drives to reduce the need for large surface parking lots and to provide additional parking for the facilities. Surface parking shall comply with the landscape guidelines set forth in Chapter Six, and shall utilize the Mueller standard light fixture for parking lots. Driveway curb cuts leading to parking areas or service areas within the campus shall be from internal drives rather than from Zach Scott Street and Manor Road. Internal drives shall include continuous and accessible pedestrian ways throughout the site that are shaded and well-lighted. These pedestrian ways shall provide direct connections to proposed transit stops, as well as to Mueller sidewalks and trails.

Open Space Preservation: The Campus plan will protect natural areas of the property, particularly along Tannehill Branch Creek, and will engage campus users with nature through the use of trails, seating and other recreational amenities. A series of water quality ponds shall be designed as an integral extension of the natural setting to provide a pleasant focal point for trail and campus users.

Hike/Bike Trail: A hike and bike trail along the west shore of Tannehill Branch Creek shall be built within the campus property as the first segment of a future creek trail system that will, when completed by adjacent property owners, take users to the south side of the intersection of East 51st and Tilley streets, where they may safely cross the street to Bartholomew Park.

Streetscape Character: The Zach Scott Street frontage of Rathgeber Village will have the same street tree and lighting types and spacing as the Mueller segment of this street. However, a wider sidewalk parallel with the two-way cycle track along the north side of the street will provide a connection between the elementary school playfields and the Tannehill Branch hike and bike trail along Manor Road.



Zach Scott Street at Rathgeber Village Looking West

Building Setbacks and Street Frontage Relationships: Buildings within the Rathgeber Village campus will be designed to reinforce the spatial definition of the perimeter streets and the internal campus configuration. As such, buildings along Zach Scott Street shall be built 30 feet from the street-fronting property line to provide for the hike/bike trail described above and to promote ground-level, street-oriented activity. Front yard landscaping in conjunction with sidewalk extensions and building entries shall be combined to create an interesting and varied streetscape. At least 50 percent of the Zach Scott building frontages must be constructed on the street front setback line.

Building Height and Massing: The maximum height of buildings fronting Zach Scott is 40 feet, and although one-story buildings are permitted, these must have a minimum height of 25 feet.

Sustainability: All buildings within Rathgeber Village are required to achieve a LEED Certified rating or a “Two-Star” rating with the Austin Energy Green Building.

Architectural Character: Campus buildings should be designed in the spirit of regional and Central Texas architecture, in a traditional or contemporary idiom. Common elements of Central Texas architecture that are encouraged include: shade on wall surfaces through projecting eaves to minimize direct summer solar gain; simple volumetric building forms with flat, gabled, hipped and pyramidal roof shapes and the use of porches, loggias, arcades, courtyards and patios to mediate the seasonal climatic extremes and to provide outdoor space.

Roof Materials: Buildings shall be roofed with interlocking standing seam (or other) metal roofing in a natural galvanized finish for the principal roof and/or for ancillary roof areas (e.g., porches), compliant with the City of Austin Code. Composition shingles are not permitted.

Building Materials: A simple and harmonious application of materials is encouraged, in keeping with the form and style of the building. An excessive variety of materials is discouraged; material changes shall occur only when there is a change in volume and/or plane. Materials shall wrap around to the sides of the building to promote three-dimensional architecture.

NORTHWEST AND NORTHEAST QUADRANTS: SITE AND BUILDING MATERIALS AND TREATMENTS

The following guidelines are intended to promote a cohesive environment with complementary high quality buildings throughout the Northeast and Northwest Quadrants:

Treatment of Surface Parking: Rather than residual or leftovers spaces, surface parking lots shall be designed as spatially defined outdoor “rooms” that give structure and legibility to the district. Depending upon the program of uses, these could be arranged in a series of smaller spaces and/or several larger ones. The layout and design of surface parking areas must adhere to the following guidelines:

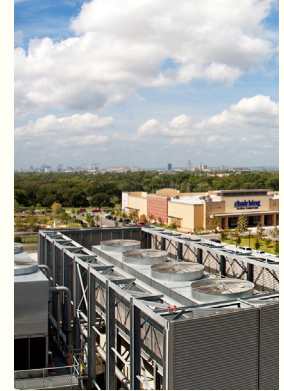
- a. At least one tree must be planted for every four parking spaces, such that after 10 years a canopy of tree cover is created over at least 30 percent of the parking area. Temporary parking and staging areas (e.g., within the Austin Studios campus) are exempt from this requirement.
- b. Vegetated islands, swales, ribbon curbs and pervious paving should be considered to the maximum extent practicable to reduce stormwater runoff impacts.
- c. Parking lots shall provide designated pedestrian walkways of at least 5'-0" in width, at intervals of approximately 200 feet or less. These walkways shall have tree and/or architectural cover to mitigate the harsh summer sun.
- d. Buildings should, to the extent practicable, provide perimeter activity and spatial definition to parking areas on at least three sides.
- e. Lighting must conform to City of Austin standards and be designed to reinforce the spatial qualities of the area. Lighting must be fully shielded to avoid light pollution.
- f. Light-colored concrete is the preferred paving material to reduce heat island effect. Paving should be shaded with structures or trees to avoid glare.



Treatment of Structured Parking Facilities: Structured parking garages, if necessary, shall be designed as an integral part of the architectural vocabulary, and to the extent practicable, be encapsulated within a building complex. Parking access shall be organized in a way that minimizes conflicts or disruption of the pedestrian environment. Rooftop equipment including photovoltaic and solar water heating systems shall not be visible from public streets.

Drive-Through: Drive-through facilities (i.e. beyond those constructed prior to 2017) are strongly discouraged unless otherwise approved by the NCC.

Sustainability: Development within the Employment Centers will exemplify the City's sustainability goals, creating an urban environment that has lasting value, addresses objectives for resource efficiency, and utilizes green building and integrated sustainable development practices. Preference should be given to materials and products that enhance building energy and water efficiency, and that are manufactured with raw materials that are non-toxic, low-emitting, renewable, recycled, recyclable, and/or regionally sourced and manufactured. (See guidelines for sustainability in Chapter Seven).



Building Materials: The architectural master plans for each subarea must provide samples and specifications of the materials to be used for all buildings within the mixed-use regional retail center. The palette of materials shall be of a high quality, low maintenance, durable and complementary with one another.

Material Changes: Material changes shall occur when there is a change in volume and/or plane. Materials shall wrap around to the sides of the building to promote three-dimensional design. Material change shall not occur on outside corners or along the same plane unless approved by the NCC.

Building Facades: Exposed piping and conduits are not permitted on building facades that are in the public view unless located at interior corners of buildings and reviewed by the NCC. Exposed piping located out of the public view shall be sleeved and painted to match the building.

Parapets: Parapets on flat-roofed commercial buildings shall extend the volumetric form of the building, and never appear as thin walls or "western fronts". When extending above the predominant building height, they shall return by at least 4'-0" ~~four feet~~ to create a solid volumetric form.



Solar Energy Systems: Photovoltaic and solar water heating systems are encouraged, subject to NCC or MC approval. Panels will be architecturally integrated into the roof and building form. Solar panels should have a flat profile, conform to the slope of the roof, and be placed so that the top edge of the collector is parallel to the roof ridge. Panels placed diagonally to the ridge or eave are strongly discouraged, and will only be permitted if they are not visible from any public street. No part of the installation may extend above the roofline. Collector frames, support brackets and any exposed piping must be painted to match or be compatible with the roofing material. Neutral colors are preferred for solar photovoltaic panels. Photovoltaic panels on flat roofed buildings should be integrated as an architectural feature of the building or screened from public view behind parapets. (See guidelines for solar ready design in Chapter Seven).

Rooftop Equipment: Rooftop mechanical equipment shall not be visible from public streets or public parks.

Windows: Windows are key determinants of building character, and require careful design and detailing. In keeping with the spirit of traditional regional architecture and to create the effect of solidity, windows shall be inset from the face of the building wall by at least one-and one-half inches.

Bike Parking: Bike parking will be provided in compliance with Appendix B: Commercial Landscape Design Guidelines. Bike parking shall be located near building entries, within garages, and along public streets. Tricycle parking should also be provided in convenient locations as dictated by the NCC.

Public Utility Easements: Absolutely no construction or encroachment of any kind is permitted in or over a public utility easement (e.g. roof overhangs, porches, stoops and low walls).

Signage Program: A coordinated signage program for each subarea within the Northeast and Northwest Quadrants must be prepared and submitted to the NCC for their review and approval. The signage program must conform to City of Austin standards, as well as the following guidelines:



- a. A clear hierarchy of signage shall be established within each of the employment center subareas, ranging from larger monument or “tower” signage oriented to the freeway edge, to smaller monuments along Barbara Jordan Boulevard and East 51st Street, to signs that are in scale and proportion with the buildings on which they are mounted.
- b. The signage program for the mixed-use regional retail center shall be visually subservient to the landscape, public art and other identity treatments that are established for Mueller along the I-35 frontage.
- c. The one exception to Item b. may be a major architectural signage element (e.g., tower, wall, etc.) in conjunction with the I-35 identity treatment for Mueller, if, subject to NCC findings, it is designed as a high quality landmark feature. Smaller elements in a similar configuration may be appropriate along Barbara Jordan Boulevard and East 51st Street. Signage along Philomena Street shall be carefully scaled and located in consideration of the parkway edge and the adjacent Delwood II neighborhood.
- d. Advertising, electronic or flashing signs are prohibited, unless approved by the NCC.

Notes: All development within the Market District and the Regional Retail Center must comply with the NCC approved Signage Master Plans which are included in Appendix F.



Recreational Open Space

1. PERIMETER GREENWAY AND PLAYFIELDS
2. LAKE PARK
3. SCHOOL AND RECREATIONAL AREA OR OTHER CIVIC USE
4. NEIGHBORHOOD PARKS
5. POCKET PARKS
6. TOWER PARK

5 OPEN SPACE AND RECREATION

Approximately 140 acres of land is set aside for new parks and publicly accessible open spaces within the Mueller community. Significant progress has been made in implementing the open space system, since construction began in 2005. The parks and open spaces have been located to link to Bartholomew and Patterson Parks and the Morris Williams Golf Course adjacent to the old airport to create an expanded network of recreational open space that will welcome nearby neighbors and enhance the quality of life for the surrounding area. At the same time, the open spaces are designed to reinforce neighborhood structure and community identity. They are intended to offer a wide variety of recreational experiences, in facilities that range in size and type, but which together create an integrated system that enhances livability, natural appearance and ecological values. The primary elements of the system are the perimeter greenways that traverse the southern, eastern and western edges of the community; Lake Park that serves as a major focus within the Town Center District and that extends eastward via a linear greenway to the planned school site; and the neighborhood parks and pocket parks that serve residents.

The interconnected system of open spaces includes Lake Park (left), a central focus of activity linked to the surrounding community by greenways with hike and bike trails.





Perimeter Greenway Illustrative Plans

5.1 PERIMETER GREENWAYS

The perimeter greenways total approximately 75 acres of land and have been developed as broad parkways that provide a strong visual edge and linear progression of recreational activities. They are predominantly green open spaces composed of a series of clearings or “outdoor rooms” defined by large trees and berms. The perimeter greenways also play an important environmental and ecological role, detaining and filtering stormwater before it re-enters the natural creek systems of the area and providing a rich habitat for birds and wildlife. The greenways include three major assemblages, each with its own role and character. The greenway to the northwest adjoins the Children’s Hospital campus as well as the existing Delwood II neighborhood. Within this perimeter greenway are a number of mature trees that have been preserved and an existing stormwater detention area. In addition to providing linear recreation and storm drainage, this greenway also serves as an amenity for the hospital and adjacent residents. It provides a children’s play area and family picnic grounds, open meadows for passive recreation, and links directly across Aldrich Street to Lake Park. The Southwest Greenway also connects to Lake Park and is notable for the interpretive native gardens that feature the restoration of the original Blackland Prairie, its stands of existing trees, and the large wet ponds and waterfalls. The Southeast Greenway, adjacent to Morris Williams Golf Course, will feature a wet pond, a demonstration orchard, and recreational playfields.

The Perimeter Greenways feature playgrounds, trails and picnic areas.





The Greenway ponds play an important ecological role in filtering and detaining urban run-off, key amenities in the park system.

Linkages: An unbroken continuity of open space will be created within the perimeter greenways with strong linkages to existing parks (i.e., Patterson Park, Morris Williams Golf Course and Bartholomew Park) as well as planned neighborhood parks. The roadways within the Mueller community are aligned to provide visibility and accessibility to the perimeter greenways from surrounding areas.

Potential Recreational Uses: Recreational uses include walking, jogging, bicycling, exercise courses, field sports, sports classes, children's play areas, informal play areas, picnicking, group events and parties, nature and ecological discovery. In the southeastern greenway, informal soccer fields (i.e., with no lights), play areas and group picnic facilities are programmed along with a small, well-landscaped and screened parking lot of approximately 25 cars. The NCC approved the Architectural Master Plan for the Southeast Greenway in 2008.

Parking: Parking for the greenway system shall be provided predominantly along the streets which front it. A small parking lot is planned at the trailhead near the Zach Scott and Manor Road intersection to serve hikers and park users.

Trail System: A continuous hike and bike trail of a width of no less than 10 feet will be developed with an accessible gradient along its length. The hike and bike trail will tie the entire greenway system together, connecting the recreational experiences within it. The hike and bike trail should connect to secondary paths (of a minimum six-foot width) and where possible, a looping route should be incorporated into each of the three greenway segments, creating smaller systems that can be used



independently from the larger overall system. Consideration should be given to the provision of safe connections for cyclists and pedestrians between adjacent parks and neighborhoods and the greenway system. Trail access points should be clearly marked, providing information, seating, “parcourse” exercise equipment, shade and drinking water. These trailheads should also be large enough for groups to gather.

Roadways and sidewalks are aligned along the greenways to enhance their visibility and accessibility.

Ecological Function: The perimeter greenways play an important role in filtering pollutants from storm water and in detaining run-off to mitigate flooding in downstream areas. Land should be contoured in a way that appears natural in character, while incorporating sound hydrologic engineering practices. Slopes around the wet ponds and detention areas shall not exceed 3:1, transitioning to more gradual slopes in surrounding areas. Native riparian trees should be used, along with wetland grasses and marsh plantings as prescribed by the City of Austin Environmental Criteria Manual. Interpretive signage to mark special environmental features and key points, such as the wet ponds, should be provided to highlight their role in stormwater management. Seating areas and overlooks at the wet ponds should also be included, where not in conflict with wildlife values.

Management: The greenways will be dedicated to the City of Austin as public parks to satisfy the parkland dedication requirements for the Mueller community. These greenways will be required to meet the City of Austin Parks and Recreation Department’s standards for construction, with special consideration for long-term maintenance and operations. Lawn areas requiring mowing should not exceed a 3:1 slope.



Lake Park Illustrative Plan



- | | |
|--------------------------------|------------------------------------|
| 1. HISTORIC HANGAR | 6. PICNIC GROVE |
| 2. LAKE/WATER QUALITY WET POND | 7. OPEN LAWN/DETENTION MEADOW |
| 3. POND FOREBAY | 8. HIKE AND BIKE TRAIL LOOP |
| 4. AMPHITHEATER | 9. PARKING |
| 5. STEPS | 10. PRESERVE EXISTING MATURE TREES |

5.2 LAKE PARK

Lake Park, approximately 30 acres in size, is designed as an integral extension of the greenway system and as a central focus and amenity for the entire community. It is a major destination for recreational users jogging, hiking and bicycling through the greenway. Located along Airport Boulevard, Lake Park provides an important “front door” to the Mueller community, establishing a new identity for the site and an attractive visual setting for the Aldrich Street District. Lake Park offers views from the center of the community to the downtown Austin skyline, the Capitol dome and the UT tower. The park was completed in 2008 and has become a popular attraction not only for locals, but for residents and visitors from the entire region.

Landscape Character: Lake Park is designed to have a predominantly naturalistic character, with open meadows defined by canopy trees surrounding the lake. The edges around the lake provide opportunities for people to promenade along and overlook the water. A promenade edge with a stepped bulkhead wall is provided along the western shoreline near the historic hangar.

Potential Recreational Uses: Lake Park has been designed for a variety of uses, such as community celebrations, concerts, outdoor theater and performances, special events, weddings, parties, outdoor dining, art fairs, festivals, farmers’ markets, jogging, walking, boat/bicycle rental concessions, paddleboats, model boat sailing and canoeing. A natural amphitheater has been incorporated with a sloping grade into and along the banks of the lake. A well-shaded children’s playground is situated along the northern edge of the lake immediately adjacent to the amphitheater and Aldrich Street District.

Lake Park has not only become a central focus and amenity for Mueller, but a popular gather place for the Austin community.



The bow-trussed hangar has provided an attractive venue for the Mueller Farmers Market.



The large meadows of Lake Park provide detention of flood waters as well as an attractive place for picnicking and passive recreation.



Former Signature Aviation Terminal: This structure was rehabilitated in 2009 to serve as Mueller’s visitor center and office building for Catellus, the community’s master developer.

Bow-Trussed Hangar: The historic bow-trussed hangar structure has been retained as a major landmark on its own parcel adjacent to Lake Park. It currently functions as a venue for community events and celebrations as well as informal seating. Its ultimate use will be determined at a future date.

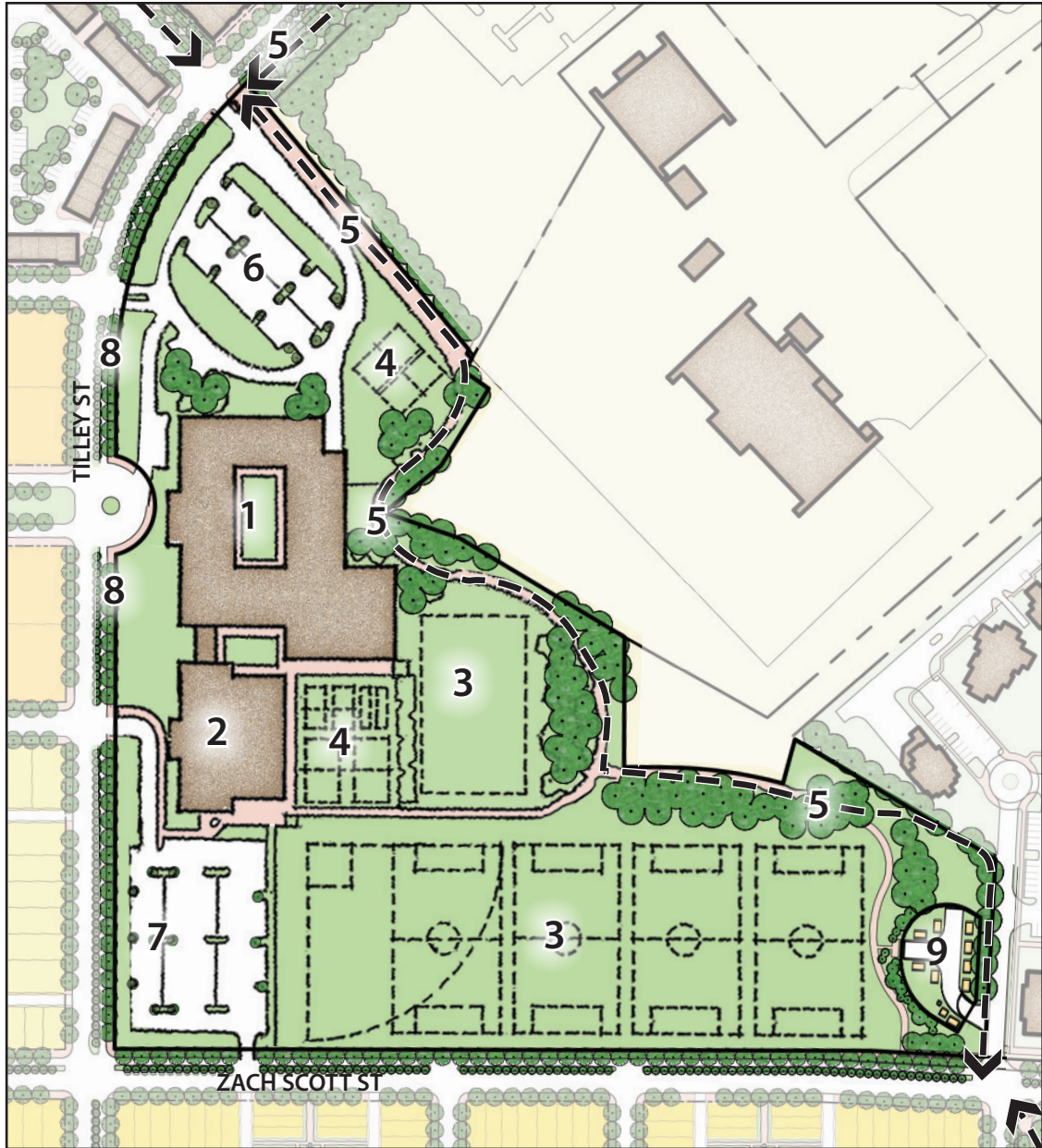
Hike/Bike Trail: The hike and bike trail extends through Lake Park, linking the northwest and southwest portions of the perimeter greenway as well as providing a looping route within the park itself.



Lake Park includes a variety of shoreline experiences including the grand stairs of red stone, the colonnaded promenade, and the marshy beaches.

New Structures: A restroom structure with a small concession space, immediately east of the children's playground was completed in 2008. All structures or concessions within Lake Park shall not exceed a height of 40 feet or a total combined area of 30,000 square feet. They shall be sited and designed to complement and blend into the open space setting of the park.

Parking: A parking lot immediately east of the children's playground along Simond Avenue provides off-street parking for park visitors. On-street parking is provided along the perimeter streets (Simond Avenue, Aldrich Street, Mattie Street, Camacho Street, and Zach Scott Street). These parking areas include generous landscaping, with one tree for every four cars, to extend the open space character of the park. A second parking lot adjacent to the bow-trussed tower and the Mueller Central visitor center serves existing and future uses of these structures.



School and Recreational Area Illustrative Plan

- | | |
|------------------------|---|
| 1. NEIGHBORHOOD SCHOOL | 6. SCHOOL PARKING |
| 2. POSSIBLE JOINT USE | 7. JOINT USE PARKING |
| 3. YOUTH SPORTS FIELDS | 8. MAIN ENTRY & DROP-OFF |
| 4. SPORTS COURTS | 9. AUSTIN ENERGY "SHINES" BATTERY STORAGE |
| 5. HIKE AND BIKE TRAIL | |

5.3 SCHOOL AND RECREATIONAL AREA

At the eastern end of the Mueller community, new neighborhood school facilities are to be built on a site of approximately 10 acres, with 10 additional acres that are targeted for possible civic and/or recreational use. The school and any adjoining uses are envisioned to be an innovative model to serve the northeast area. The opportunity exists for a variety of potential partnerships with an adjoining or joint use that would enhance and support the civic functions of the school site, as well as provide additional adjacent open space or recreational uses.

Landscape Character: The school grounds and adjacent facilities will each be master-planned and designed as a coordinated and well-landscaped campus that could include open lawns, playfields, outdoor learning environments or community gardens that provide a visual and open space amenity to the adjacent neighborhoods. Clusters of trees in combination with the perimeter street trees will be provided to maximize shade within the campus.

Hike/Bike Trail: The hike/bike trail will extend through the school campus as an uninterrupted path linking the Philomena Street hike and bike trail on the north with the southeast perimeter greenway.

New Structures: The school shall be designed in a manner that is compatible and complementary with the adjacent neighborhood. The school should be designed as a minimum two-story community landmark, providing a distinctive visual terminus to Simond Avenue, the east-west parkway street that connects to Lake Park and the Aldrich Street District. The buildings shall have a street orientation with building entries, publicly-oriented activities, gardens and gathering spaces presenting a welcoming front. Ground-level uses shall be designed with generous windows to create interest along the street.

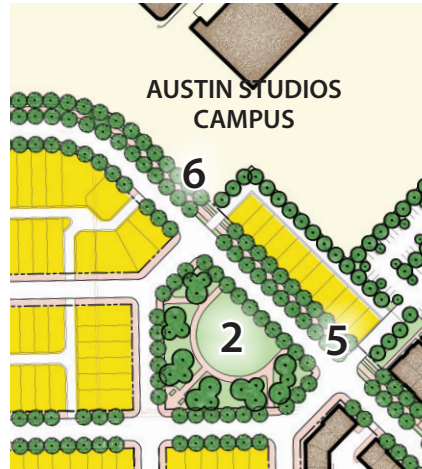
Parking: Shared structured parking is encouraged for the site and subject to NCC Architectural Master Plan approval. Surface parking lots shall be distributed to avoid large expanses of asphalt on the campus and to promote convenient access. Surface parking shall comply with the landscape guidelines set forth in Chapter Six.

The school and recreation center grounds should be designed with open lawns and playfields.





NEIGHBORHOOD 1 (NORTHWEST)



NEIGHBORHOOD 4 (NORTHEAST)



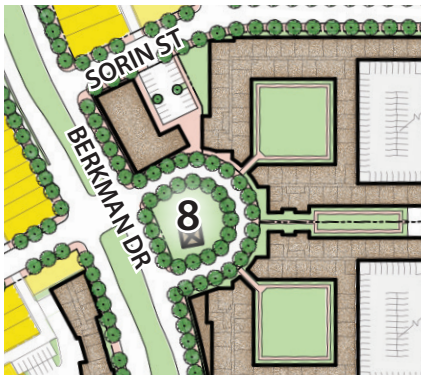
NEIGHBORHOOD 2 (SOUTHWEST)



NEIGHBORHOOD 3 (SOUTHEAST)



PAGGI SQUARE



CONTROL TOWER PARK



POCKET PARK

Neighborhood Park and Pocket Park Illustrative Plans

0 125 250 Feet

- | | |
|-----------------------------|---|
| 1. SWIM CENTER & BATH HOUSE | 5. PHILOMENA STREET HIKE AND BIKE TRAIL |
| 2. OPEN LAWN | 6. WALL ALONG AUSTIN STUDIOS CAMPUS |
| 3. SPORTS COURT | 7. COMMUNITY GARDEN |
| 4. CHILDREN'S PLAY AREA | 8. CONTROL TOWER AND PLAZA |

5.4 NEIGHBORHOOD PARKS AND POCKET PARKS

Neighborhood parks of approximately one to three acres in size are planned as the principal focus and gathering space for each of Mueller's four neighborhoods. These parks will typically include a variety of active and passive recreational facilities, and will require careful site planning to maintain a predominantly green, verdant character with no more than 50 percent impervious cover. The northwest neighborhood park is located along Aldrich Street between Neighborhood Two (NH2) and the Town Center District, and as such is envisioned as the most active and urban of the neighborhood parks.

A series of smaller pocket parks, including the greens and courts discussed in Chapter Two, are also planned within each neighborhood. These pocket parks are located so as to ensure that all residents are within 600 feet of a green space and configured to create a focus for neighborhood subareas. These parks, like the neighborhood parks, should be designed to serve the special recreational interests of the community and reflect the demographic characteristics of each neighborhood. It is important that these small parks be designed as simple and flexible open spaces suitable for a wide range of informal use.

Ella Wooten Park and Pool were developed in the heart of Mueller's first neighborhood.





Paggi Square has become a popular venue for petanque enthusiasts.



The wide landscaped medians along some of Mueller's neighborhood streets (e.g., Mattie Street, Robert Browning Street, Simond Avenue) offer additional opportunities for community open space. Creative retrofit of these spaces is encouraged subject to NCC or MC approval. Such retrofits could include community gardens, seating areas, or other appropriate programming.

Potential Recreational Uses: Neighborhood parks will be designed to provide for a variety of activities, such as: swimming, multi-use play lawns, picnicking, children's play, neighborhood gatherings, etc. Pocket parks will be designed to provide for a variety of activities, such as children's play areas, formal and informal seating areas, neighborhood festivals and gatherings.

Landscape Character: Street tree plantings will continue at the park edges as a structuring element. Within the parks, more informal massing of shade and ornamental trees will be incorporated. Additional shade, if necessary, should be provided within pool deck areas and over playscapes by using shade structures. An open area will be maintained within each park to encourage spontaneous play and allow for neighborhood gatherings.

Parking: Since the neighborhood and pocket parks are easily accessible by foot and bicycle, parking will be limited to on-street, curbside parking along the edges of the open space.

Lighting: Night lighting may be provided both within the parks and at their perimeters. Sport courts may be lighted to extend the time that they can be used. Full cutoff fixtures are required to minimize glare to neighboring residents and to avoid light pollution.

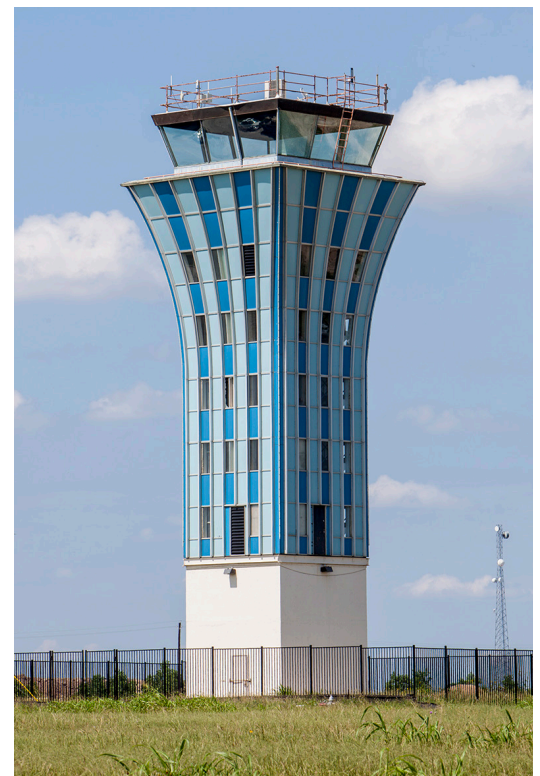
5.5 TOWER PARK

The utilization of the original aircraft control tower as a prominent visual landmark and activity center within the Mueller community is an important project goal. At approximately 85 feet in height, the tower provides a distinctive focal point for the community and helps to celebrate the aviation history of the site. The layout of the streets has been configured to give the tower a significant gateway role along Berkman Drive and within the community. It is also envisioned as the focal point of the southern neighborhoods, surrounded by mixed-use residential buildings with ground-level commercial and community-serving activities.

The tower shall be set in a small urban green or plaza which shall be designed as a simple and elegant setting for the tower, and as an intimately-scaled neighborhood gathering place. Additions or modifications that detract from the tower's original form are discouraged. While adaptive reuse of the tower for other activities is desirable, modern-day life-safety and exiting requirements may prevent it from being used as a public assembly building or viewing tower. Opportunities should be explored for expanding the ground floor of the building as a small interpretive center or community gathering place; the first two floors of the tower were originally within the terminal building, and as a result will need to be enclosed and clad in a complementary manner. Interpretive elements and displays that recall the history of aviation at Mueller and in Austin should be considered as an element of the space.

The park shall be designed as a simple horizontal plaza or green, to promote flexibility of use, and to provide a gathering space to complement adjacent neighborhood oriented commercial uses. Provision shall be made for seating, small gatherings and events, as well as informal and passive recreational use. Landscaping and canopy trees should be provided along the perimeter of the park to provide shade and greenery, while preserving sight lines to the tower from the adjacent neighborhoods and from Berkman Drive.

At approximately 100 feet, the tower will provide a focal point for the community and help to celebrate the aviation history of the site.





Streetscape Concept (2017)

- Community Boulevard
- Town Center Main Street
- Neighborhood Connector Street
- Park Boulevard
- Greenway Extension Street
- Neighborhood Local Street
- Community Gateway

6 LANDSCAPE AND STREETScape

The successful transformation of the airport into a mixed-use, pedestrian-oriented community will rely to a great extent on landscaping within parks and open spaces, along streets and within private properties. The focus of this chapter is on planting, preserving and relocating plant materials that will significantly influence the identity and character of the Mueller community and its environmental and social characteristics. This chapter also describes the design approach to lighting, to promote nighttime safety and livability as well as to establish an attractive nighttime environment that addresses issues of light pollution. The design approach for street and park furnishings intended to enhance comfort and add to the amenity of the public environment is also described. While general strategies and principles are set forth to guide the transformation of this urban infill site into a green and sustainable urban landscape that emulates qualities of Austin's best neighborhoods, site developers, builders and design professionals should refer to the specific standards for residential and commercial projects set forth in Appendix A and B respectively.

The intent of the streetscape and landscape guidelines is to encourage and aid in the thoughtful planning of outdoor spaces for both residential and non-residential sites. Well-designed open spaces weave sites together, enhance pedestrian activity, and extend usable space to the outdoors. Site designers should pay careful attention to pedestrian circulation, and strive to create convenient and hospitable connections to adjacent sites, indoor uses, and outdoor gathering spaces. Such spaces are highly encouraged, whether in the form of intimate and restful seating areas, or plazas bustling with activity. The possibilities are limitless, and every site has room to develop outdoor spaces that are truly welcoming.

Mueller's 15,000 trees will create an urban forest, enhancing environmental quality, promoting energy conservation and ameliorating heat island effect.





Street Tree Distribution

- | | |
|---|--|
| Bald Cypress - <i>Taxodium mucronatum</i> | Mexican Sycamore - <i>Platanus mexicana</i> |
| Bur Oak - <i>Quercus macrocarpa</i> | Mexican White Oak - <i>Quercus polymorpha</i> |
| Cedar Elm - <i>Ulmus crassifolia</i> | Shumard Oak - <i>Quercus shumardii</i> |
| Chinquapin Oak - <i>Quercus muhlenbergii</i> | Texas Red Oak - <i>Quercus texana</i> |
| Live Oak - <i>Quercus virginiana</i> | |

Materials and design vocabulary should be carefully chosen to unify the site and help build a distinctive identity. Plant materials remain an important part of design, providing beauty as well as significant environmental benefits. All aspects of design should combine to bring about memorable spaces that are integral to their sites.

The design approach described in this chapter and the standards and guidelines set forth in the appendices are intended to provide technical guidance and requirements that can still allow for creative latitude. All landscape and irrigation design and installations must comply with City of Austin and all applicable state and local codes and regulations.

Landscape Context

The Texas Native Landscape: Central Texas is home to a special landscape, the Blackland Prairie. The Blackland Prairie provides homes for small mammals, birds, lizards, and insects in its grasses, wildflowers and trees. Today, there are few native prairies left. Catellus engaged the Lady Bird Johnson Wildflower Center to help restore the Blackland Prairie in the Mueller Southwest Greenway, bringing back an important piece of this diminishing ecosystem. Integrating native prairie plants throughout the community including private yards will not only allow birds and butterflies to pollinate other gardens, it will also begin to reconnect this endangered ecosystem.

A common misconception of native landscapes is that they are unsightly and hard to maintain. In fact, native plant material can be utilized to create well-organized and manageable landscapes that also play an important role in the environment. Use of native plants can tie new development to its historic landscape and create attractive and multi-functional outdoor spaces. A scattered or chaotic appearance, often associated with a native landscape, can be avoided by grouping a single species into clusters to provide clarity with blocks of color and texture. A plant's natural shape should be retained and should not be "hedged" into overly geometric, boxy, or other shapes uncharacteristic to the plant's native character.

Urban Forest: By complete build-out of Mueller, more than 15,000 trees will be planted within the community, comprising an urban forest that will help to achieve community objectives for increased environmental quality, greater energy conservation and mitigation of the heat island effect. The goal is to achieve a thirty percent canopy coverage within streets and other public spaces at maturity.

*Restoration of the
Blackland Prairie in the
Southwest Greenway.*





Landscaped paseos, courtyards and outdoor cafe areas that extend the public space of the street are encouraged.

Homeowners and visitors can appreciate the beauty of their neighborhoods within the context of a Texas native landscape comprised of a true Blackland Prairie and urban forest.

Plant Selection and Landscape Character

The focus of this section is on selection of plant material, preserving and relocating plant materials – primarily trees – that will significantly influence the identity and character of the Mueller community and its environmental and social characteristics.

Approved Plant List: The Mueller Plant list (set forth in Appendix C) emphasizes non-invasive, drought tolerant and native species. The plant list includes a native plant section and a section of well adapted plants. At least 90 percent of all plant material proposed for use in the community must be selected from the Mueller plant list and a minimum of 50 percent of plant material must come from the native plant section.

Plant Quality: Plant materials will be of premium quality per American Nursery and Landscape Association and planted according to best practices and methods.

Soil Amendment, Testing, and Depth: Soil depth and quality affects water quality and flow and is the foundation for healthy plants. Good soil structure increases water penetration deep in to the soil and reduces run off. The soil structure should be improved with addition of compost and fertilizers. Prior to planting, agricultural suitability testing must be undertaken to determine the need for soil amendments, import, special drainage requirements and fertilization. If soils are not suitable for planting, recommendations of a soil scientist should be followed to support the long-term health and viability of the plantings.

Preservation: Existing groupings of mature trees within the site shall be protected and incorporated with future improvement plans. Grading or any disruption of the soil, shall not be permitted within the dripline of existing trees nor shall drainage patterns be altered in such a way as to threaten their future viability.

Relocation: Over 200 individual specimen trees have been identified for relocation within the Mueller community and many have already been utilized as anchors in “signature” plantings. In addition, a Bastrop orchard of hundreds of pecan trees were transplanted to Mueller parks beginning in 2006.

Invasive Species: Existing invasive species should be eradicated, and trees identified as “invasive” should not be planted. See Appendix C for “Mueller Do Not Plant List” and “Invasive Plants to Avoid” from the City of Austin Grow Green Guide.

Diversity: A minimum of 20 different types of trees will be used throughout the Mueller community, with no more than 40 percent of a single species.

Street Trees: Street trees will be planted at a minimum three-inch caliper. Care should be taken to ensure that roots are not bound when planted. Other trees planted at Mueller shall be sized according to Appendix C.

Street Tree Selection: Preference for street tree plantings is given to tall, high-canopied trees that grow to at least a height of 40 feet at maturity, provide shade, and reduce the heat island effect. Street tree locations and their plant species shall be determined by the Master Developer, and developers and builders shall verify all street tree species with the Master Developer before planting. A preliminary plan for the distribution of street trees is provided on page 142.

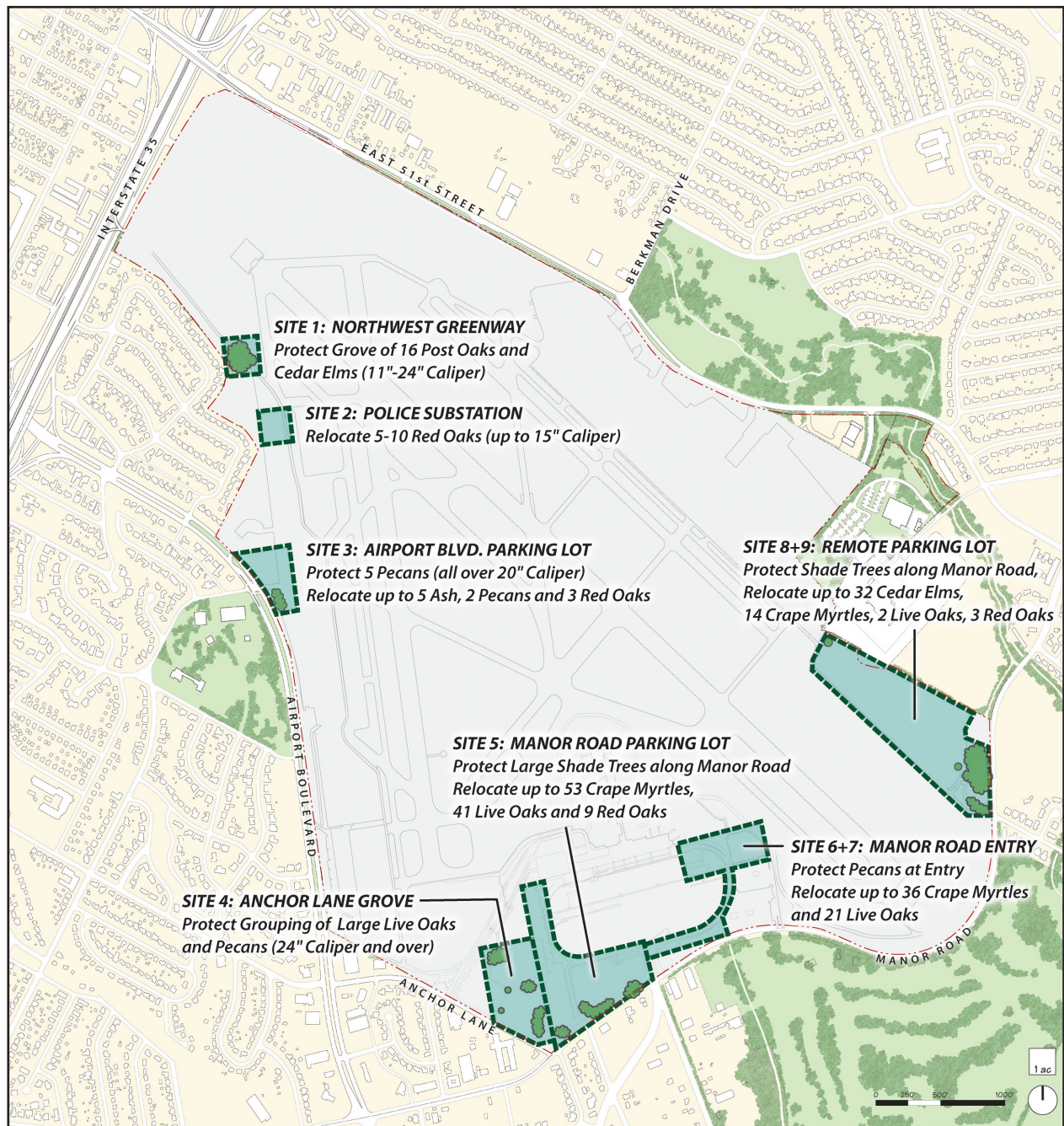
Alley Planting: To add interest, planting pockets should be provided at each lot including ornamental grasses, shrubs, and ground cover. Vines that grow up the walls and fences along the alleys are encouraged. Trees are also encouraged within the alleys where possible.

Medians: Medians should be planted with street trees with a rich mixture of colorful shrubbery, ground cover, ornamental grasses and turf grass to contribute to the desired garden-like setting of the Mueller community and to break down the scale and expanse of pavement of large boulevards. Plant material selections should be carefully made to avoid creating hedges and/or obstructing sight lines.

Shading of Southern and Western Walls: Trees should be placed to maximize shading of buildings, structures and outdoor use areas with southern and western exposures. Shade trees shall be selected to grow to heights at maturity that minimize blockage of solar roof panels while contributing to the reduction of the heat island effect.





Storefront landscaping, including hedges, planters, ornamental and hanging pots are encouraged along Aldrich Street.



Tree Preservation and Relocation (2004)

*SUBJECT TO MORE DETAILED INVESTIGATION BY CERTIFIED ARBORIST

-  PROTECT IN PLACE*
-  RECOMMENDED FOR RELOCATION*

Rain Gardens: Plants filter and remove toxins in the soil, and as such the design of rain gardens are encouraged within parkway strips. Prior to designing rain gardens in right of ways, the location of all underground utilities shall be verified and required distances from these utilities maintained.

Tree Wells: Within the Town Center District and on other streets that have intensive commercial and pedestrian activity, trees should be planted in tree wells. Uniform decorative tree guards shall be used around each of the tree wells to discourage pedestrians compacting soils and to project the planting. Tree grates may be substituted for tree guards and planting upon approval by the NCC.

Parking Lot Landscaping: A minimum of one tree for every four cars must be provided within surface parking lots. The trees should be sized and distributed so as to achieve a 30 percent canopy coverage over the parking area within 10 years of planting. Shade trees selected should be medium-to fast-growing trees to maximize available shade as quickly as possible. Low planting, landscape berms, shrubs and/or walls up to 3'-0" should be provided to screen parking along all public streets.

Private Courtyards and Gardens: Interior courtyards and garden areas should be provided within mixed-use commercial or residential developments for the use and enjoyment of residents and employees. These spaces should include generous landscaping, providing shade through the use of trees or pergolas for at least 30 percent of their area.

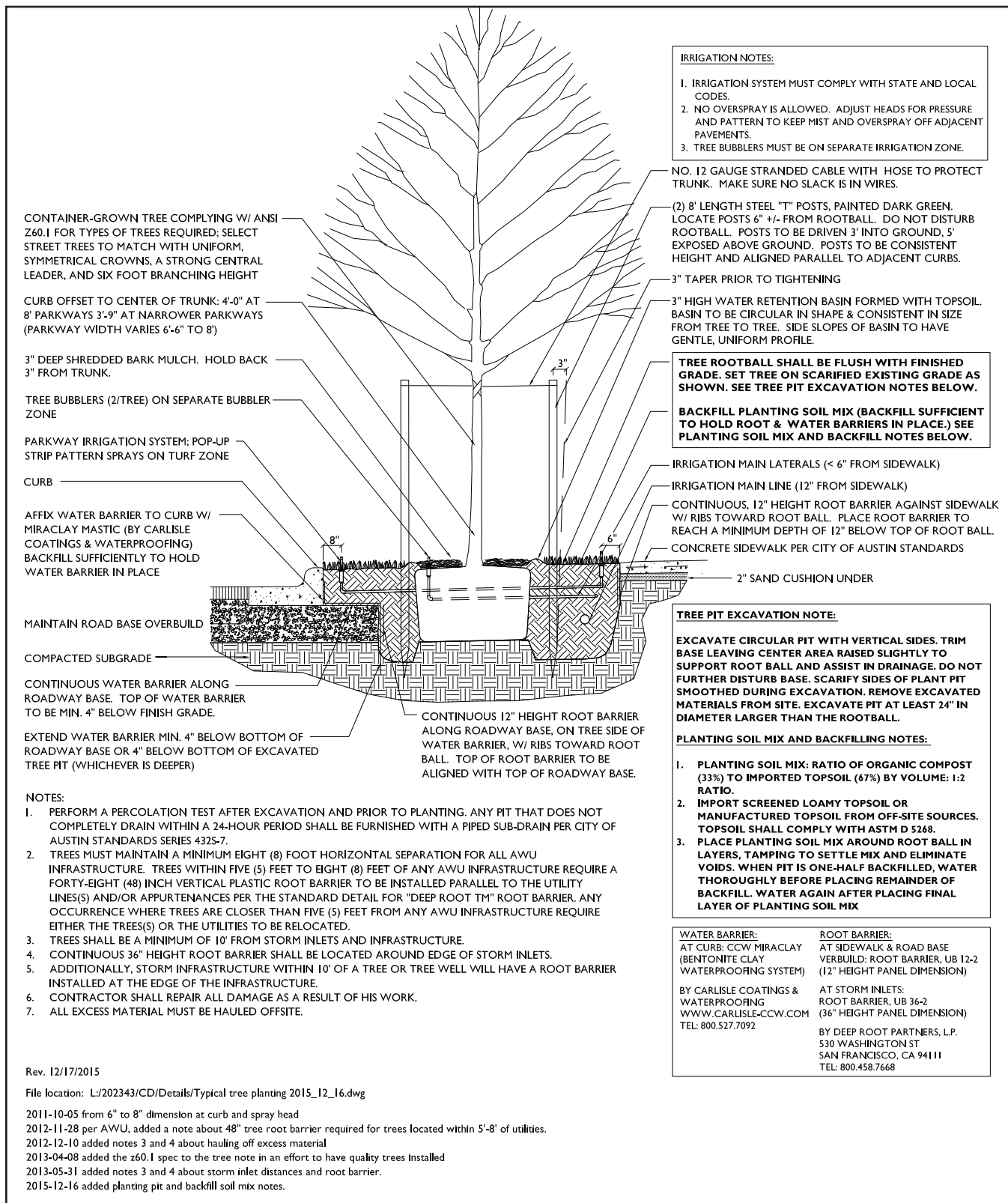
Park Landscaping: Landscaping in parks and perimeter greenways should include a variety in the maturity of trees to create mixed-age stands of trees that provide a sustainable tree canopy for the future.

Private Landscaping: A diversity of plant materials is encouraged on private property. Property owners should landscape with a variety of plants providing seasonal color, fragrance, texture, foliage interest and screening capabilities. Fruit and ornamental trees are encouraged in individual yards and should be used for accent, wildlife food and habitat and seasonal color.

Ground Cover: All exposed and unpaved natural soil, except pathways, should be planted with ground cover and/or turf.



Rain gardens are encouraged within parking strips to filter and remove toxins from urban runoff.



Approved Street Tree Planting

Parkway Strips: With exception of the Town Center District, most of Mueller’s streets will include parkway strips with planting and street trees incorporated adjacent to the curbs in widths ranging from six to eight and one-half feet continuously along both sides of the street. Care should be taken to minimize soil compaction around the critical root zone of all plants. Parkway strips should be graded to catch and filter run-off from the sidewalks before it reaches the storm sewer system. (See Appendix A and B.)



Mulch: Rock or decomposed granite mulch may be used in private and public properties. See Appendix A and B for planting details.

Instead of turf, parkway strips may incorporate rock or decomposed granite with native plants.

Tree Stakes: Stakes shall be installed when a tree is planted and removed after one growing season. Stakes shall be placed less than two-thirds of the height of the tree with a flexible material that allows for movement of the trunk all the way to the ground. All stakes should be removed after one year from planting. See Appendix A and B for staking details.

Root and Water Barriers: Water and root barriers shall be installed along curbs and sidewalks. Additionally, where water and storm pipes and infrastructure are present, root barriers will be included as required by the City of Austin. See Appendix A and B for details along with the tree planting detail at left.

Landscape Maintenance and Irrigation

Standards of Maintenance: Landscape maintenance of all parks within the Mueller community will be funded through a Property Owner's Association (POA) and maintained at a high level in consideration of the longevity, appearance and continuity of the plantings and the continued functioning of support systems. Right-of-way plantings in residential areas will be maintained by individual property owners. Plant's natural shape should be retained. Plants should not be “hedged” into overly geometric, boxy, or other shapes uncharacteristic to the plant's native character.

Tree Pruning: To promote good structure and to reduce wind load, trees will be pruned after planting per American Nursery and Landscape Association guidelines and as required by the City of Austin. Street trees will be limbed up within two years so that the branching begins at 6'-0" above grade and continue to be limbed up (only in conditions where the structure of the tree is not disfigured) until the lowest branch



Some trees, like these mature oaks in the Aldrich Street traffic circle, have been relocated from other parts of the property.

is at a maintained height of 10 feet above grade. Any branching over vehicular lanes will be pruned to 14 feet above grade.

Replacement Planting: Successional plantings should be undertaken by the POA in the parks to replace trees and other plant materials as they age and decline over time.

Integrated Pest Management: All pest and weed management will use least-toxic chemical controls, consistent with recommendations of the City of Austin Department of Watershed Protection. Refer to the COA Integrated Pest Management Plan and Mueller Environmental Education booklet provided for each development section for additional information.

Special Precautions Related to Oak Wilt: Oak wilt is an infectious disease caused by a fungus. The fungus can be spread from tree to tree by connecting root systems, or by man when infected wood is moved near trees, or transmitted from tree to tree by a small sap-feeding beetle. Red oaks are often carriers of the disease and play a key role in establishing new infection centers. Special care will be taken to minimize the spreading of Oak wilt within the site's oak population.

- The pruning of oak trees will be avoided from February to June. The best time to prune is during the coldest days of winter and extended hot periods in mid- to late summer.
- All wounds will be painted immediately, regardless of size, with a thin coat of commercial tree wound paint to prevent transfer of fungal spores to the wound.
- Pruning tools will be disinfected between cuts, particularly when pruning multiple oaks, with Clorox, Lysol spray or 70 percent rubbing alcohol solution.
- Pruning will comply with the requirements of the City of Austin ECM (Environmental Criteria Manual) and ANSI A300 (Part 1) "Tree, Shrub, and Other Woody Plant Maintenance-Standard Practices (Pruning)".

Irrigation: Water-conserving irrigation systems, including automated rain sensors and programmable irrigation controllers, should be used to provide 100 percent coverage to all irrigated areas, with appropriate zone separation of landscape areas with differing water needs including street trees. Systems should be designed to avoid overspray onto adjacent pavement. Irrigation will follow all applicable state,

City of Austin, and local codes and regulations. Site developers are responsible for the installation of irrigation systems, including all electrical devices, pipes and strong boxes. The location of irrigation meters and controllers shall be coordinated with the master developer. Specific standards are provided in Appendix A and B.

Dumping, Staging and Storage: Unless approved by the master developer, open space areas will not be used as temporary or permanent dumps, storage or staging areas. Such areas on the site shall be permitted on an interim basis during construction if the NCC finds that they are adequately screened and located in an area that will not impact adjacent residents or employment uses.



Capitol Metro's typical transit shelter is used throughout Mueller.

Transit Shelters

Unless otherwise approved by the NCC, transit shelters should be of the same style, materials, and color as the typical Capital Metro transit shelter used throughout Austin. Shelters should be scaled appropriately for the level of ridership anticipated at a particular stop.

Sidewalks and Pavement

A continuous system of sidewalks shall be provided along both sides of all streets within Mueller. All sidewalks shall be separated from the travel way of the street by a planting zone of 6'-0" to 7'-0" in width, with trees planted at intervals of 25 to 30 feet. Sidewalk dimensions and configurations on Mueller's hierarchical roadway system are illustrated in Appendix D. The use of light-colored concrete is required on most streets to help mitigate heat island effect. Within the Aldrich Street District of the Town Center, high quality permeable concrete pavers shall be used, as described in the Aldrich Street District Streetscape Manual (Appendix E).

Site Furniture

Site furnishings have the potential to impact and enhance user experience and comfort. Developers shall strive to provide furnishings complementary to site design in convenient and appropriate locations. Seating, trash receptacles, transit shelters, and other furnishings are all significant elements that contribute to the character and amenity of the public environment, including the streets and parks within the Mueller community.



A typical bench in the Aldrich Street District

Developers are encouraged to expand upon these standards to create a palette unique to their site. There may be opportunities for site furnishings to be considered as public art installations. Benches, trash and recycling receptacles will be incorporated along sidewalks in the Town Center District and at transit stops for greater pedestrian comfort and convenience. Specific furnishing selections for the Aldrich Street District of the Town Center are described in the Aldrich Street District Streetscape Manual.

All site furnishings shall be reviewed and approved by the NCC, including but not limited to seating, trash and recycling receptacles, drinking fountains, bike racks, tree grates, bollards, planters and pots, lighting, signage, and drain covers. Appendix A and B provide more specific criteria for the selection of site furnishings, including benches, trash and recycling receptacles and lighting.

Site Lighting

Street lighting is important in adding to the attractiveness of the Mueller community, creating a sense of safety and security. Light equipment selections and lighting design shall be made with a goal of eliminating glare, light trespass and light pollution.

- Lighting layout will be coordinated with proposed landscaping and existing trees to maximize light distribution and avoid conflicts.
- Light fixtures will be designed and lamped for both pedestrian and vehicular purposes. Lamping will be metal halide on major streets, in the Town Center District, and as accent lighting for highlighting trees and site features or downlighting from tree canopies. Austin Energy currently utilizes high-pressure sodium for street lighting within residential areas, consistent with neighborhoods surrounding Mueller. When available through Austin Energy, efficient LED lighting should be pursued for all fixtures.
- A 14-foot pedestrian-scaled decorative steel fixture (available from Austin Energy) will be used for pedestrian and street lighting within the parkway strip of most public streets.

- Along the Aldrich Street Paseo and Promenade, a cable-suspended full cutoff light fixture (the Bega pendant 6408 S) is specified.
- Only along Mueller Boulevard, Berkman Drive, and Barbara Jordan Boulevard will the taller, 30-foot “Cobrahead” fixture (also available from Austin Energy) be used. Where it is used, ornamental pole bases, poles and mast arms shall be provided.



Tree guard and "leave-out" treatment in the Aldrich Street District

- Fixtures will be adapted to comply with light trespass considerations as required.
- All street fixtures will be painted a dark green color to match existing street fixtures.
- Decorative seasonal lighting (e.g. “Tivoli” lights) is encouraged on public streets within the Town Center District.
- Lasers, searchlights and flashing lights are not permitted, unless otherwise reviewed and approved by the City of Austin.
- In the perimeter greenway, no lighting of the sports fields will be allowed in order to avoid the impact of glare on neighboring residents
- Parking lot lighting must meet applicable City of Austin standards, and be designed to avoid light pollution by employing cut-offs that prevent light from being emitted above the horizontal plane.
- The standard parking lot light fixture is the Aeris architectural area light by Lithonia Lighting. The color shall be the Lithonia natural aluminum, ABL code DNA.
- Lamp wattages within parking areas shall be no higher than wattages as recommended by the Illuminating Engineering Society of North America (IES). Unless otherwise recommended, lamps shall be 250 watts.



Mueller Central Visitors Center



Ronald McDonald House



Ella Wooten Park

Building	Achievement
Dell Children's Medical Center of Central Texas	LEED Platinum & AEGB 5-Star
Ronald McDonald House	LEED Platinum
AMLI at Mueller	LEED Platinum
Austin ISD Performing Arts Center	AEGB 5-Star
UT - Dell Pediatric Research Institute	LEED Gold
AIR (formerly SEDL) Offices	LEED Gold & AEGB 4-Star
Ella Wooten Park	AEGB 4-Star
Frost Bank	LEED Gold & AEGB 4-Star
H-E-B at Mueller	LEED Gold & AEGB 4-Star
Home Depot	AEGB 4-Star
Mueller Central Visitors Center	LEED Gold & AEGB 4-Star
Satellite Dialysis Center	AEGB 4-Star
Seton Healthcare Family Administrative Offices	LEED Gold & AEGB 4-Star



Austin ISD Performing Arts Center

Commercial & Multi-Family Notable Green Buildings

SUSTAINABILITY AND GREEN URBANISM

Nationally and internationally, an integrated approach that values measurable benefits in ecological sustainability, human health and social equity is redefining performance metrics for the built environment. These practices, commonly referred to as green building, promote the triple bottom line reflecting economic, social and environmental parameters. As an early adopter of green building principles and practices, the City of Austin achieved international recognition at the 1992 United Nations Earth Summit for its Green Builder Program – the first in the world – and continues to maintain its preeminence in the field. In 2011, the City of Austin Green Building (AEGB) program was awarded the United Nations Human Settlements Programme's prestigious Scroll of Honor.

The Mueller community has been planned and is being developed to demonstrate regionally appropriate, high performance and sustainable development patterns, and has evolved to be a showcase for green building practices in Central Texas. More than an optimization of any single component, sustainable design and construction represents the integration of materials and methods that, together, define how a community's values are reflected and how its physical environment is manifested.

The Mueller community offers a spectrum of unique opportunities to successfully apply green building and New Urbanism strategies. This combination of strategies can be described as “Green Urbanism” – the coordinated merging of environmental protection, economic prosperity, community cohesion and aesthetic beauty – sustainable over generations, and valued as a focal point of the larger city. Many of these strategies are described in the Mueller Green Resources Guide, a reference guide to support an integrated approach for implementing Green Urbanism practices at Mueller (<http://www.muelleraustin.com/uploads/plan/Green-Resources-Guide-2012.pdf>). Among Mueller's signature Green Urbanism themes are:

Mueller is planned as a demonstration of sustainable development, combining principles of New Urbanism with green building design.





Urban heat island can be substantially reduced through integrated hydrologic, landscape and building approaches.

adhesives and sealants. Mueller's extensive vegetation, tree planting, and open space preservation interlaced throughout the community augments these strategies by functioning as the community's lungs to filter the air and lower ambient temperatures.

Mitigating Urban Heat Island Effect: Caused by large expanses of unshaded, heat-absorbing impervious surfaces, the urban heat island effect takes its toll on urban environments, especially in cities like Austin characterized by long, hot summers. By increasing ground-level temperatures, sometimes by as much as 10°F, the urban heat island effect also increases a building's cooling load, contributes to conditions favorable for ground-level ozone formation which can exacerbate respiratory ailments, and lessens comfort associated with outside activity. Through integrated hydrologic, landscape, and building approaches and materials selection, urban heat island effect can be substantially reduced.

Protecting the Night Sky: Minimizing light pollution from urban areas is an important goal of Green Urbanism. Light pollution can be defined as over-illumination or poorly controlled artificial illumination that creates glare and directs light to areas where it is not needed, such as upward into the night sky. This common problem in urban areas correlates with inefficient energy use. It has been shown to adversely impact the regular cycles of plants and animals such as the migratory patterns of birds and the feeding activities of native bat colonies. In addition, light pollution hinders urban dwellers' ability to see and appreciate the beauty of the night sky. Light pollution is reduced at Mueller through the use of shielded light standards that direct light downward.

Protecting Air Quality: Air quality is a key indicator of environmental quality. Exposure to high levels of ground-level ozone can result in impaired lung function, and can exacerbate asthma, chronic bronchitis, and emphysema. Strategies to reduce ground-level ozone begin with decreasing reliance on the automobile and gas-powered landscape, construction and maintenance equipment – each significant nitrogen oxide (NOx) sources – and curbing volatile organic compound (VOC) emissions by specifying and using low-emitting materials including interior and exterior paints, finishes,

Creating Green Buildings: Green buildings are designed to be environmentally and socially responsible, economically profitable, and healthy and productive places for people to live and work. Given that an estimated 90 percent of our time is spent indoors, attention to the indoor environment is a fundamental precept of green building. Similarly, building-related decisions that affect the outdoor environment and the public health through the building's life cycle, while recognizing consequences on the local, regional and global scales, also merit significant attention. As basic tenets, green buildings are created through an integrated approach guided by the following design directives:



The glass-enclosures on refrigerated display cases and natural lighting are two of many energy-saving features at the HEB supermarket at Mueller

- **Design with Nature:** Specify climate and site-responsive design and green infrastructure features to achieve building resilience and sustain ecosystems at local, regional and global scales.
- **Design for Flexibility:** Anticipate change in user needs by designing open, flexible building systems.
- **Design for Water and Energy:** Use green infrastructure to maximize stormwater retention and infiltration on site, minimize potable water use and take advantage of rainwater harvesting and reclaimed water sources. Take advantage of climatic design principles and on-site renewable energy systems to complement high-efficiency mechanical and electrical systems.
- **Design for Healthy Environments:** Specify and use non-toxic and low-emitting materials, minimize noise, and maximize daylight and views for building occupants to protect air quality and enhance human health and well-being.
- **Design for Zero Waste:** Manage construction sites and design buildings to promote reduction and reuse; divert recyclable and compostable debris from landfills; and specify high recycled-content and salvaged materials.

Achieving Sustainability Standards at Mueller

By adopting locally focused and nationally recognized green building standards to guide and certify performance, the Mueller community will further Austin's role as a leader in green building initiatives. Green Urbanism will be implemented at three distinct levels within Mueller: Green Community Design, Green Buildings and Green Infrastructure.

Green Community Design: The opportunity to transform an industrialized brownfield site like Mueller into a thriving urban community brings together new urbanist practices and sustainable development strategies. Brownfield remediation and restoration has emerged as a highly effective way of restoring undervalued properties, often located within an urban core's desired development district. This transposition results in a more productive use of the land resource, taking advantage of existing infrastructure surrounding the site, and enhancing environmental, health and social benefits associated with reduced auto dependence and suburban sprawl. In 2007, Mueller was selected to participate in the U.S. Green Building Council's LEED for Neighborhood Development pilot program. Mueller earned a LEED for Neighborhood Development Stage 3 Gold Certification in 2016, making it the first neighborhood in Texas to achieve that rating, and the largest neighborhood in the world to become Stage 3 LEED-certified.

GREEN BUILDING PERFORMANCE REQUIREMENTS

Office, Single Tenant Retail, Institutional Buildings greater than 25,000 gross square feet: will achieve a minimum LEED® Certified certification and/or achieve a minimum 2-Star rating under Austin Energy Green Building; smaller buildings are encouraged to seek certification.

Multi-Family Residential Buildings with three or more units: will also achieve a minimum LEED® Certified certification and/or achieve a minimum 2-Star rating under Austin Energy Green Building Program.

Single-Family, Duplex and Townhome Residential Buildings: will follow the Austin Energy Green Building Program guidelines and attain a minimum 3-Star rating. Homebuilders are encouraged to pursue LEED for Homes certification in addition to the Austin Energy Green Building rating.

Builders and developers of all building types are encouraged to exceed these standards. Refer to the Mueller Green Resources Guide, version 3, for more information (<http://www.muelleraustin.com/uploads/plan/Green-Resources-Guide-2012.pdf>). Note that the AEGB uses the applicable rating version in effect at the time a rating registration application is submitted for that building.

Green Buildings: Green building addresses the environmental, social and economic issues of designing, constructing and operating buildings over many generations. Several sustainable or green building rating systems have emerged in recent years to guide projects towards their sustainable design goals. Locally, the City of Austin, in partnership with the Center for Maximum Potential Building Systems, created the internationally award winning Austin Green Builder program in 1990, becoming the nation's first green building program. Now operating as Austin Energy Green Building (AEGB), the program offers rating systems designed for single-family, multi-family, and commercial buildings. Nationally, the U.S. Green Building Council developed the Leadership in Energy and Environmental Design (LEED®) rating system for commercial buildings, including sector-specific ratings such as retail, schools, healthcare, hospitality, in addition to LEED for Homes, Existing Buildings, Commercial Interiors, Core and Shell, and Neighborhood Development. The AEGB and LEED rating systems consist of specific required and optional strategies designed to enhance human health and economic and social benefits.



The Austin ISD Performing Arts Center received a 5-Star AEGB rating and LEED Gold certification.

To align with the sustainability goals of the Mueller community, commercial and institutional buildings larger than 25,000 gross square feet and multifamily buildings with three or more units are required to achieve a 2-Star AEGB rating and/or LEED® Certified certification. Single-family, duplex and townhome residential developments are required to achieve a 3-Star AEGB rating. All buildings are encouraged to surpass these minimums, incorporating as many sustainability strategies as are practicable, particularly those that reinforce the signature Green Urbanism themes. To date, all commercial buildings including those less than 25,000 square feet have met or are working toward achieving the green building rating requirements. Of the 1,179 homes rated at Mueller by the fall of 2016, 1,026 have achieved a 3-Star, 63 a 4-Star, and 87 a 5-Star AEGB rating; five of these homes have also achieved LEED for Homes certification. Of the more than 50 completed multi-family and commercial buildings, most have achieved a minimum 3-Star AEGB rating and/or LEED Silver certification. Three commercial projects have achieved a 5-Star AEGB rating and four projects are distinguished as having achieved LEED Platinum certification, including the first LEED Platinum certified hospital in the world, Dell Children's Medical Center of Central Texas, and the first LEED for Healthcare Platinum certified project, the W.H. and Elaine McCarty South Tower addition to Dell Children's Hospital.



Green Infrastructure: Mueller's infrastructure embodies principles of resource efficiency, attention to context and scale, and environmental, social and economic responsibility. Mueller benefits from three significant green infrastructure elements:

- **City of Austin Reclaimed Water:** In an effort to lessen dependence on treated potable water for non-potable uses at the municipal scale, the City of Austin's Water Utility has designed and constructed a "purple pipe" reclaimed water system, with networks distributed throughout the City. Installed along Mueller's northern boundary on 51st Street, the reclaimed water system serves as the primary source of irrigation water for many of Mueller's commercial building landscaping, public open spaces and streetscapes, townhomes, and potentially for commercial uses (e.g. indoor flush toilets and other non-potable applications) within the employment centers and the Aldrich Street District.
- **Austin Energy Combined Heat & Power Station:** Austin Energy has been an innovator in bringing to the marketplace highly efficient modular Combined Heat and Power systems. The first of these systems, the Mueller Energy Center, is located adjacent to Dell Children's Medical Center of Central Texas, and provides electricity, chilled water and steam to Dell Children's. Its modular design allows it to expand capacity over time, enabling it to also serve other commercial and institutional developments in Mueller's Northwest Quadrant and the Town Center District. By operating at more than 75 percent efficiency, the electricity generated by the Mueller Energy Center substantially reduces greenhouse gas (i.e., carbon dioxide) and other chemical and particulate emissions as compared to fossil fuel combustion, and softens the economic challenges associated with price fluctuations for fossil fuels.



- Community Stormwater Treatment:** Mueller's stormwater treatment system has been designed to manage 100 percent of the stormwater on-site through a series of drainage and landscape features including water catchment and water quality wet ponds which also serve as public amenities. Complementary strategies employed by builders and developers within the community, including rainwater catchment systems, green roofs, rain gardens, pervious and porous paving systems, generous open space, vegetative filter strips, landscaping and tree plantings, contribute to reducing stormwater rate and quantity, while also providing media for filtering stormwater contaminants. These serve as hydrological absorptive systems at all scales and as a regional model for other developments.
- Austin Energy SHINES Battery Storage:** The SHINES Energy Storage System is an Austin Energy facility supported through a U.S. Department of Energy (DOE) grant that pairs photovoltaic (PV) energy collection with energy storage to improve the reliability of local energy while providing benefits to the larger electric grid. The 0.5-acre site, located just west of Rathgeber Village, houses a series of large batteries, which collect excess energy from adjacent residential and commercial solar panels and redistribute that energy back to the grid. The facility helps Austin Energy integrate renewable energy, reducing greenhouse gas emissions and dependence on fossil fuel generation.

GUIDELINES FOR SOLAR READY NEIGHBORHOOD BUILDINGS (DETACHED & ATTACHED)

While builders and homeowners may be unable to install photovoltaic or solar thermal systems at the time of construction due to cost constraints, owners may elect to do so at a later time. Furthermore, the City of Austin continues to work toward its goal of “net zero energy capable homes,” through the adoption of progressively more stringent residential energy codes. Net zero energy capable homes are defined as homes that are energy efficient enough to be net zero energy with the addition of on-site energy generation, most often through solar. Therefore, it is important that all homes be designed to be “solar ready” with south and southwest-facing roof planes shade-free and clear of vent pipes and penetrations. Homes with appropriate preparatory features already in place will have advantages in installing solar thermal and photovoltaic systems. To ensure that homes are solar-ready and suitable for the installation of these systems, it is important for builders to coordinate with Austin Energy and design for current regulations and installation requirements, including City of Austin Electrical Code requirements and the Austin Energy interconnections guidelines, found here: <https://austinenergy.com/wps/wcm/connect/23c5f881-73da-4064-b1bc-a7a428c9eebb/distributionInterconnectionGuide.pdf?MOD=AJPERES>. The following solar ready measures must be incorporated into the design and construction of all neighborhood building types:

- Provide an unobstructed roof area larger than 250 square feet and no less than 35 percent of the building’s footprint, oriented due west to 10 degrees east of due south for roofs with a pitch less than or equal to 9:12. For steeper roofs with a pitch up to 12:12, the unobstructed roof area should be oriented within an Azimuth range of 90-300 degrees. Solar panels in fire setbacks are not permitted.
- Designate an acceptable location within appropriate proximity of utility meter and electrical service panel, and of appropriate size to enable future mounting of inverter, disconnects, metering equipment, and other wall mounted components. Builders should take into account required setbacks from building openings, etc. and other utility meters (gas meters).
- Provide a vertical chase(s) enabling unobstructed access between the main building electrical service and the roof that allows for future Electric Metallic Tubing (EMT) conduit with proximity to the utility meter and electrical service panel for future photovoltaic system.
- Have the design and location of all installed components examined by a licensed solar contractor.
- Apply engraved acrylic labels to identify the conduits and junction box that are “Solar Ready”.

Note: Installation of solar panels on multi-unit row houses or condominium buildings (e.g., Mueller Houses) will require property owner association coordination and approval.

GUIDELINES FOR SOLAR READY COMMERCIAL BUILDINGS

Flat open rooftops on commercial, multi-family and institutional buildings and parking structures offer ideal “real estate” for solar power and thermal systems. Commercial building owners may want to take advantage of incentives offered for solar energy systems. Building solar ready can be a smart and affordable decision that can add value to a building. Solar makes sense whether building owners buy the equipment themselves, or lease the rooftop to tenants or Austin Energy.



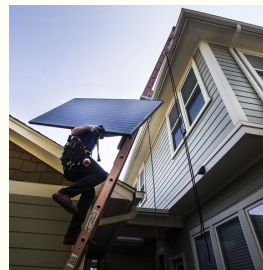
Specific preparations for making a building solar electric ready depend on the size of system that is likely to be installed. Details, such as the number of conduit runs and space considerations in the electrical room will differ. It is suggested that the MEP engineer work with a commercial solar electric installer in advance to assess the potential generation capacity of the available roof space and to discuss mounting options, roof penetrations and other factors that could influence the design of the solar electric system. Designing for the largest system possible will allow the greatest flexibility in the future. The amount of roof area required per kW of module today is between 100 to 250 square feet depending on the type of module.



Roof areas should have at least six hours of solar access per day throughout the year. Shading can be caused by stacks, communications equipment, parapets, power lines and neighboring buildings. Mechanical penthouses, vents and other equipment should be grouped as far to the north side of the building as possible to avoid shading solar panels.

Consult with the structural engineer to determine roof loading and strength. Depending on the type of PV system, roof loading can be less than four lbs/sq ft for flush-mounted south facing roofs, thin film modules, and flat roofs using crystalline modules. Rack-mounted systems on a flat roof are about 15 lbs/sq ft.

At a minimum, to ensure the building is solar ready and suitable for photovoltaics, the following measures must be incorporated into the design and construction of the building:



- Provide an unobstructed roof area of at least 35 percent of the building's footprint, oriented due west to 10 degrees east of due south for sloped roofs with a pitch of less than or equal to 9:12. For steeper roofs with a pitch up to 12:12, the unobstructed roof area should be oriented within the Azimuth range of 90-300 degrees.
- Designate an acceptable location within appropriate proximity of the utility meter and the electrical service panel, and of appropriate size to enable future mounting of inverter, disconnects, metering equipment, and other wall mounted components. Contractors should take into account required setbacks from building openings, etc. and other utility meters (gas meters).
- Provide a vertical chase(s) enabling unobstructed access between the main building electrical service and the roof that allows for future Electric Metallic Tubing (EMT) conduit with proximity to the utility meter and electrical service panel for future photovoltaic system.
- The distribution panel must be rated to handle the maximum current from the main breaker plus the maximum current from the solar electric breaker.
- Have the design and location of all installed components examined by a licensed solar contractor.
- Apply engraved acrylic labels to identify the conduits and junction box that are "Solar Ready".



Notes: The New Construction Council may provide variances or exceptions where the applicant can demonstrate hardship due to other factors (e.g., building orientation, shading from adjacent structures, limited roof area, etc.).



SCALE	ENERGY	LANDSCAPE	HYDROLOGY	MATERIALS
Building/Lot Scale	Building orientation, thermally protected foundation, soil heat/cool storage	Roof, patio, wall vegetative systems for climatic and hydrologic control	Rainwater harvesting, rain gardens, native plant landscapes, pervious paving to increase site infiltration	Durable, non-toxic, low maintenance, pre-manufactured building elements
Neighborhood Scale	Distributed renewable energy utility systems	Streetscapes and park systems linked as continuous shade and light attenuating strategies	Connected pervious surfaces; coordinated stormwater management strategies	Non-toxic surface treatments (pavements, roofs, walls) with high reflectance and high emissivity
Development Scale	LED street lamps; modular district energy systems	Interspersed vegetation to reduce heat island and take advantage of cooling southeasterly breezes over water features	Necklaced water collecting systems around entire development; narrow street widths	Non-heat absorbing materials for streets and sidewalks; minimal impervious surfaces

Examples of Development Strategies at Different Project Scales





8 ADMINISTRATION OF THE DESIGN BOOK

Background

Mueller is subject to the terms and provisions of the Mueller Master Community Covenant, the Master Development Agreement (MDA), Mixed-Use Community Covenant, the Employment Center/Town Center (EC/TC) Community Covenant and certain Supplemental Covenants, each recorded or to be recorded in the Official Public Records of Travis County, Texas.

Review Authority

Section 5.1 of the Mueller Master Community Covenant provides that all site work, landscaping, structures, improvements and other items within the community must be approved in advance by the New Construction Council (NCC) or the Modifications Committee, as applicable.

Section 5.2 of the Mueller Master Community Covenant provides that all applications for original improvements and improvements not under review of the MC must be approved in advance by the NCC. The authority of the NCC will be transferred to the MC upon the later of (i) the expiration of the Development and Sale Period or (ii) such time as certificates of occupancy have been issued for all proposed structures planned for the Property. .

Section 5.3 of the Mueller Master Community Covenant provides that all modifications of existing improvements (as opposed to the expansion of existing improvements) must be approved in advance by the Modifications Committee (MC).

Section 5.4 of the Mueller Master Community Covenant specifically provides for the promulgation and enforcement of certain “Master Design Guidelines”. This, the Mueller Design Book, constitutes the Master Design Guidelines as contemplated pursuant to the Mueller Master Community Covenant. The NCC and the MC, as applicable, have the specific authority to ensure each Applicant’s compliance with the terms and intent of this Design Book.

Structure for the Review Authority may change from time to time subject to the Mueller Master Community Covenant.

Governmental Requirements

To the extent that any applicable government ordinance, building code or regulation imposes a more restrictive standard than the standards set forth in any Mueller Covenant described in this Design Book, the applicable government standard will control. To the extent that any applicable government standard is less restrictive, the more restrictive of the Mueller Covenants and this Design Book will control. Plans submitted to the NCC and the MC must comply with all applicable laws, codes, regulations and governmental requirements.

Interpretation: Limitation of Liability

Approval of plans and specifications is not a representation, warranty or guarantee that the structure is in compliance with governmental requirements or restrictions or requirements other than the terms of the Design Book. The NCC and/or the MC shall bear no responsibility for ensuring plans submitted comply with any applicable building codes, zoning regulation and other government requirements. It is the responsibility of the Owner to secure any required governmental approvals prior to construction of any Improvements. Please be advised that this Design Book may change from time to time. A copy of the current Design Book may be obtained online at contactus@muelleraustin.com or from the NCC. A fee may be charged to cover reproduction costs.

Philosophy of the Mueller Design Book

This Design Book has been developed to promote cohesive and high-quality developments and projects that achieve the vision for Mueller as a compact and pedestrian-friendly, mixed-use community. It is intended to guide new development - and any modification of such new development - in ways that promote connectivity, neighborliness, activity, authenticity, sustainability and livability. The Mueller Design Book is not intended to be highly prescriptive or dictate a particular architectural style, but rather to provide performance criteria that encourage diversity, creativity and innovation in the spirit of the Austin community.

Amendments to the Design Book and Variances of Design Book Provisions

This Design Book is a dynamic document that will continue to evolve in response to changing conditions and emerging best practices. It has already been amended, and it will continue to be amended from time to time to address new opportunities and/

or circumstances. The NCC may grant reasonable variances or adjustments from any conditions and restrictions imposed by the Community Covenants and/or this Design Book in order to overcome practical difficulties and unnecessary hardships arising by reason of the application of the conditions and restrictions contained in such instruments; provided however, no variance may be materially detrimental or injurious to other property within the Mueller community or deviate substantially from the general intent and purpose of the Community Covenants or the Design Book. Variances from the Mueller Design Book may also be granted by the NCC or the MC to allow for creative design expressions that may not have been anticipated by these Master Design Guidelines, but are found to be compatible with its intent and emerging best practices.

In the event that this Design Book is amended in a manner which makes previously-approved and completed improvements no longer compliant, compliance with the amended Design Book will be grandfathered for such improvements. Any expansion of existing improvements must comply with the amended Design Book. In the event that more than 50 percent of the value of a noncompliant improvement is destroyed or damaged, the repair or reconstruction must cause such an improvement to comply with the amended Design Book in their entirety.

The New Construction Council (NCC)

The NCC was established by the Master Development Agreement between the City of Austin and Catellus Austin, LLC and the Community Covenants to review and consider all proposed new construction at Mueller. The NCC review and approval is completely distinct from the City of Austin's development review and approval process.

The NCC consists of five voting members and additional ex-officio members appointed by the voting members who serve in a non-voting, advisory capacity. All members possess experience and expertise in one or more of the following: real estate/land development, architecture, landscape architecture, green building, land use planning and/or other similar professional design practices.

Pursuant to Section 5.2(a) of the Mueller Master Community Covenant, the New Construction Council has exclusive authority to review and act upon all applications for review of proposed original improvements within the community. Pursuant to Section 5.4(b) of the Mueller Master Community Covenant and the Master Design Guidelines, no initial site work, landscaping, structures, or other improvements may be commenced until a written application is submitted to and approved in writing by the New Construction Council.

The New Construction Council (NCC): Procedures and Submittal Requirements

To ensure that each proposed project complies with the intent of the Design Book and its Design Guidelines and is compatible with the Mueller community, the owner or owner's representative (Applicant) for a project is required to receive approval from the NCC or MC, as applicable. The submittal requirements differ according to the improvement type (single-family residential building, mixed-use building, park or open space, retail, public, etc.); the level of the review (Preliminary Design, Final Design, etc.) and its location within the Mueller community, whether in the Mueller Neighborhoods, the Employment Centers, the Aldrich Street District or in areas adjacent to Mueller, as in the case of Rathgeber Village.

The process for applying for NCC project review is managed by the Property Owner's Association (POA). Email contactus@muelleraustin.com for more detailed information on the submittal process and requirements.

Stages of New Construction Council (NCC) Review: There are up to six stages of NCC submittal and review for a proposed new construction project, depending on the project type, complexity and location in the community. The required submittals aim to provide a complete description of a project, primarily from its exterior, so many documents typically included in an architectural set of drawings are not required, such as interior elevations, structural and mechanical drawings, ADA compliance exhibits, etc.

The possible NCC reviews include:

1. Architectural Master Plan: required as the first stage submittal for commercial and campus sites comprised of multiple, non-single-family residential buildings. Most of these types of sites at or adjacent to Mueller have already been reviewed and approved, including Dell Children's Hospital, Regional Retail Sites at IH-35, UT's Academic Health Research Campus, Rathgeber Village, Market District, Aldrich Street District (Town Center), and the Tower District. Most of these approved Architectural Master Plans exist primarily outside of the Mueller Neighborhoods area, in the Employment Centers and the Town Center District. The Architectural Master Plan is similar to a "Conceptual Site Plan phase".

2. Preliminary Design: required as the second stage submittal for a single-building development that is part of an approved master plan anywhere in Mueller; or required as the first stage submittal for multi-lot developments in a single-family residential area in one of the Mueller Neighborhoods, that will be developed by one builder. The submittal required is similar to that of a "Schematic Design phase" set of drawings.

3. Final Design: required for all projects, and must be accompanied by a color and materials board including small samples of all of the actual exterior materials and paint color swatches to be used in the final construction of the project. The submittal required is similar to that of “Design Development phase” set of drawings. (For Open Space projects such as parks and greenways, and at the discretion of the NCC for any project, an Applicant may be allowed to provide a Combined Final Design/New Construction Document submittal.)

4. New Construction Document Package: required for all projects. The submittal required is similar to that of a “Construction Documents phase”. An Austin Energy Green Building Conditional Approval is required for this phase. For projects that receive approval with no conditions, this is the last NCC approval needed prior to commencing construction.

5. New Construction Document Package Resubmittal: In the case of a project’s having outstanding conditions from the NCC after the New Construction Document Package review, the Applicant must submit for a New Construction Document Package Resubmittal review. Typically, this involves submitting only those documents that attest to the condition(s) being addressed for what is typically an administrative review, i.e., not part of the monthly, full NCC review agenda.

A New Construction Document Package Resubmittal is also required if an Applicant wishes to modify the design of a project (as perceived from the exterior/outside) after having received NCC approval of its New Construction Documents Package.

6. Certificate of Compliance: All projects are required to complete the final Certificate of Compliance stage of NCC review. This review confirms that the project was constructed per the latest stage of NCC-approved documents - either the New Construction Document Package or the New Construction Document Package Resubmittal. The Applicant submits the last approved NCC-approved documents, as well as documentation of any changes to the exterior that may have been approved by the NCC through a New Construction Document Package Resubmittal during the course of construction. An Austin Energy Green Building Final Approval must be obtained to confirm compliance with Mueller’s minimum green building standards. The Certificate of Compliance review and approval is conducted administratively.

Austin Energy Green Building Reviews and Approval Process: Fulfillment of green building requirements is a requirement of the NCC approval and should be coordinated directly with Austin Energy Green Building. Reviews for compliance are performed at all development phases. NCC approvals are contingent upon obtaining green building

approvals, including Conditional Approval prior to obtaining a New Construction Document Package Approval, and Final Approval prior to obtaining a Certificate of Compliance approval.

Modifications to Already Constructed Projects: Modification projects for existing improvements (as opposed to expansion) their landscape and site improvements must make application to the Modifications Committee (MC) for review and approval. This process is managed by the Property Owner's Association, and the procedures and submittal requirements may be obtained by emailing contactus@muelleraustin.com.

The Modifications Committee (MC)

The MC was established by the Community Covenants to review and consider all alterations or modifications proposed of completed construction at Mueller. The MC review and approval is completely distinct from the City of Austin's development review and approval process.

The MC consists of five voting members appointed by the Mueller Master Community Board of Directors.

Pursuant to Section 5.2(a) of the Mueller Master Community Covenant, the Modifications Committee has exclusive authority to review and act upon all applications for review of proposed modifications to improvements within the community pursuant to the criteria of the Mueller Design Book and the Modification Guidelines document. Pursuant to Section 5.4(b) of the Mueller Master Community Covenant and the Master Design Guidelines, no modifications may be commenced until a written application is submitted to and approved in writing by the Modifications Committee.

Modifications Committee (MC): Procedures and Submittal Requirements

The process for applying for MC project review is managed by the Property Owner's Association, and the process and the submittal requirements are detailed in the Modification Guidelines document available by emailing contactus@muelleraustin.com.

Fees

As provided in Section 5.7 of the Mueller Master Community Covenant, the NCC and MC may establish and charge reasonable fees for their review as required by the Mueller Covenants and this Design Book and may require that such fees be paid in advance.