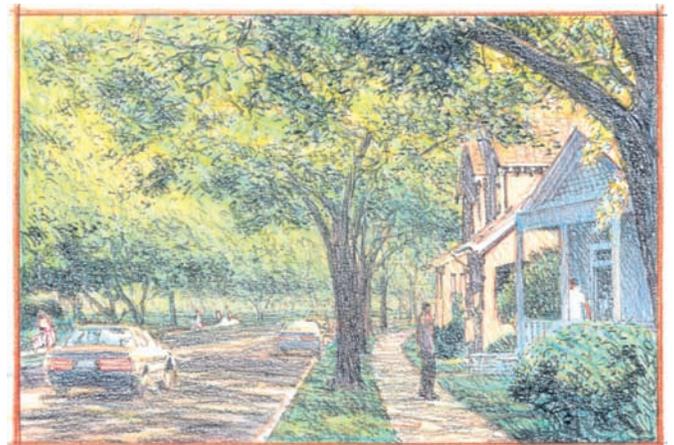


1 THE PLAN FOR MUELLER

For more than 70, years Mueller has been a void in the fabric of the East Austin community. The impacts of the airport have led to disinvestment and deterioration in surrounding neighborhoods. Redevelopment affords the opportunity to knit this approximately 700-acre property back into the community in a manner that will complement and enhance the quality of life and environment of adjacent areas while creating a new mixed-use community that is reflective of the City’s goals for a more sustainable and livable approach to growth in the region.

Redevelopment of the airport is also intended to achieve broader public objectives for economic development and revitalization; it will help to overcome the perceptual barrier of the I-35 freeway; and it will provide alternatives 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 emerged for development of Mueller. These principles are the structuring elements of the master plan, and support a vision of a new community within a community—one that complements and extends the surrounding neighborhoods and becomes an integral part of the urban and social fabric of Austin.

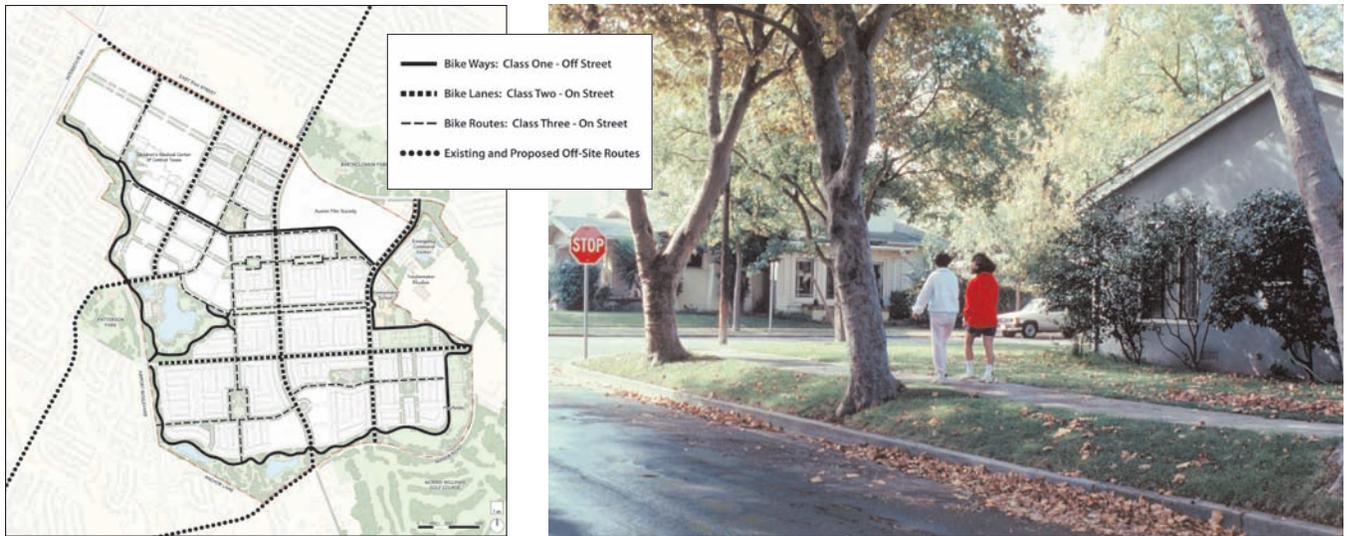
Redevelopment affords the opportunity to knit the airport property back into the community.





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 neighborhoods.

Development of the Mueller site will result in significant new open space and recreational opportunities for residents, employees and visitors. The open space system, which comprises more than 20 percent of the property or approximately 140 acres, 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 offering recreational opportunities; 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 an neighborhood school and community recreation center. A continuous system of landscaped greenways along the perimeter of the site will 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 Town Center, 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 and ultimately contribute to a larger “necklace” of greenways and creekside open spaces within the area. Chapter Five of this Design Book provides a more detailed description of each of the open space elements of the new community.



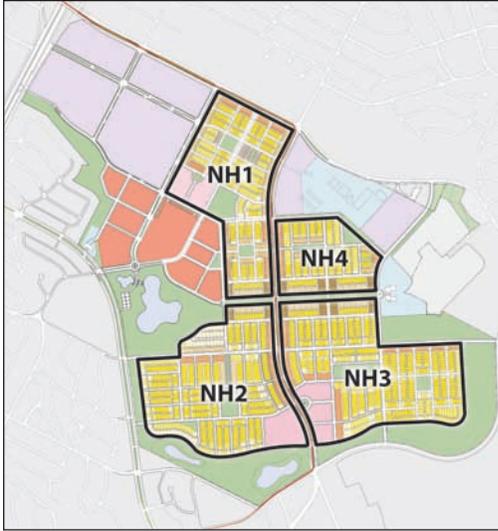
Streets: Roadways and streets are designed to distribute traffic in a way that minimizes impacts on adjacent communities. They serve as an extension of the open space, pedestrian and bicycle network, contributing to the community’s sense of place and identity.

Streets are the “connective tissue” of our modern communities. At Mueller, they have been conceived and designed not only as movement corridors, but also as important public spaces that provide a strong sense of place and orientation and contribute to the social life of a 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 vehicular circulation between I-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 carefully configured and operated to discourage cut-through traffic within the existing and future neighborhoods. Roadway connections to the adjacent neighborhoods have been developed in a way that provides for convenient access to the amenities of the new community while minimizing traffic intrusion. A comprehensive network of on and off street bicycle lanes and paths (see diagram above) is created throughout Mueller to extend the existing systems surrounding the site. Cross-sections for each of Mueller’s streets are provided in Appendix B.



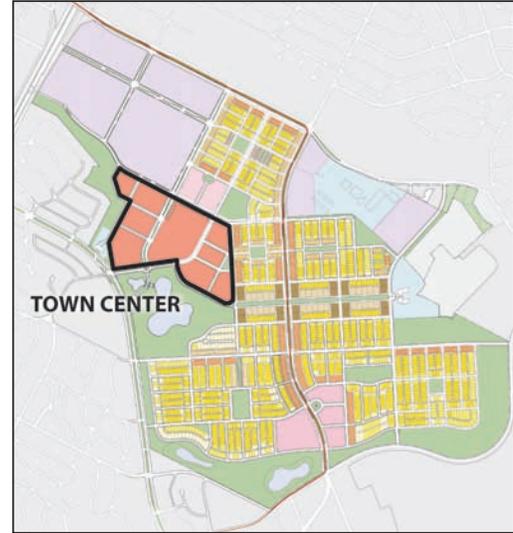
Transit: The pattern and intensity of development is planned in conjunction with a comprehensive program of transit improvements aimed at reducing automobile dependence.

Transit is essential to the goal of achieving a compact pedestrian-oriented community that fulfills the development potential of this property. Austin is currently planning for a program of commuter rail and rapid bus transit lines that will radiate out of the downtown core to the university, the new 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 that will be necessary to support transit. As such, the Master Plan calls for alignment of the future rail through the heart of Mueller in a manner that will put the majority of residents and employees—more than 20,000 people—within a ten-minute walk of transit. A central transit boulevard offers a corridor for future commuter or light rail through the community. Mueller Boulevard will provide a key route for bus rapid transit, linking the Town Center and the Dell Children’s Medical Center of Central Texas with Airport Boulevard and 51st Street. It is estimated that such transit service combined with transportation demand management measures (e.g., employer programs to encourage carpooling, vanpooling and transit use) will divert up to 30 percent of single-occupancy vehicle trips generated by this new community.



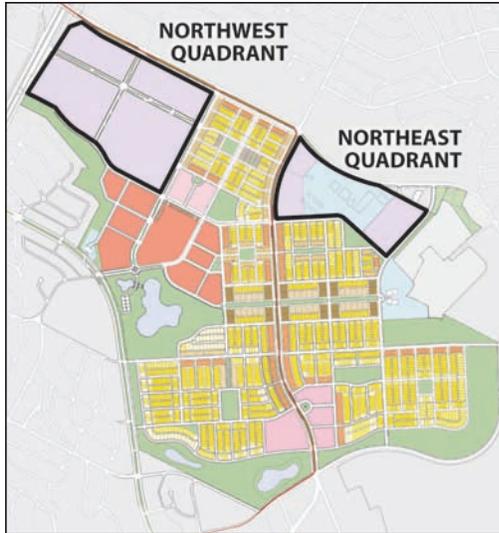
***Neighborhoods:** New neighborhoods extend the qualities of existing Austin neighborhoods while promoting a compact and walkable environment with a diversity of housing opportunities.*

Surrounding the Town Center, the plan calls for the creation of four mixed-use residential neighborhoods. The character of these neighborhoods will reflect many of the qualities of Austin’s distinctive neighborhoods. Tree-lined streets creating a continuous vegetated canopy are envisioned, with homes oriented to the streets in a way that creates a socially interactive community. Parking garages for residential units will be accommodated primarily along rear alleys and in auto courts in order to reduce their visual dominance. Homes and units will face the street, mediated by porches or stoops that promote neighborliness. Each neighborhood will be oriented to a central park, and will include smaller pocket parks with tot lots and play areas for children. The configuration of the streets and open spaces will provide walkable and bikeable connections to the Town Center, to the perimeter greenways, and to planned transit stations. The density of these neighborhoods will be greater than the existing ones that surround them. A mixture of small-lot single-family homes (“yard 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. Chapter Two of the Design Book provides design guidelines for development within the neighborhoods.



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

At the heart of the Mueller community, a vibrant mixed-use district is envisioned. This district will be composed of higher density residential buildings, commercial office buildings and a ground-level environment of street-oriented activities, including retail shops, restaurants, cafés, entertainment and public-serving uses. This urban district, composed of mid-rise buildings up to eight floors in height, will be situated within easy walking distance of the existing and planned neighborhoods that surround it. At the core of the Town Center, a pedestrian and bicycle-friendly retail street (i.e., Aldrich Street) lined with shops and restaurants and anchored by a major grocery store will provide a convenient destination for residents and an attractive gathering place for people throughout Central and East Austin. Chapter Three provides design guidelines and a more detailed description of the Town Center.



The Employment Centers: 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, the Mueller plan designates approximately 18 percent of the airport site or approximately 120 acres for employment uses, intended to promote the creation of a balanced community where people both live and work, and where the City's broader economic development goals can be achieved. Austin homegrown businesses and those that manifest the values of sustainability are particularly encouraged. The Northwest Quadrant, adjacent to I-35, is targeted for major employment and regional uses that can benefit from this highly accessible and visible location. Approximately 32 acres of this area has already been purchased by the Seton Healthcare Network for the development of the Dell Children's Medical Center of Central Texas; approximately 50 acres adjacent to I-35 and East 51st Street have been identified for compatible regional-serving retail and office or residential uses, and an additional 42 acres of land along East 51st Street accommodates the film production campus of the Austin Film Studio and adjacent lands for office, retail and other employment uses. The employment centers are seen as an integral part of Mueller, with the same levels of pedestrian orientation, connectivity and amenity as the surrounding community. Chapter Four provides design guidelines for these mixed-use employment centers.



The creation of a compact, walkable and transit-oriented community with a mixture of residential, commercial and civic uses provides a clear alternative to automobile-dominant patterns of development.

Sustainability: *The Mueller community embraces the fundamental tenets of sustainable development and design and is intended to develop a new model of “green urbanism”.*

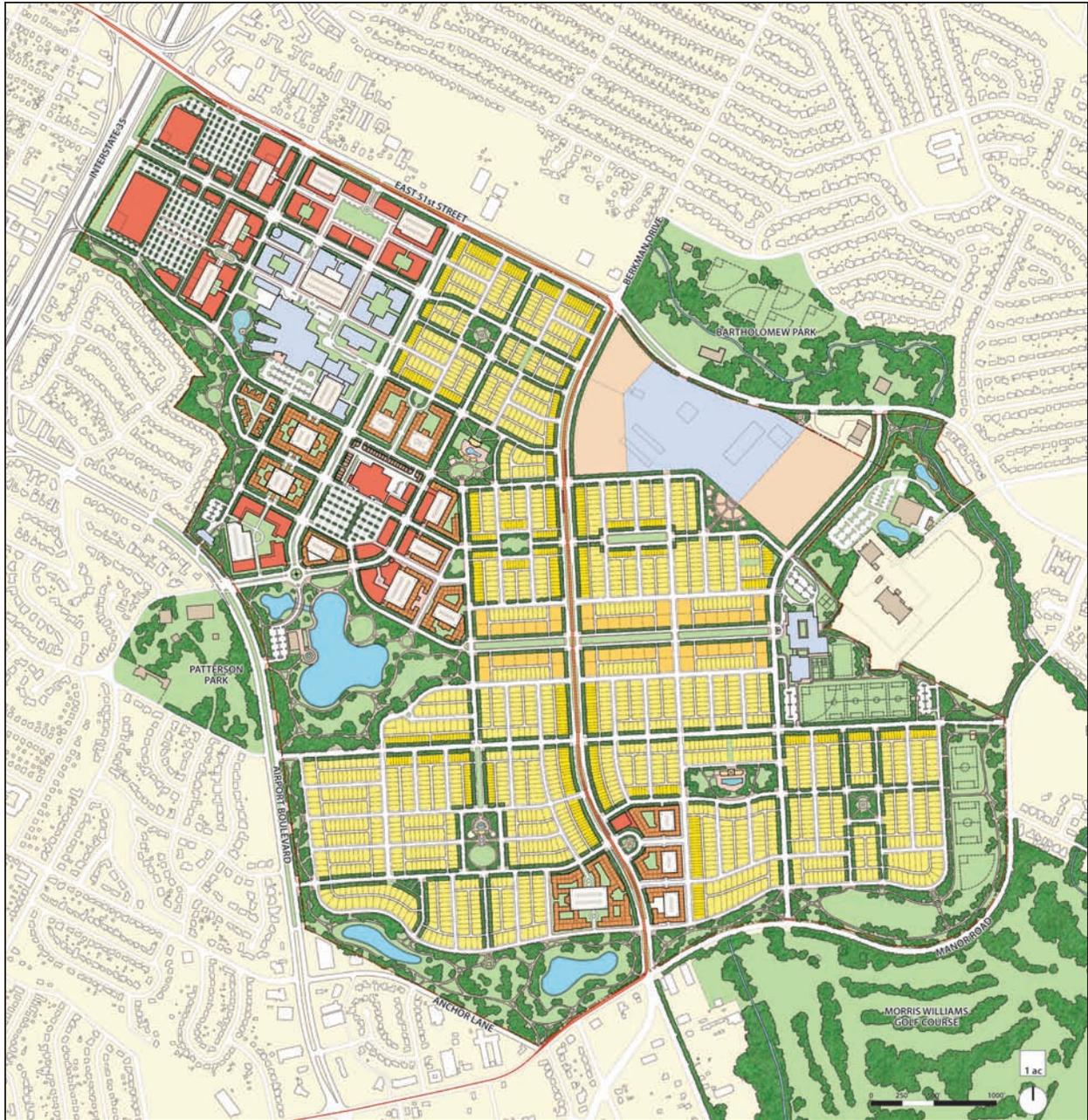
The design of the Mueller community combines the principles of Traditional Neighborhood Development and New Urbanism with state-of-the-art practices for green building and sustainable design. A new model of “green urbanism” has emerged with Mueller, promoting sustainability at three distinct levels:

- ***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 for much of the 20th century.
- ***Green Buildings:*** Mueller combines national principles for green building developed by the U.S. Green Building Council’s LEED® (Leadership in Energy and Environmental Design) with the City’s own Green Building Program to encourage: resource efficient design; the selection of regional materials that are non-toxic, recycled and sustainably harvested; and site designs that provide heat island mitigation, light pollution reduction and stormwater management.

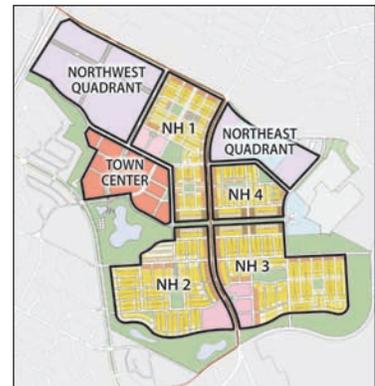


- **Green Infrastructure:** Mueller’s infrastructure system including its parks, roadways, and utilities is designed to promote fundamental sustainability principles. The park system is designed to reduce off-site flooding and to naturally filter pollutants from stormwater before it is released into 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 sustainable and indigenous plant materials will be 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 resource consumption through the extension of reclaimed water for irrigation into much of the community. An innovative on-site cooling, heating and power plant by Austin Energy is also planned to meet the electrical and thermal needs of the Children’s Hospital complex and nearby commercial and residential development within the Northwest Quadrant Town Center and northern neighborhoods of the community. Chapter Seven of this Design Book provides specific performance criteria aimed at achieving all three levels of sustainability.

Over 15,000 trees will be planted at Mueller to create a comfortable environment that mitigates the heat island effect, reduces stormwater runoff and filters the air.



- Civic/Institutional**
Neighborhood school, recreation center, hospital, Austin Film Society, fire station
- Yard Houses**
Single family detached
- Row Houses/Shop Houses**
Townhouse, single family attached, live-work loft
- Mueller Houses**
Condos/lofts with 4 to 6 units per house
- Mixed-Use Sites**
Office, high density multifamily, retail
- Mixed Use Commercial**
Retail, office, medical office, research development
- Mixed Use Residential**
Office, high density multifamily, retail
- Publicly Accessible Open Space**



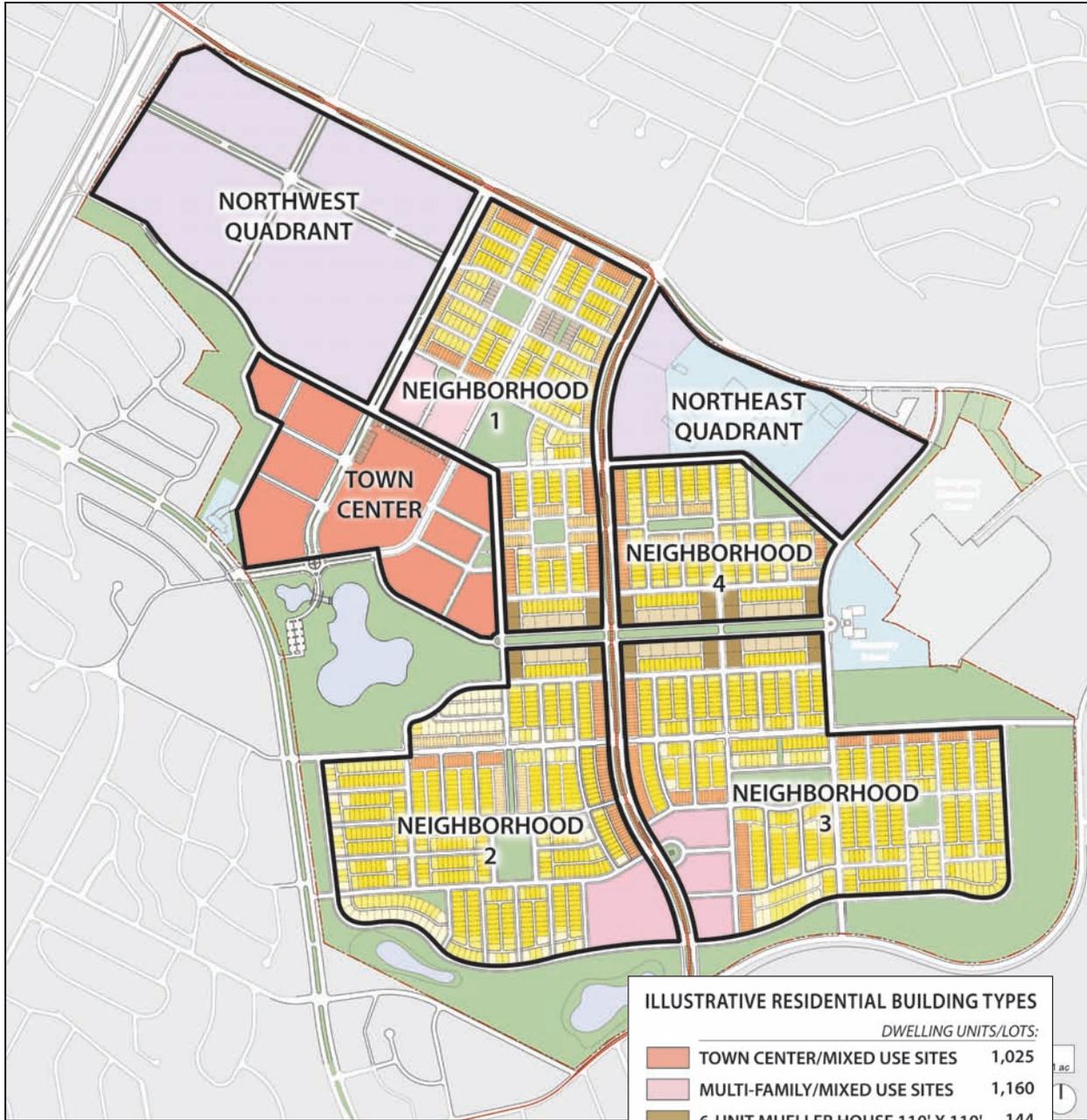
Illustrative Plan and Development Program

The illustrative plan and development program indicates how the Mueller community could potentially build out in conformance with the Master Plan and this Design Book over the next 10 to 15 years. As shown, it is anticipated that the community could be developed with approximately 4,600 units of housing, and four million square feet of commercial or employment uses. The PUD zoning allows for up to 6,450 units of residential development and up to 5.3 million square feet of commercial development subject to the limitations of the Traffic Impact Analysis. This Master Plan establishes a minimum residential program of 2,880 residential units, with at least 50% of these required to be developed for ownership housing in detached or attached units. At least 25 percent of all housing units at RMMA will be affordable to families or individuals whose incomes are less than or equal to 80 percent of the median family income (MFI) for the Austin Metropolitan Area. All affordable rental housing units will have rents not greater than Fair Market Rents (FMR) for existing housing, adjusted for tenant paid utilities.

It is expected that the precise program and configuration of development will vary somewhat from the illustrative plan and program as opportunities and new conditions present themselves. However, the underlying planning principles and design objectives set forth in this chapter will form the basis for implementing the vision of the Mueller community. The following chapters of this book provide the design guidelines that will be used by individual builders, developers, architects and landscape architects in bringing this vision to reality.

ILLUSTRATIVE DEVELOPMENT PROGRAM

Area	Net Land Area (acres)	Non-Residential (sf)					Residential (dwelling units)				
		Office	Retail	Hospital	Film Production	Total (sf)	Apartments/Condos	Mueller Houses	Row House/Shop House	Yard House/Garden House	Total (du)
Northwest Quadrant	82.0	1,561,000	410,000	637,000		2,608,000					
Northeast Quadrant	42.2	683,000	15,000		220,000	918,000					
Town Center	41.7	306,000	210,000			516,000	1,025		28		1,053
Neighborhood 1	55.1		5,000			5,000	460	44	239	284	1,027
Neighborhood 2	78.4						280	44	128	528	980
Neighborhood 3	83.3		7,500			7,500	420	88	124	545	1,177
Neighborhood 4	29.9							88	86	168	342
Public Open Space	150.2										
Elementary School	10.2										
Roadways/Alleys	127.4										
Total	700.4	2,550,000	647,500	637,000	220,000	4,054,500	2,185	264	605	1,525	4,579



The Mueller Neighborhoods

ILLUSTRATIVE RESIDENTIAL BUILDING TYPES

	DWELLING UNITS/LOTS:
■ TOWN CENTER/MIXED USE SITES	1,025
■ MULTI-FAMILY/MIXED USE SITES	1,160
■ 6-UNIT MUELLER HOUSE 110' X 110'	144
■ 4-UNIT MUELLER HOUSE 90' X 110'	120
■ ROW HOUSE 22.5' X 90'	337
■ ROW HOUSE 22.5' X 70'	240
■ SHOP HOUSE 25' X 55'	28
■ YARD HOUSE 55' X 90'	101*
■ YARD HOUSE 45' X 90'	407*
■ YARD HOUSE 37' X 90'	993
■ GARDEN COURT HOUSE	24
■ PUBLIC OPEN SPACE	
TOTAL	4,579*

* Up to 125 Carriage house units would also be permitted in this illustrative program.