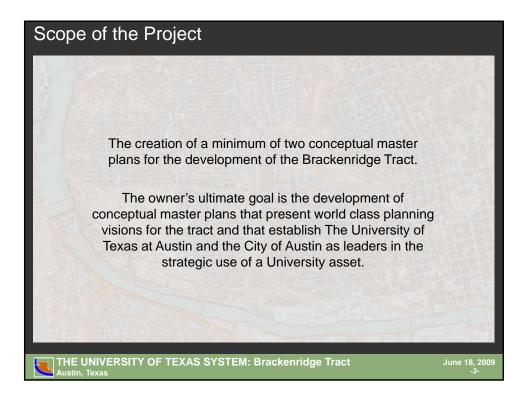
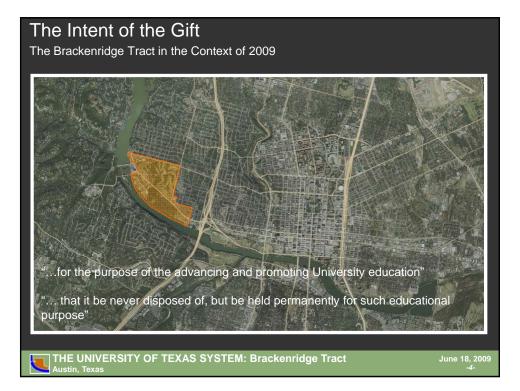


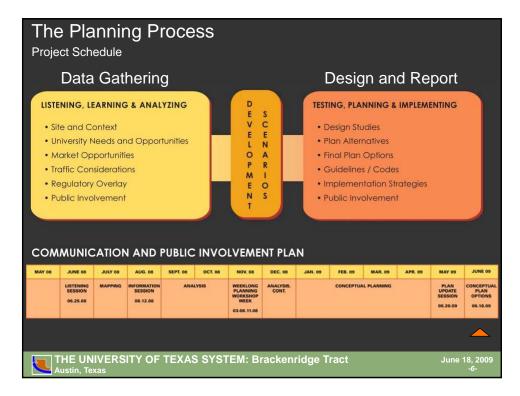


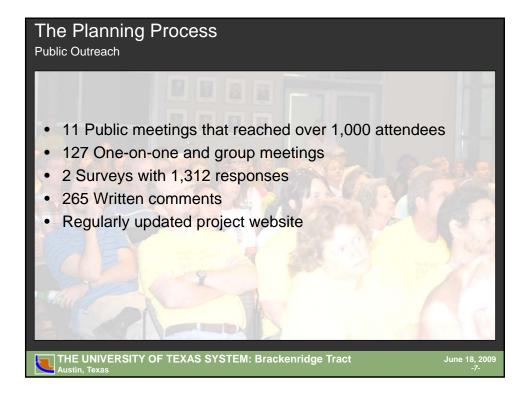
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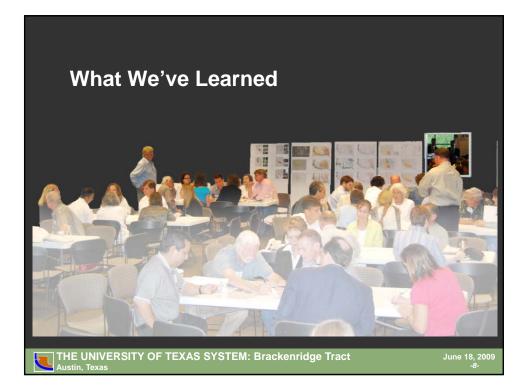








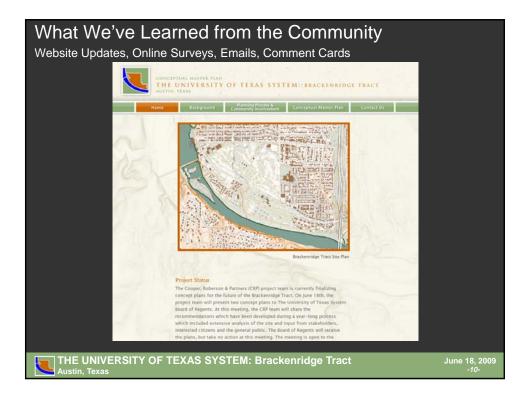


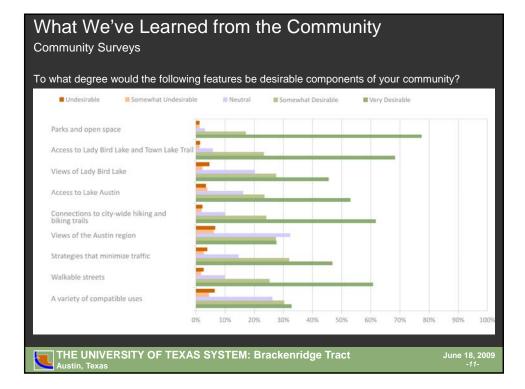


#### What We've Learned from the Community

**Community Values** 

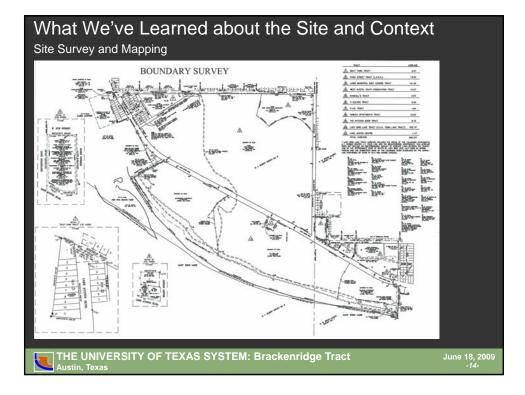


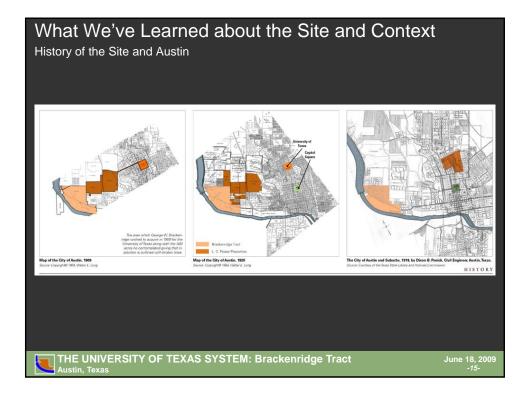


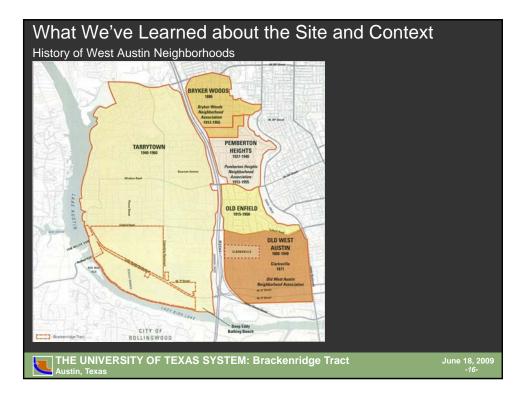


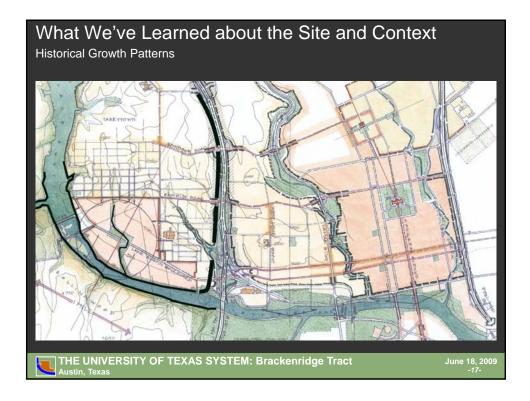


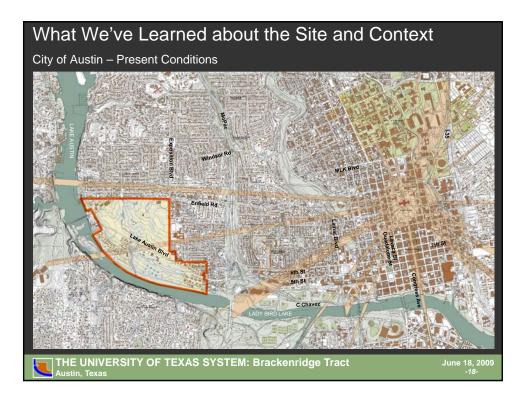


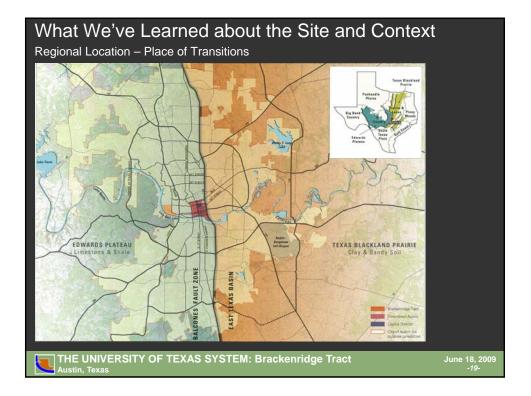


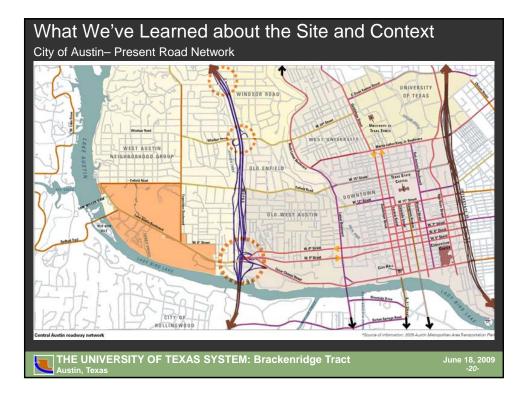


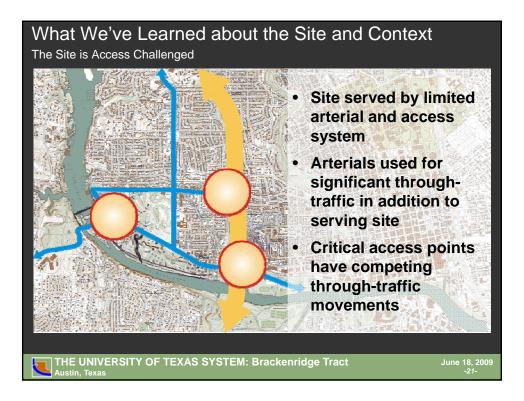


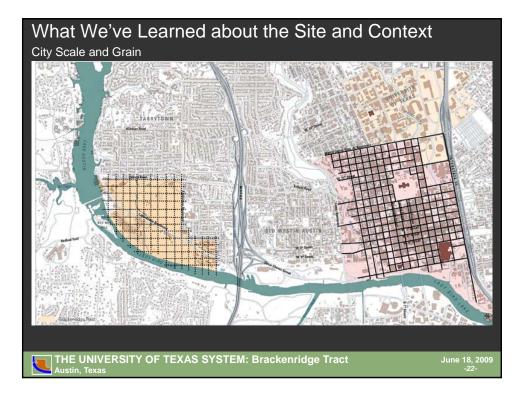


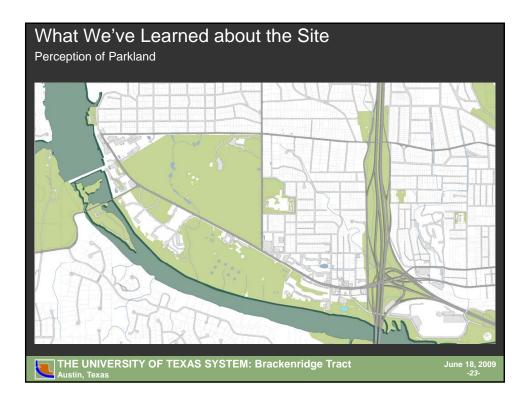


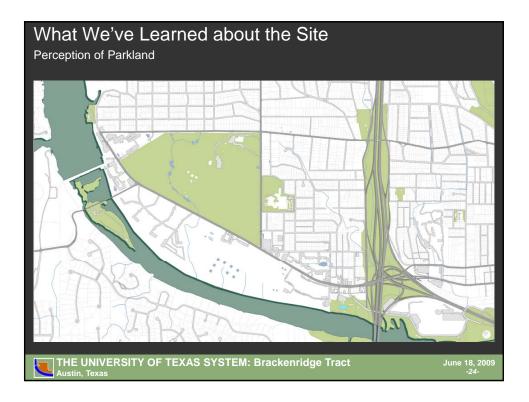


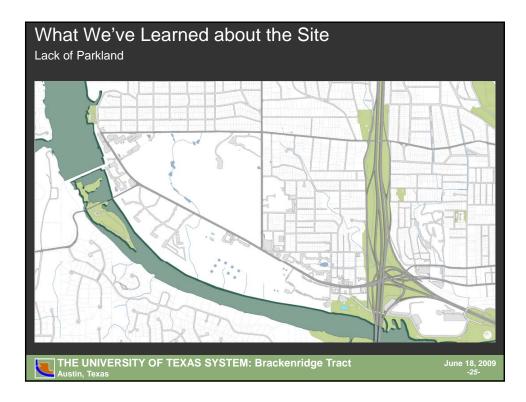


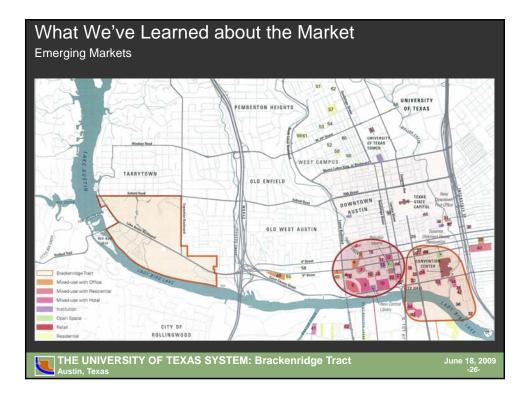


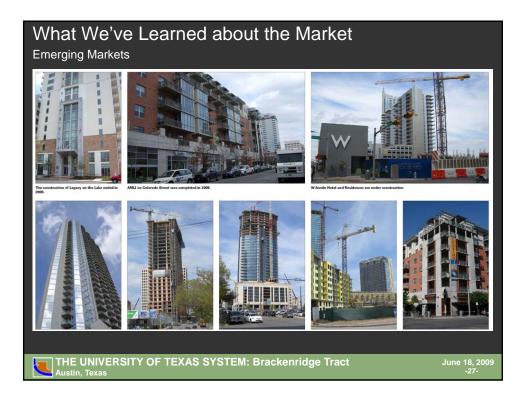


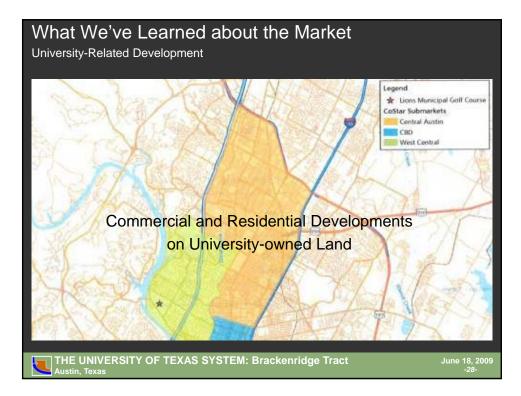


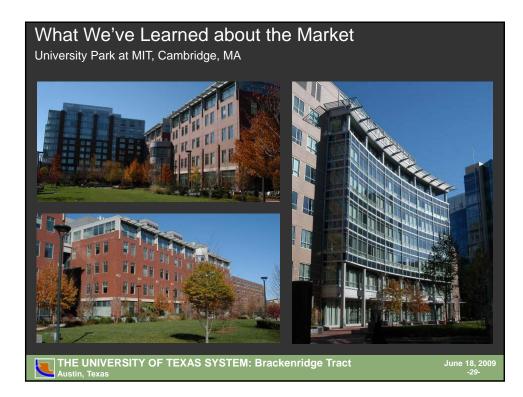


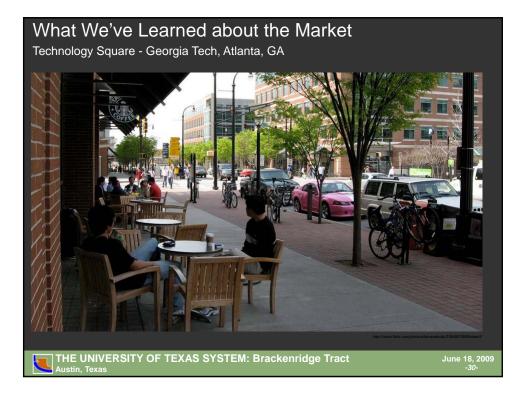






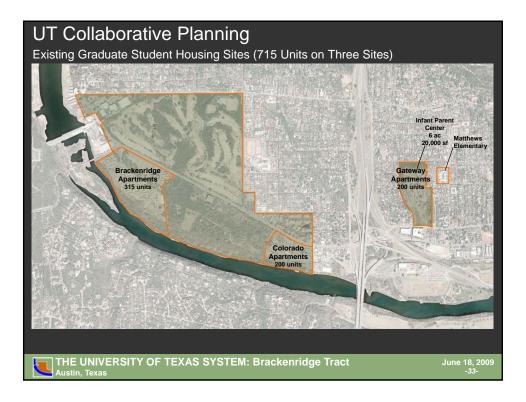


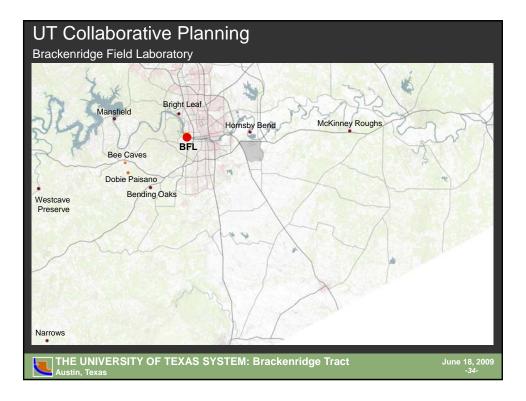




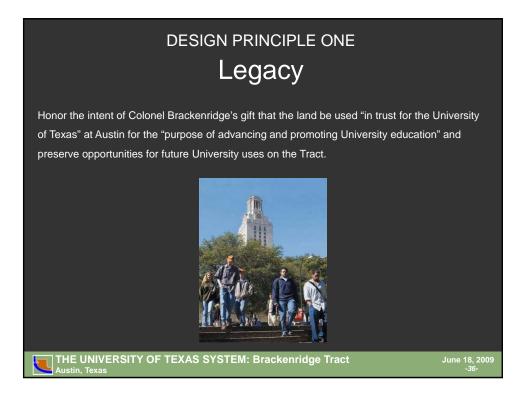












## DESIGN PRINCIPLE TWO Context and Compatibility

Recognize and respond to the Tract's context within the City of Austin as a part of the City's waterfront and to the context of the West Austin neighborhood by respecting the character of its edges with appropriate land uses, building scale, landscape, and traffic mitigation.



DESIGN PRINCIPLE THREE Place Making and Public Realm

Conceive the Tract as a distinct and integrated whole, greater than the sum of its parts, organized as a collection of walkable neighborhoods with an integrated system of streets, trails, and freely accessible, usable open space, collectively known as the public realm.



# DESIGN PRINCIPLE FOUR Compact Development

Employ compact development strategies that maximize open space, embody a hierarchy of experiences, and encourage mixed-use, pedestrian friendly and vibrant areas that will characterize the Tract within the region, the city, and the vicinity.



# DESIGN PRINCIPLE FIVE Ecology and Environment

Celebrate the lakefront and other significant natural features of the Tract, such as its creek and mature trees, by organizing a larger open space system about these elements, while embracing the best methods and practices to ensure their preservation and to support the regional ecology.



## DESIGN PRINCIPLE SIX Mobility and Connectivity

Recognize that transportation solutions are achieved at a city-wide scale, but design to minimize neighborhood traffic impacts by providing additional connections that reduce the dependence upon Enfield Road and Exposition, by mixing uses to capture otherwise off-site trips, and by planning for future transit options. Incorporate a hike and bike system that is interconnected to upland pathways.



THE UNIVERSITY OF TEXAS SYSTEM: Brackenridge Tract

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## DESIGN PRINCIPLE SEVEN Sustainability

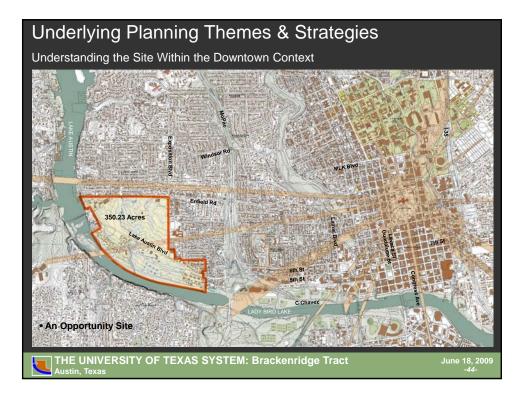
Plan the future of the Tract based on a holistic approach to sustainability which considers social and economic, as well as natural systems and resources, building upon the strengths of the past and what exists today, while preserving options for future generations.



# DESIGN PRINCIPLE EIGHT Feasibility, Flexibility, Economic Viability

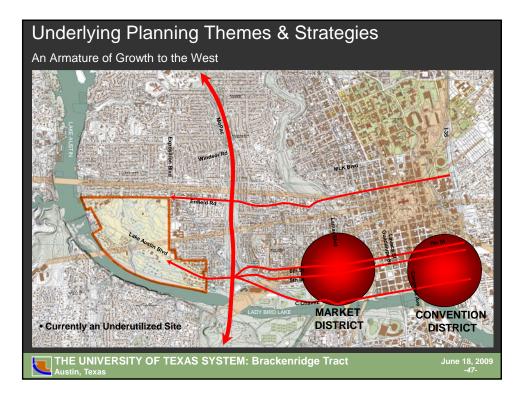
Develop an economically feasible plan that can be phased over time, be flexible to changing markets and conditions, and generate income from the Tract, using sound planning principles, to support the educational mission of the University while contributing positively to the community.

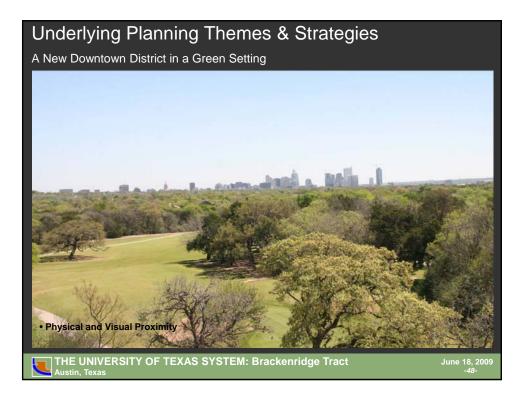


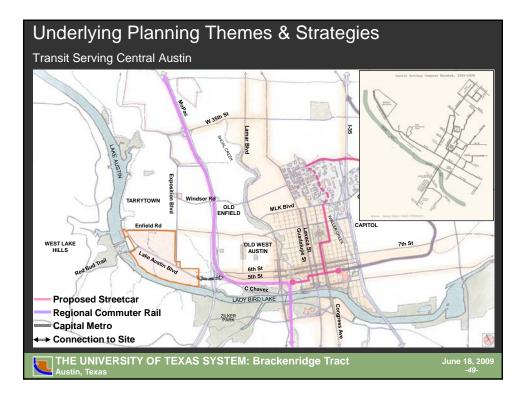


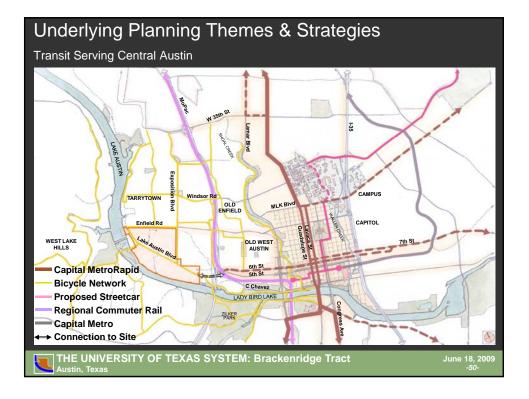






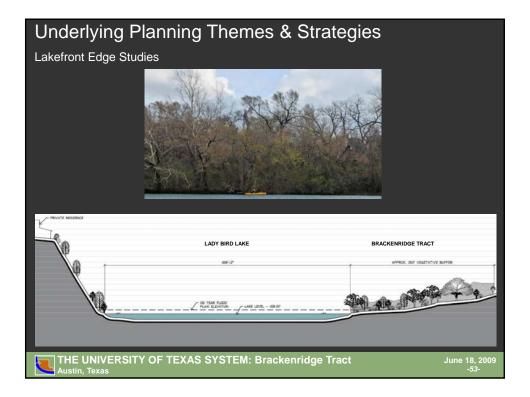








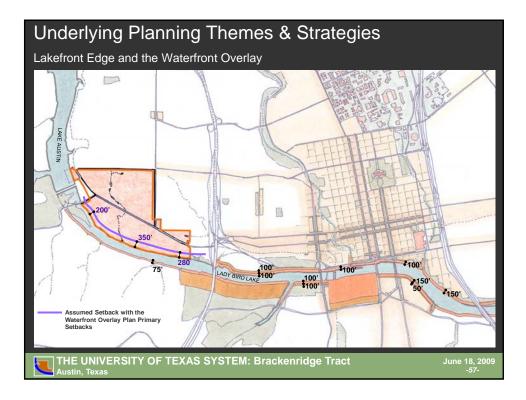






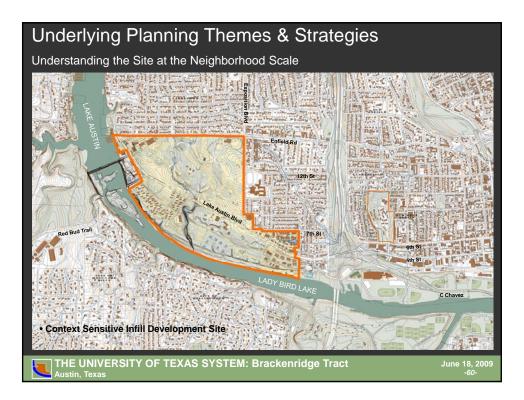


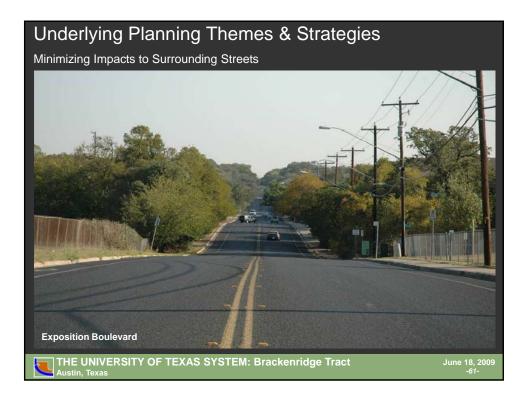


















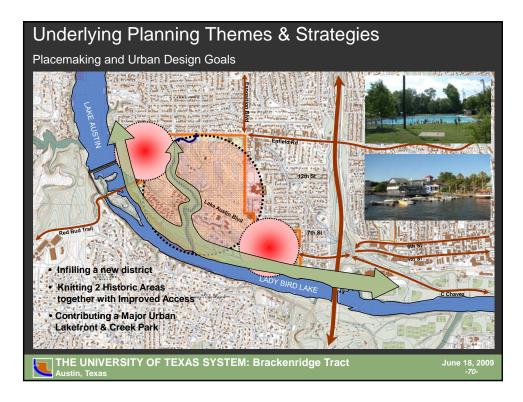


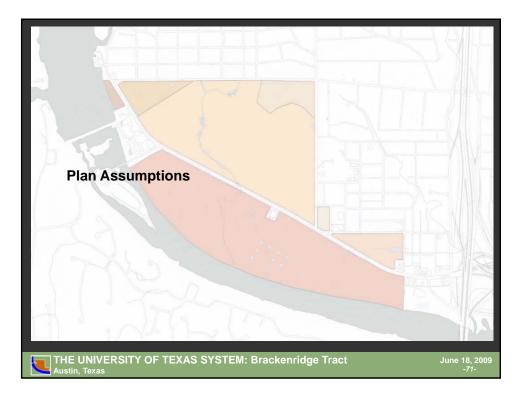


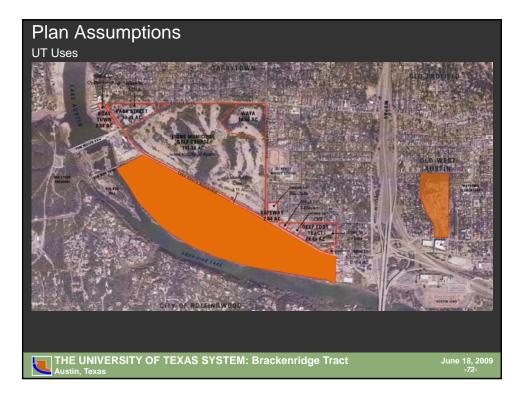


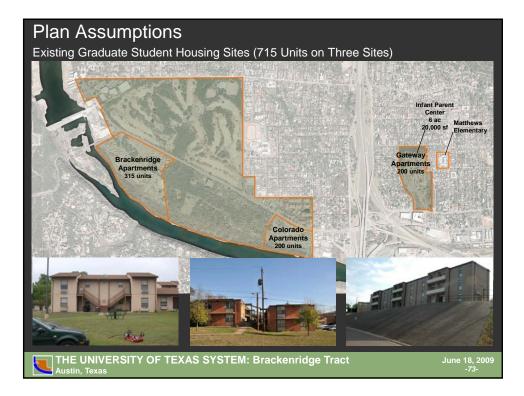


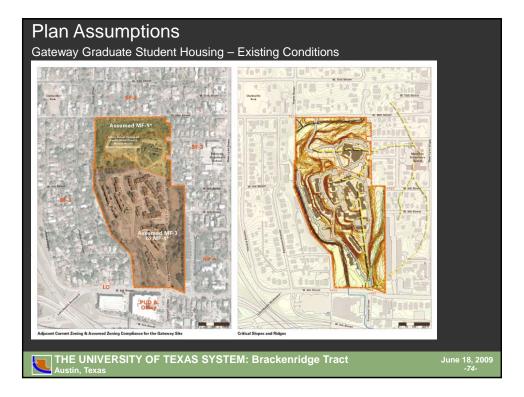


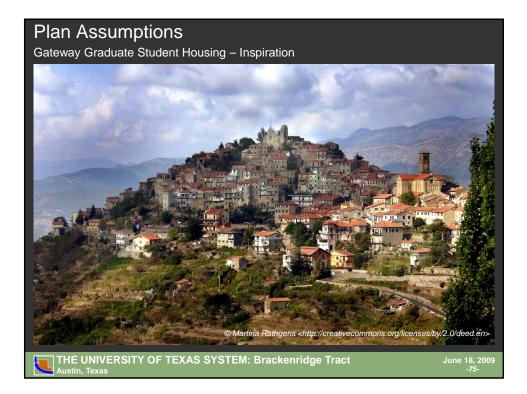


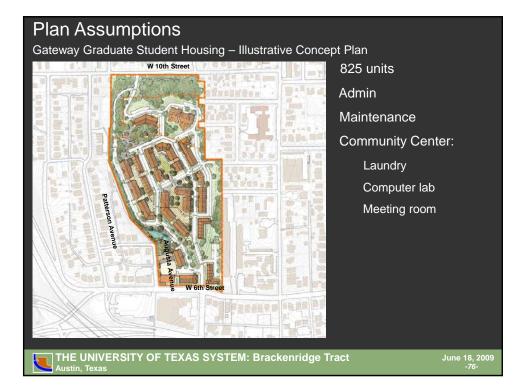


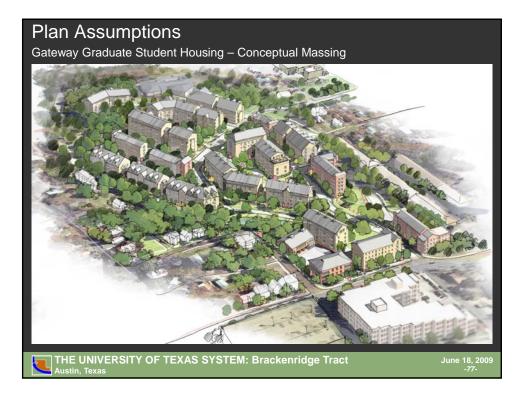


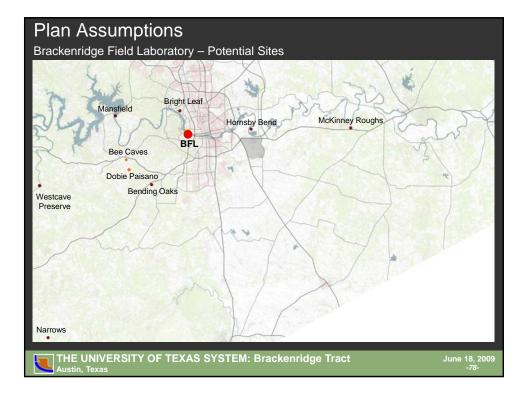












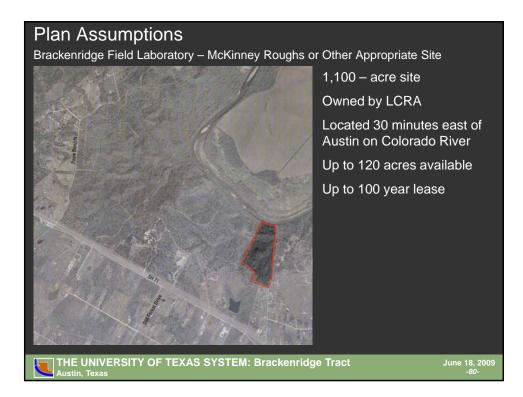
## **Plan Assumptions**

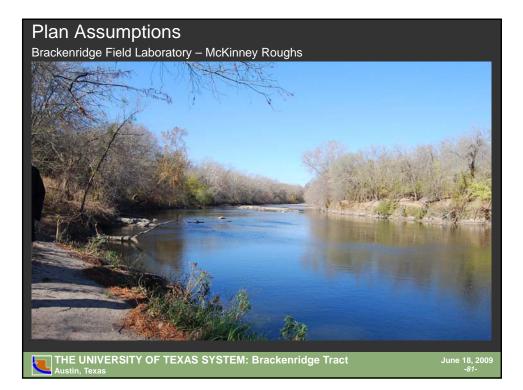
Brackenridge Field Laboratory - Site Selection Criteria

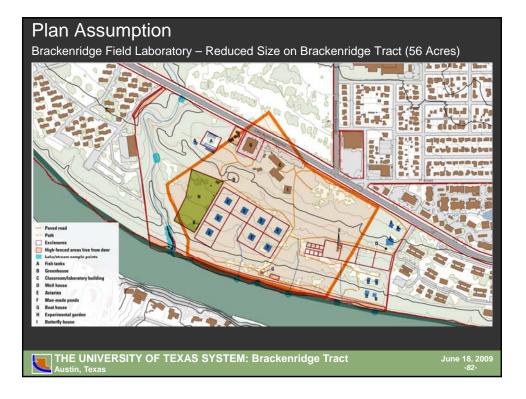
- Availability
- Duration
- Distance from Campus (TIME)
- Securability
- Buildable Areas
- Water Access
- Native or disturbed vegetation
- Variety of habitat
- Topography
- Flood Plane
- Parking
- Cost to Build
- Maintenance cost
- Consideration to the Landowner
- Implementation plan and schedule

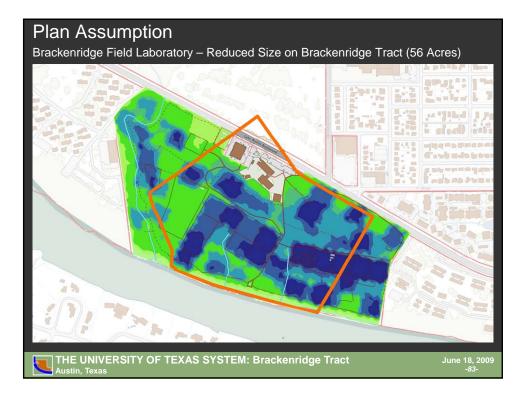
THE UNIVERSITY OF TEXAS SYSTEM: Brackenridge Tract

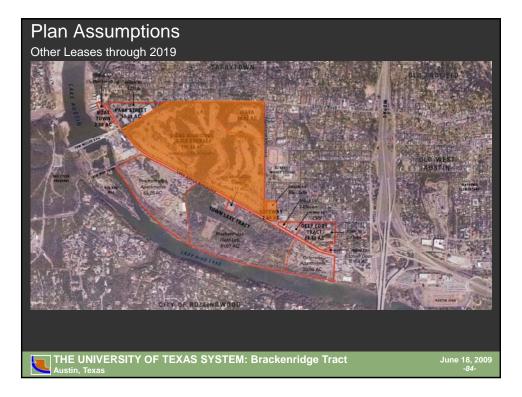
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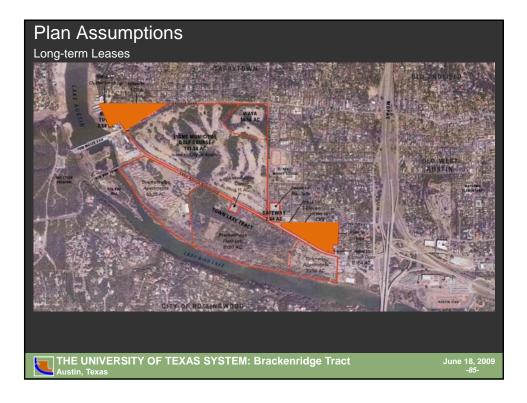


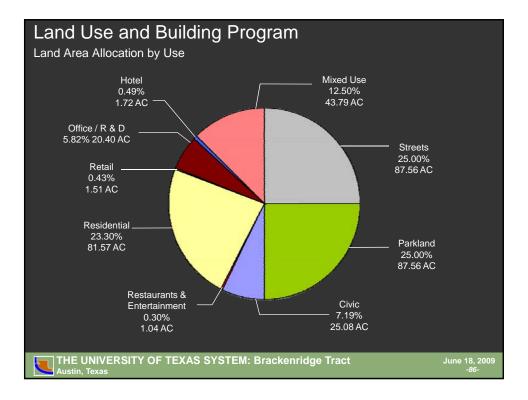


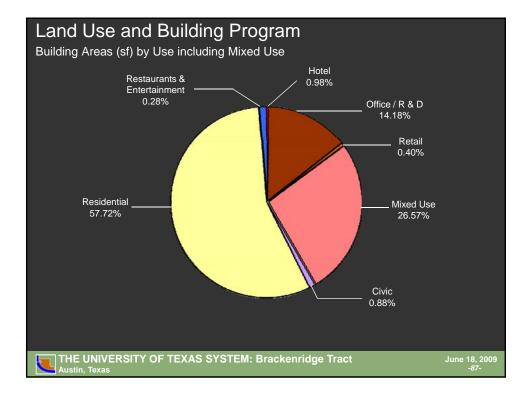


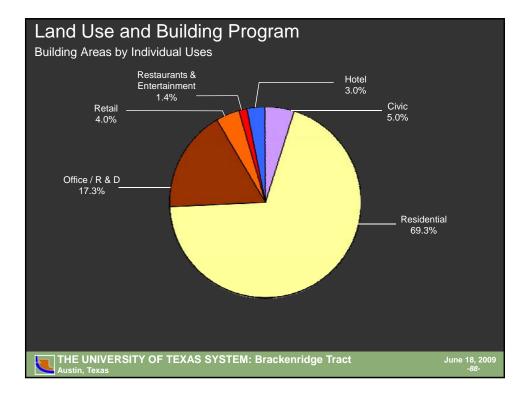


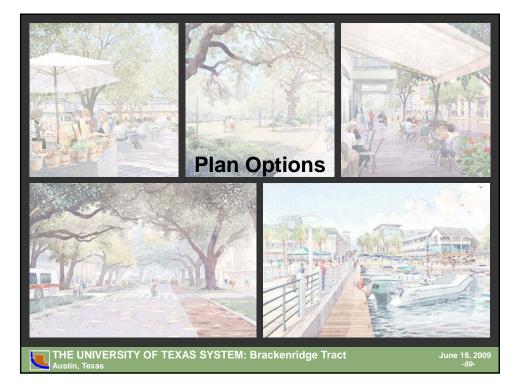






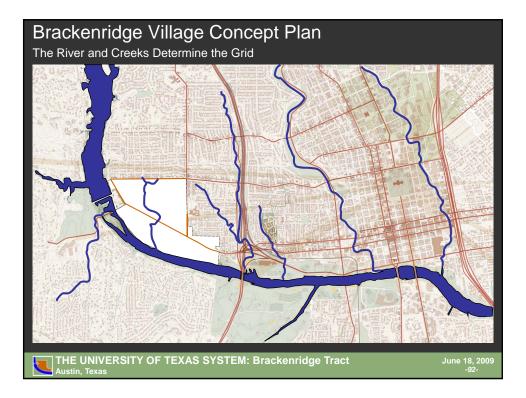


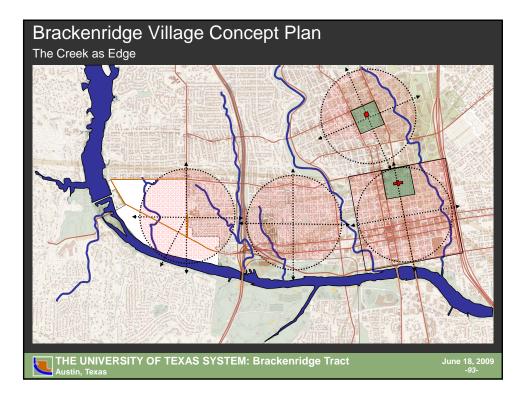


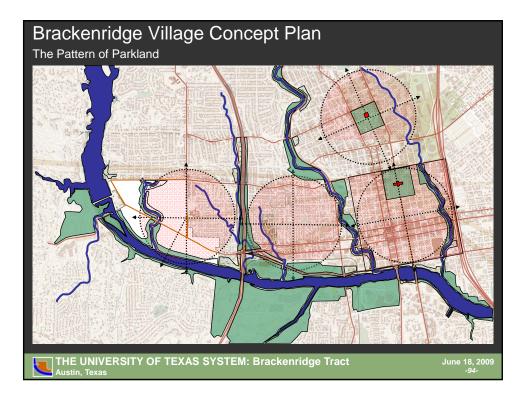


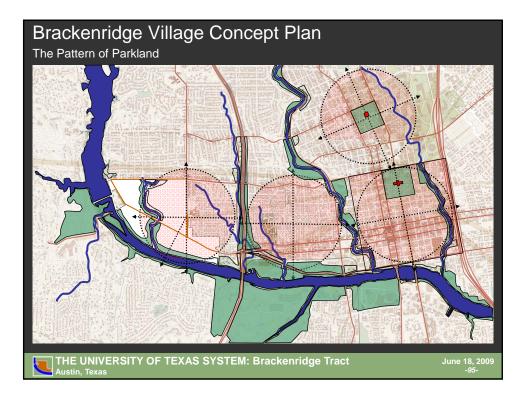


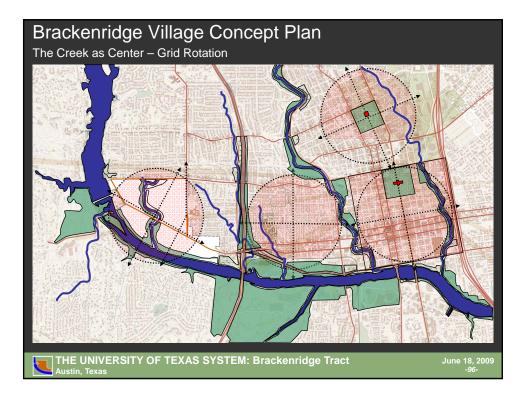


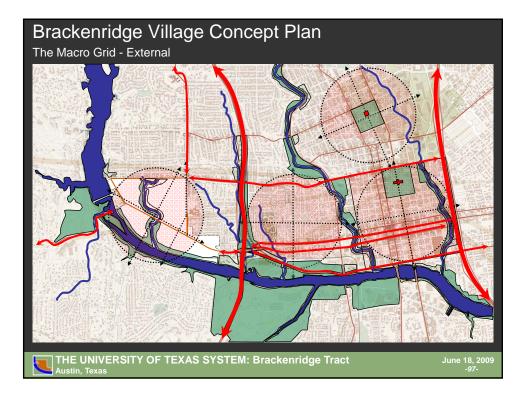


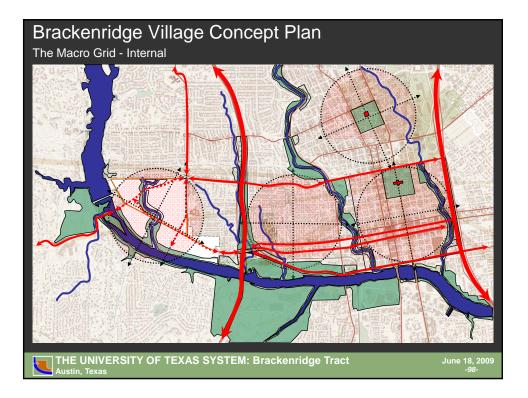


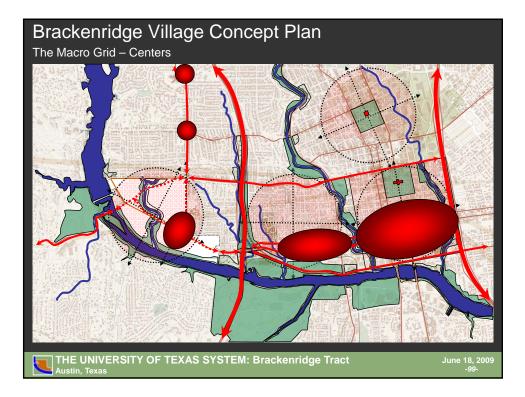


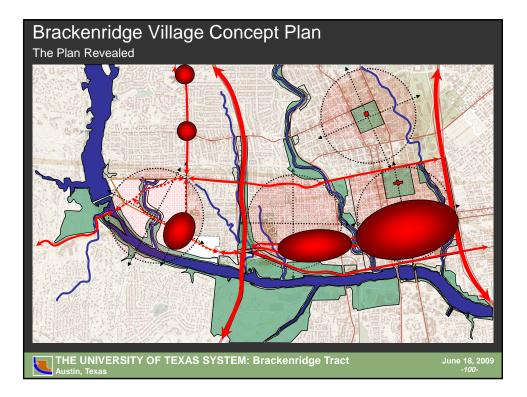


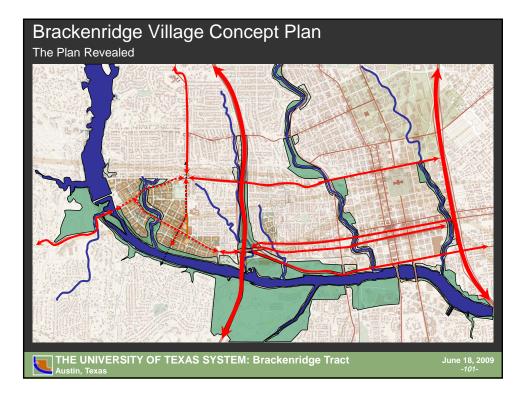


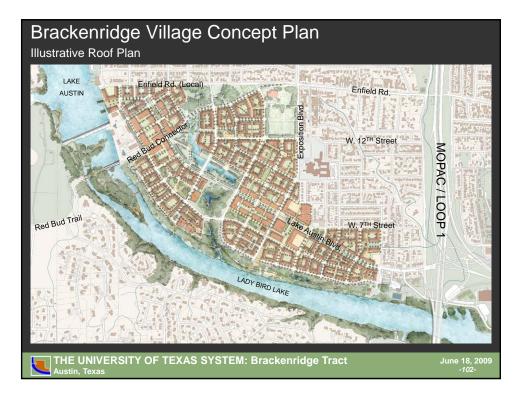


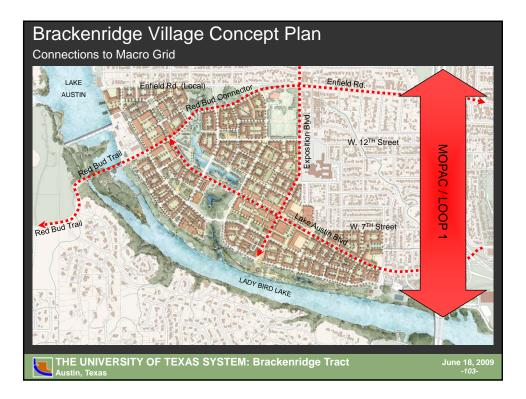


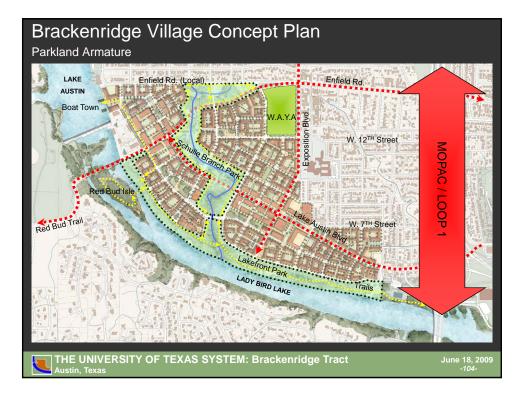




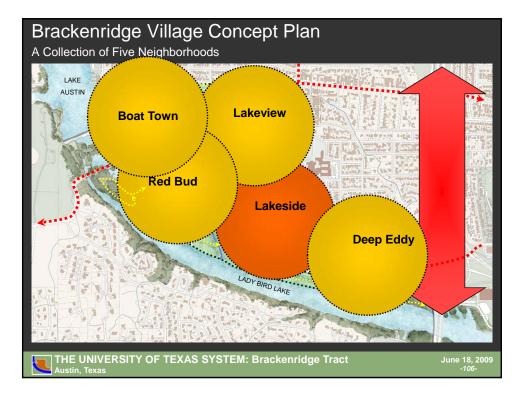


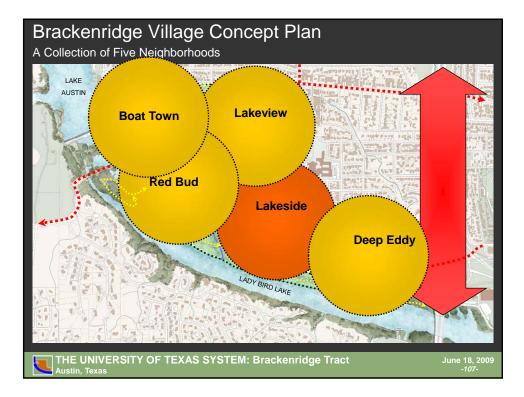


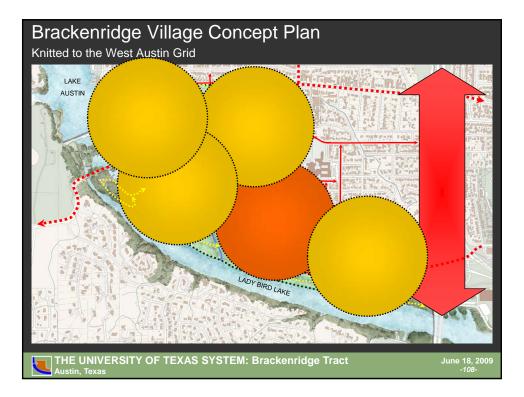


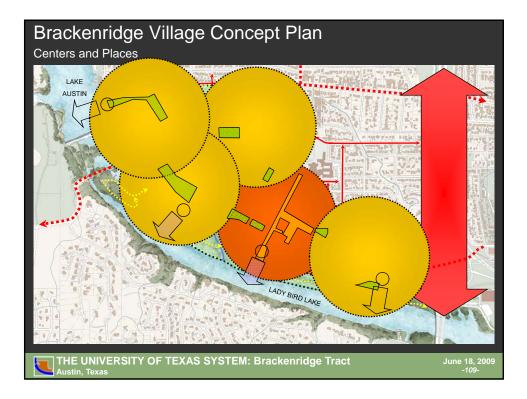


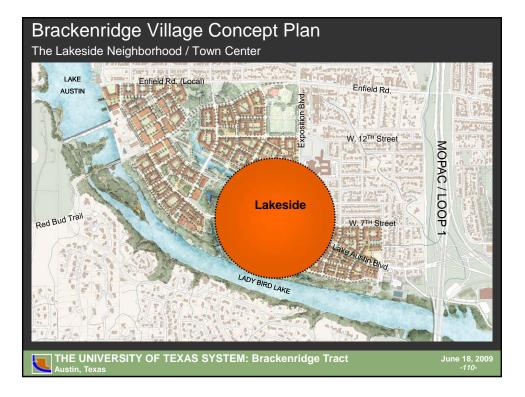




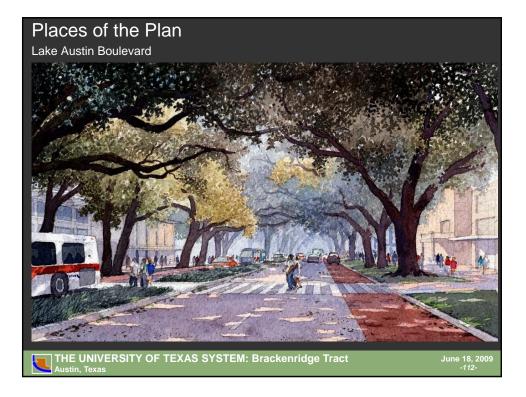








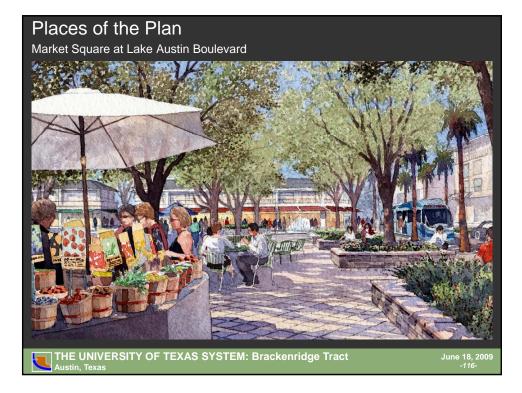


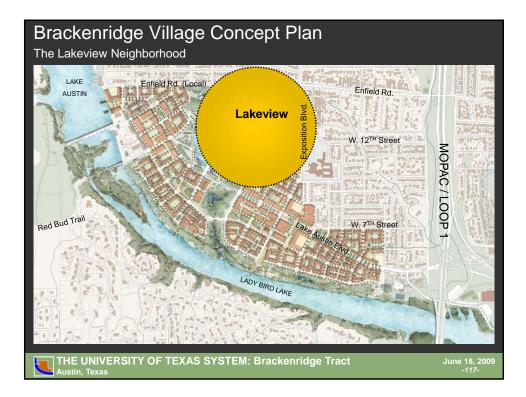


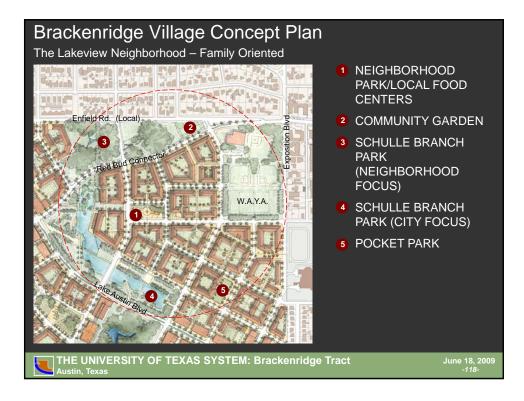


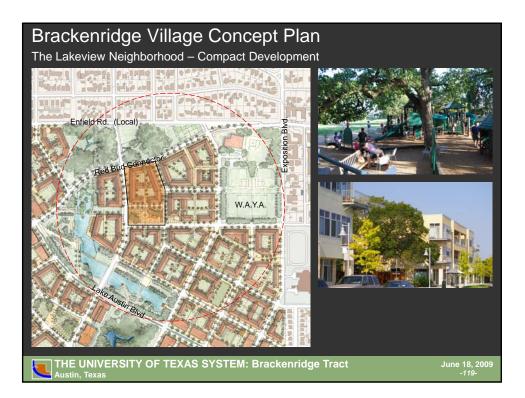


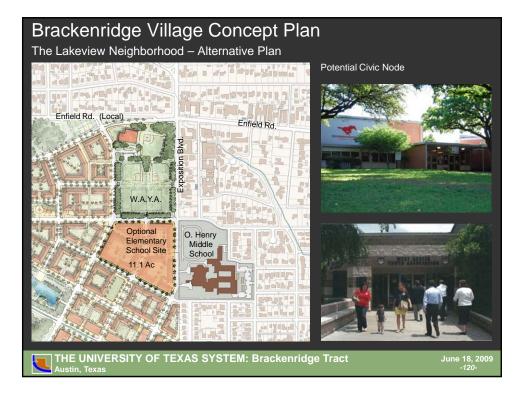


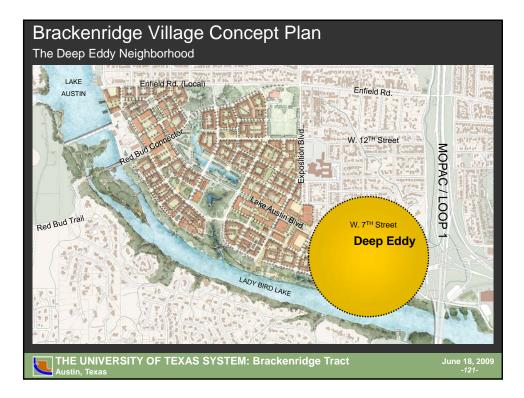


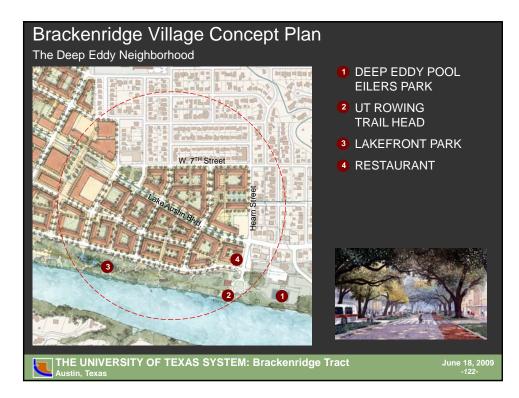




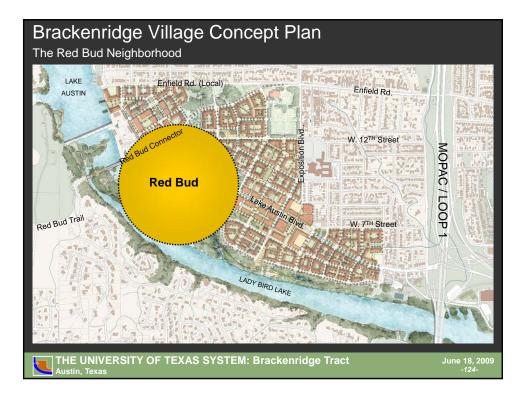


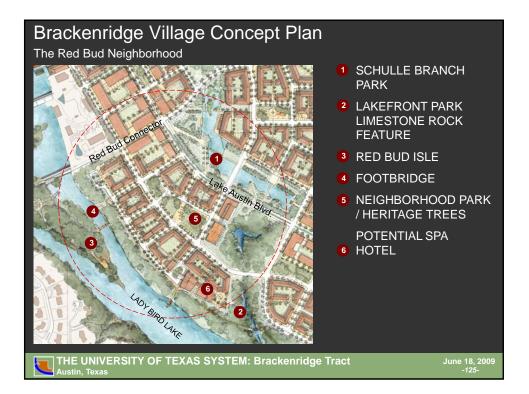




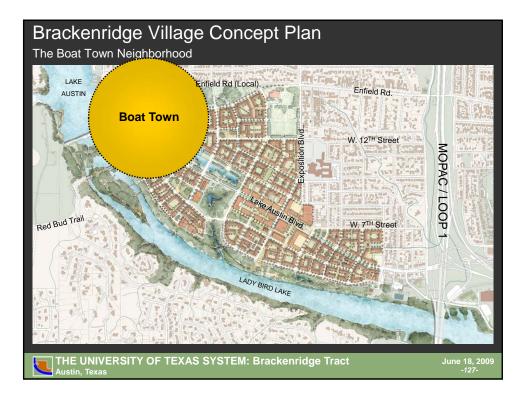


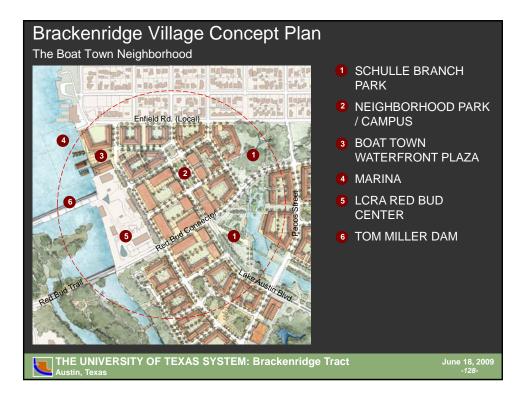


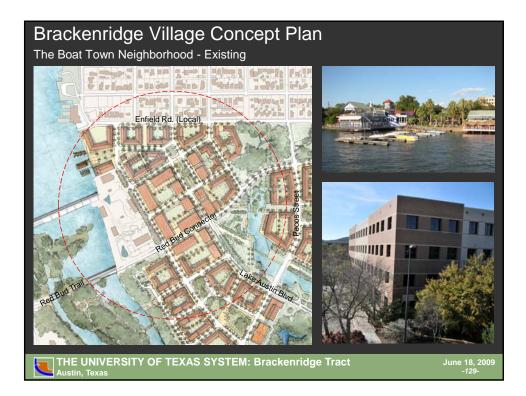


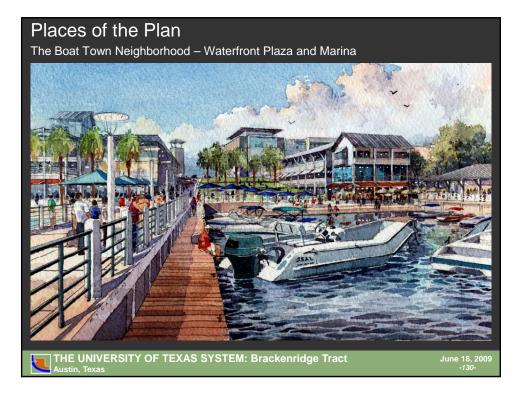




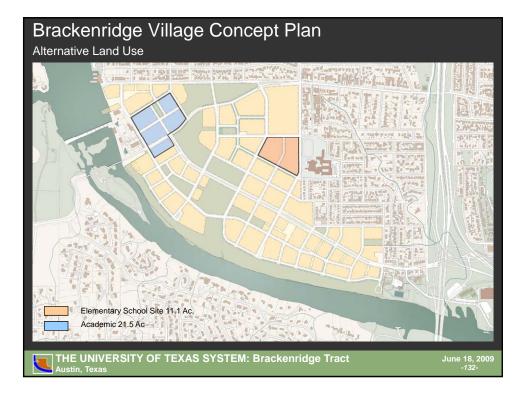


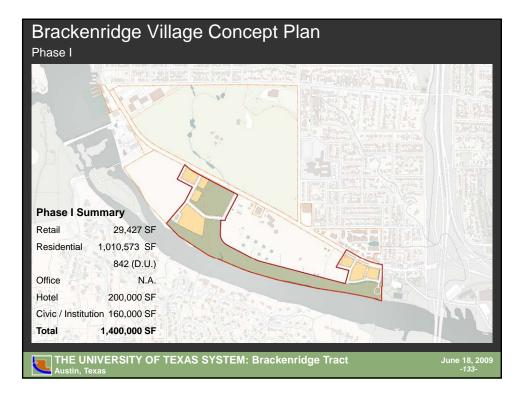


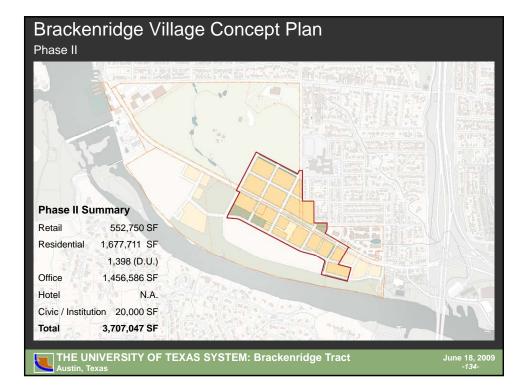


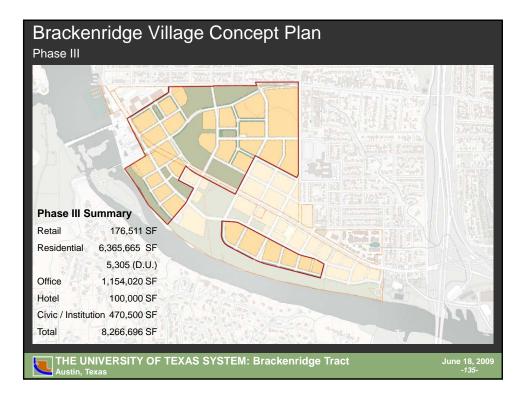


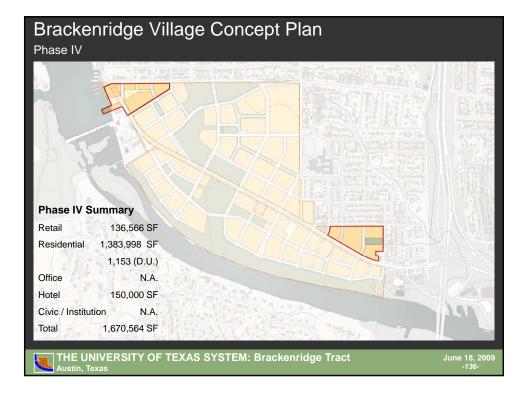


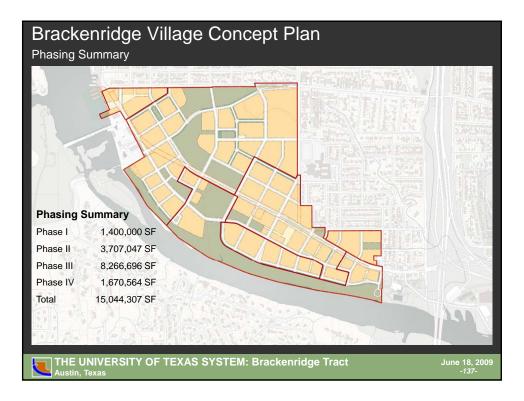




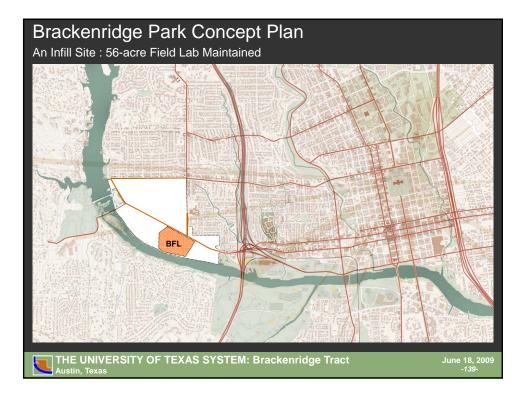


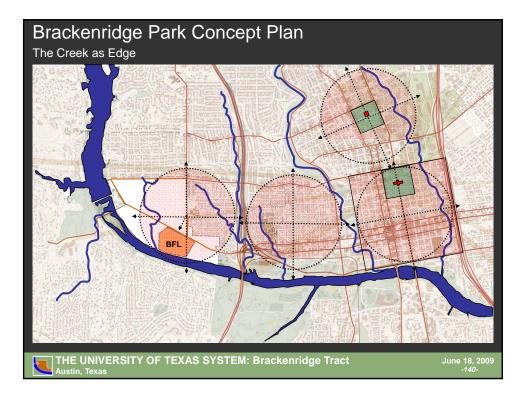


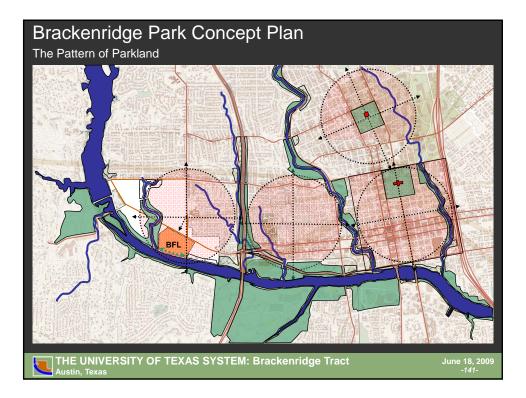


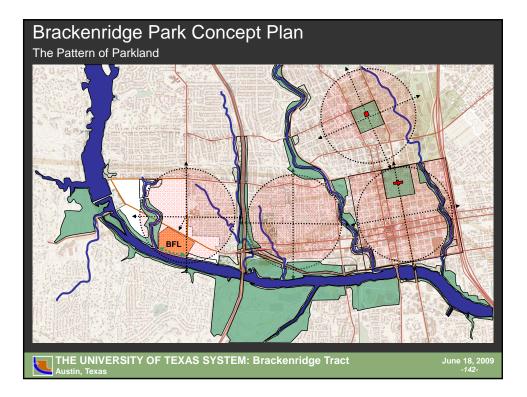


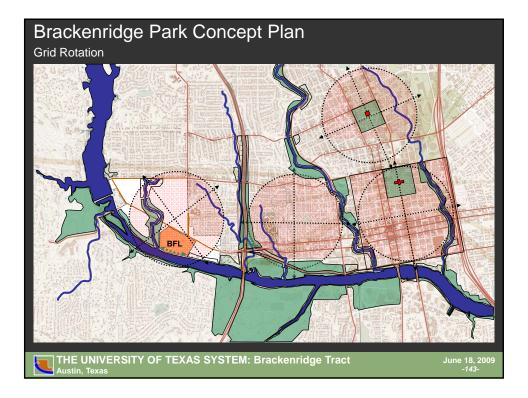


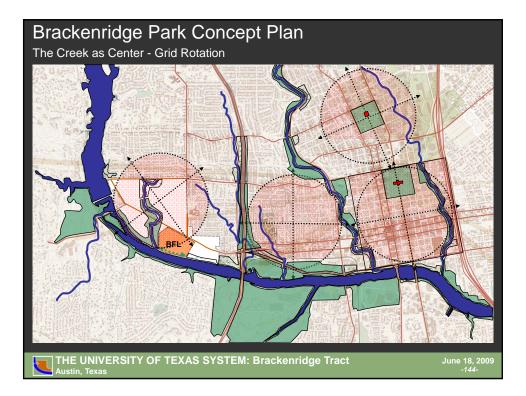


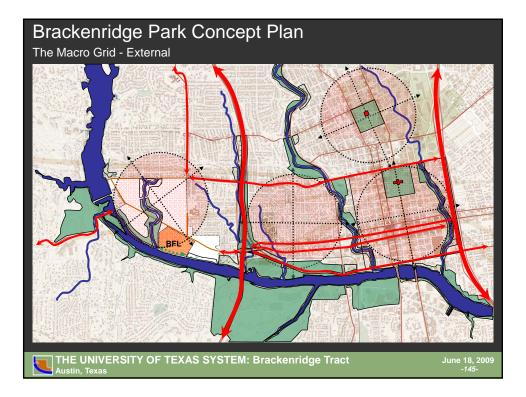


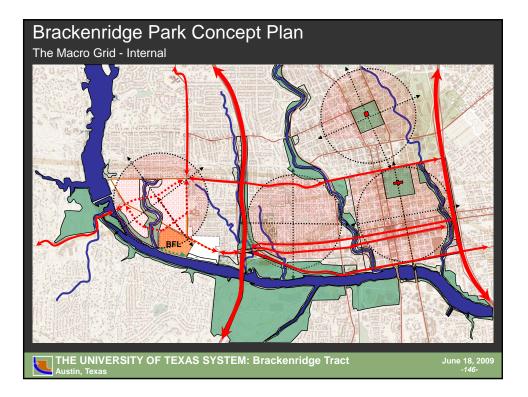


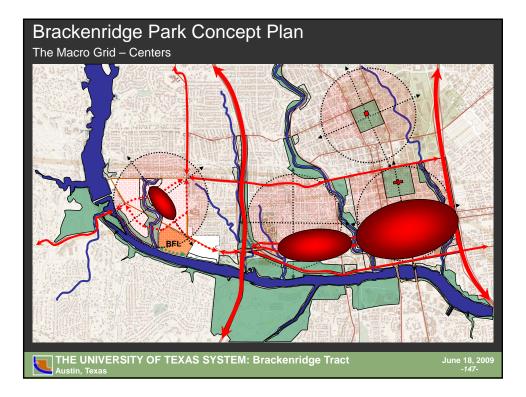


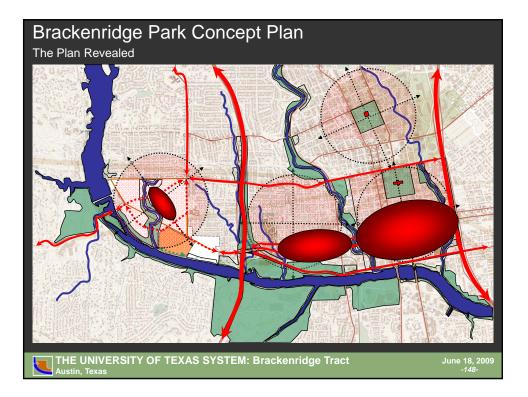


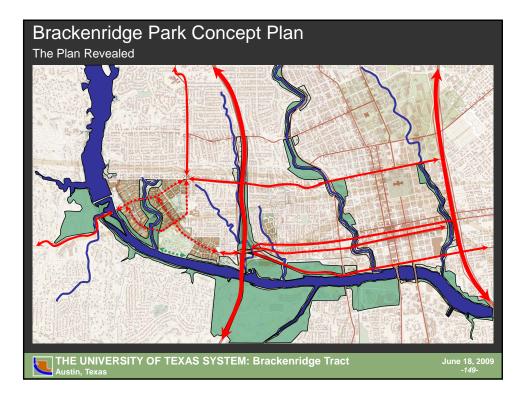


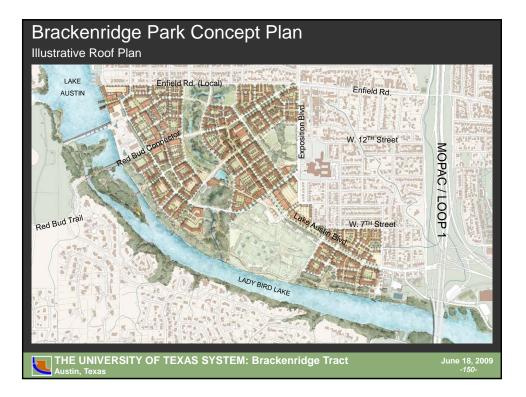


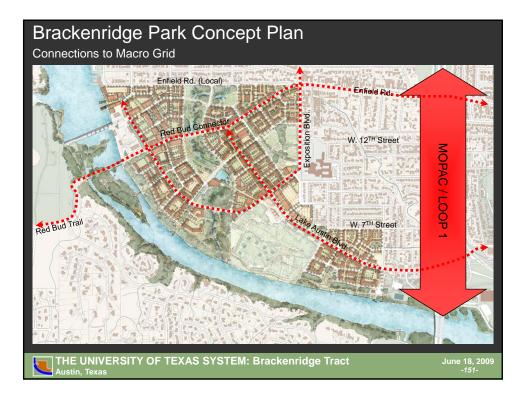


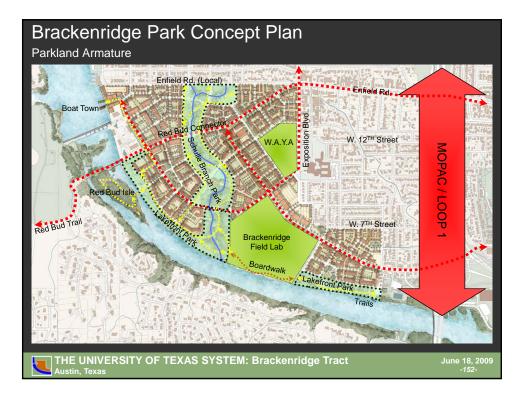




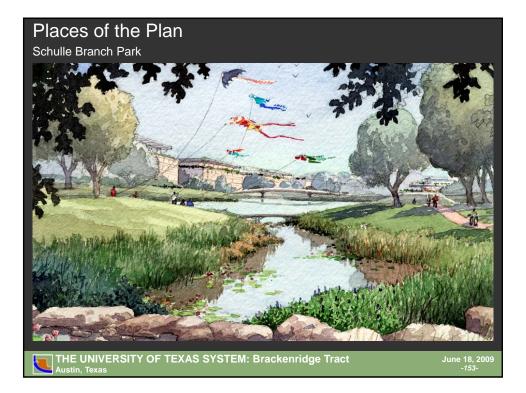


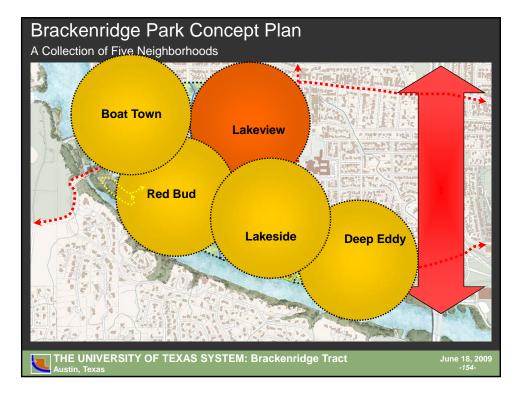


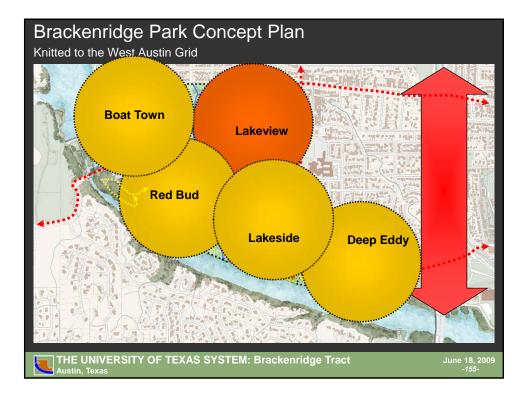


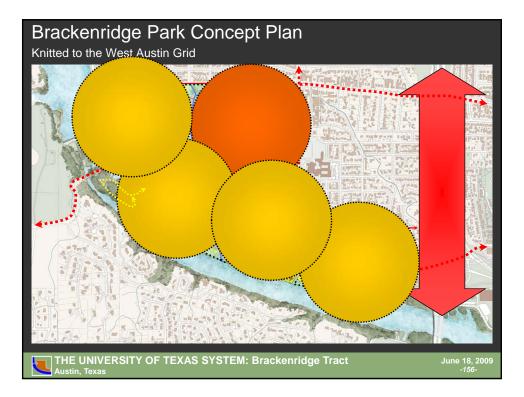


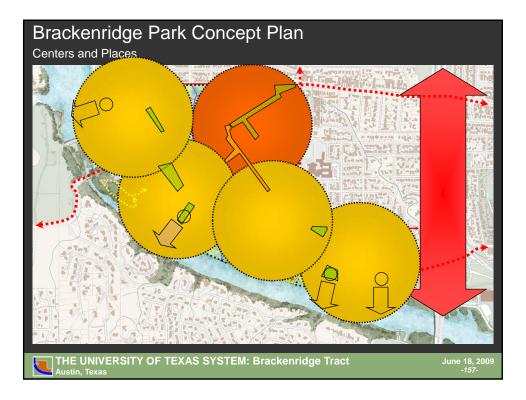
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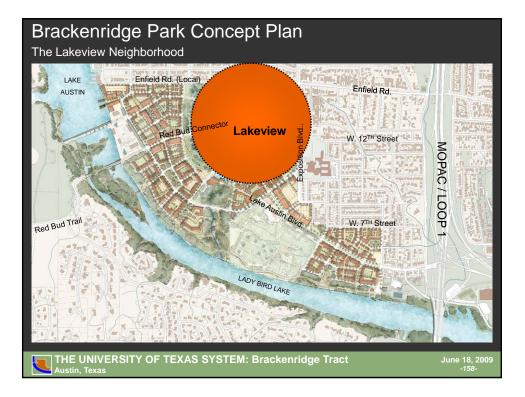


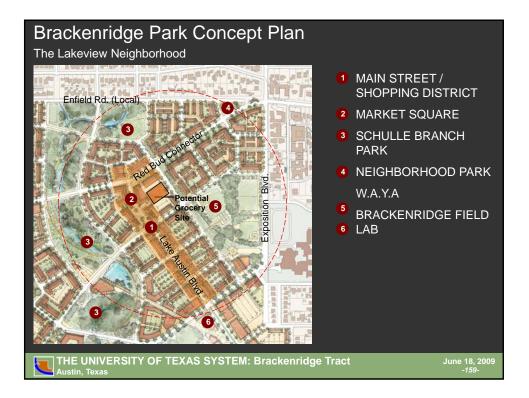










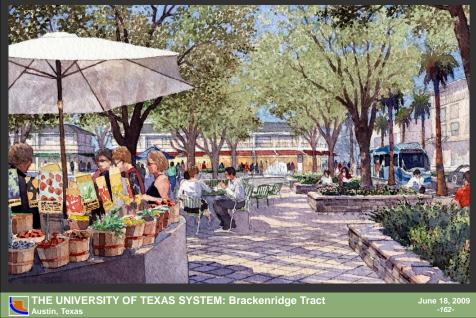


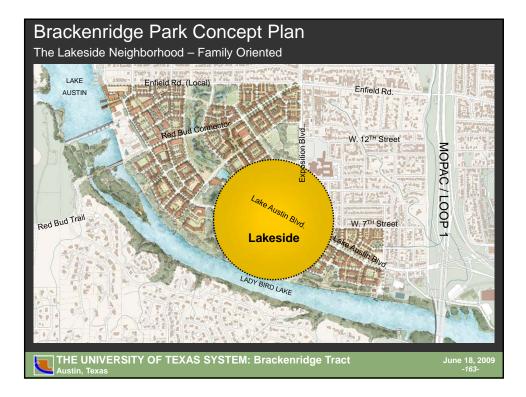




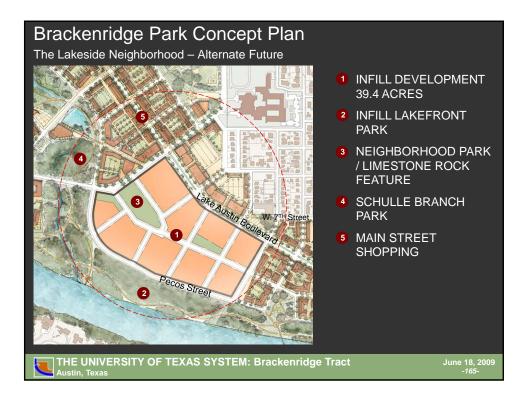
#### Places of the Plan

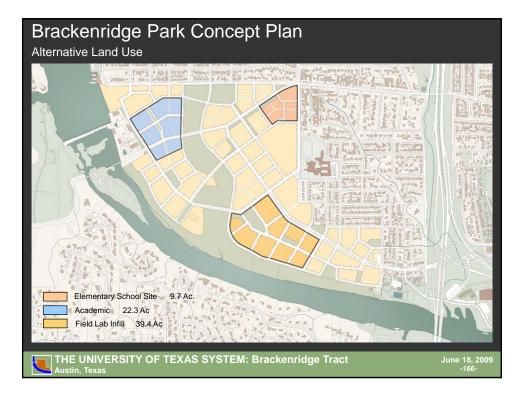
Market Square - Lake Austin Boulevard and Red Bud Connector

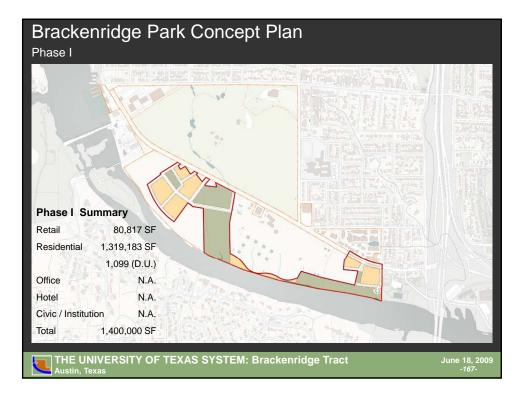


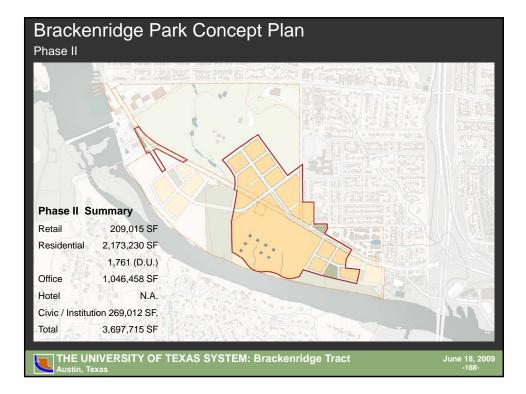


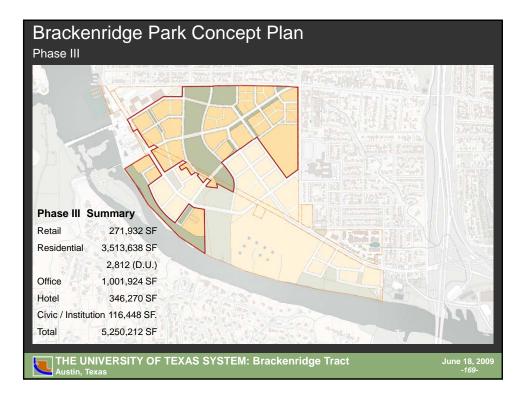


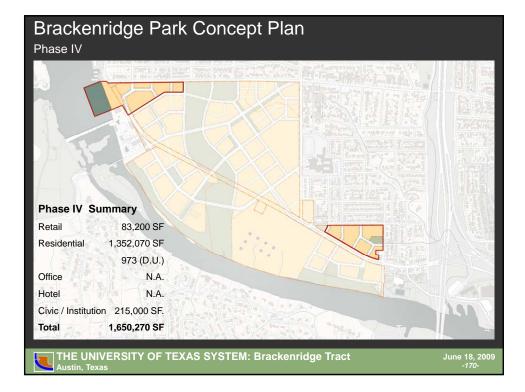


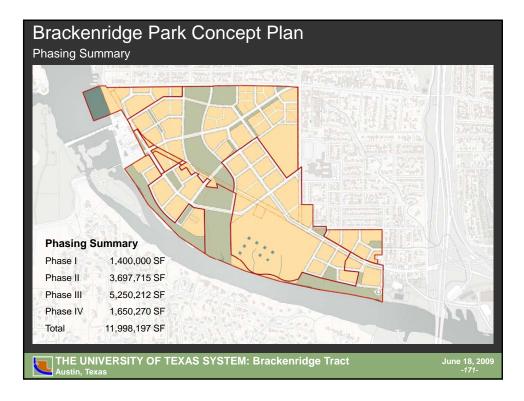




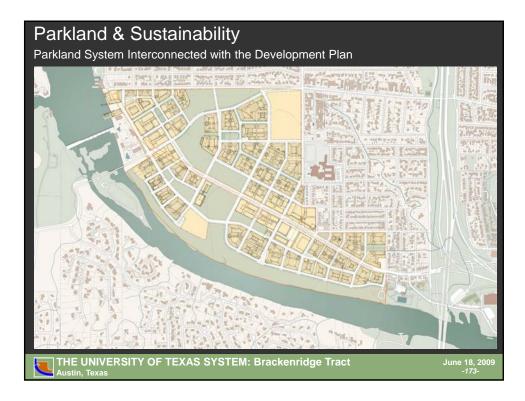


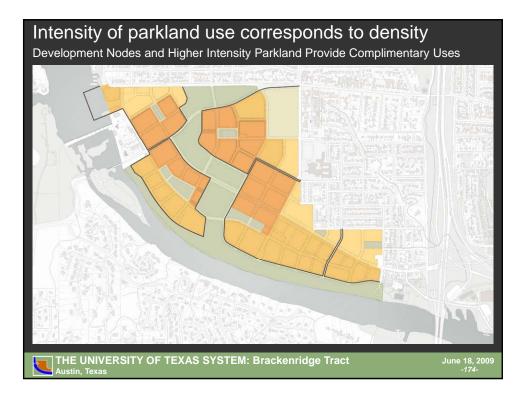




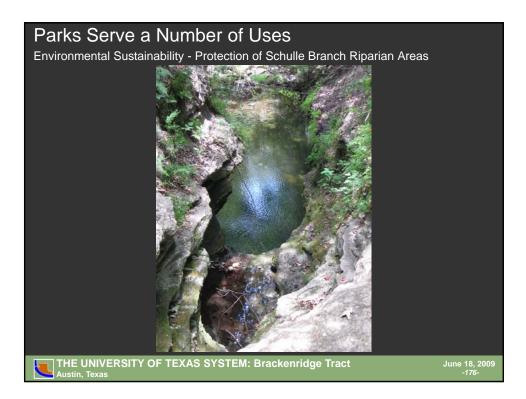


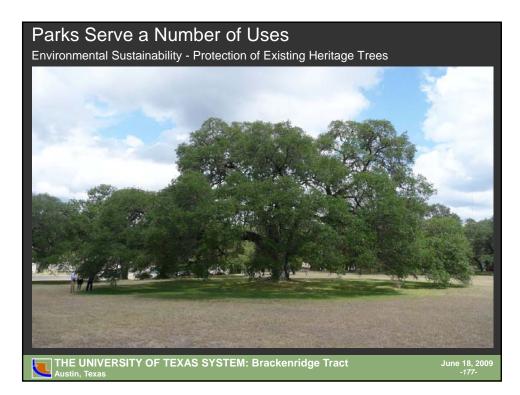


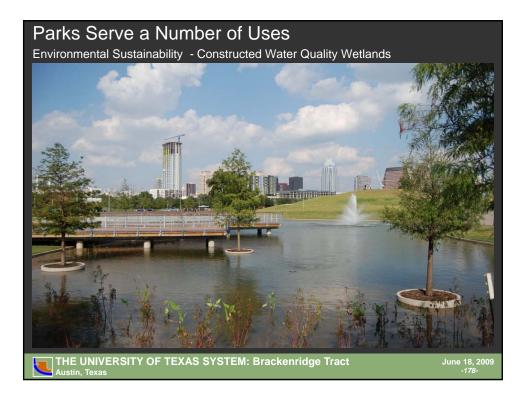


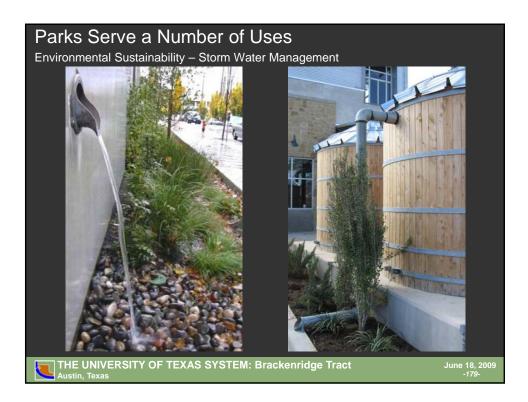


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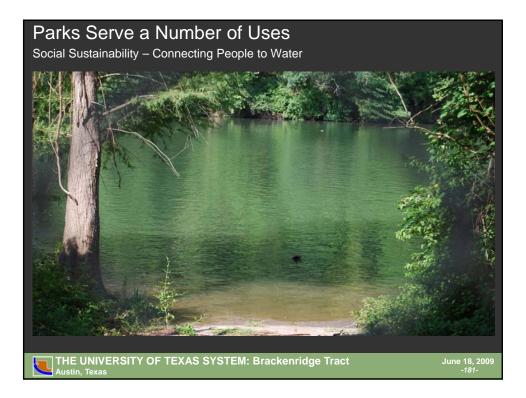


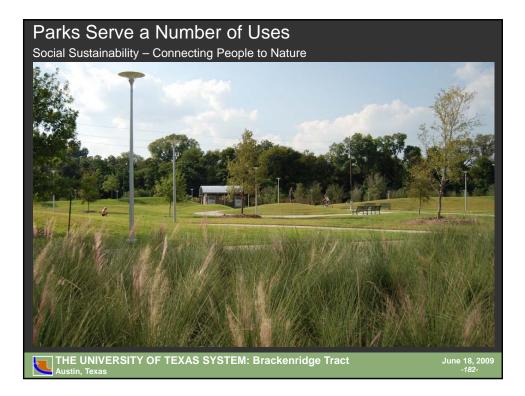




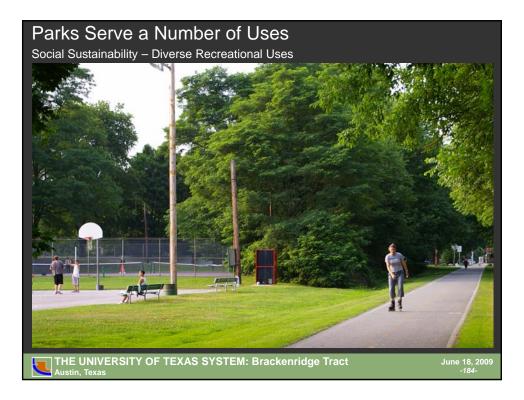




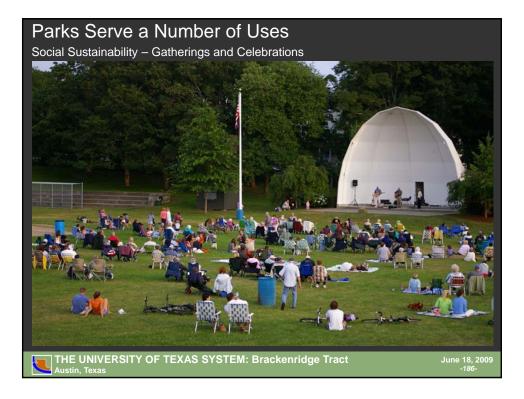




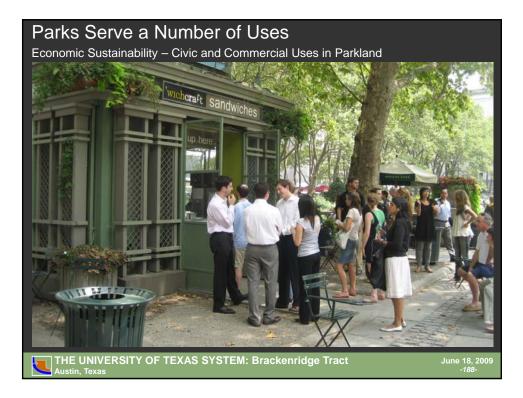


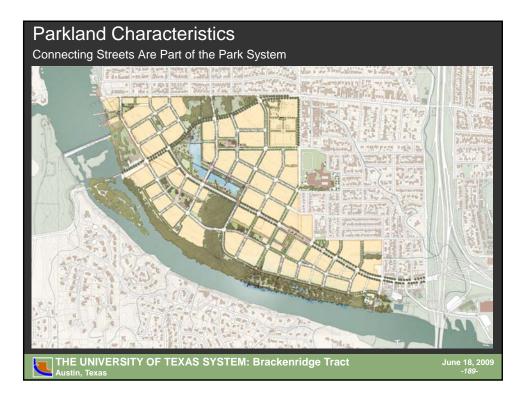


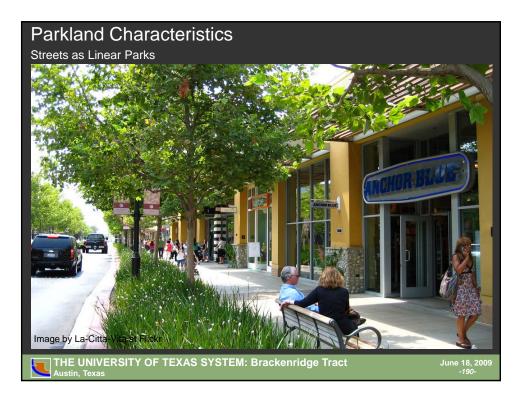






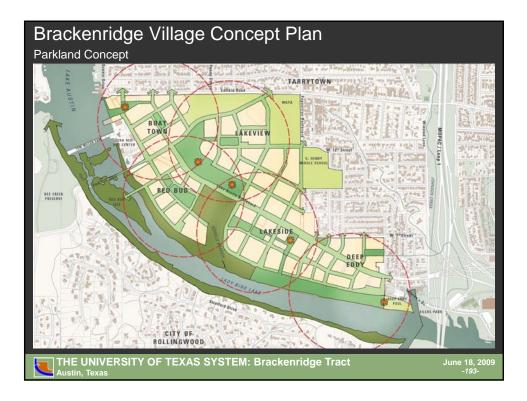






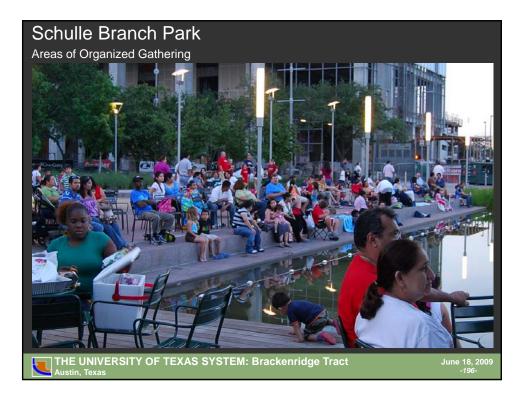


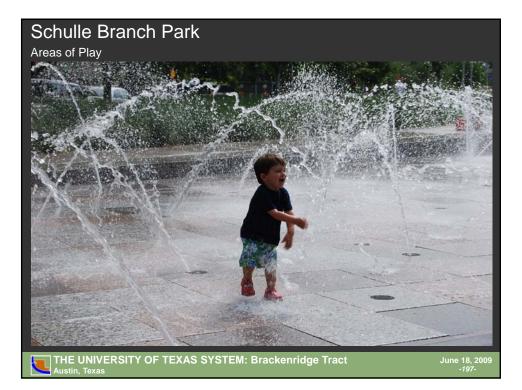






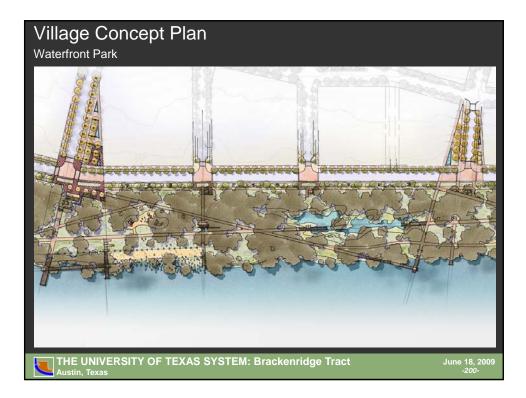


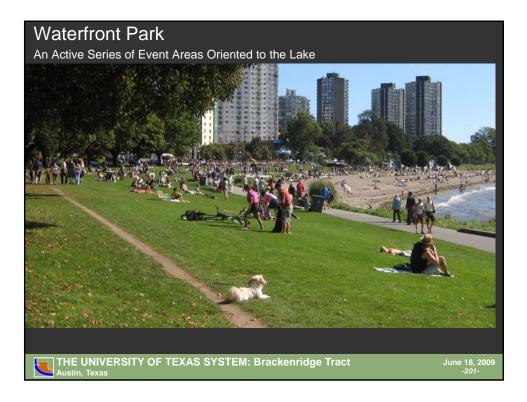


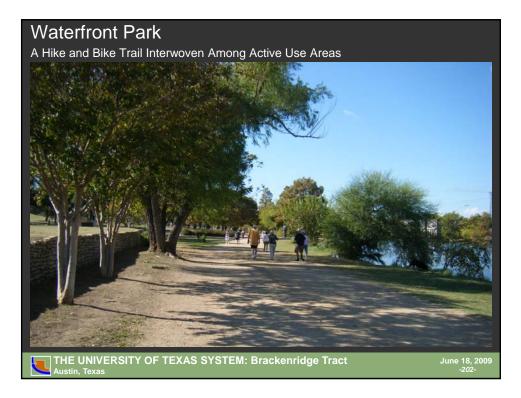


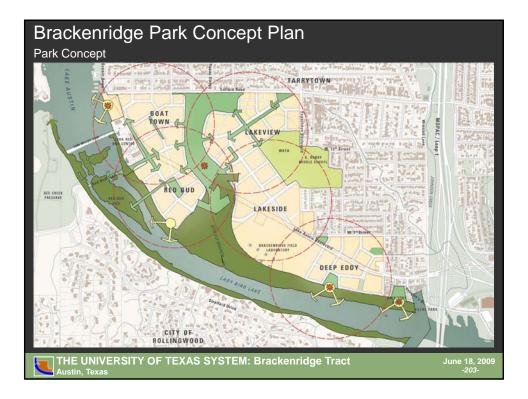














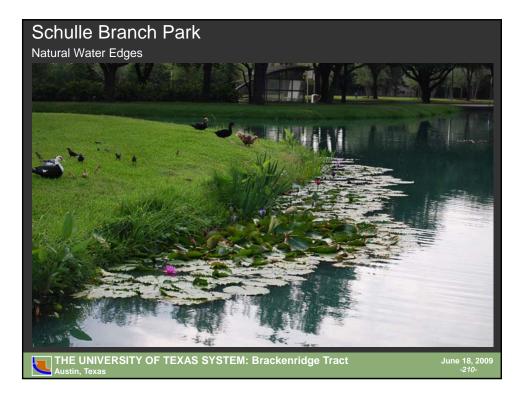




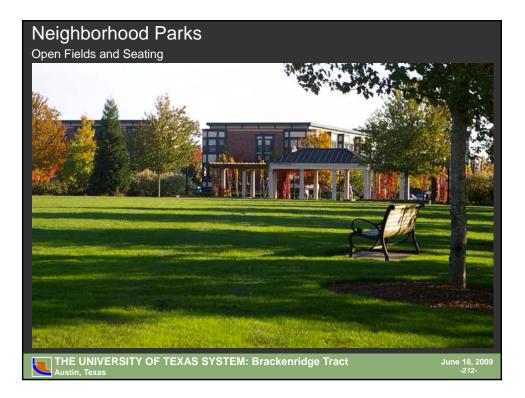


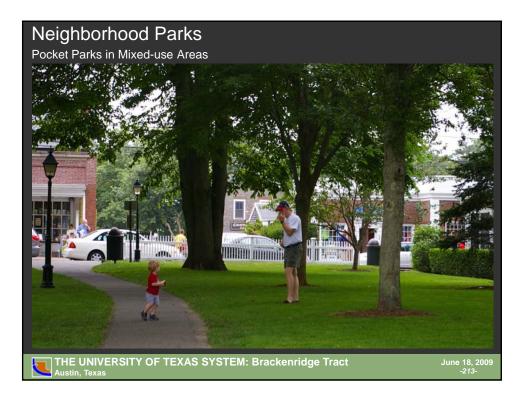


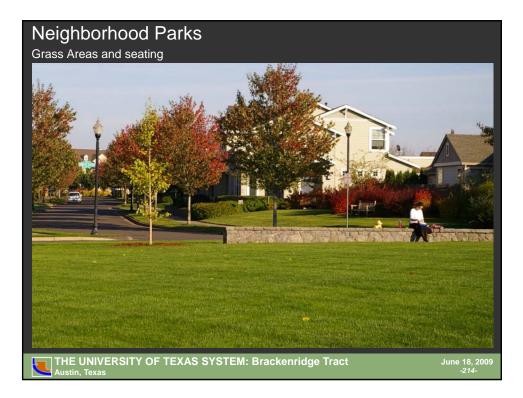




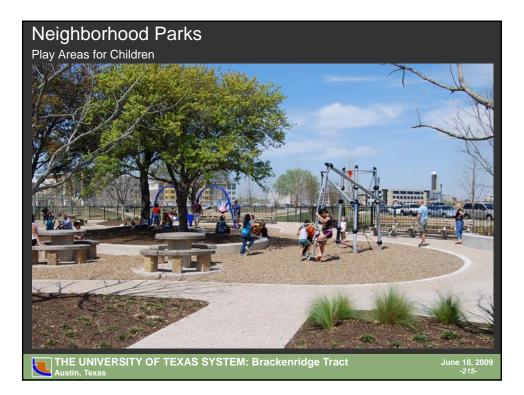








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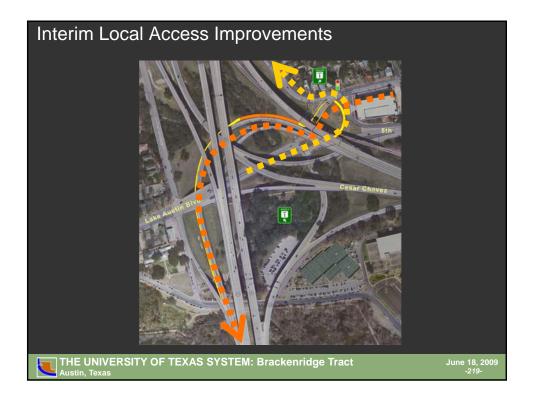
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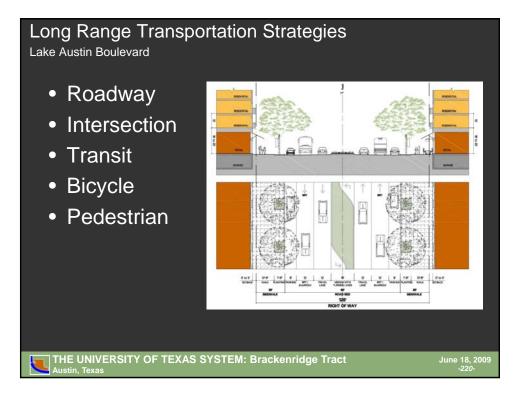
#### Interim Recommendations and Long-Term Improvements

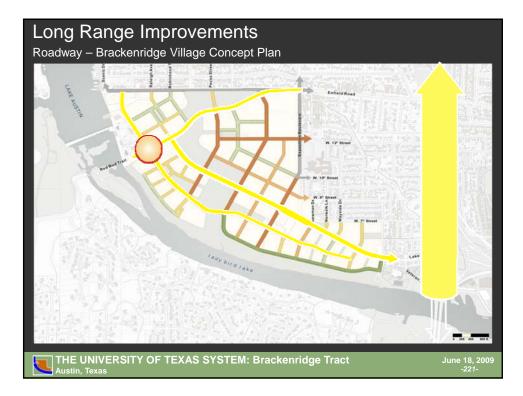
- Plans are consistent with the principles of regional planning for mixed-use developments as a strategy to reduce auto trips
- Austin mixed-use developments (Mueller, North Burnet Gateway) allowed 40 to 50% reduction in auto trips
  - Synergy of densities, internal roadway networks, and transit-ready streets

THE UNIVERSITY OF TEXAS SYSTEM: Brackenridge Tract

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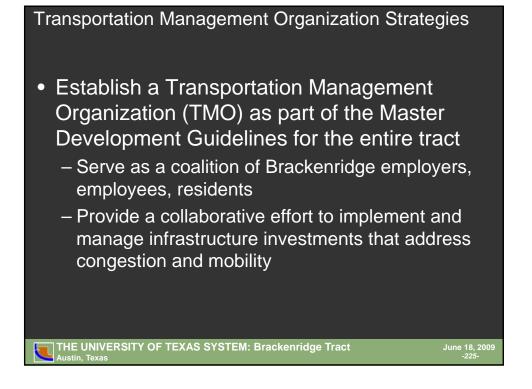


Long Range Improvements Transit

- Internal shuttle system
- Extension of proposed City trolley system
- Bus Rapid Transit service to replace existing route(s)
- Regional rail in Loop 1 corridor
- Off-site parking and shuttle service into site

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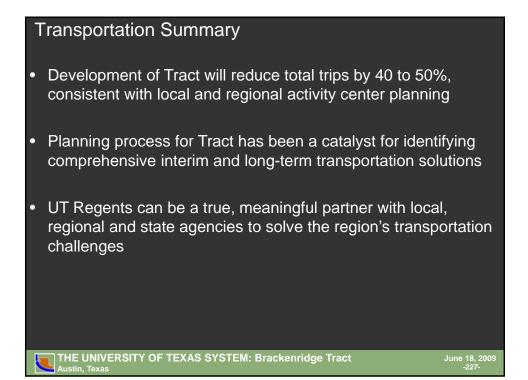
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Transportation Management Organization Strategies Implement and Operate Internal Shuttle System

- McKinney Avenue Trolley
- Denver 16<sup>th</sup> Street Mall Shuttle





Evaluation			
Principles	Village Concept Plan	Park Concept Plan	
Legacy	Unified overall vision	Academic vision diluted; overall vision fragmented	
Context / Compatibility	Responsive to location and opportunities	Responsive to community; site opportunity diminished	
Place Making and Public Realm	Integrated; accessible neighborhoods	BFL not accessible; fragmented; site connected, not integrated	
Concept Development	Parkland maximized	Parkland maximized where development occurs; total amount of accessible parkland reduced	
THE UNIVERSITY OF TEXAS SYSTEM: Brackenridge Tract June 18, 2009 Austin, Texas -228-			

Evaluation (Continued)			
Principles	Village Concept Plan	Park Concept Plan	
Ecology and Environment	Maximizes infill opportunity for regional impact	Less regional benefit; BFL contribution to field of study can be done elsewhere	
Mobility and Connectivity	Improved access and internal vehicle, transit and pedestrian connections	Internal traffic dispersion and transit blocked by BFL	
Sustainability	Holistic approach	Holistic approach requires participation by BFL- systems and community	
Feasibility, Flexibility, and Economic Viability	Flexible layout; efficient infrastructure; more development; greater value per square foot	Reduced flexibility; inefficient infrastructure; less development; diminished value	
THE UNIVERSITY OF TEXAS SYSTEM: Brackenridge Tract June 18, 2009 Austin, Texas -229-			



Recommendations		
Conceptual Master Plan Team	Task Force Report	
1. Allow BDA to expire in 2019	✓	
2. Do not extend MUNY lease (2019)	✓	
3. Sell no land	✓	
<ol> <li>Relocate Graduate Student Housing to Gateway (2012)</li> </ol>	Relocate	
<ol> <li>Make land available for The Trail at Lady Bird Lake extension now</li> </ol>	Consider	
6. Relocate Brackenridge Field Laboratory	Consider	
7. Accommodate WAYA	Consider	
THE UNIVERSITY OF TEXAS SYSTEM: Brackenridge Tract Austin, Texas		

## Recommendation (Continued) 8. Select Brackenridge Village Concept Plan (Field Lab relocated) 9. Use RFQ / RFP developer solicitation process for Phase I. Developer Selection based on: Fixed plan Known infrastructure requirements Competition 10.UT designs infrastructure / developer builds 11.Begin construction of Brackenridge Village Phase I (2013)

THE UNIVERSITY OF TEXAS SYSTEM: Brackenridge Tract

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#### Initial Implementation Sequence

- 1. Regents receive Concept Plans (06.2009)
- 2. Authorize Gateway Programming (07.2009)
- 3. Programming (07.2009 11.2009)
- 4. Add Gateway to CIP / determine construction means (08.2009)
- 5. Decide on Learning Center land (10.2009)
- 6. Select Design-Build Firm (07.2009 -10.2009)
- 7. Public Comment Session (Fall 2009)
- 8. Land for The Trail at Lady Bird Lake (11.2009)
- 9. Gateway architectural design (11.2009 09.2010)

THE UNIVERSITY OF TEXAS SYSTEM: Brackenridge Tract

Initial Implementation Sequence (continued)

- 10. Simkins Hall renovation (Summer, 2010)
- 11. Demolish existing Gateway (Summer, Fall 2010)
- 12. Build new Gateway
- 13. Select Brackenridge Phase I Developers (2010)
- 14. Occupy new Gateway (09.2012)
- 15. Clear Colorado and Brackenridge Apartment Sites (09.2012 12.2012)
- 16. Build 1.4 million square feet on Brackenridge Tract
- 17. Identify and prepare relocation site for Field Lab (date of decision 2019)

THE UNIVERSITY OF TEXAS SYSTEM: Brackenridge Tract Austin, Texas

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### Implementation Schedule Implementation Schedule Understand Schedule Other Table index of years. Names in 1 years and in a stress of the sense of

