CHAPTER X

DESIGN PRINCIPLES AND PLAN ASSUMPTIONS

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10.1. Design Principles

The Design Principles are the conclusions of the Analysis. They provide a guide for all stages of design and construction, as well as the basis for evaluating alternatives and proposals throughout the life of the project.

Legacy

Honor the intent of Colonel Brackenridge’s gift that the land be used “in trust for The University of Texas” at Austin for the “purpose of advancing and promoting University education” and preserve opportunities for future University uses on the Tract.

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 neighborhoods by respecting the character of its edges with appropriate land uses, building scale, landscape, and traffic mitigation.

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.

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.

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.

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 Boulevard, 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.

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.

Feasibility, Flexibility, and 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.
10.2. Program Assumptions and Goals

The Base-line Program is generic and it is intended to provide a reference point for comparison of specific programs and proposals while providing initial information as to the capacity and value of the site. It also provides a guide for developing the plan alternatives by establishing a theoretical mix of uses and densities that will result in the optimization of the plan and conformance with the Design Principles. The Program is tested for physical feasibility and applicability to existing site conditions in the plan alternatives and adjusted as needed for each alternative. The program is based on the following assumptions and goals:

- An appropriate, sustainable balance is sought between the number of residents who work and the number of people working or employed on the site. This results in a theoretical ideal ratio of residential to other uses that optimizes the potential for increased walkability and reduced reliance on the automobile.
- A full range and integrated mix of uses is to be provided throughout the site at an urban density appropriate to the location. Urban density is one which supports mass transit and a full range of services, including retail and restaurants, reducing the need for residents and employees to travel off-site. It also provides sufficient building mass to define and give shape and character to the public realm - the streets and open spaces. Surface parking is insufficient at urban densities and mass transit and/or parking structures are required.
- Detached single family residential is not generally considered urban or sustainable, but may be used as part of a strategy for transitions to adjoining areas.
- A shared parking policy is to be employed throughout with the exception that residential uses are assumed to have one dedicated space for each dwelling unit with the balance of spaces shared.
- The number of vehicle trips entering and leaving the site relative to the amount of built space is assumed to lessen over time with the introduction of mass transit and its increased usage, the increase in the proportion of walking and bicycle trips, as well as on-site vehicle trips, and the increase of live/work units.
- The peak number of parking spaces per square foot required for each use will similarly diminish over time.
- A balance of the inward and outward-bound vehicle trips in the peak hour is sought through the mix and location of uses to maximize the capacities of the entry points. Off-site regional road network improvements are assumed to significantly reduce the percentage of purely through-traffic (not utilizing on-site services).
- The amount of free, publicly-accessible open space shall provide for preservation and protection of natural features, as well as the needs of residents, workers, and visitors.
- Cultural, institutional, and public service uses are provided for. This category could include museum, library, post office, fire station, school, etc. in the event any of these are needed. It also could include community facilities, such as WAYA, as well as any UT academic space.
- The program does not distinguish between owned and leased or rented space. It is assumed that there will be a mix, including residential, and that strategies will be identified for accomplishing this without, or with minimal, sale of the land.
- The program categories each indicate a range of densities and product types with the average indicated. Use categories are generally comparable to those used in the COA Zoning.

10.2.2. Program Data

The statistics and standards below were used in developing the Base-Line Program. They provide ratios, proportions, ranges, and limits that are applicable for a variety of densities and not specific to any particular program or plan alternative.

### PROGRAM DATA

<table>
<thead>
<tr>
<th></th>
<th>CURRENT CITY OF AUSTIN</th>
<th>LONG-TERM PLAN ASSUMPTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average percentage people/household</td>
<td>2.40</td>
<td>2.40</td>
</tr>
<tr>
<td>Average family size</td>
<td>3.24</td>
<td>3.24</td>
</tr>
<tr>
<td>Average percentage employed/household</td>
<td>1.43</td>
<td>1.54</td>
</tr>
<tr>
<td>Average percentage employed/household</td>
<td>1.34</td>
<td>1.44</td>
</tr>
<tr>
<td>Percentage of employed working at home</td>
<td>2%</td>
<td>10%</td>
</tr>
<tr>
<td>Average percentage children/household:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>pre-school, nursery (10%)</td>
<td>0.04</td>
<td>0.04</td>
</tr>
<tr>
<td>kindergarten (25%)</td>
<td>0.03</td>
<td>0.03</td>
</tr>
<tr>
<td>elementary (45.4%)</td>
<td>0.18</td>
<td>0.18</td>
</tr>
<tr>
<td>middle (16.7%)</td>
<td>0.07</td>
<td>0.07</td>
</tr>
<tr>
<td>high school (20.4%)</td>
<td>0.08</td>
<td>0.08</td>
</tr>
<tr>
<td>total school-age children/household</td>
<td>0.40</td>
<td>0.40</td>
</tr>
<tr>
<td>Percentage of residential:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>owned</td>
<td>47%</td>
<td>30%</td>
</tr>
<tr>
<td>rented</td>
<td>53%</td>
<td>70%</td>
</tr>
<tr>
<td>Average square footage/dwelling unit</td>
<td>861 nsf (hist.)</td>
<td>960 nsf (new)</td>
</tr>
<tr>
<td>gsf x 1.25 = gsf</td>
<td>1,076 gsf (hist.)</td>
<td>1,200 gsf (new)</td>
</tr>
<tr>
<td>Dwelling unit mix (% / avg. gsf):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>studio</td>
<td>2.5% / 541 gsf</td>
<td>3.0% / 541 gsf</td>
</tr>
<tr>
<td>1 BR</td>
<td>49.6% / 869 gsf</td>
<td>50.0% / 869 gsf</td>
</tr>
<tr>
<td>2 BR</td>
<td>39.3% / 1,263 gsf</td>
<td>40.0% / 1,263 gsf</td>
</tr>
<tr>
<td>3 BR</td>
<td>5.9% / 1,540 gsf</td>
<td>5.0% / 1,540 gsf</td>
</tr>
<tr>
<td>3 BR+</td>
<td>2.5% / 1,704 gsf</td>
<td>2.0% / 1,704 gsf</td>
</tr>
<tr>
<td>Average square footage/dwelling unit (new construction):</td>
<td></td>
<td></td>
</tr>
<tr>
<td>low density (&lt;23; 20 DUC/acre avg.)</td>
<td>1,156 gsf</td>
<td>1,100 gsf</td>
</tr>
<tr>
<td>medium density (23-44; 45 DUC/acre avg)</td>
<td>1,204 gsf</td>
<td>1,200 gsf</td>
</tr>
<tr>
<td>high density (&gt;44; 70 DUC/acre avg)</td>
<td>1,306 gsf</td>
<td>1,300 gsf</td>
</tr>
<tr>
<td>Average square footage/employee:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>institutional, cultural, community</td>
<td>600 SF/empl.</td>
<td></td>
</tr>
<tr>
<td>office, businesses</td>
<td>250 SF/empl.</td>
<td></td>
</tr>
<tr>
<td>R&amp;D</td>
<td>400 SF/empl.</td>
<td></td>
</tr>
<tr>
<td>retail</td>
<td>800 SF/empl.</td>
<td></td>
</tr>
<tr>
<td>restaurants</td>
<td>500 SF/empl.</td>
<td></td>
</tr>
</tbody>
</table>
### PROGRAM DATA, cont.

<table>
<thead>
<tr>
<th>PROGRAM DATA, cont.</th>
<th>CURRENT CITY OF AUSTIN</th>
<th>LONG-TERM PLAN ASSUMPTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>hotel/motel (excluding amenities)</td>
<td>1,500 SF/empl.</td>
<td></td>
</tr>
</tbody>
</table>

### STANDARDS & GUIDELINES

**Open space:**
- regional, city-wide parks: 30-200 AC per plan
- neighborhood parks: 5-30 AC per plan

**Residential densities (DUs/AC / FAR):**
- low - single family with apartment, duplex, townhouse, apartments, condos: 23 DUs max / <54, 36 avg.
- high - apts., condos: >54 / >72, 130 avg. / >75 FAR/unlim 3.6 FAR avg.

**Non-residential densities (FAR):**
- Office:
  - low - neighborhood small businesses, professional: .35 FAR 1 FAR avg.
  - medium - community small businesses, professional, medical: 0.7 FAR 2 FAR avg.
  - high - city-wide general office, commercial: 1.0 FAR 3 FAR avg.
- Commercial:
  - low/medium - neighborhood retail, services, businesses: 0.5 FAR 1.5 FAR avg.
  - medium/high - community office, retail centers, services, restaurants: 1.0 FAR 2.5 FAR avg.
- Mixed-use:
  - low - neighborhood: n.a. 1 FAR avg.
  - medium - community: n.a. 2 FAR avg.
  - high - major centers with highway access: 3.0 FAR n.a.
  - high - compatible with downtown uses: 5.0 FAR 3 FAR avg.
  - high - special location (e.g. lake): 8.0 FAR 4 FAR max.
- Mix of Uses (%SF):
  - cultural/ institutional, public services, academic: 5.0%
  - residential: 69.3%

### TRAFFIC & TRANSIT

**Total vehicle capacity:**
- peak period (pm) into site: To be determined
- peak period (pm) from site: To be determined

**Percentage of peak hour (pm) through-traffic:**
- 30% 10%

**Average percentage people / vehicle (pm peak hour):**
- 1.1 12

**Transit:**
- 3% 10%

**Internal Capture:**
- n.a. 25%

**Peak hour (pm) site-generated vehicle trips:**
- public services (e.g. government offices): 2.85/1000
- cultural/ institutional (e.g. museums): 1.40/1000
- community facility (e.g. WAVA): 1.40/1000
- academic: 1.07/1000
- residential: condo, townhouse: 0.44/1000
- residential: apartments, condo: 0.52/1000
- hotel: 1.48/1000
- retail: 1.07/1000
- R&D: 1.07/1000
- specialty retail: 2.71/1000
- restaurant (high turnover sit down): 11.16/1000
- restaurant (quality): 7.0/1000
- entertainment (e.g. movie theater): 3.2/1000
- hotel: 8.3/1000
- suites hotel: 44/1000

**Peak hour (pm) site-generation In/Out vehicle trips:**
- public services: 38% In/89% Out
- cultural/institutional: 31% In/89% Out

### PARKING

**Peak parking requirement (percentage spaces/1000SF avg.):**
- cultural, institutional, public services: 27/1000 SF 4/1000SF
- residential: 1 + .75/DU 1 + .25/DU
- office: 3.6/1000 SF 4/1000SF
- specialty retail: 3.6/1000 SF 5/1000 SF
- restaurants, entertainment: 15.0/1000 SF 15/1000 SF
- hotel/motels: 3/1000 SF 1.2/1000 SF
- Average based on assumed mix of uses: 2.15/1000 SF 2.47/1000 SF

**Optimum Peak hour (1 pm) demand (spaces/1000SF avg.):**
- cultural, institutional, public services: 1.30/1000 SF
- residential: 1.37/1000 SF
- office: 2.0/1000SF
- specialty retail: 2.7/1000 SF
- restaurants, entertainment: 4.8/1000 SF
- hotel/motels: 1.40/1000 SF

**Optimum average based on assumed mix of uses:**
- cultural, institutional, public services: 1.40/1000 SF
- residential: 1.14/1000SF
- office: 2.2/1000SF
- specialty retail: 2.0/1000 SF
- restaurants, entertainment: 4.8/1000 SF
- hotel/motels: 1.4/1000 SF

**Optimum average based on market:**
- Percentage of zoning/percentage of market (optimum): 65% / 57%
- Phased-in average over long term: 1.83/1000 SF
- Percentage of zoning/percentage of market (phased-in long-term): 85% / 74%
10.2.3. Land Use and Building Program

The Land Use and Building Program indicates the building square footages and acres assumed for each use, as well as the resident, worker, and employee populations, the in and out peak hour vehicle trips, and the parking program associated with each use. It also distributes the building and site areas between single use and mixed use blocks and parcels and among high, medium, and low densities. The Program numbers are the embodiment of the Program Assumptions and Goals.

The Program is a guide for all plan alternatives and is tested for physical feasibility and applicability to existing conditions in each alternative. It is then adjusted to reflect the existing conditions, specific proposals for special uses, or particular goals that may characterize an individual alternative. Each Plan Alternative will result in its own final program.

### Categories of Use

#### Land Area Acres (% of site)

<table>
<thead>
<tr>
<th>Category of Use</th>
<th>Building Units</th>
<th>Land Area Acres (% of site)</th>
<th>Populations:</th>
<th>Peak Hour (pm)</th>
<th>Parking:</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>msf dwelling units (du/s)</td>
<td>10.08 AC (25%)</td>
<td>#Residents</td>
<td>Vehicle Trips In/Out</td>
<td>Non-shared/Shared 11:00pm peak</td>
<td></td>
</tr>
<tr>
<td>Streets</td>
<td>0</td>
<td>35.02 AC (10%)</td>
<td>0</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>Per plan; Excludes existing dedicated r.o.w.s</td>
</tr>
<tr>
<td>Local Streets</td>
<td>0</td>
<td>52.54 AC (15%)</td>
<td>0</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>Per plan</td>
</tr>
<tr>
<td>Natural/Ecological; Site and City-wide</td>
<td>0</td>
<td>70.05 AC (20%)</td>
<td>0</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>Per plan</td>
</tr>
<tr>
<td>Neighborhood Parks; Recreation</td>
<td>0</td>
<td>17.81 AC (5%)</td>
<td>0</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td>Per plan</td>
</tr>
<tr>
<td>SUBTOTAL: STREETS</td>
<td>0</td>
<td>87.56 AC (25%)</td>
<td>0</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td></td>
</tr>
<tr>
<td>SUBTOTAL: OPEN SPACE</td>
<td>0</td>
<td>87.56 AC (25%)</td>
<td>0</td>
<td>0 / 0</td>
<td>0 / 0</td>
<td></td>
</tr>
<tr>
<td>Low Density Development</td>
<td>0.134 msf</td>
<td>5.29 AC (15%)</td>
<td>108 residents</td>
<td>92 / 49</td>
<td>228 / 163</td>
<td>1 FAR; 300sf/empl. Parking: Unadj. 4; adj. 1.2 /1000sf</td>
</tr>
<tr>
<td>Residential: Single family Apartments, Duplexes, Condos</td>
<td>0.230 msf</td>
<td>5.29 AC</td>
<td>466 residents</td>
<td>32 / 17</td>
<td>222 / 125</td>
<td>1 FAR; 300sf/empl. Parking: Unadj. 4; adj. 2 /1000sf</td>
</tr>
<tr>
<td>Office/R&amp;D</td>
<td>0.057 msf</td>
<td>0.53 AC</td>
<td>166 residents</td>
<td>5 / 3</td>
<td>228 / 125</td>
<td>1 FAR; 300sf/empl. Parking: Unadj. 4; adj. 2 /1000sf</td>
</tr>
<tr>
<td>Retail</td>
<td>0.016 msf</td>
<td>0.59 AC</td>
<td>19 employees</td>
<td>18 / 13</td>
<td>75 / 51</td>
<td>0.5 FAR; 800sf/empl. Parking: Unadj. 5; adj. 2 /1000sf</td>
</tr>
<tr>
<td>Restaurants &amp; Entertainment</td>
<td>0.016 msf</td>
<td>0.46 AC</td>
<td>20 employees</td>
<td>176 / 126</td>
<td>150 / 46</td>
<td>0.5 FAR; 500sf/empl. Parking: Unadj. 15; adj. 4.6 /1000sf</td>
</tr>
<tr>
<td>Hotel</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Mixed Use</td>
<td>0.477 msf</td>
<td>10.06 AC</td>
<td>110 employees</td>
<td>165 / 93</td>
<td>220 / 122</td>
<td>1 FAR (net area avg). See notes above for similar use categories</td>
</tr>
<tr>
<td>Commercial: Office/Condos</td>
<td>0.288 msf</td>
<td>8.36 AC</td>
<td>307 employees</td>
<td>84 / 43</td>
<td>288 / 168</td>
<td>See notes above for similar use categories</td>
</tr>
<tr>
<td>Office/R&amp;D</td>
<td>0.073 msf</td>
<td>0.47 AC</td>
<td>234 employees</td>
<td>14 / 37</td>
<td>288 / 168</td>
<td>See notes above for similar use categories</td>
</tr>
<tr>
<td>Retail</td>
<td>0.045 msf</td>
<td>0.47 AC</td>
<td>96 employees</td>
<td>48 / 63</td>
<td>225 / 94</td>
<td>See notes above for similar use categories</td>
</tr>
<tr>
<td>Restaurants &amp; Entertainment</td>
<td>0.017 msf</td>
<td>0.46 AC</td>
<td>34 employees</td>
<td>96 / 56</td>
<td>255 / 78</td>
<td>See notes above for similar use categories</td>
</tr>
<tr>
<td>Hotel</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Home Employment (no add'l. sf or AC)</td>
<td>0.000 msf</td>
<td>0.00 AC</td>
<td>93 employees</td>
<td>87 / 23</td>
<td>0 / 0</td>
<td>See notes above for similar use categories</td>
</tr>
</tbody>
</table>
| SUBTOTALS | 0.923 msf (432 dus) | 43.78 AC (52.5%) | 1,037 residents | 665 employed | 1,109 employees | 852 / 833 | 2,819 / 1,370 | 0.5 FAR (net area)
## MEDIUM DENSITY DEVELOPMENT

### Civic

- Land Use: Civic
- Building Units: 0
- Land Area (Acres): 0
- Land Area (% of site): 0
- Populations: 0 residents, 0 employed, 0 employees
- Peak Hour Vehicle Trips In/Out: 0
- Parking: 0

### Residential: Apartments

- Land Use: Residential
- Building Units: 4,414 msf
- Land Area (Acres): 50.67 AC
- Land Area (% of site): 8.27%
- Populations: 8,827 residents, 1,959/363 employed
- Peak Hour Vehicle Trips In/Out: 2.4 resid/du, 1.54 ampl/du
- Parking: 2 FAR, 510 sqft/du; 5,664 employed

### Condos

- Land Use: Residential
- Building Units: 3,678 dus
- Land Area (Acres): 5.64 AC
- Land Area (% of site): 0.85%
- Populations: 5,145 employed
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 5,664 employed
- Parking: 2 FAR, 510 sqft/du; 5,664 employed

### Office/R&D

- Land Use: Residential
- Building Units: 1,104 msf
- Land Area (Acres): 12.67 AC
- Land Area (% of site): 2.03%
- Populations: 3,588 employees
- Peak Hour Vehicle Trips In/Out: 2.4 resid/du, 1.54 ampl/du
- Parking: 2 FAR, 307 sqft/du; 1,959/632

### Retail

- Land Use: Residential
- Building Units: 0.031 msf
- Land Area (Acres): 0.36 AC
- Land Area (% of site): 0.05%
- Populations: 39 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Restaurants & Entertainment

- Land Use: Residential
- Building Units: 0.021 msf
- Land Area (Acres): 0.24 AC
- Land Area (% of site): 0.03%
- Populations: 65 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Hotel

- Land Use: Residential
- Building Units: 0.150 msf
- Land Area (Acres): 1.72 AC
- Land Area (% of site): 0.27%
- Populations: 100 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Mixed Use

- Land Use: Mixed Use
- Building Units: 1.907 msf
- Land Area (Acres): 21.89 AC
- Land Area (% of site): 3.29%
- Populations: 8,018 residents, 1,030/410 employed
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Home Employment (no add'l. sf or AC)

- Land Use: Home Employment
- Building Units: 0
- Land Area (Acres): 0
- Land Area (% of site): 0
- Populations: 513 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### SUBTOTALS

- Land Use: All
- Building Units: 7,627 msf
- Land Area (Acres): 87.55 AC
- Land Area (% of site): 12.5%
- Populations: 18,406 residents, 6,723 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

## HIGH DENSITY DEVELOPMENT

### Civic

- Land Use: Civic
- Building Units: 4,009 msf
- Land Area (Acres): 25.62 AC
- Land Area (% of site): 5.76%
- Populations: 8,018 residents, 1,030/410 employed
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Residential: Apartments

- Land Use: Residential
- Building Units: 3,986 msf
- Land Area (Acres): 25.62 AC
- Land Area (% of site): 5.76%
- Populations: 8,018 residents, 1,030/410 employed
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Condos

- Land Use: Residential
- Building Units: 3,341 dus
- Land Area (Acres): 5.64 AC
- Land Area (% of site): 0.85%
- Populations: 5,145 employed
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Office/R&D

- Land Use: Residential
- Building Units: 1,002 msf
- Land Area (Acres): 6.41 AC
- Land Area (% of site): 1.22%
- Populations: 3,588 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Retail

- Land Use: Residential
- Building Units: 0.015 msf
- Land Area (Acres): 0.46 AC
- Land Area (% of site): 0.08%
- Populations: 19 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Restaurants & Entertainment

- Land Use: Residential
- Building Units: 0.011 msf
- Land Area (Acres): 0.34 AC
- Land Area (% of site): 0.06%
- Populations: 22 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Hotel

- Land Use: Residential
- Building Units: 0.150 msf
- Land Area (Acres): 1.72 AC
- Land Area (% of site): 0.27%
- Populations: 100 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Mixed Use

- Land Use: Mixed Use
- Building Units: 1.669 msf
- Land Area (Acres): 10.95 AC
- Land Area (% of site): 2.32%
- Populations: 1,337 residents, 191/103 employed
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### Home Employment (no add'l. sf or AC)

- Land Use: Home Employment
- Building Units: 0
- Land Area (Acres): 0
- Land Area (% of site): 0
- Populations: 513 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632

### SUBTOTALS

- Land Use: All
- Building Units: 6,706 msf
- Land Area (Acres): 43.79 AC
- Land Area (% of site): 6.95%
- Populations: 9,355 residents, 6,549 employees
- Peak Hour Vehicle Trips In/Out: 2 FAR, 510 sqft/du; 1,959/632
- Parking: 2 FAR, 510 sqft/du; 1,959/632
### Land Use and Building Program, cont.

<table>
<thead>
<tr>
<th>Category of Use</th>
<th>Building Units (msf)</th>
<th>Land Area (% of site)</th>
<th>Land Area (Acres)</th>
<th>Populations: #Residents/ #Employed Res./ #Employees</th>
<th>Peak Hour Vehicle Trips In/Out</th>
<th>Parking: Non-shared/Shared (1:00pm peak)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Streets</td>
<td>0</td>
<td>87.56 AC (25%)</td>
<td>0</td>
<td>0/0/0</td>
<td>0/0</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Open Space</td>
<td>0</td>
<td>87.56 AC (25%)</td>
<td>0</td>
<td>0/0/0</td>
<td>0/0</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td><strong>Development:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic</td>
<td>0.134 msf</td>
<td>25.08 AC (21.6%)</td>
<td>268 employees</td>
<td>127/60</td>
<td>536/174</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>8.653 msf (7.211 dus)</td>
<td>81.57 AC (23.30%)</td>
<td>13,06 residents</td>
<td>2,403/1,277</td>
<td>14,061/8,879</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Office / R&amp;D</td>
<td>2.163 msf</td>
<td>20.40 AC (6.82%)</td>
<td>1,080 employees</td>
<td>380/1,807</td>
<td>8,652/4,758</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>0.061 msf</td>
<td>1.51 AC (1.43%)</td>
<td>76 employees</td>
<td>34/18</td>
<td>305/126</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Restaurants &amp; Entertainment</td>
<td>0.042 msf</td>
<td>1.04 AC (1.30%)</td>
<td>84 employees</td>
<td>371/288</td>
<td>830/194</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td>0.150 msf</td>
<td>1.72 AC (1.49%)</td>
<td>100 employees</td>
<td>27/36</td>
<td>180/75</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Mixed Use</td>
<td>4.053 msf</td>
<td>43.79 AC (12.5%)</td>
<td>1,798 employees</td>
<td>1,806/1,202</td>
<td>2,516/1,819</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Civic</td>
<td>(0.629 msf)</td>
<td>1.76 AC (1.22%)</td>
<td>1,698 employees</td>
<td>1,668/1,202</td>
<td>2,516/1,819</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>(1.822 msf) (1.601 dus)</td>
<td>15.03 AC (17.13%)</td>
<td>3,342 residents</td>
<td>3,247/2,300</td>
<td>3,122/2,193</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Office/R&amp;D</td>
<td>(0.481 msf)</td>
<td>1.56 AC (1.04%)</td>
<td>864 employees</td>
<td>446/441</td>
<td>2,745/1,143</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>(0.549 msf)</td>
<td>1.64 AC (1.10%)</td>
<td>686 employees</td>
<td>446/441</td>
<td>2,745/1,143</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Restaurants &amp; Entertainment</td>
<td>(0.372 msf)</td>
<td>1.55 AC (1.08%)</td>
<td>344 employees</td>
<td>625/443</td>
<td>2,580/791</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td>(0.300 msf)</td>
<td>1.11 AC (1.01%)</td>
<td>200 employees</td>
<td>46/46</td>
<td>360/150</td>
<td>See notes above for similar use categories</td>
<td></td>
</tr>
<tr>
<td>Home Employment (no add'l. sf or AC)</td>
<td>0</td>
<td>0</td>
<td>1,717 employees</td>
<td>0/0</td>
<td>0/0</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DEVELOPMENT TOTALS</strong></td>
<td>15.256 msf (8,812 dus)</td>
<td>175.11 AC (50%)</td>
<td>21,148 residents</td>
<td>7,929/2,517</td>
<td>37,611/21,273</td>
<td>79,322/42,732</td>
<td></td>
</tr>
<tr>
<td>- 793 / -752 Transit 10% reduction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>-1,982 / -1,879 Internal capture 25% reduction</td>
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<td></td>
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<td></td>
<td></td>
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<tr>
<td>- 435 / -540 Through-traffic reduction</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4,319 / 4,346 In/Out Trip Totals</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SITE TOTALS</strong></td>
<td>15.256 msf (8,812 dus)</td>
<td>350.23 AC (100%)</td>
<td>21,148 residents</td>
<td>4,319 / 4,346</td>
<td>27,832/86,758</td>
<td>2 FAR (net); 1 FAR (gross)</td>
<td></td>
</tr>
</tbody>
</table>

**Land Area Allocation by Use**

**Building Areas (sf) by Use including Mixed Use**

**Building Areas by Individual Uses**
### DISTRIBUTION OF SITE USES

<table>
<thead>
<tr>
<th>DISTRIBUTION OF SITE USES</th>
<th>SINGLE-USE</th>
<th>MIXED-USE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CIVIC / SERVICES (5%)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Admin. Services; Government Offices</td>
<td>0.200 msf (LCRA)</td>
<td>n.a.</td>
<td>0.200 msf</td>
</tr>
<tr>
<td>Clubs, Lodges</td>
<td>n.a.</td>
<td>0.050 msf</td>
<td>0.050 msf</td>
</tr>
<tr>
<td>College or University</td>
<td>n.a.</td>
<td>0.050 msf</td>
<td>0.050 msf</td>
</tr>
<tr>
<td>Administration or Office</td>
<td>n.a.</td>
<td>0.055 msf</td>
<td>0.055 msf</td>
</tr>
<tr>
<td>Research &amp; Development</td>
<td>n.a.</td>
<td>0.059 msf</td>
<td>0.059 msf</td>
</tr>
<tr>
<td>Academics / Classrooms</td>
<td>n.a.</td>
<td>0.040 msf</td>
<td>0.040 msf</td>
</tr>
<tr>
<td>Community, Recreation</td>
<td>0.027 msf (WAYA)</td>
<td>0.027 msf (WAYA)</td>
<td>0.054 msf</td>
</tr>
<tr>
<td>Counseling or Guidance Services</td>
<td>n.a.</td>
<td>0.015 msf</td>
<td>0.015 msf</td>
</tr>
<tr>
<td>Cultural</td>
<td>n.a.</td>
<td>0.020 msf</td>
<td>0.020 msf</td>
</tr>
<tr>
<td>Library</td>
<td>n.a.</td>
<td>0.020 msf</td>
<td>0.020 msf</td>
</tr>
<tr>
<td>Museum / Exhibit</td>
<td>0.007 msf (MAHNY)</td>
<td>n.a.</td>
<td>0.007 msf</td>
</tr>
<tr>
<td>Community Performance Space</td>
<td>n.a.</td>
<td>0.005 msf</td>
<td>0.005 msf</td>
</tr>
<tr>
<td>Day Care Services</td>
<td>0.015 msf</td>
<td>0.030 msf</td>
<td>0.045 msf</td>
</tr>
<tr>
<td>Group Home, Residential Care</td>
<td>n.a.</td>
<td>0.015 msf</td>
<td>0.015 msf</td>
</tr>
<tr>
<td>Health Club</td>
<td>n.a.</td>
<td>0.050 msf</td>
<td>0.050 msf</td>
</tr>
<tr>
<td>Clinic / Emergency Services</td>
<td>n.a.</td>
<td>0.025 msf</td>
<td>0.025 msf</td>
</tr>
<tr>
<td>Postal Facilities</td>
<td>n.a.</td>
<td>0.020 msf</td>
<td>0.020 msf</td>
</tr>
<tr>
<td>Primary / Secondary Education Facility</td>
<td>0.060 msf</td>
<td>n.a.</td>
<td>0.060 msf</td>
</tr>
<tr>
<td>Religious Assembly</td>
<td>0.020 msf</td>
<td>0.015 msf</td>
<td>0.035 msf</td>
</tr>
<tr>
<td>Safety Service; Police, Fire Protection</td>
<td>n.a.</td>
<td>n.a.</td>
<td>n.a.</td>
</tr>
<tr>
<td>Transportation Terminal</td>
<td>0.010 msf</td>
<td>0.010 msf</td>
<td>0.020 msf</td>
</tr>
<tr>
<td>Totals</td>
<td>0.134 msf</td>
<td>0.629 msf</td>
<td>0.763 msf</td>
</tr>
</tbody>
</table>

**OFFICE / R&D (17.3%)**

<table>
<thead>
<tr>
<th>Office &amp; Research</th>
<th>SINGLE-USE</th>
<th>MIXED-USE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Office (50%)</td>
<td>1.081 msf</td>
<td>0.241 msf</td>
<td>1.322 msf</td>
</tr>
<tr>
<td>Research and Development (50%)</td>
<td>1.062 msf</td>
<td>0.240 msf</td>
<td>1.302 msf</td>
</tr>
<tr>
<td>Totals</td>
<td>2.143 msf</td>
<td>0.481 msf</td>
<td>2.624 msf</td>
</tr>
</tbody>
</table>

**RETAIL (4%)**

<table>
<thead>
<tr>
<th>Retail</th>
<th>SINGLE-USE</th>
<th>MIXED-USE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialty Retail</td>
<td>0.061 msf</td>
<td>0.434 msf</td>
<td>0.595 msf</td>
</tr>
<tr>
<td>Grocery</td>
<td>n.a.</td>
<td>0.075 msf</td>
<td>0.075 msf</td>
</tr>
<tr>
<td>Totals</td>
<td>0.061 msf</td>
<td>0.549 msf</td>
<td>0.610 msf</td>
</tr>
</tbody>
</table>

**RESTAURANTS / ENTERTAINMENT (1.4%)**

<table>
<thead>
<tr>
<th>Restaurants</th>
<th>SINGLE-USE</th>
<th>MIXED-USE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quality</td>
<td>0.010 msf</td>
<td>0.020 msf</td>
<td>0.030 msf</td>
</tr>
<tr>
<td>Casual</td>
<td>0.015 msf</td>
<td>0.030 msf</td>
<td>0.045 msf</td>
</tr>
<tr>
<td>High turn-over (sit-down)</td>
<td>0.007 msf</td>
<td>0.032 msf</td>
<td>0.039 msf</td>
</tr>
<tr>
<td>Fast Food</td>
<td>0.010 msf</td>
<td>0.010 msf</td>
<td>0.020 msf</td>
</tr>
<tr>
<td>Movie Theater; 8 screens (w/o matinee)</td>
<td>n.a.</td>
<td>0.060 msf</td>
<td>0.060 msf</td>
</tr>
<tr>
<td>Nightclubs</td>
<td>n.a.</td>
<td>0.010 msf</td>
<td>0.010 msf</td>
</tr>
<tr>
<td>Totals</td>
<td>0.042 msf</td>
<td>0.172 msf</td>
<td>0.214 msf</td>
</tr>
</tbody>
</table>

**HOTELS (3.0%)**

<table>
<thead>
<tr>
<th>Hotels</th>
<th>SINGLE-USE</th>
<th>MIXED-USE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spa Hotel (150 rooms)</td>
<td>0.150 msf</td>
<td>n.a.</td>
<td>0.150 msf</td>
</tr>
<tr>
<td>Business Hotel (300 rooms)</td>
<td>n.a.</td>
<td>0.240 msf</td>
<td>0.240 msf</td>
</tr>
<tr>
<td>&quot;Boutique&quot; Hotel (100 rooms)</td>
<td>n.a.</td>
<td>0.060 msf</td>
<td>0.060 msf</td>
</tr>
<tr>
<td>Totals</td>
<td>0.150 msf</td>
<td>0.300 msf</td>
<td>0.450 msf</td>
</tr>
</tbody>
</table>

**Project Totals**

<table>
<thead>
<tr>
<th>Project Totals</th>
<th>SINGLE-USE</th>
<th>MIXED-USE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2,111 dus)</td>
<td>(1,601 dus)</td>
<td>(8,812 dus)</td>
<td></td>
</tr>
</tbody>
</table>

10.2.4. Distribution of Site Uses

The Base-Line Program indicates major use categories. The breakdown below provides detail of the uses and their building areas that are included within the major categories and the amount of each assumed to be in single use blocks or parcels and in mixed use blocks or parcels.
In order to understand the relationship of density to block size and dimensions and to establish requirements for these, a matrix of Typical Block Types was developed. Standard building footprint sizes and dimensions for the major use categories are used and illustrate in three-dimensions how these uses would work, singly or mixed, with their related parking at high, medium, and low densities.

Residential is typically 65 feet deep, double-loaded, or 35 feet single-loaded. Multi-tenant office buildings are typically 110 or 120 feet deep, while offices integrated into mixed use blocks or buildings, and accommodating professional offices or small business, might be 70 or 90 feet in depth. Structured parking may be below grade and under the buildings, above grade and attached to adjoining buildings, above grade and detached from the adjoining buildings or a combination of these. In any event the block dimensions and sizes are determined so as to enable all parking structures to be located within the development blocks and screened by adjoining buildings from view from the streets and public spaces, as well as to have active ground floor frontages when and where possible.

The buildings and typical blocks, similar to the Program, are generic and intended to be flexible to accommodate a wide range of specific individual users once they have been identified and to direct building types and densities to the appropriate locations within the plan. By accommodating the range and mix of uses, flexibility to accommodate special building types is also assured. Conversely, the plans identify special sites intended for potential special uses or users which are intentionally limited in their flexibility to assure a desired scale, character, or use at key locations.
10.4 Off-Site Improvements

Trip Reductions within the Site
Sufficiently dense, mixed-use developments reduce the number of new vehicle trips on the surrounding arterial network because of three factors:
- Internal capture. People already in the development can walk, drive or take transit to other uses in the development.
- Higher transit usage.
- Mixed-use development tends to attract a higher number of pass-by trips—people already on the road for another reason who stop at a use in the development.

Historically, projects of this type can reduce new trips on the surrounding roadways by 45% to 50%.

Internal Roadway Network
The development and mix of uses proposed in the Concept Plans are forecasted to develop over the 35- to 50-year timeframe. As changes occur over time, the transportation system can adjust accordingly. The roadway network proposed in both plans lay out a foundation for short- and long-term roadway improvements:
- Proposed grid system would add approximately 20-lane miles of new roadway and the grid pattern will improve circulation and access within the developments.
- Proposed cross-sections provide for all modes of transportation and for transit; in addition, all intersections provide for exclusive turn lanes.
- Extension and widening of Redbud Trail from Lake Austin Blvd. (LAB) to Enfield Road; New four-way intersection with LAB, which allows for a long-term intersection design to accommodate all traffic movements;
- Interim modifications to the Redbud/LAB intersection to improve traffic operations, which can be made once land is available from the Brackenridge apartment site;
- Proposed widening and partial realignment of LAB;
- Realignment of Exposition Blvd. to improve the existing intersection with LAB and 7th Street and extension of Exposition Blvd. south into the development near Lake Bird Lake.
- Parallel road to LAB between LAB and Lady Bird Lake (in Village Concept Plan), which will separate the majority of development-related traffic south of LAB from the existing through-traffic on LAB.

Off-Site Improvements
- In the first phase of development, there are proposed local access improvements to the LAB/Cesar Chavez St./5th St./6th St./Loop 1 interchange. These improvements provide for a new northbound movement from LAB on to Loop 1 and a 6th St. connector to Loop 1 southbound via an expansion of the Cesar Chavez St. southbound connector to Loop 1.
- Also proposed in Phase 1 is the addition of exclusive left-turn lanes on Enfield Road under the Loop 1/Union Pacific Railroad (UPRR) bridges.

These proposed interim projects are part of larger long-term need to address local access improvements along Loop 1 between RM 2244 (Bee Cave Road) and Enfield Road. Future local access improvements would improve traffic operations for traffic to and from the Central Business District, Westlake Peninsula and West Austin.

The local access improvements are to be considered in addition to the Loop 1 Managed Lane project proposed by the Central Texas Regional Mobility Authority (CTRMA).
Transit
The proposed grid system and roadway cross-sections are transit-ready. As development occurs, and sufficient densities and uses are built, the site lends itself to a higher level of transit service. While the area is served well today by Capital Metropolitan Transportation Authority bus routes, in the future a transit linkage could include:
• Bus Rapid Transit (BRT) or possibly a trolley connection to the City of Austin’s proposed downtown trolley.
• This improved transit service would connect at key locations with the proposed internal circulator.
• Also in the long-term, the proposed Commuter Rail project in the Loop 1 corridor provides other opportunities for improved transit connections for the development, including off-site park and ride facilities.

Transportation Management Organization (TMO)
It is recommended that the development be overlaid with a Transportation Management Organization (TMO) starting at the inception of development. The TMO would be a focal point for all residents, employers and employees to work together on long-term transportation solutions and partnerships. The TMO could help prioritize transportation investments and in some cases facilitate the development of projects.

Specifically, it is recommended that the TMO:
• Develop and manage a ride-share (carpool/vanpool matching) program for all residents and employees.
• Develop and implement the operation of an internal circulation system.
• Develop and manage a “Yellow Car” and “Yellow Bike” (vehicle-share) program.
• Consider contracting or purchasing vans and express buses.
• Participate in long-term regional transportation planning efforts.

It is also assumed that U.T. Austin, the City, and site tenants will work together to take advantage of the opportunity of new development to improve relationships at lease and property boundaries with adjoining properties, particularly in the Deep Eddy neighborhood and in the vicinity of the LCRA complex.

Off-Site Improvements and Concept Plan Assumptions

The Conceptual Development Plans locate the program uses and densities within the site. Uses may relate to specific users, e.g. in the case of existing uses, but they are mostly generic. The plans will be illustrative and to that end will indicate building or product typologies, but these are representative of uses, scale, and densities and not intended to limit future flexibility.

• The Conceptual Development Plans are based on physical frameworks emerging from the analysis of the site and its context and responding to natural and man-made physical conditions and circumstances.
• Program alternatives, including both existing and potential uses, are tested within the physical frameworks and evaluated for conformance with, and impact on, the project goals and the Design Principles.
• Plans do not include Lion’s Municipal Golf Course.
• Plans do include a version with and without a Field Lab to enable comparative analyses to help determine whether, and in what form, it will remain, or if its functions will be relocated to other site(s), when in the staging of development this would occur, and what impacts its remaining would have on the value of the remaining site.
• Graduate Student Housing is assumed to be relocated off-site, partly to enable initial development of the site, but inclusion on the site in the long term is not precluded.
• WAYA is assumed to be accommodated on-site either in its current location or another.

10.5 Concept Plan Assumptions