

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.



1 0 . 2 . P R O G R A M

10.2.1. 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		
	CURRENT CITY OF AUSTIN	LONG-TERM PLAN ASSUMPTIONS
DEMOGRAPHICS & STATISTICS		
Average percentage people/ household	2.40	2.40
Average family size	3.24	3.24
Average percentage employees / household	1.43	1.54
Average percentage employed / household	1.34	1.44
Percentage of employed working at home	2%	10%
Average percentage children / household:		
pre-school, nursery (10%)	0.04	0.04
kindergarten (7.5%)	0.03	0.03
elementary (45.4%)	0.18	0.18
middle (16.7%)	0.07	0.07
high school (20.4%)	0.08	0.08
total school-age children / household	0.40	0.40
Percentage of residential:		
owned	47%	30%
rented	53%	70%
Average square footage/dwelling unit		
nsf x 1.25 = gsf	861 nsf (hist.) 1,076 gsf (hist.)	960 nsf (new) 1,200 gsf (new)
Dwelling unit mix (% / avg. gsf):		
studio	2.5% / 541 gsf	3.0% / 541 gsf
1 BR	49.6% / 869 gsf	50.0% / 869 gsf
2 BR	39.3% / 1,263gsf	40.0% / 1,263gsf
3 BR	5.9% / 1,540 gsf	5.0% / 1,540 gsf
3 BR+	2.5% / 1,704 gsf	2.0% / 1,704 gsf
Average square footage/dwelling unit (new construction):		
low density (<23; 20 DU/acre avg.)	1,156 gsf	1,100 gsf
medium density (23-54; 45 DU/acre avg)	1,204 gsf	1,200 gsf
high density (>54; 70 DU/acre avg)	1,306 gsf	1,300 gsf
Average square footage/employee:		
institutional, cultural, community		500 SF/empl.
office, businesses		250 SF/empl.
R&D		400 SF/empl.
retail		800 SF/empl.
restaurants		500 SF/empl.

P R O G R A M

PROGRAM DATA, cont.		
	CURRENT CITY OF AUSTIN	LONG-TERM PLAN ASSUMPTIONS
hotel/motel (excluding amenities)		1,500 SF/empl.
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./
	0.75 FAR max	1 FAR avg.
medium – apartment., condos	23-54 DUs /	36-108; 72 avg./
	0.75 FAR max	2 FAR 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%

PROGRAM DATA, cont.		
	CURRENT CITY OF AUSTIN	LONG-TERM PLAN ASSUMPTIONS
office, business		17.3%
retail		4.0%
restaurant, entertainment		1.4%
hotel/motel		3.0%
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	1.2
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. museum)		1.40/1000
community facility (e.g. WAYA)		1.45/1000
academic		1.07/1000
residential: condo, townhouse		0.43/1000
residential: apartments, condo		0.52/1000
office		1.49/1000
R&D		1.07/1000
specialty retail		2.71/1000
restaurant (high turnover sit down)		11.15/1000
restaurant (quality)		7.5/1000
entertainment (e.g. movie theater)		3.2/1000
hotel		.83/1000
suites hotel		.44/1000
Peak hour (pm) site-generation In/Out vehicle trips		
public services		38% In/69% Out
cultural/institutional		31% In/69% Out

PROGRAM DATA, cont.		
	CURRENT CITY OF AUSTIN	LONG-TERM PLAN ASSUMPTIONS
community facility		38% In/62% Out
academic		15% In/85% Out
residential: condo, townhouse		67% In/33% Out
residential: apt., condo		65% In/35% Out
office		17% In/83% Out
R&D		15% In/85% Out
specialty retail		44% In/66% Out
restaurant (high turnover sit down)		59% In/41% Out
restaurant (quality)		67% In/33% Out
entertainment		41% In/49% Out
hotel		49% In/51% Out
suites hotel		42% In/58% Out
PARKING		
Peak parking requirement (percentage spaces/1000SF avg.):	(zoning)	(market)
cultural, institutional, public services	2/1000 SF	4/1000 SF
residential	1 + .75/DU	1 + .95/DU
office	3.6/1000 SF	4/1000SF
retail	3.6/1000 SF	5/1000 SF
restaurants, entertainment	15/1000 SF	15/1000 SF
hotels/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.):	n.a.	
cultural, institutional, public services		1.30/1000 SF
residential		1.37/DU
office		(1.14/1000SF)
retail		2.20/1000SF
restaurants, entertainment		2.08/1000 SF
hotels/motels		4.60/1000 SF
Optimum average based on assumed mix of uses		1.40/1000 SF
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.

LAND USE AND BUILDING PROGRAM						
Category of Use	Building Units msf dwelling units (dus)	Land Area Acres (% of site)	Populations: #Residents #Employed Res. #Employees	Peak Hour (pm) Vehicle Trips In/Out	Parking: Non-shared/ Shared (1:00pm peak)	Notes
STREETS & OPEN SPACE						
Arterial & Collector Streets	0	35.02 AC (10%)	0	0 / 0	0 / 0	Per plan; Excludes existing dedicated r.o.w.s
Local Streets	0	52.54 AC (15%)	0	0 / 0	0 / 0	Per plan
Natural/Ecological; Site and City-wide	0	70.05AC (20%)	0	0 / 0	0 / 0	Per plan
Neighborhood Parks; Recreation	0	17.51 AC (5%)	0	0 / 0	0 / 0	Per plan
SUBTOTAL: STREETS	0	87.56 AC (25%)	0	0 / 0	0 / 0	
SUBTOTAL: OPEN SPACE	0	87.56 AC (25%)	0	0 / 0	0 / 0	
LOW DENSITY DEVELOPMENT						
Civic	0.134 msf	25.08 AC	268 employees	127 / 60	536 / 174	0.12 FAR; 500sf/empl. Parking: Unadj. 4; adj. 1.3 /1000sf
Residential: Single family	0.230 msf	5.28 AC	461 residents	117 / 67	374 / 263	2.4 res/du; 1.54 empl/du
Apartments, Duplexes, Condos	0(192 dus)		295 employed			1 FAR; 36 avg; (<54) du/AC Parking: unadj. 1.95; adj. 1.37 /du avg
Office/R&D	0.057 msf	01.32 AC	185 employees	9 / 49	228 / 125	1 FAR; 308sf/empl. avg. Parking: unadj.4; adj 2.2/1000sf
Retail	0.015 msf	0.69 AC	19 employees	18 / 23	75 / 31	0.5 FAR; 800sf/empl. Parking: unadj. 5; adj. 2.08/1000sf
Restaurants & Entertainment	0.010 msf	0.46 AC	20 employees	176 / 162	150 / 46	0.5 FAR; 500sf/empl. Parking: unadj. 15; adj. 4.6/1000sf
Hotel	0	0	0		0 / 0	
Mixed Use	0.477 msf	10.95 AC				1 FAR (net area) avg.
Civic	(0.055 msf)		110 employees	165 / 237	220 / 72	See notes above for similar use categories
Residential: Apts., Condos	(0.288 msf) (240 dus)		576 residents 370 employed	82 / 43	468 / 329	See notes above for similar use categories See notes above for similar use categories
Office/R&D	(0.072 msf)		234 employees	14 / 73	288 / 158	See notes above for similar use categories
Retail	(0.045 msf)		56 employees	48 / 63	225 / 94	See notes above for similar use categories
Restaurants & Entertainment	(0.017 msf)		34 employees	96 / 56	255 / 78	See notes above for similar use categories
Hotel	0		0	0 / 0	0 / 0	See notes above for similar use categories
Home Employment (no add'l. sf or AC)	0	0	93 employees		0 / 0	See notes above for similar use categories
SUBTOTALS	0.923 msf (432 dus)	43.78 AC (12.5%)	1,037 residents 665 employed 1,109 employees	852 / 833	2,819 / 1,370	0.5 FAR (net area)

PROGRAM

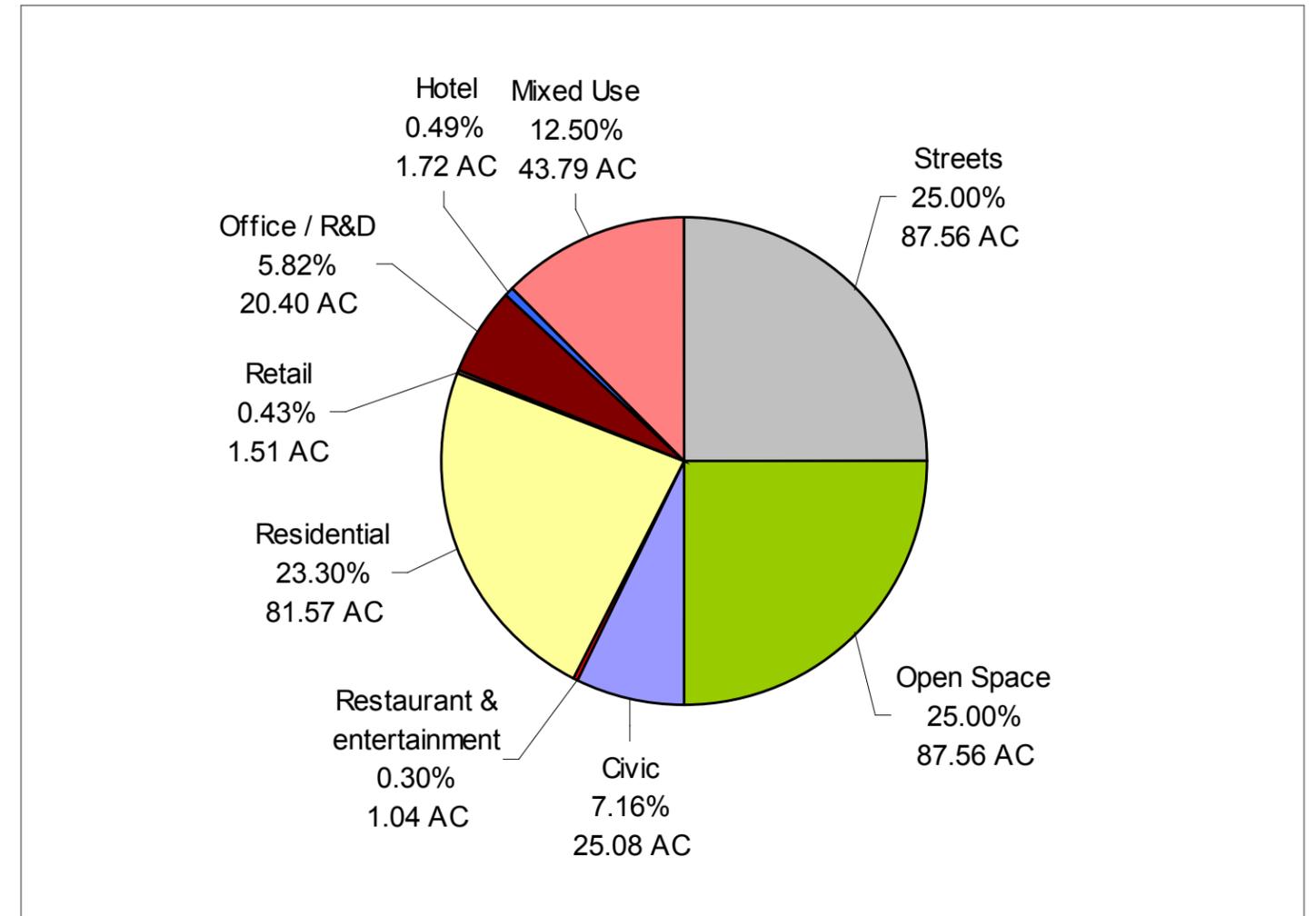


LAND USE AND BUILDING PROGRAM, cont.						
Category of Use	Building Units msf dwelling units (dus)	Land Area Acres (% of site)	Populations: #Residents #Employed Res. #Employees	Peak Hour (pm) Vehicle Trips In/Out	Parking: Non-shared/ Shared (1:00pm peak)	Notes
MEDIUM DENSITY DEVELOPMENT						
Civic	0	0	0	0 / 0	0 / 0	
Residential: Apartments	4.414 msf	50.67 AC	8,827 residents	1,195 / 632	7,172 / 5,039	2.4 res/du; 1.54 empl/du
Condos	(3,678 dus)		5,664 employed			2 FAR; 45 avg (54-72) du/AC Unadj. Parking: 1.95, adj. 1.37/du avg
Office/ R&D	1.104 msf	12.67 AC	3,588 employees	184 / 953	4,416 / 2,429	2 FAR; 308 sf/empl. avg. Parking: unadj. 4, adj. 2.2/1000sf
Retail	0.031 msf	0.36 AC	39 employees	38 / 48	155 / 64	2 FAR; 800sf/empl. Parking: unadj. 5, adj. 2.08/1000sf
Restaurants & Entertainment	0.021 msf	0.24 AC	65 employees	145 / 101	315 / 97	2 FAR; 500sf/empl. Parking: unadj. 15, adj. 4.6/1000sf
Hotel	0.150 msf	1.72 AC	100 employees	27 / 36	180 / 75	2 FAR; 1500sf/empl. Parking: unadj. 1.2, adj. .5/1000sf
Mixed Use	1.907 msf	21.89 AC				2 FAR (net area) avg.
Civic	(0.0315 msf)		1,030 employees	1,353 / 559	1,260 / 410	See notes above for similar use categories
Residential: Apts.	(0.966 msf)		1,932 residents	276 / 146	1,568 / 1,101	See notes above for similar use categories
Condos	(804 dus)		1,239 employed			
Office/R&D	(0.242 msf)		787 employees	47 / 245	968 / 532	See notes above for similar use categories
Retail	(0.247 msf)		309 employees	266 / 338	1,235 / 514	See notes above for similar use categories
Restaurants & Entertainment	(0.077 msf)		154 employees	191 / 191	1,155 / 354	See notes above for similar use categories
Hotel	(0.060 msf)		40 employees	34 / 36	72 / 30	See notes above for similar use categories
Home Employment (no add'l. sf or AC)	0	0	611 employees		0 / 0	
SUBTOTALS	7.627 msf (4,482 dus)	87.55 AC (25%)	10,759 residents 6,903 employed 6,723 employees	3,756 / 3,285	18,496 / 10,645	.2 FAR (net area)

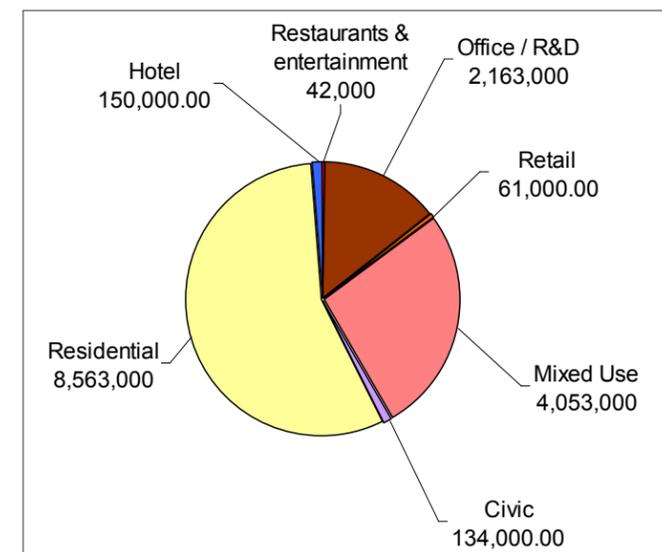
LAND USE AND BUILDING PROGRAM, cont.						
Category of Use	Building Units msf dwelling units (dus)	Land Area Acres (% of site)	Populations: #Residents #Employed Res. #Employees	Peak Hour (pm) Vehicle Trips In/Out	Parking: Non-shared/ Shared (1:00pm peak)	Notes
HIGH DENSITY DEVELOPMENT						
Civic	0	0	0	0 / 0	0 / 0	
Residential: Apartments	4.009 msf	25.62 AC	8,018 residents	1091 / 578	6,515 / 4,577	2.4 res/du; 1.54 empl/du
Condos	(3,341 dus)		5,145 employed			3.6 FAR; 130 avg (>72) du/AC Parking: unadj. 1.95, adj. 1.37 /du avg
Office/R&D	1.002 msf	6.41 AC	3,257 employees	167 / 865	4,008 / 2,204	3.6 FAR; 307 sf/empl. avg. Parking: unadj. 4, adj. 2.2/1000sf
Retail	0.015 msf	0.46 AC	19 employees	18 / 23	75 / 31	0.75 FAR; 800sf/empl. Parking: unadj. 3.6, adj. 2.1/1000sf
Restaurants Entertainment	0.011 msf	0.34 AC	22 employees	50 / 25	165 / 51	0.75 FAR; 500sf/empl. Parking: unadj. 15, adj. 4.6/1000sf
Hotel	0	0	0	0 / 0	0 / 0	
Mixed Use	1.669 msf	10.95 AC				3.5 avg (3-5) FAR (net area)
Civic	(0.259 msf)		658 employees	288 / 406	1,036 / 337	See notes above for similar use categories
Residential: Apartments	(0.668 msf)		1,337 residents	191 / 101	1,086 / 763	See notes above for similar use categories
Condos	(557 dus)		858 employed			
Office/R&D	(0.167 msf)		543 employees	32 / 168	668 / 367	See notes above for similar use categories
Retail	(0.257 msf)		321 employees	598 / 635	1,285 / 535	See notes above for similar use categories
Restaurants & Entertainment	(0.078 msf)		156 employees	774 / 524	1,170 / 359	See notes above for similar use categories
Hotel	(0.240 msf)		160 employees	112 / 74	288 / 120	See notes above for similar use categories
Home Employment (no add'l. sf or AC)	0	0	513 employees	0 / 0	0 / 0	
SUBTOTALS	6.706 msf (3,898 dus)	43.78 AC (12.5%)	9,355 residents 6,003 employed 5,649 employees	3,321 / 3,399	16,296 / 9,258	3.5 FAR (net area)



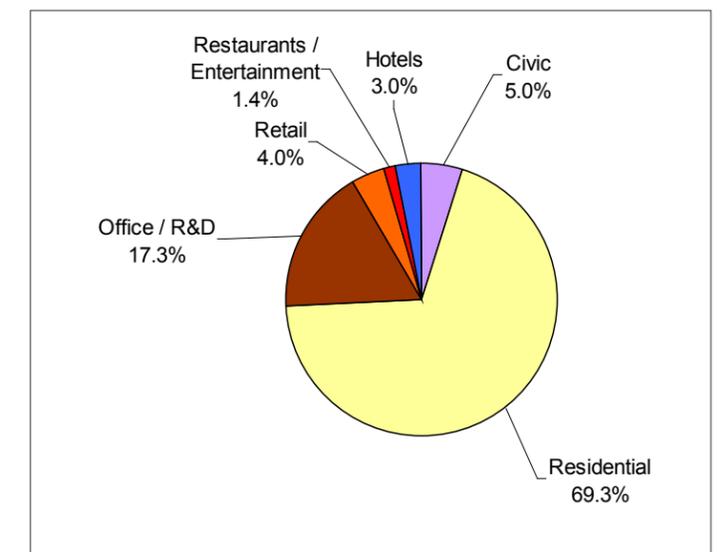
LAND USE AND BUILDING PROGRAM, cont.						
Category of Use	Building Units msf dwelling units (dus)	Land Area Acres (% of site)	Populations: #Residents #Employed Res. #Employees	Peak Hour (pm) Vehicle Trips In/Out	Parking: Non-shared/ Shared (1:00pm peak)	Notes
TOTALS						
Streets	0	87.56 AC (25%)	0	0 / 0	0 / 0	See notes above for similar use categories
Open Space	0	87.56 AC (25%)	0	0 / 0	0 / 0	See notes above for similar use categories
Development:						
Civic	0.134 msf	25.08 AC (7.16%)	268 employees	127 / 60	536 / 174	See notes above for similar use categories
Residential	8.653 msf	81.57 AC (23.30%)	17,306 residents	2,403 / 1,277	14,061 / 9,879	See notes above for similar use categories
	(7,211 dus)	(88 dus/AC)	11,104 employed			
Office / R&D	2.163 msf	20.40 AC (5.82%)	7,030 employees	360 / 1,867	8,652 / 4,758	See notes above for similar use categories
Retail	0.061 msf	1.51 AC (.43%)	76 employees	74 / 94	305 / 126	See notes above for similar use categories
Restaurants & Entertainment	0.042 msf	1.04 AC (.30%)	84 employees	371 / 288	630 / 194	See notes above for similar use categories
Hotel	0.150 msf	1.72 AC (.49%)	100 employees	27 / 36	180 / 75	See notes above for similar use categories
Mixed Use	4.053 msf	43.79 AC (12.5%)				
Civic	(0.629 msf)		1,798 employees	1,806 / 1,202	2,516 / 819	See notes above for similar use categories
Residential	(1.922 msf)		3,842 residents	549 / 290	3,122 / 2,193	See notes above for similar use categories
	(1,601 dus)		2,467 employed			
Office/R&D	(0.481 msf)		1,564 employees	85 / 413	1,924 / 1,057	See notes above for similar use categories
Retail	(0.549 msf)		686 employees	446 / 441	2,745 / 1,143	See notes above for similar use categories
Restaurants & Entertainment	(0.172 msf)		344 employees	625 / 443	2,580 / 791	See notes above for similar use categories
Hotel	(0.300 msf)		200 employees	46 / 64	360 / 150	See notes above for similar use categories
Home Employment (no add'l. sf or AC)	0	0	1,217 employees	0 / 0	0 / 0	
DEVELOPMENT TOTALS	15.256 msf (8,812 dus)	175.11 AC (50%)	21,148 residents 13,571 employed 13,391 employees	7,929 / 7,517	37,611 / 21,273	Shared parking 57% of market; Assumed phased-in avg. 74%
				-793 / -752		Transit 10% reduction,
				-1,982 / -1,879		Internal capture 25% reduction
				- 835 / - 540		Through-traffic reduction
				4,319 / 4,346		In / Out Trip Totals
SITE TOTALS	15.256 msf (8,812 dus)	350.23 AC (100%)	21,148 residents 13,571 employed 13,391 employees	4,319 / 4,346	27,832 1.82/1000 avg	2 FAR (net); 1 FAR (gross)



Land Area Allocation by Use



Building Areas (sf) by Use including Mixed Use



Building Areas by Individual Uses



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.

DISTRIBUTION OF SITE USES			
	SINGLE-USE	MIXED-USE	TOTAL
CIVIC / SERVICES (5%)			
Admin. Services: Government Offices	n.a.	0.200 msf (LCRA)	0.200 msf
Clubs, Lodges	n.a.	0.050 msf	0.050 msf
College or University			
Administration or Office	n.a.	0.055 msf	0.055 msf
Research & Development	n.a.	0.059 msf	0.059 msf
Academic / Classrooms	n.a.	0.040 msf	0.040 msf
Community, Recreation	0.027 msf (WAYA)	0.027msf (WAYA)	0.047 msf
Counseling or Guidance Services	n.a.	0.015 msf	0.015 msf
Cultural	.		
Library	n.a.	0.020 msf	0.020 msf
Museum / Exhibit	0.007 msf (MUNY)	n.a.	0.007 msf
Community Performance Space	n.a.	0.005 msf	0.010 msf
Day Care Services	0.010 msf	0.030 msf	0.040 msf
Group Home, Residential Care	n.a.	0.015 msf	0.015 msf
Health Club	n.a.	0.050 msf	0.050 msf
Clinic / Emergency Services	n.a.	0.025 msf	0.025 msf
Postal Facilities	n.a.	0.020 msf	0.020 msf
Primary / Secondary Education Facility	0.060 msf	n.a.	0.060 msf
Religious Assembly	0.020 msf	0.015 msf	0.035 msf
Safety Service: Police, Fire Protection	n.a.	n.a.	n.a.
Transportation Terminal	0.010 msf	0.010 msf	0.020 msf
Totals	0.134 msf	0.629 msf	0.763 msf

DISTRIBUTION OF SITE USES, CONT.			
	SINGLE-USE	MIXED-USE	TOTAL
RESIDENTIAL (69.3%)			
Townhouses, Single-family (2%)	0.212 msf (177 dus)	n.a.	0.212 msf (177 dus)
Condominiums (28%)	2.412 msf (2,010 dus)	0.549 msf (457 dus)	2.961 msf (2,467 dus)
Apartments (70%)	6.029 msf (5,024 dus)	1.373 msf (1,144 dus)	7.402 msf (6,168 dus)
Totals	8.653 msf (7,211 dus)	1.922 msf (1,601 dus)	10.575 msf (8,812 dus)
OFFICE / R&D (17.3%)			
General Office (50%)	1.081 msf	0.241 msf	1.322 msf
Research and Development (50%)	1.082 msf	0.240 msf	1.322 msf
Totals	2.163 msf	0.481 msf	2.644 msf
RETAIL (4%)			
Specialty Retail	0.061 msf	0.474 msf	0.535 msf
Grocery	n.a.	0.075 msf	0.075 msf
Totals	0.061 msf	0.549 msf	0.610 msf
RESTAURANTS / ENTERTAINMENT (1.4%)			
Quality	0.010 msf	0.030 msf	0.040 msf
Casual	0.015 msf	0.030 msf	0.045 msf
High turn-over (sit-down)	0.007 msf	0.032 msf	0.039 msf
Fast Food	0.010 msf	0.010 msf	0.020 msf
Movie Theater: 8 screens (w/o matinee)	n.a.	0.060 msf	0.060 msf
Nightclubs	n.a.	0.010 msf	0.010 msf
Totals	0.042 msf	0.172 msf	0.214 msf
HOTELS (3.0%)			
Spa Hotel (150 rooms)	0.150 msf	n.a.	0.150 msf
Business Hotel (300 rooms)	n.a.	0.240 msf	0.240 msf
"Boutique" Hotel (100 rooms)	n.a.	0.060 msf	0.060 msf
Totals	0.150 msf	0.300 msf	0.450 msf
Project Totals	11.203 msf (7,211 dus)	4.053 msf (1,601 dus)	15.256 msf (8,812 dus)



10.3. SITE AND BUILDING DESIGN CRITERIA

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.

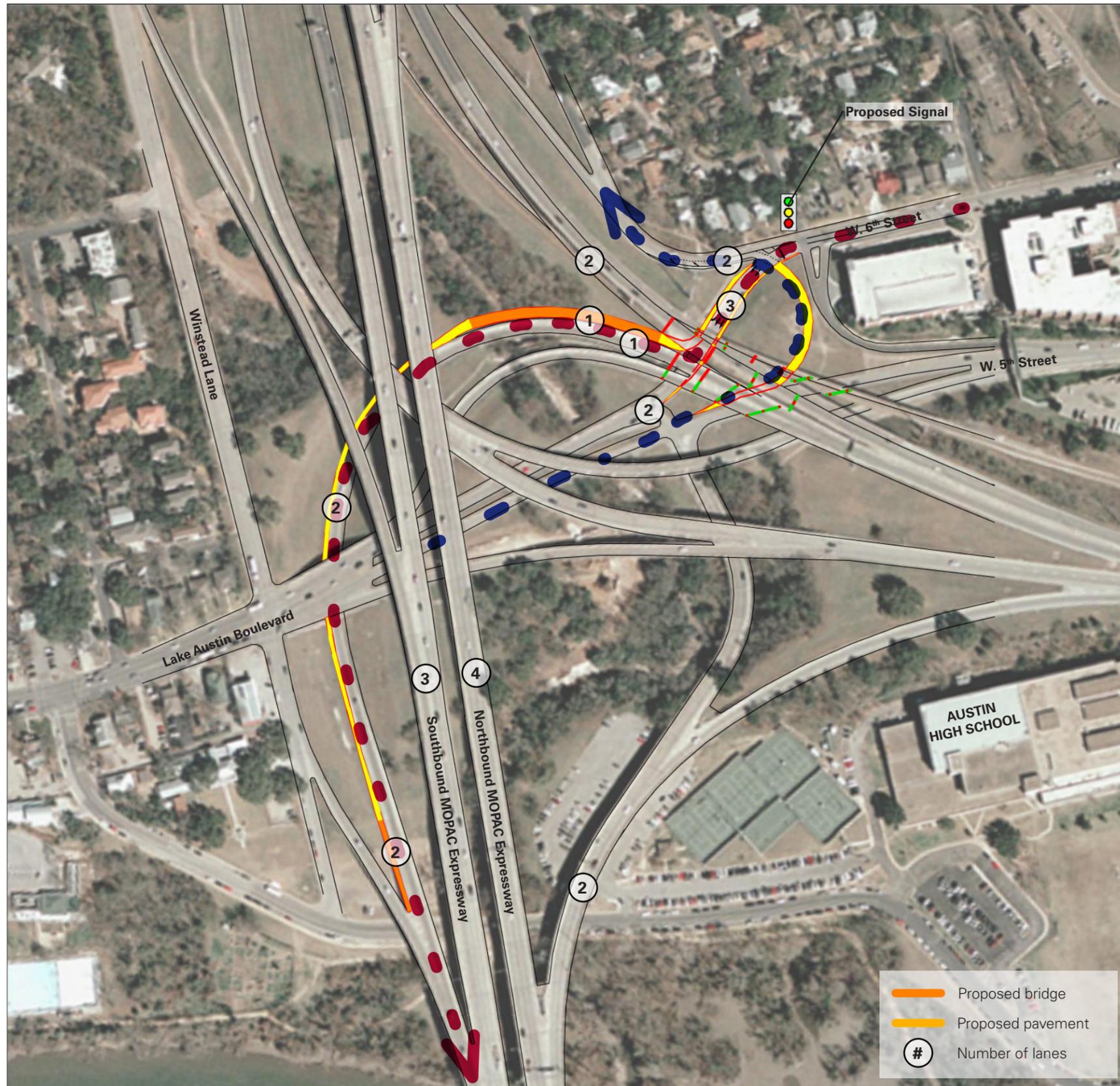
The buildings and typical blocks, similar to the Program, are generic and intended to be flexible to accommodate a wide range of specific individual users once they have been identified and to direct building types and densities to the appropriate locations within the plan. By accommodating the range 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.

	Low Density (FAR = 1.5)	Medium Density (FAR: 1.5 - 2.5)	High Density (FAR: 2.5 - 4.0)
Residential			
Mixed Use			
Office			

Typical Block Types

-  Residential
-  Office
-  Retail
-  Parking





Site dimensions

10.4. OFFSITE 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

Trail/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).

OFF-SITE IMPROVEMENTS



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 (car-pool/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.

10.5. 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.

OFF-SITE IMPROVEMENTS AND CONCEPT PLAN ASSUMPTIONS

