

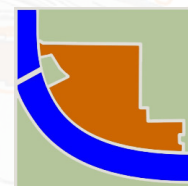
Cooper, Robertson & Partners *Architecture, Urban Design*

CONCEPTUAL MASTER PLANS FOR THE BRACKENRIDGE TRACT



EXECUTIVE SUMMARY

June 2009



prepared for the
BOARD OF REGENTS OF THE UNIVERSITY OF TEXAS SYSTEM

INTRODUCTION

This document is a summary of the master planning work completed for the Conceptual Master Plans for the Brackenridge Tract project. The Final Report for this project should be consulted for more complete information on the work completed and its conclusions. The Table of Contents of the Project Report and the List of Appendices are included at the end of this Executive Summary.

Project Background

In 1910 Colonel George W. Brackenridge donated 503 acres for the benefit of The University of Texas. His original intent was that the land be used for a new main campus for The University of Texas at Austin. This did not come to pass and over the years the land has been used for a variety of university related and non-university related uses. Portions of the tract have been dedicated or conveyed for public and private uses, including the sale of the Stratford Tract, the proceeds from which having been used to benefit university education.

In 1989 The University of Texas System Board of Regents and the City of Austin entered into the Brackenridge Development Agreement which governs the use of the property for non-residential uses.

In 2006 a Brackenridge Tract Task Force was created by the Regents and given the charge "to review and identify facts and issues that impact the land....to seek input and advice concerning the Board's stewardship..., to make findings of fact related to the asset, to identify alternatives concerning long term uses of the tract, and to make recommendations concerning the best and most prudent ways to utilize the asset to the maximum benefit of The University of Texas at Austin."

In 2008 The Board of Regents selected a team headed by Cooper, Robertson & Partners to provide at least two Conceptual Plans for Development of the Brackenridge Tract that will guide the near and long term use of the entire property.

Project Description

The current size of the Brackenridge Tract is approximately 349 acres fronting on either side of Lake Austin Boulevard with frontage of approximately 156 acres on Lady Bird Lake. The site also includes two contiguous parcels owned by the University with an area of approximately one acre for a total site area of approximately 350 acres.

Approximately the first half of the study focused on understanding the site, an inventory and analysis of its physical characteristics, including environmental and traffic, as well as regulatory, financial, and market analyses. This first phase was also a period of intensive outreach for input from all interested individuals and groups. Plan and program assumptions, goals, and principles to guide future work have been established from these discussions and analysis prior to proceeding with the concept plans.

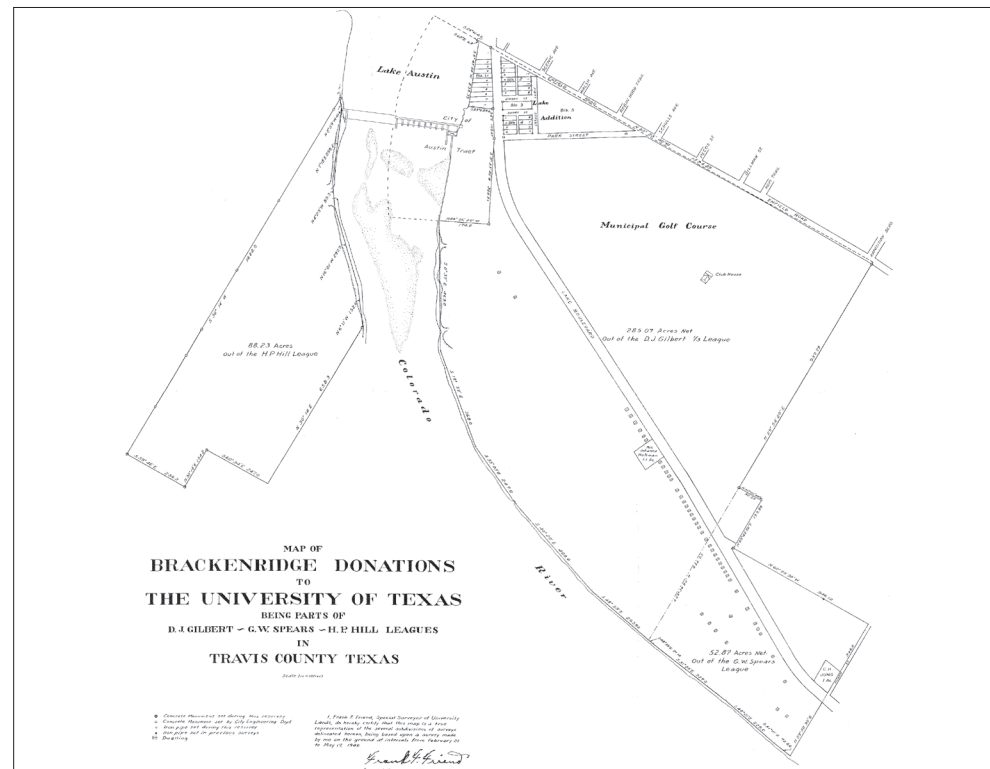
The remaining half of the project included plan and design studies and the development of alternatives for the layout, uses, density, traffic, and utilities. These were evaluated based on the established goals and principles, and selected alternatives or combinations of elements from the alternatives provided the basis for the final concept plans. Each of the final plans was developed in greater detail and documented. Visual and written materials illustrate the plans and describe their intent.

Issues relating to existing U.T. Austin uses on the site were addressed by working directly with The University of Texas in joint analyses, the Collaborative Planning Studies, of the Brackenridge Field Lab and Graduate Student Housing. The studies consider current and future needs, alternative configurations, necessity to be located on the site, alternative locations, costs, and implications for development of the Tract.

Public input and involvement were critical to this process. Throughout the entire project, the team has sought input, kept the public apprised of the progress and findings, and was available to answer questions. There have been several public sessions and numerous meetings with interested parties, including elected and public officials, site users, city and community groups, agency personnel, and The University of Texas faculty, staff, and administration. A variety of communication tools have been employed.

CRP has maintained a presence in Austin through frequent trips by principals and staff, working with the local team, becoming familiar with the site, city, and U.T. Austin, participating in meetings and outreach, communicating with designated individuals from The University of Texas, and remaining accessible and available.

The Conceptual Plans were presented to the Board of Regents on June 18, 2009.



Map of Brackenridge Donations to The University of Texas by Frank F. Friend, surveyor of University lands, 1940 (Copyright@ 1964, Walter E. Long)



Site Map

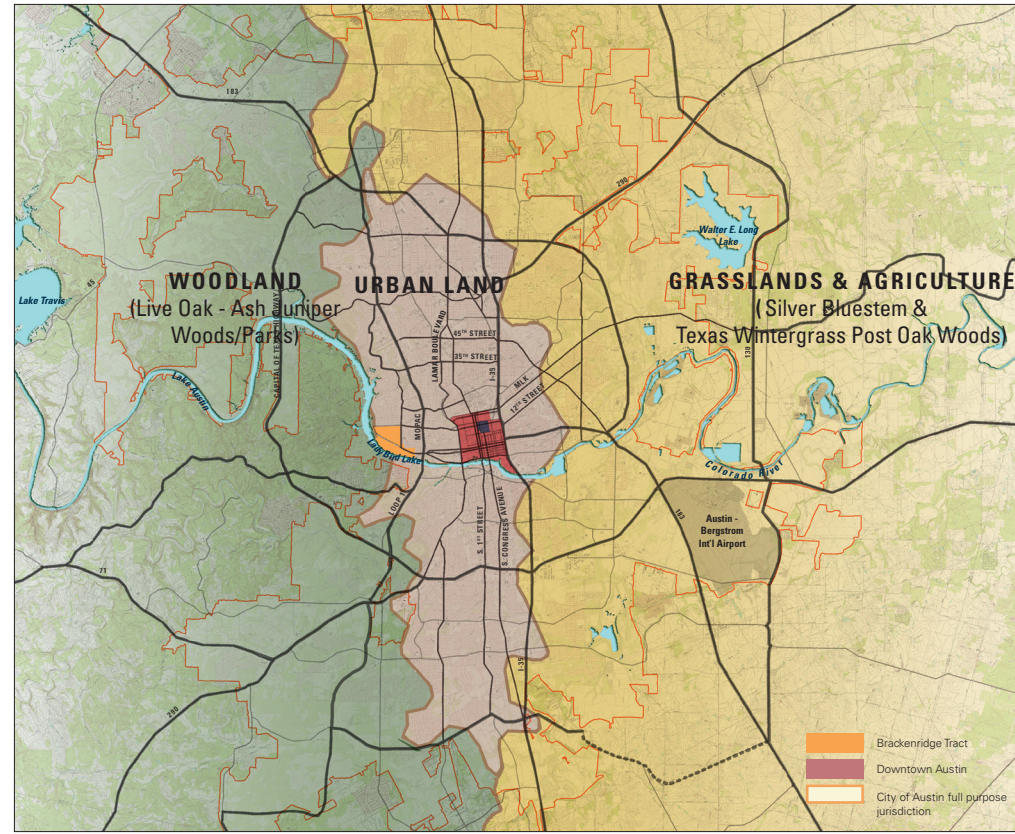
I. CONTEXT: REGIONAL, CITY, NEIGHBORHOOD

Location

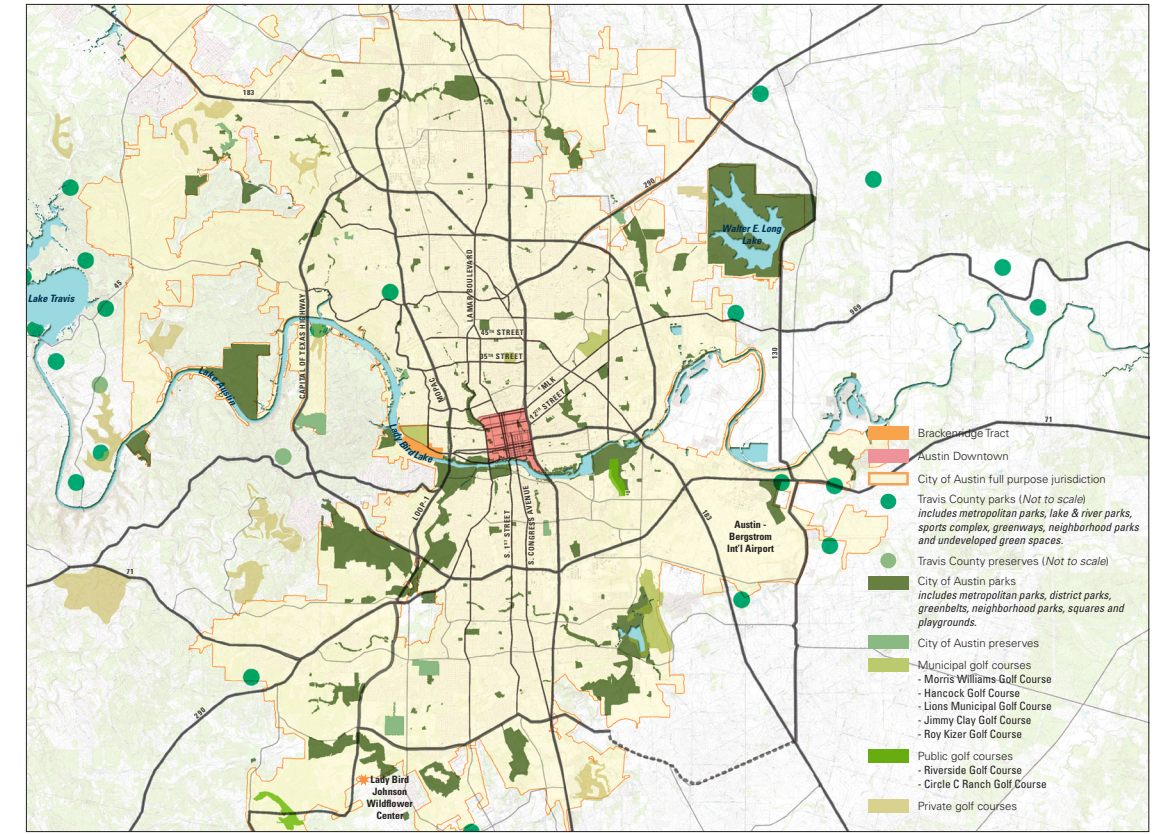
The Brackenridge Tract is located within the City of Austin approximately 4 miles west of the Main Campus on Lady Bird Lake and adjacent to Tom Miller Dam. It is in a transitional zone between urban Austin and prairie to the east and Hill Country and the highland lakes to the west and has frontage on both Lady Bird Lake and Lake Austin. It has designations as Urban Land and at the same time is included in the Edwards Aquifer Recharge Zone. There is an opportunity to set the standard for responsible and sustainable urban in-fill projects.

Parks

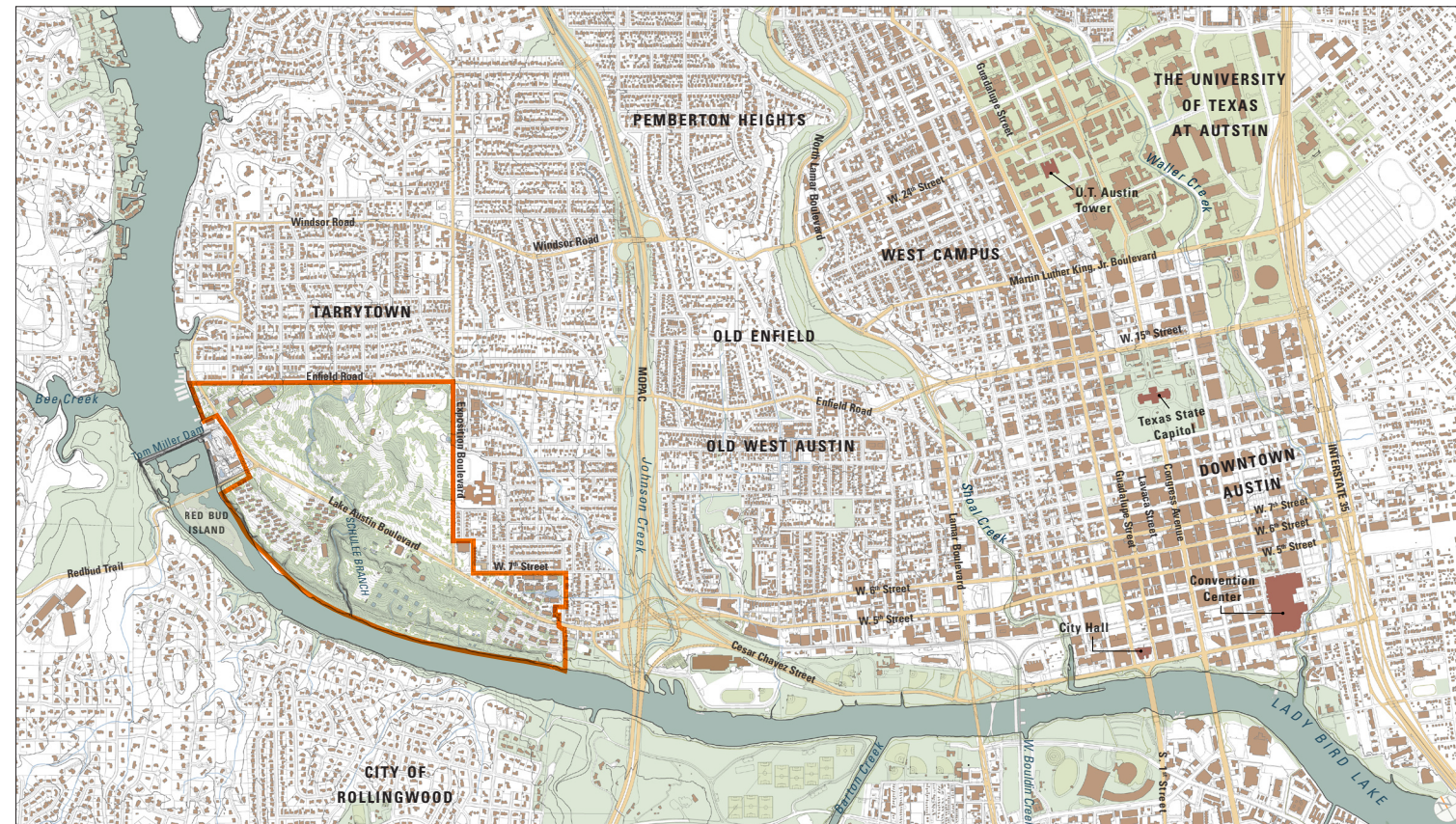
There is a network of State, County, and City parks in and around Austin. Lady Bird Lake is the focal point of the City's primary urban park system which includes Zilker, Butler, Auditorium Shores, Town Lake, and Eilers Parks and The Trail at Lady Bird Lake. The Brackenridge Tract occupies the last western segment of the lakefront land.



Ecological Zones and Vegetation



Regional Parks and Open Space



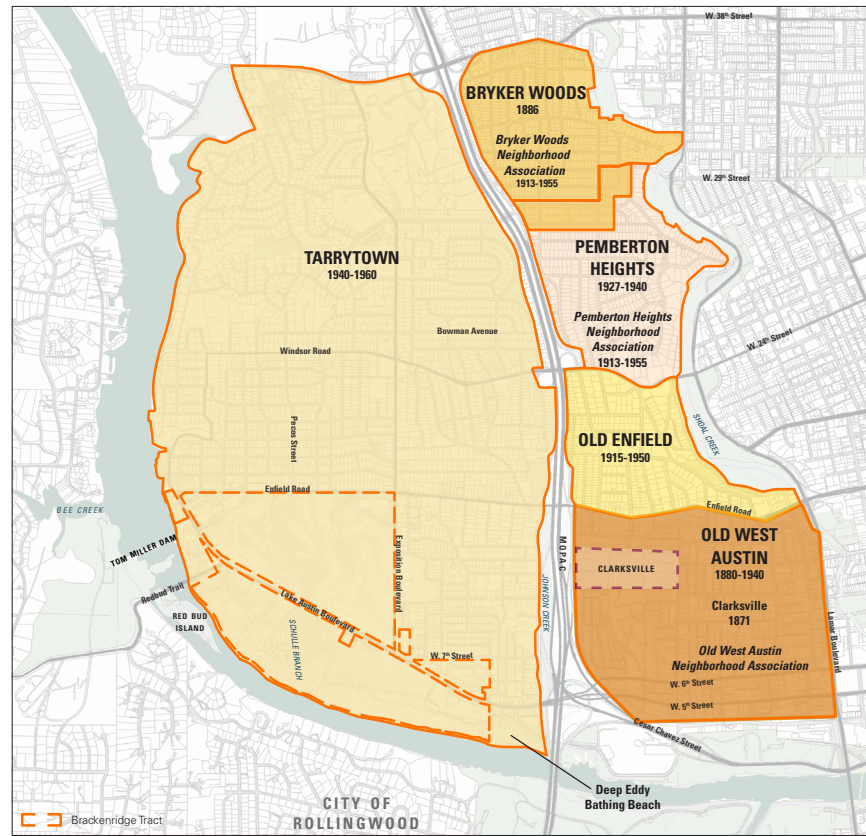
City Context



City Parks

CONTEXT: REGIONAL, CITY, NEIGHBORHOOD





Historic Districts

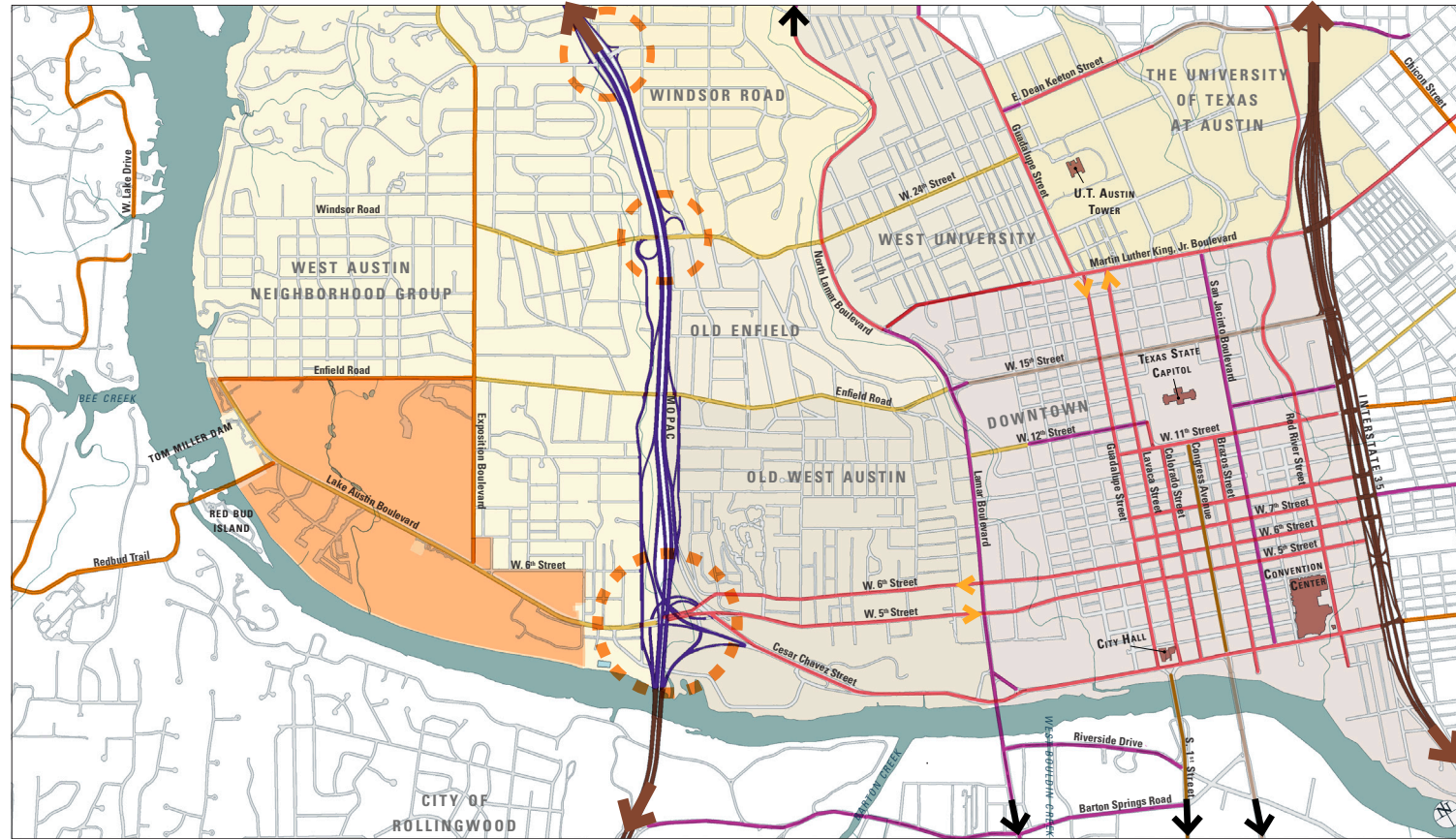
Transportation and Infrastructure

The predominant travel pattern in Austin is north-south following the historic patterns of growth. I-35 and MoPac/Loop1 are the major north-south corridors. Access to the Brackenridge Tract from MoPac/Loop 1, downtown and other City neighborhoods is by way of major and secondary arterials within the West Austin street grid system. These include Lake Austin Boulevard, Enfield Road, Exposition Boulevard, and Redbud Trail.

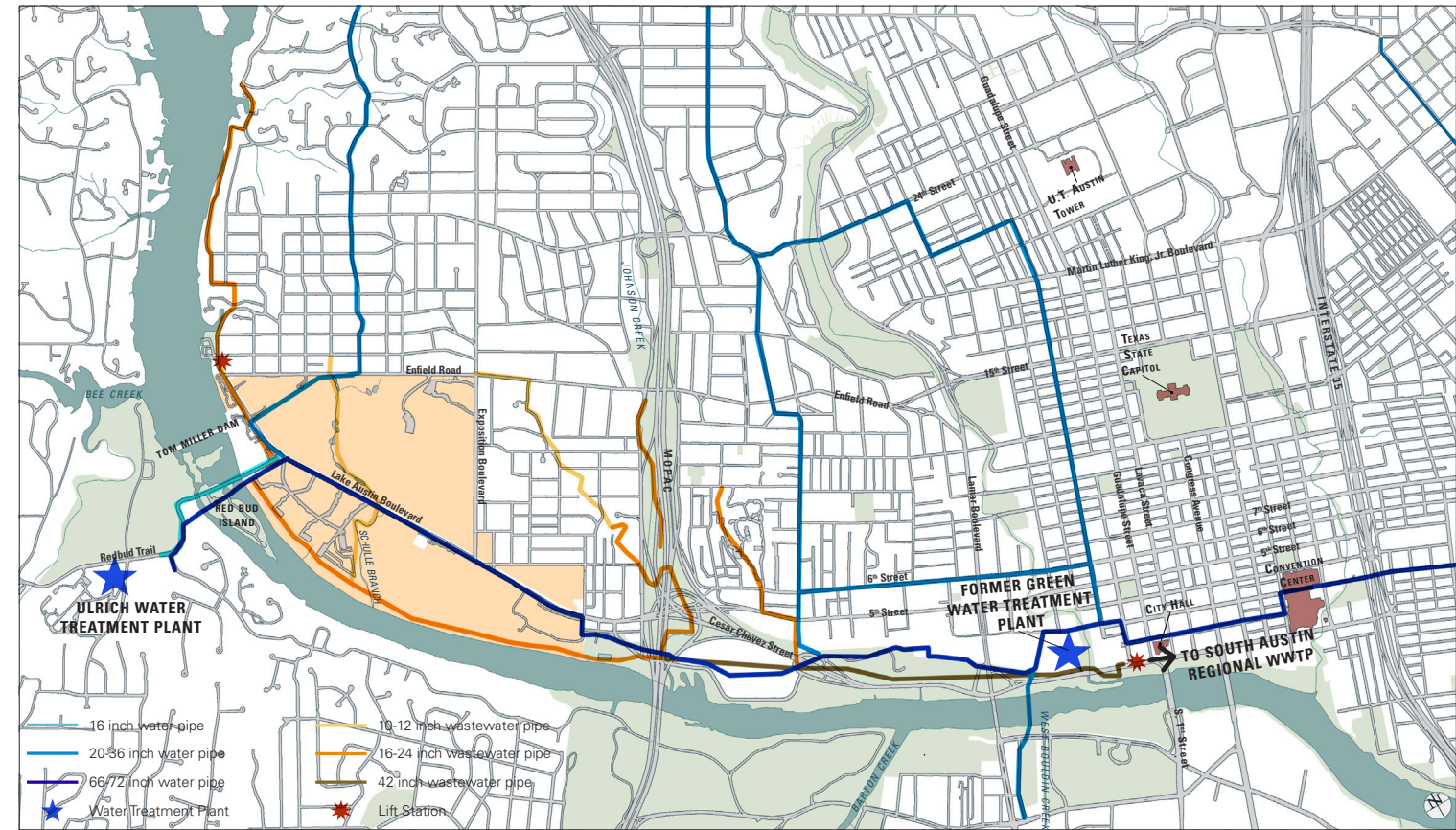
The first phase of a new commuter rail system opened in 2009, but transit in Austin is primarily bus, which, along with UT shuttles, serves the Brackenridge Tract. The current Austin Bicycle Plan designates routes on Enfield Road, Exposition Boulevard, and Lake Austin Boulevard, but there are no continuous bike routes on site. Utility services are provided by the City of Austin and commercial providers. Preliminary assessments indicate that capacities are there for development; this will need to be confirmed with providers. There are major water and sewer distribution lines and a drainage-way crossing the site, which are development constraints.

Surrounding Neighborhoods and Site Edges

The areas of West Austin adjoining the Brackenridge Tract include some of Austin's historic and most beloved neighborhoods. They each have a unique character and are generally small scale residential, but include some higher density infill housing, neighborhood retail centers, and civic and institutional uses. Among these are churches, schools, child care, and youth centers, including the West Austin Youth Association on the Brackenridge site.



Central Austin Roadway Network

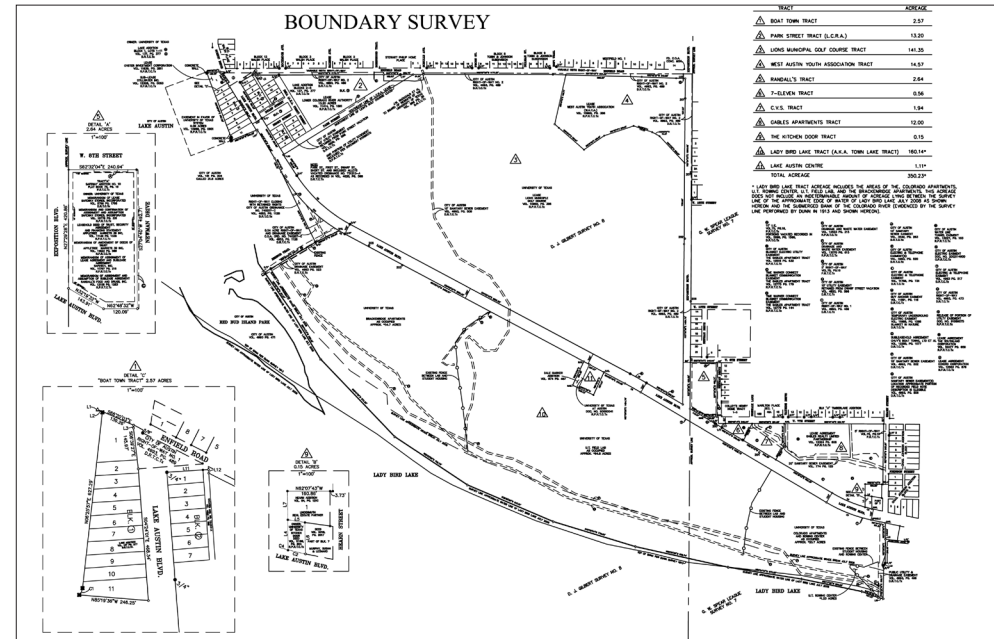


Major Water and Wastewater Infrastructure

II. EXISTING CONDITIONS: BRACKENRIDGE SITE

II.1. Survey

A full Boundary Survey was completed for the site, documenting the boundaries, acreages, and easements of each of the tracts that comprise the larger tract. Total area of the property is 350.23 acres.



Boundary Survey Map

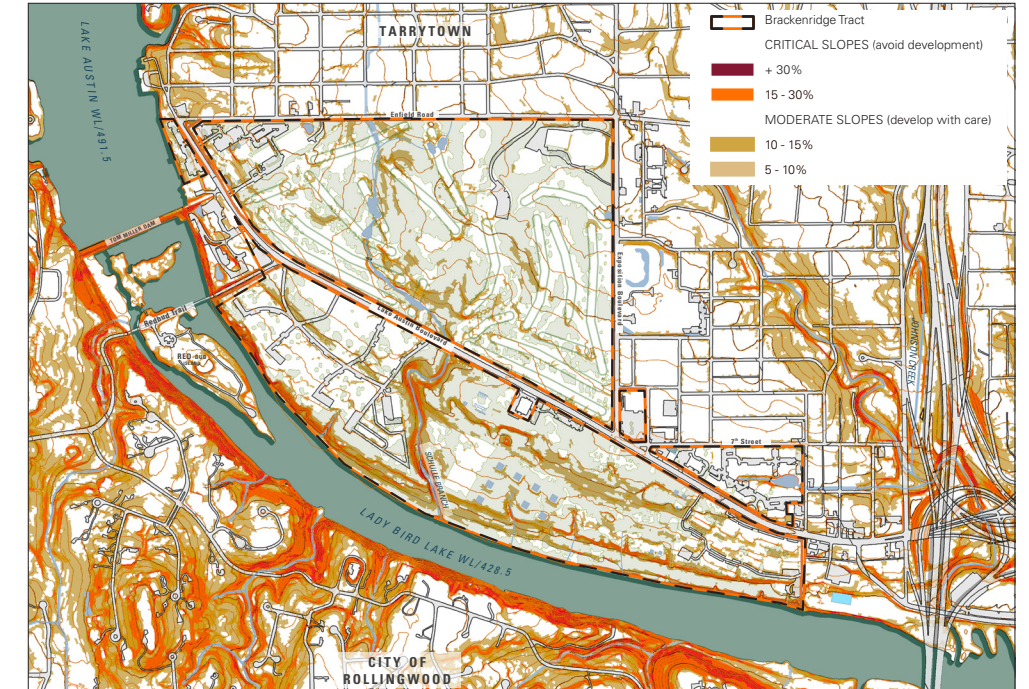
II.2. Availability

Lease agreements for non-university uses and the Brackenridge Development Agreement (BDA) for U.T. Austin uses determine availability of the tracts. The BDA expires in 2019, but it provides criteria for non-university development to occur prior to that date. Availability dates of sites range from 2009 through 2051.

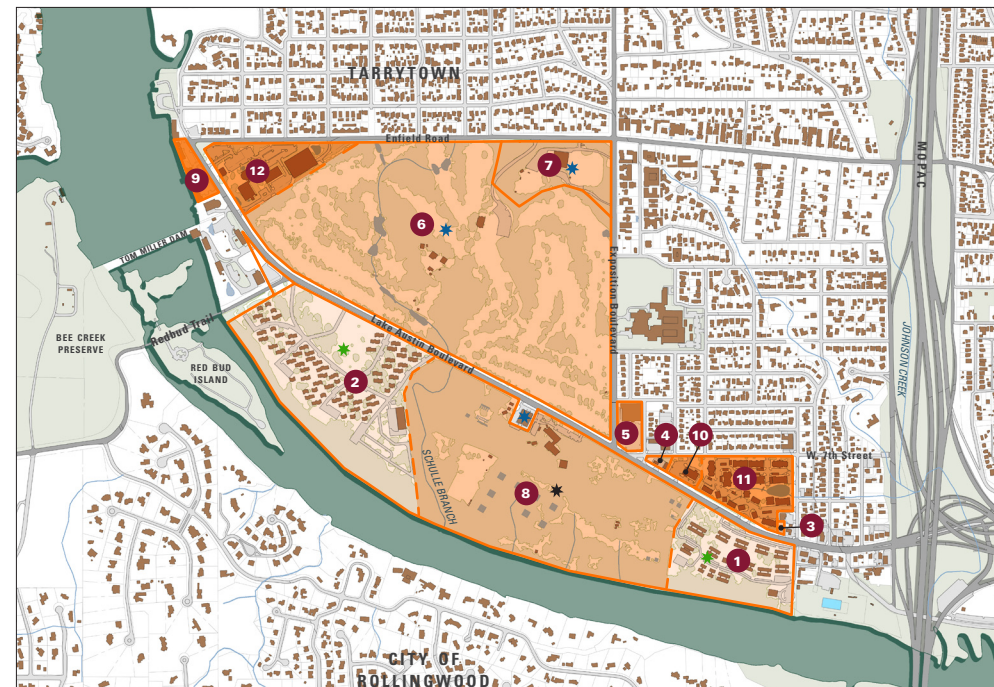
Current User	Availability
1 Colorado Apartments 20.96 ac	1999
2 Brackenridge Apartments 53.28 ac	2009
3 The Kitchen Door 0.15 ac	2011
(Lake Austin Family Dental)	(2021)
4 7-Eleven 0.56 ac	2013
5 Randalls 2.64 ac	2016
6 Lions Municipal Golf Course 141.38 ac	2019
(+ option for (1) 5 yr. extensions)	2024
7 WAYA 14.56 acres	2019
(+ option for (3) 5 yr. extensions)	2036
8 Brackenridge Field Laboratory 81.97 ac	2019
9 Oyster Landing 2.58 acres	2022
(+ option for (1) 10 yr. renewal)	2032
10 CVS 1.93 ac	2026
(+ option for (2) 5 yr. renewals)	2036
11 Gables Apartments 12 ac	2044
12 LCRA 13.20 ac	2051
(+ option for (1) 3-6 yr. renewal)	2069

II.3. Natural Features

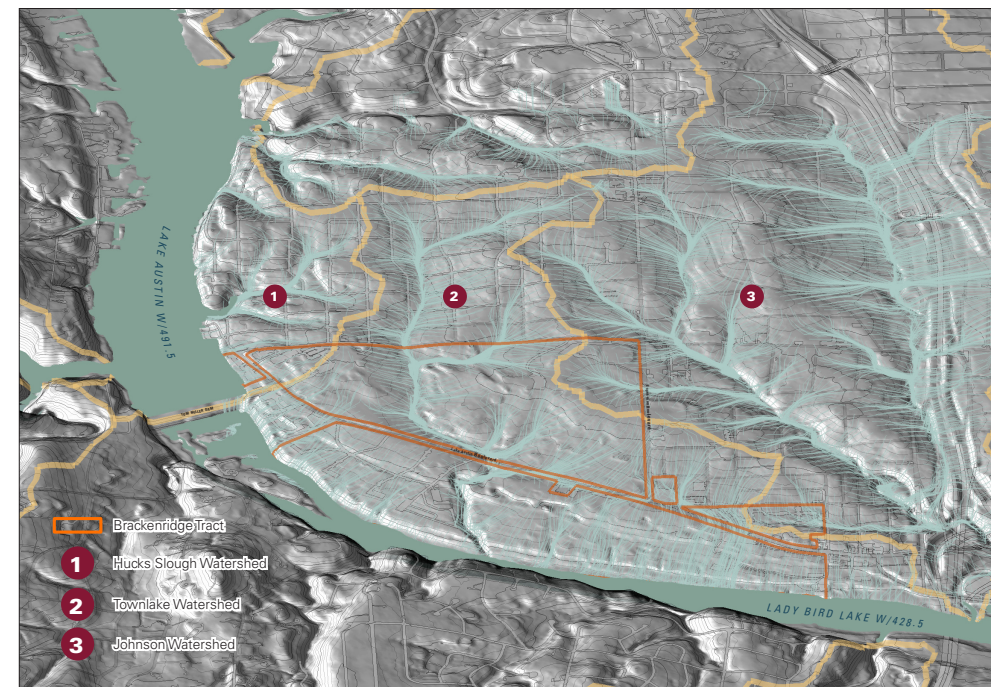
Topography and critical slopes, drainage and watersheds, floodplains, vegetation, soils, and potential habitats were all mapped and studied for potential development issues and design opportunities. The most significant on-site natural feature, aside from Lady Bird Lake and the cliffs opposite the site, are the Schulle Branch watercourse which meanders through the site from north to south draining into the lake, and several rim rock out-croppings. There is a layer of limestone bedrock beneath the entire site varying in depth from eight inches to eighteen feet.



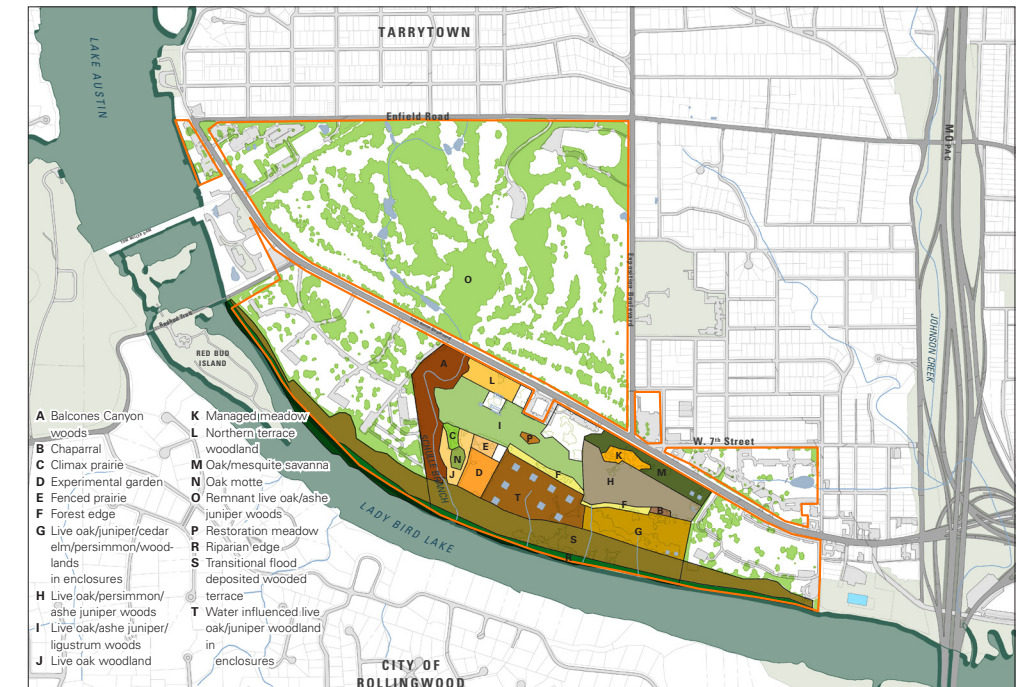
Slope Map



Leases Map

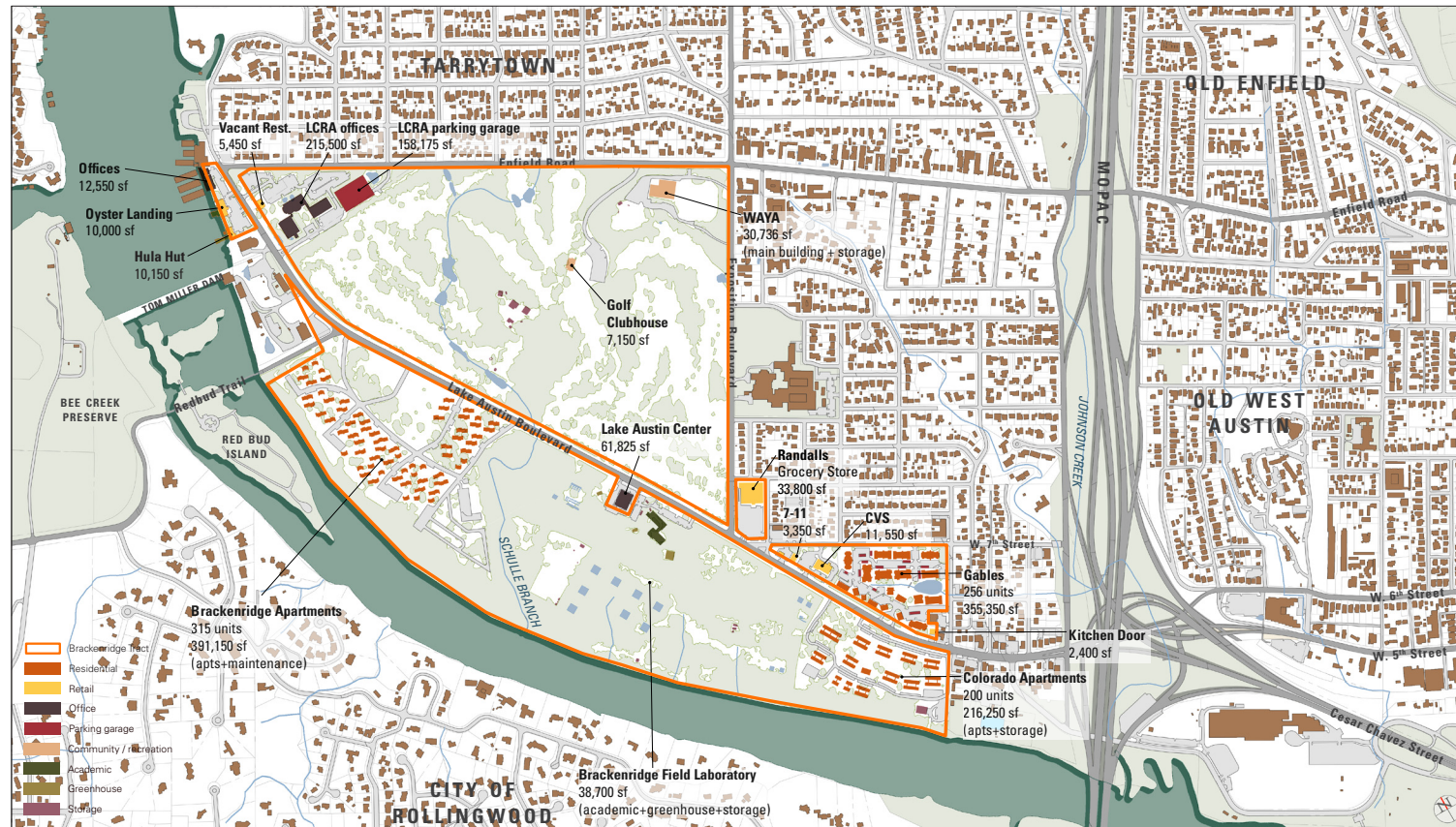


Watershed Pattern and Drainage Map

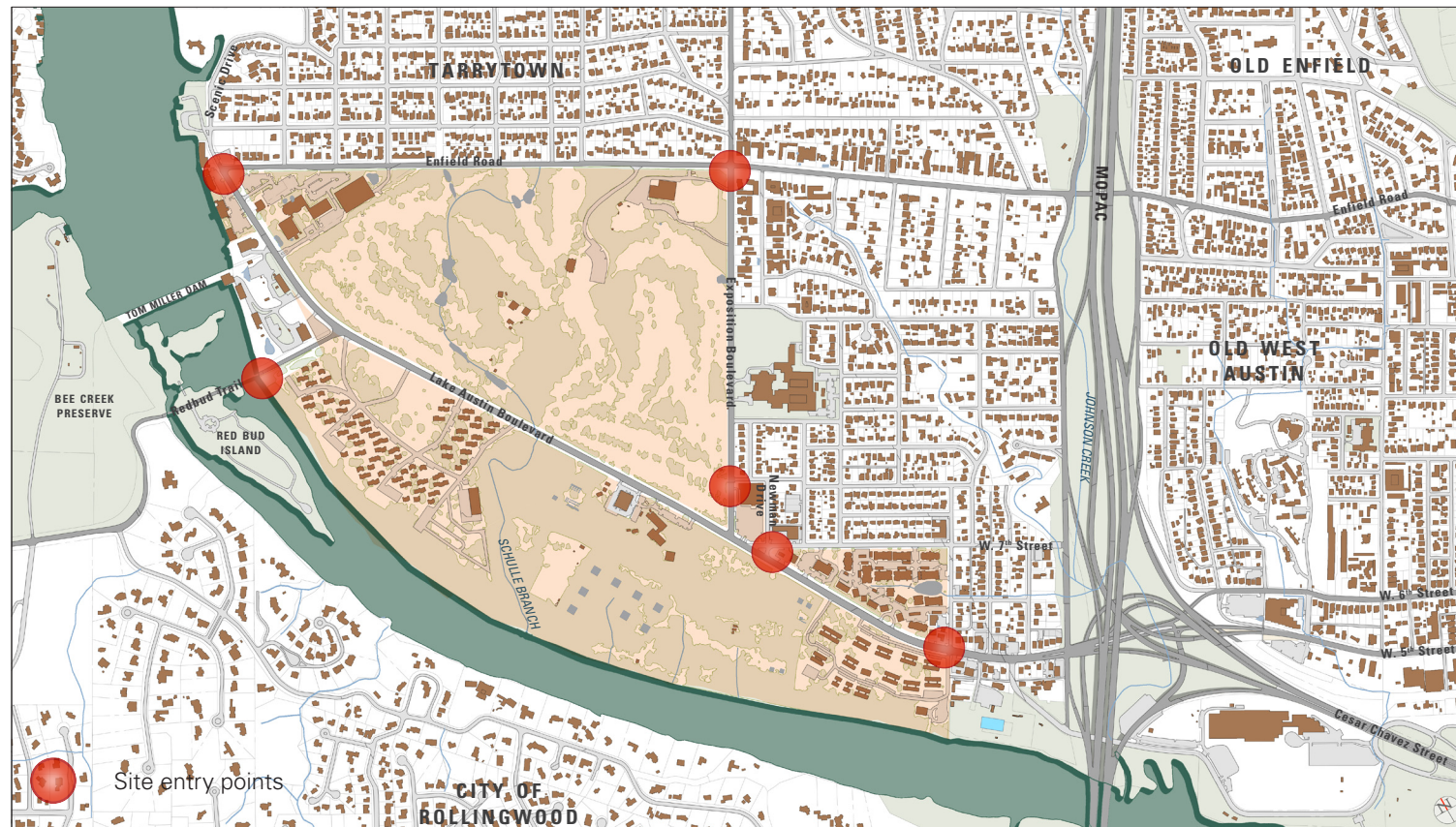


Vegetation Map

EXISTING CONDITIONS: BRACKENRIDGE SITE



Land Use Diagram



Site Entries Map

II.4. Existing Uses

These include The University of Texas at Austin graduate student housing (74.24 acres), the Brackenridge Field Lab (81.97 acres), and Lake Austin Center (1 acre), and an administrative office building. Non-university uses include: Oyster Landing at the Boat Town tract (2.58 acres); Lower Colorado River Authority (LCRA) general offices (13.20 acres); Lions Municipal Golf Course (MUNY) (141.38 acres); the West Austin Youth Association (WAYA) (14.56 acres); the Gables Apartments, 7-Eleven, CVS Pharmacy, and Kitchen Door on the Deep Eddy tract (14.49 acres); and Randalls (2.64 acres).

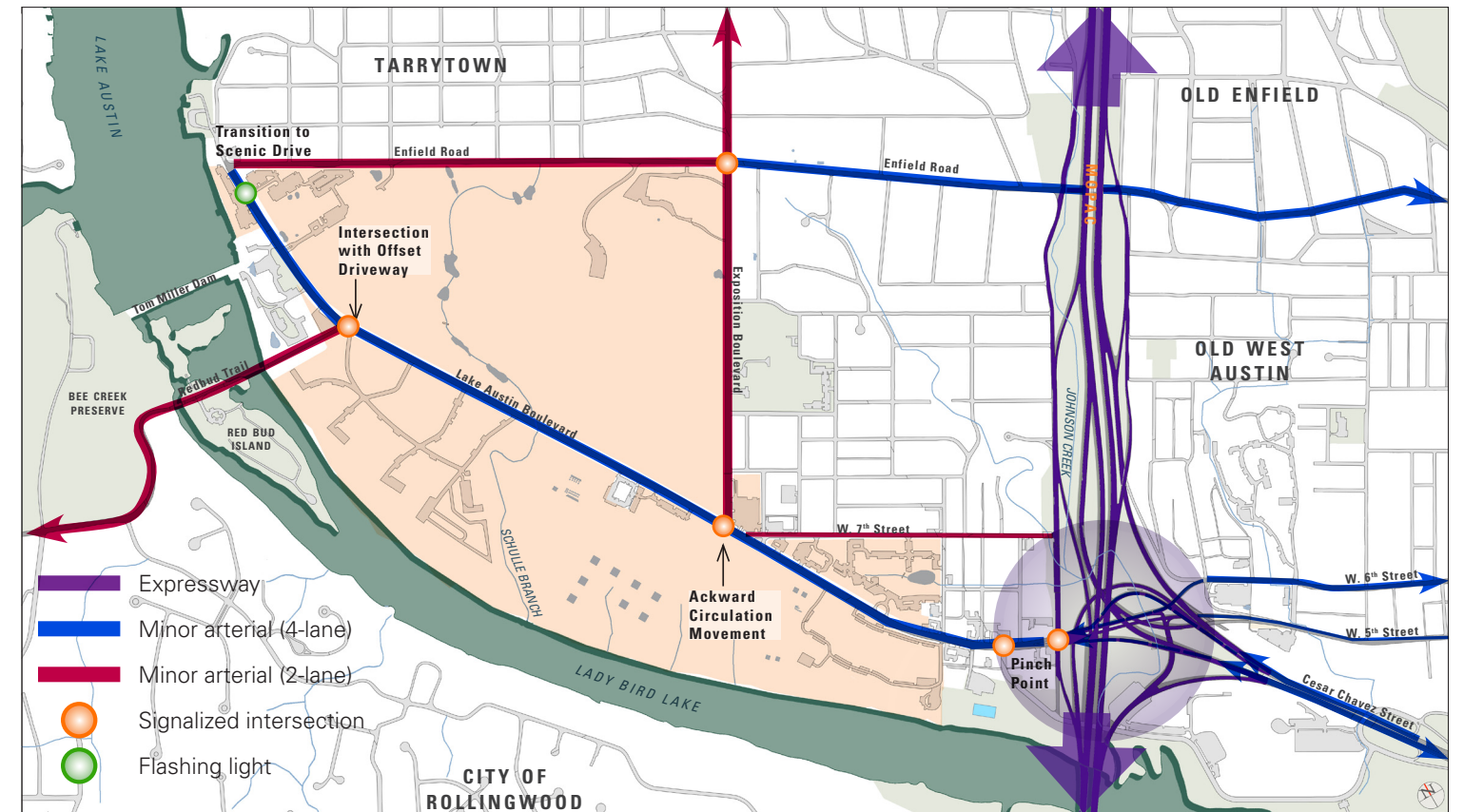
II.5. Existing Buildings

Heights, density, and coverage were documented. Buildings range from one to four stories. Floor area ratios (FAR) range from 0.007 (MUNY) to 0.58 (Deep Eddy): 0.09 average. Overall building coverage is 5%.

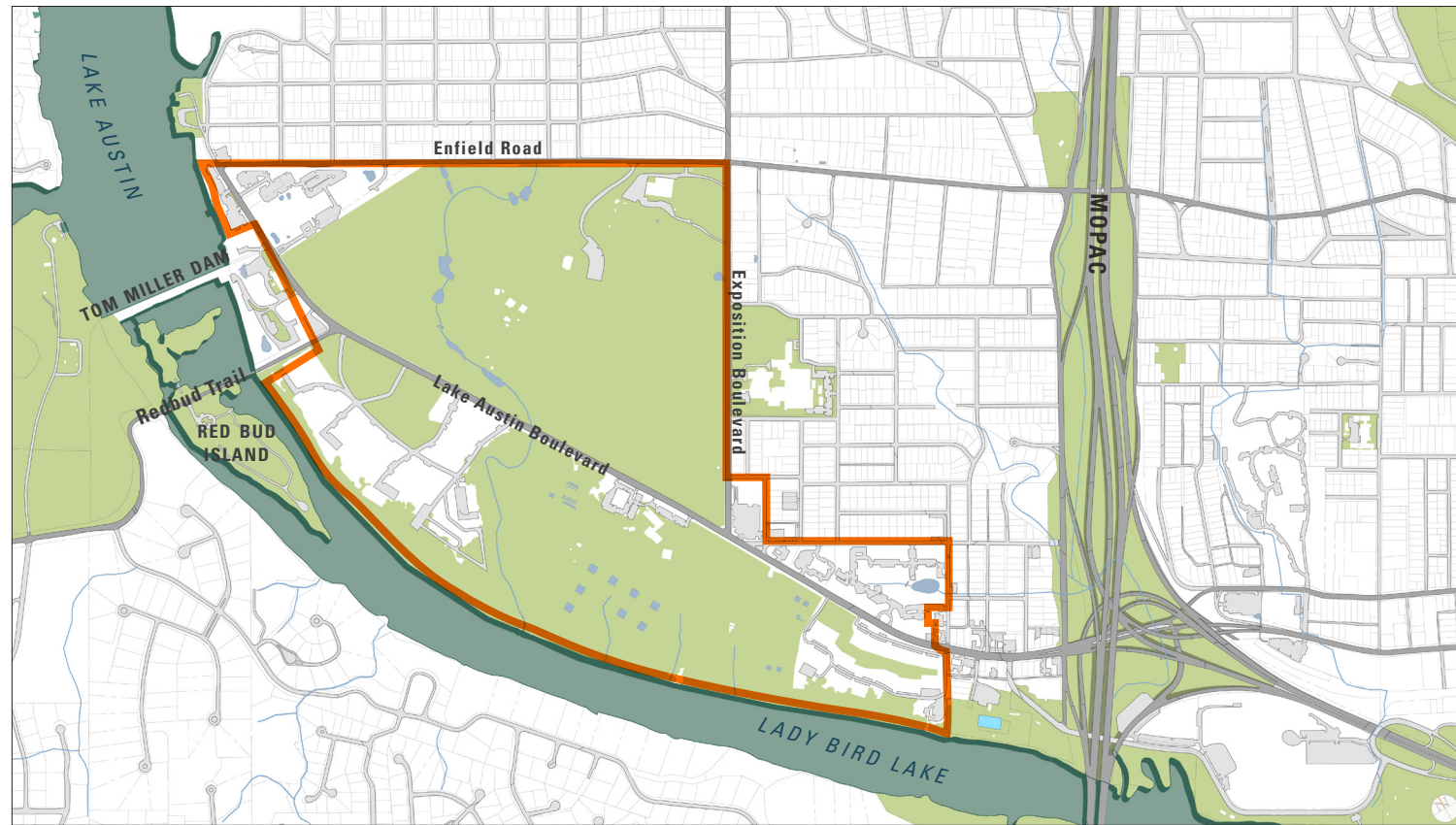
II.6. Access and Circulation

There is a limited number of entry points to the site by way of the local street system, and the only street through the site is Lake Austin Boulevard. There are no continuous sidewalk, trail, or bicycle systems within the site. The Trail at Lady Bird Lake terminates at Eilers Park immediately east of the site; extending it through the site would complete the trail lake trail from Tom Miller Dam at the western end to Longhorn Dam at the eastern end. There are no existing or proposed bike routes through the site, except along Lake Austin Boulevard. Bus stops occur at the edges of the site on Enfield Road and Exposition Boulevard and on Lake Austin Boulevard in the eastern portion of the site; the U.T. Austin shuttle has stops within the Brackenridge Apartment complex.

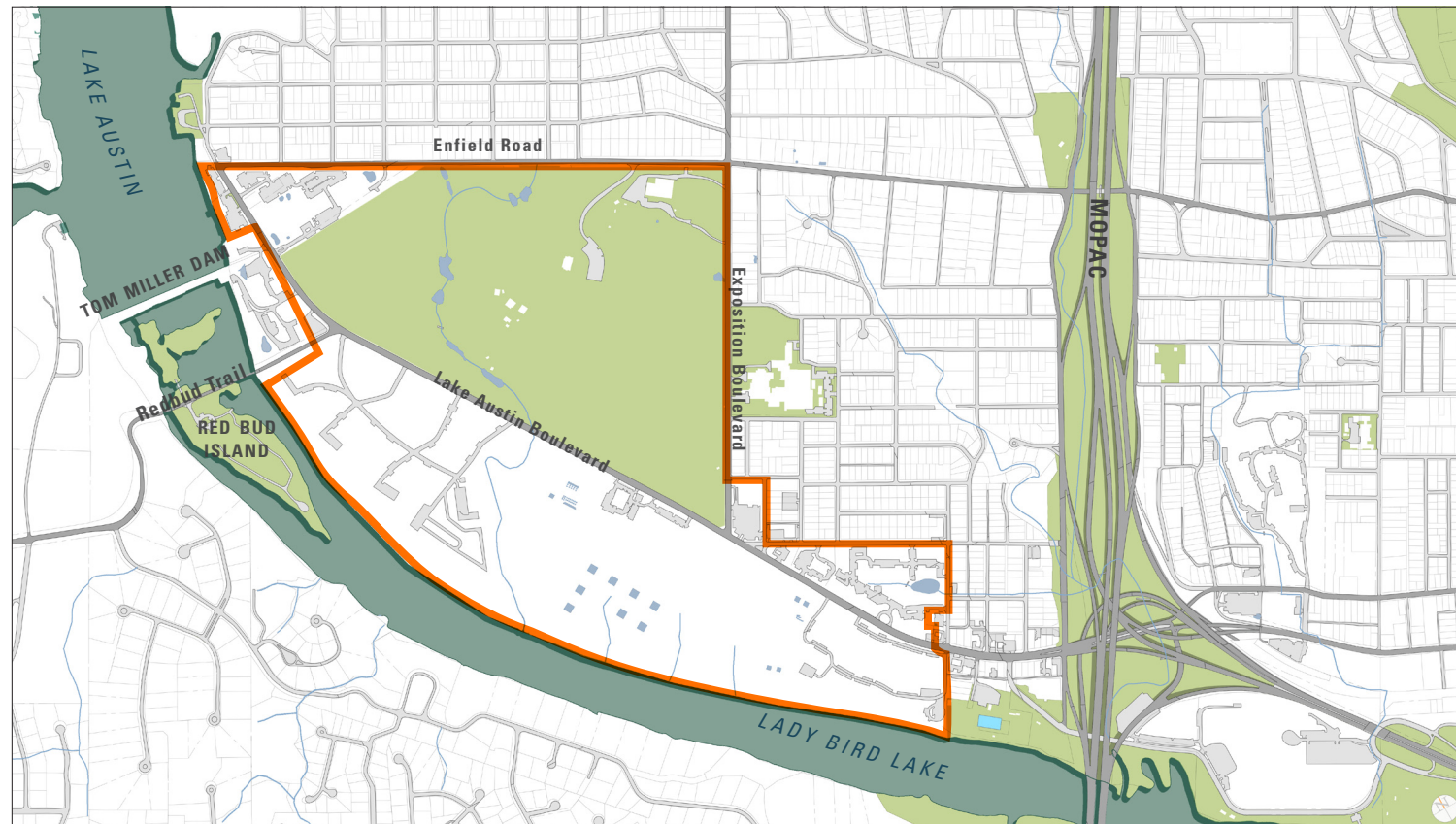
Local Streets and intersections in and around the site were documented with street sections and photographs.



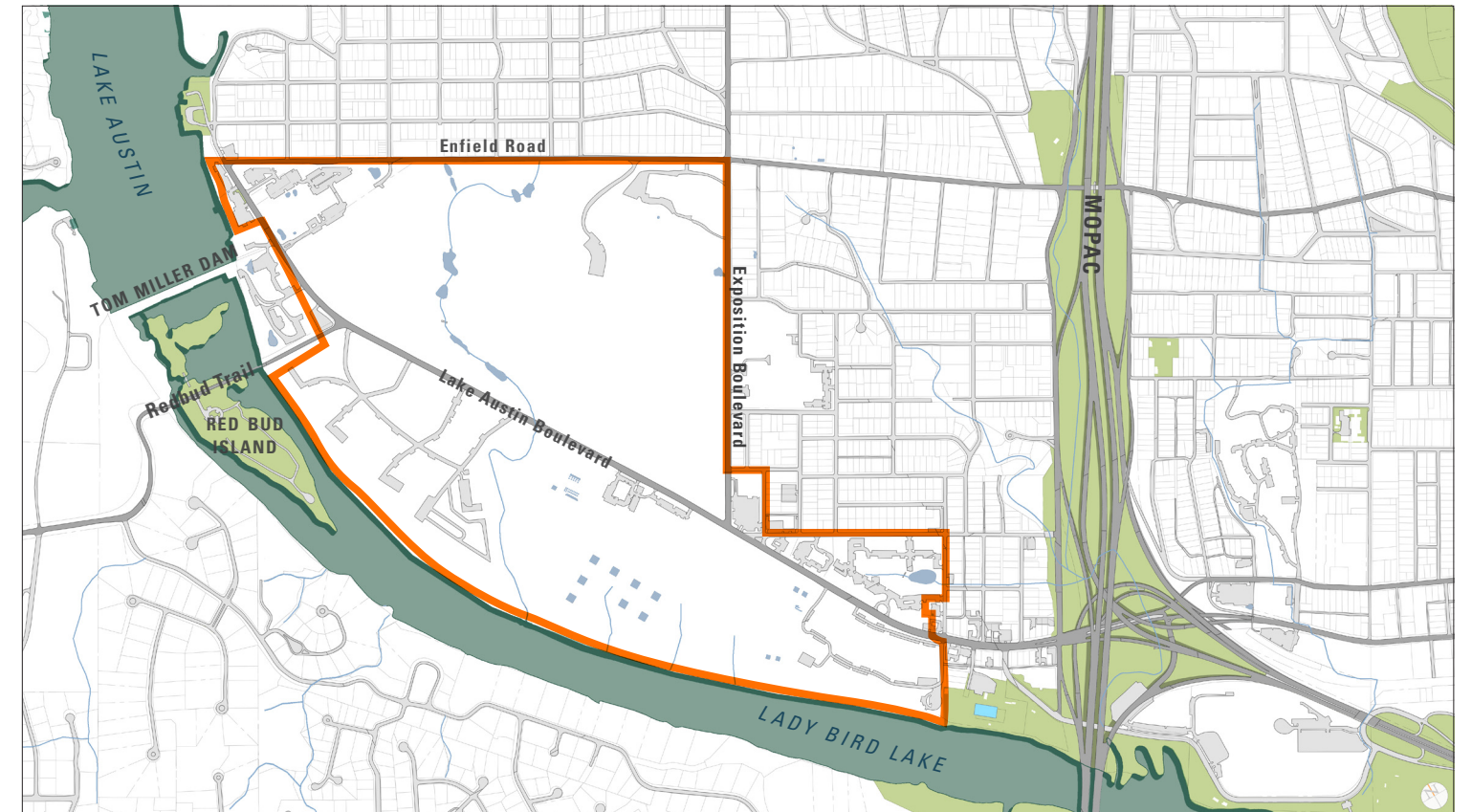
Local Streets Map



1. Non-accessible open space, limited-accessible open space and fully-accessible open space



2. Limited-accessible open space and fully-accessible open space



3. Fully-accessible open space

II.8. Open Space

The Brackenridge Tract is viewed as largely open space, but the golf course requires a fee to use and has a limited constituency, the Field Lab is private and generally inaccessible to the public, and the graduate student tracts are available only to the residents. The only truly publicly accessible open space in the area is Red Bud Island; there is none on the Brackenridge Tract.



III. TRAFFIC AND TRANSPORTATION

III.1. Traffic Operations and Capacity

There are four major issues or conditions affecting traffic operations and capacity within the site and access to and from the site:

1. Use of site roadways as diversion or alternative routes to non-site destinations
2. Geometry of the Loop 1 connections to local streets that are part of the access network to the site
3. Traffic growth along the Loop 1 corridor
4. Purpose and function of the on-site roadway network

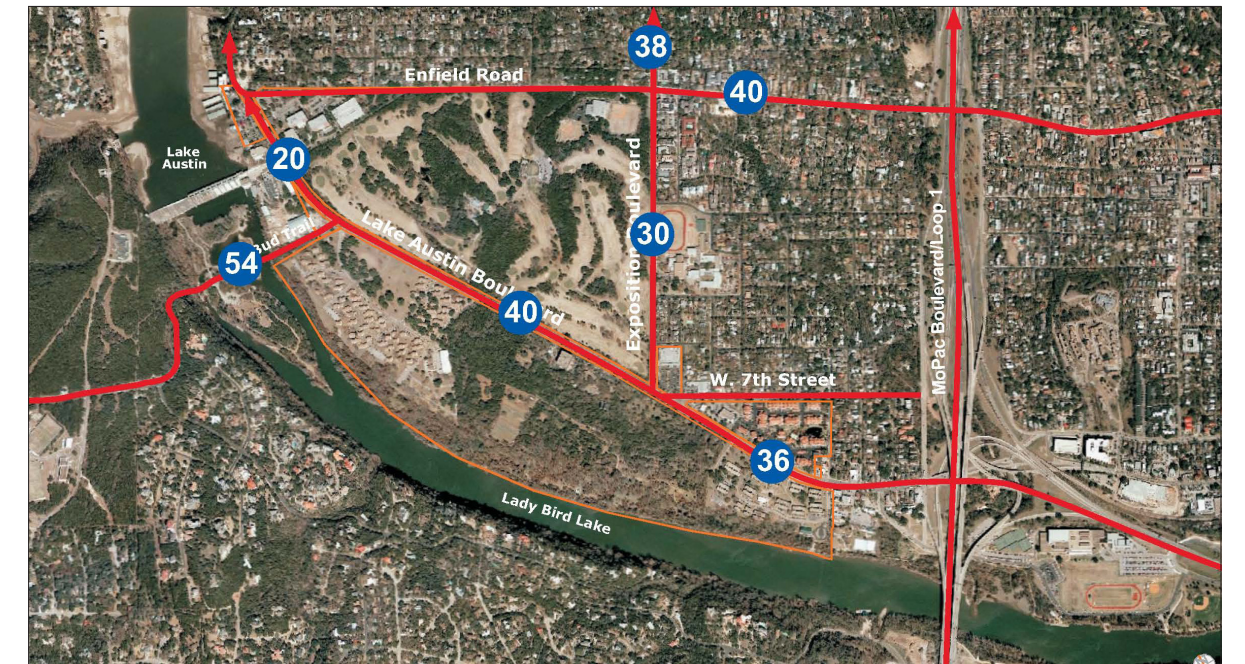
III.2. Site Through-Traffic

The estimate of through traffic is based on existing traffic volumes on site roadways, site-generated trips and distribution of site roadways, and a consideration of factors such as pass-by traffic trips, internal capture trips, and diverted link trips. A review of the existing 24-hour traffic locations and volumes and site-generated trips can help frame the discussion of what the existing "through-traffic" is within the site. Existing land uses within the site generate 16,478 trips per day. Over 60% of the access is from the south east at Lake Austin Boulevard and at West 7th Street; over 20% is from the north east at Enfield Road and Exposition Boulevard; the balance is from the western end of the site.

At this level of analysis, the percentage of site-generated trips accessing the site on boundary roadways can be estimated, but not assigned to specific site roadway links. Review of these "roadway access assignments" are compared to 24-hour traffic counts, peak hour periods, and turning movements. Utilizing background traffic information from the Capital Area Metropolitan Planning Organization (CAMPO), the percentage of through-traffic on existing site roadways is estimated.



The overall existing traffic counts



The percentage of estimated through-traffic on existing site roadways

III.3. Regional Transportation Solutions

In addition to internal site roadway solutions that may be proposed as part of the conceptual planning process for the site, regional planning in the greater Austin Metropolitan area has the potential to positively impact traffic operations in the site. The major regional planning efforts are led by the Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Austin-San Antonio Intermunicipal Commuter Rail District, Capital Metropolitan Transit Authority (Capital Metro), Capital Area Metropolitan Planning Organization (CAMPO), and the City of Austin.

- Texas Department of Transportation: TxDOT is both a planning and implementation entity, responsible for the State Highway System in Texas. While the site roadways are functionally classified as minor arterials and are not located on the State Highway System, much of the traffic which accesses the site today and in the future will use the Loop 1 facility, both Northbound and Southbound. The Loop 1 Managed Lane project, initiated by TxDOT, is currently under development by the CTRMA.

The Brackenridge Development Agreement (BDA) calls for the City to cause the construction of a Loop 1 Northbound entry ramp for Eastbound Lake Austin Boulevard traffic and the currently adopted Austin Metropolitan Area Transportation Plan (AMATP; see below) Roadway Table includes a remark to “add ramp for Northbound access to Loop 1.” To date, no efforts have been undertaken by the City to initiate the process with TxDOT for the design and construction of the ramp.

The Loop 1 Managed Lane project, as proposed, would not improve access to the site directly, but it could potentially reduce conflicts for drivers attempting to enter and exit the roadway and reduce overall travel time.

- CAMPO 2030 Plan: The CAMPO Mobility 2030 Plan (Plan), adopted in June 2005, identifies recommended mobility improvements from the minor arterial system through the State Highway and Toll Road systems. The CAMPO Mobility 2035 Plan will be adopted in Fall 2010. At this time, it is not anticipated that any new arterials, either minor or major, would be added to the arterial roadway system that would positively impact access to and/or circulation within the site, other than the recommended expansion of the existing arterials included in the currently-adopted Plan. It is anticipated, however, that as part of the CAMPO 2035 Mobility update, the Loop 1 Managed Lane project will be extended South of RM 2244 to a terminus to be determined.
- Austin Metropolitan Area Transportation Plan: The City of Austin’s Metropolitan Area Transportation Plan (AMATP) is a long-range plan for the 20- to 25-year time frame. It is anticipated that the City would consider adopting the CAMPO 2035 Mobility Plan recommendations as part of the next AMATP update. As noted previously, based on the stipulation of the Brackenridge Development Agreement, the City included a remark in the currently-adopted AMATP for the section of Lake Austin Blvd. from Exposition Blvd. to Loop 1 for the addition of a Northbound Loop 1 ramp.
- Commuter Rail: A commuter rail system has been proposed for the Union Pacific Railroad (UP) corridor should UP relocate its existing mainline from the Loop 1 corridor. The Austin-San Antonio Inter-municipal Commuter Rail District (ASAICRD) is the entity charged with the development and implementation of a commuter rail system between Austin (Georgetown) and San Antonio, in concert with the ultimate relocation of the UP mainline. Preliminary feasibility and alternatives analyses have been completed. No funding has been identified for the system, and coordination with UP regarding shared use and mainline relocation is ongoing. The relocation of UP from the Loop 1 corridor could provide the capacity to add one additional Managed Lane in each direction, for a total of two Managed Lanes in each direction.

- Bus and Urban Rail: Currently, the Capital Metropolitan Transit Authority (Capital Metro) operates two bus lines, along with managing the U.T. Austin Shuttle service, that serve the site. The Capital Metro All Systems Go Long-Range Transit Plan, adopted in 2004, identifies Urban Rail and other transit solutions (expanded express bus system, bus rapid transit, and circulator system) recommended to be implemented over the 25-year time frame.

The current Central Austin Circulator – Long Center Spur and East Riverside ABIA proposal currently under review by the CAMPO Transit Working Group and CAMPO staff would retain the Urban Rail circulator service to the activity centers originally recommended in the All Systems Go Plan and add service on the East Riverside Drive corridor to Austin-Bergstrom International Airport, connections with the Metrorail system at a downtown 4th Street station, a future phase Manor Road station, as well as the Commuter Rail system at Seaholm. A spur connection from downtown would provide access South of Lady Bird Lake to the Long Center/Auditorium Shores during special events and to provide access to the parking facilities there.

- City of Austin Bicycle Plan: The site roadways offer a discontinuous system of bicycle lane facilities. While the City’s Bicycle Plan (1998) recommends predominantly continuous bike lane facilities for the site roadways, those recommendations have not been implemented in their entirety. The City of Austin has recently updated its 1998 Bicycle Plan.

The City’s Lance Armstrong Bikeway is a 6-mile dedicated bikeway enabling bicyclists to travel East to West through downtown from Veterans Drive at Lake Austin Blvd. in West Austin to US 183 to the Montopolis Bridge in East Austin.

III.4. Timing of Development and Regional Improvements

Thoughtful consideration should be given to the level and phasing of future development on the Brackenridge Tract in light of potential regional transportation infrastructure solutions. The University of Texas System should initiate close coordination with the transportation planning and implementing entities (e.g., TxDOT, CTRMA, CAMPO, City of Austin). This early planning effort would help assure that future development phases of the Brackenridge Tract could be brought online to coincide with the region’s mid- and long-range transportation improvements.

Specifically, efforts should be explored to identify and improve street access to Loop 1, in addition to the already identified Loop 1 Northbound entry ramp for Eastbound Lake Austin Blvd. traffic contained in the Brackenridge Development Agreement. While these types of improvements are not part of the Loop 1 Managed Lane Project, they would help address overall mobility and access to the CBD and Capitol Complex, as well as the Brackenridge Tract.

In addition, long-term transit solutions should be explored to connect the Brackenridge Tract, West Austin, and the 5th Street/6th Street corridors to the Austin CBD, as well as to the rest of the region. Opportunities to access the regional commuter rail line and proposed Urban Rail circulator system would benefit the Brackenridge Tract by improving regional accessibility and connectivity to the U.T. Austin campus.



IV. REGULATORY ANALYSIS

Regulatory Status

The University of Texas is a constitutionally mandated agency of the State of Texas and is not subject to City of Austin zoning or other ordinances, rules and regulations. The Brackenridge Agreement entered into in 1989 between the City of Austin and the University of Texas currently governs development of most of the Brackenridge Tract with the exception of the Golf Course Tract and the West Austin Youth Association Tract, which were not covered by the Brackenridge Agreement. The Brackenridge Agreement's 30 year initial term expires in 2019 and there are three 5 year extensions that are cancellable by either party to the Agreement.

Comparison With City of Austin Regulations/Potential Innovative Regulations to Consider.

A comparison of the site development regulations under the Brackenridge Agreement to current City zoning and other City regulations reveals that the Brackenridge Agreement's site development regulations are generally more permissive than current City zoning and other regulations, in particular with respect to maximum impervious cover permitted on the applicable tracts and with respect to setbacks from Lady Bird Lake for the tracts adjacent to the Lake.

Although the University is not subject to City zoning, the City has designated zoning for most of the Brackenridge Tract with the exception of the West Austin Youth Association Tract. In most cases, current uses of the various Brackenridge Tract parcels do not match the zoning the City has assigned.

Potential redevelopment using more appropriate City zoning designations were also analyzed and compared with site development regulations under the Brackenridge Agreement and under the current City zoning assigned to the various Tracts.

Also, the Regulatory Analysis discusses various innovative development regulations the University may wish to consider adopting for the redevelopment of the Brackenridge Tract that are not included in the Brackenridge Development Agreement regulations, such as (1) incentives to promote affordable or student housing; (2) incentives to promote environmentally conscious and/or energy efficient development; (3) regulations to promote pedestrian oriented development; (4) regulations promoting high density/mixed use development; and (5) regulations to promote additional accommodations for the disabled.

State and Federal Regulations. The University is required to comply with all State and Federal laws and regulations which would be applicable to the development of the Brackenridge Tract. The potentially applicable Federal laws include the Federal Clean Water Act. Section 404 of the Clean Water Act requires a federal permit for all discharges of dredged or fill material into "navigable waters," which is broadly defined to include discharges into intrastate lakes, rivers, streams or wetlands the degradation or destruction of which could affect interstate or foreign commerce or where such waters are or could be used by interstate or foreign travelers for recreational or other purposes. Whether a Section 404 Permit will be required for development of the Brackenridge Tract depends upon whether specific construction plans would result in a regulated discharge of dredged or fill material within the meaning of Section 404. Given the presence of Schulle Branch, a minor waterway which winds through the Golf Course Tract to Lady Bird Lake and the presence of Lady Bird Lake itself, it appears likely that a Section 404 Permit would be required for development of the portions of the Tract near those features. Note that according to a consultant familiar with the Section 404 Permit process, timeframes for processing a Section 404 permit can range from 6 months to two years or more, depending upon factors such as the size and amount of dredging and fill involved and whether there is opposition to the application. Determination of whether a water body or feature constitutes "navigable waters" for purposes of a Section 404 Permit would be made by the US Army Corps of Engineers in consultation with the University. This process would involve an application for a jurisdictional determination to the Corps and could take thirty days or more.

The State Capitol View Corridor Laws seek to preserve selected views of the Capitol from different points in Austin. The Red Bud Trail State Capitol View Corridor extends across portions of the Brackenridge Apartments Tract, the Brackenridge Field Lab Tract and the Golf Course Tract. The State legislation imposes a height limitation for structures within the defined Corridor that ranges between 129.75 and 249.52 feet above ground level.

Section 11.086 of the State Water Code prohibits the diversion or impoundment of the natural flow of surface waters in a manner that damages the property of another by the overflow of diverted or impounded water. Compliance should be addressed as part of the drainage design for the development.

The State Subdivision Statute, codified at Section 212.004 of the Local Government Code, requires a subdivision plat to be filed and recorded with the county clerk of the

county in which the land is located for divisions of land into two or more parts to lay out a subdivision of the land, including laying out lots, streets, alleys, squares, parks or other parts of the tract intended to be dedicated to public use or for the use of purchasers of owners of lots. There is an exception for divisions of land into parts greater than 5 acres where each part has access and no public improvement is being dedicated. Compliance would not be required in the event the University chooses to lease, rather than sell, portions of the Brackenridge Tract to third parties for redevelopment.

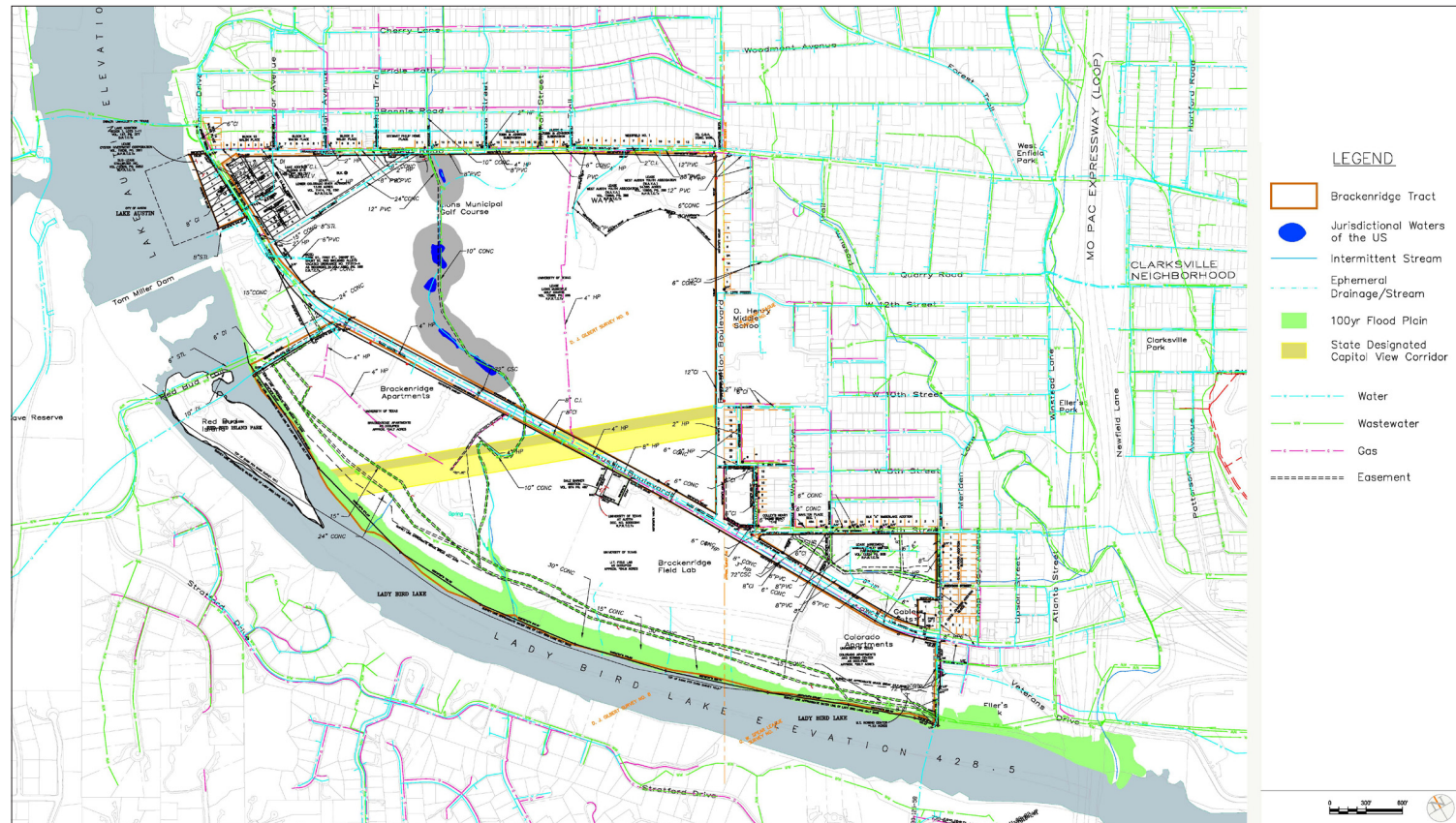
The Texas Transportation Code generally grants home rule cities such as Austin the exclusive authority to close, abandon and vacate roads or to alter the course of roads within the boundaries of such cities. Approval of the Austin City Council would be required to vacate and abandon public roads within the Brackenridge Tract or alter the course of any such public roads. This is a process that could take 3 or more months to pursue approval for.

Chapter 26 of the Texas Parks and Wildlife Code requires notice and a hearing before parkland which has been dedicated to the public is crossed by roads or utilities. In the event the redevelopment of the Brackenridge Tract involves the crossing of parkland dedicated to the public with streets or utilities, Chapter 26 of the Texas Parks and Wildlife Code potentially requires the governing body of the agency proposing a program to cross public parkland (in this case the UT System Board of Regents) with streets or utilities to give notice and hold a hearing prior to such crossings. The governing body must find that there is no feasible or prudent alternative to the use or taking of such public parkland and that the program includes all reasonable planning to minimize harm to the parkland resulting from such use or taking. Note that there is an exclusion from the notice and hearing requirement for lands which meet certain conditions which the Brackenridge Tract may qualify for. In the event Chapter 26 does potentially apply to the redevelopment of the Brackenridge Tract, the University may consider implementing all necessary street and utility crossings before formal dedication of parkland to the public or consider establishing private rather than public parkland to avoid triggering the Chapter 26 requirements.

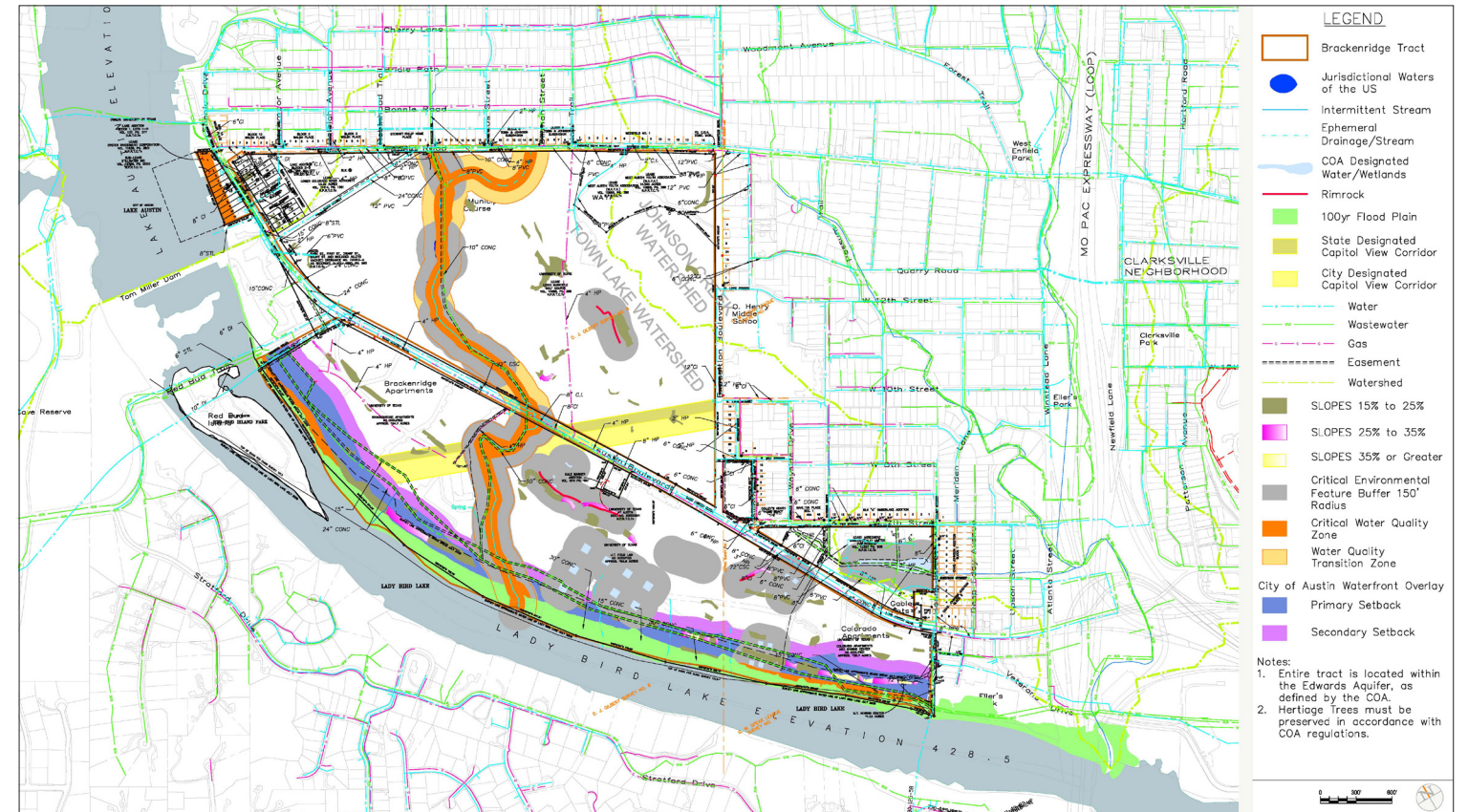
Future Development Regulations

With respect to potential compliance with City development rules, The University will need to adopt site development rules or guidelines for the future development of the Brackenridge Tract. The University has a number of options it may consider. The Brackenridge Development Agreement, which currently governs most of the Brackenridge Tract, includes site development regulations that are roughly based on 1989 City of Austin ordinance requirements. However, the site development regulations allowed under the Brackenridge Development Agreement are generally more permissive than the City's rules in 1989. The City's current development rules are generally significantly more restrictive than those allowed under the Brackenridge Development Agreement. The University may choose to take an approach similar to the Brackenridge Development Agreement approach and negotiate a new Agreement with the City including appropriate site development regulations for each Tract. Alternatively, the University may choose to adopt its own site development regulations that are similar to the current Brackenridge Development Agreement site development regulations, similar to the City's current regulations, a blended approach, or establish guidelines without regard to the Brackenridge Development Agreement or the City's current rules. There are also new regulatory options the University may wish to consider as part of the adoption of site development regulations including regulations which promote environmentally sound and sustainable development and regulations which promote affordable and/or student housing or transit oriented development.

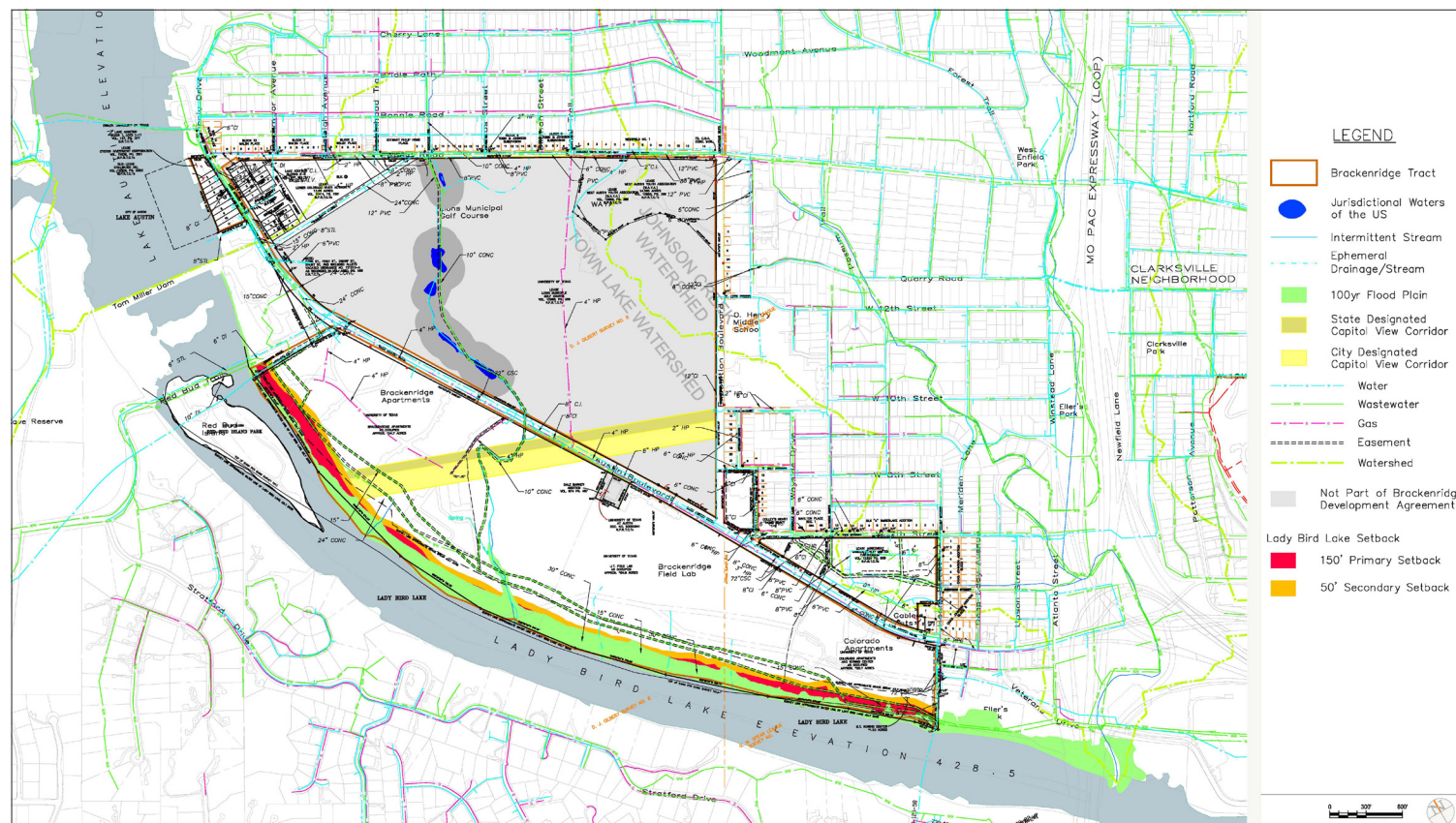




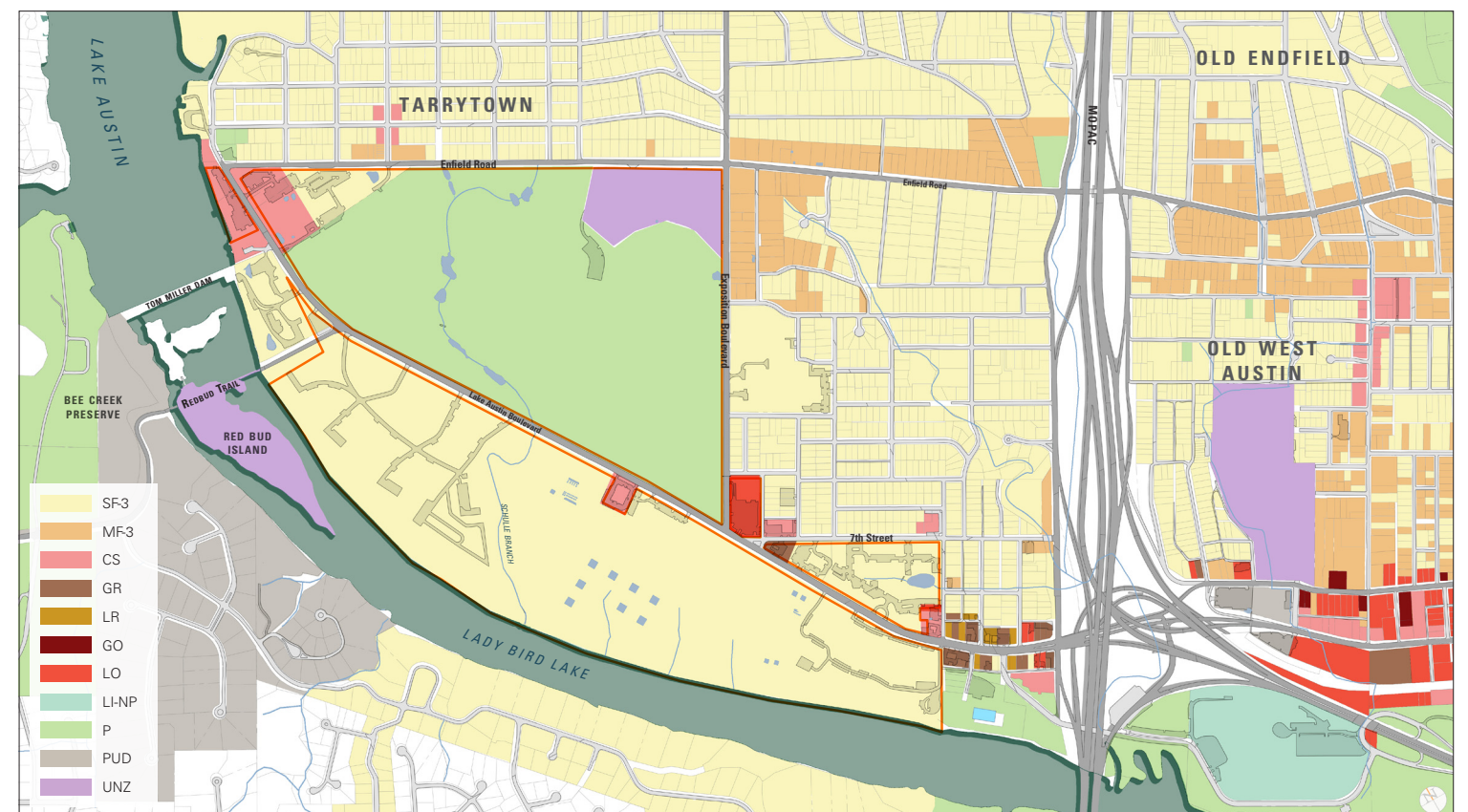
Federal and State Constraints Map (Source: K.Friese Associates)



City of Austin Constraints Map (Source: K.Friese Associates)



Brackenridge Development Agreement Constraints Map (Source: K.Friese Associates)



City of Austin Zoning Districts

V. MARKET ANALYSIS

V.1. Market Analysis Report Summary

The market information for this study was collected prior to the national economic downturn that began in late 2008; however, while the pace of absorption in some commercial real estate sectors has slowed, the Austin market remains one of the stronger areas in Texas and in the country, due in part to the stronger economic base in Texas when compared to other states and to the diverse range of industries in the capital area. The location of the Brackenridge Tract within the greater Austin area will continue to be considered a prime site as potential development scenarios are considered.

The markets for residential, retail, office and hotel uses were considered for the first fifteen to twenty years of a potentially 50-year build-out and based on historical and current trends and the existing local environment. It provides a base-line against which to compare new environments and market creation and the effects of special catalysts, such as university-sponsored programs. Conceptually, the greatest demand will be for residential uses, with a retail component that is scaled to nearby residential demand, so as not to generate significant inflow traffic; office and hotel uses may be considered niche markets, with specialized requirements to meet demand and to be compatible with surrounding neighborhoods: lower scaled, build to suit for specific markets, and a long term phasing perspective.

Residential Market

Despite a slower regional market, the general trend in the Austin area has remained strong through the past five years, reflected in sustained developer interest. Based on historic development patterns and short- and long-term projections, demand for multifamily housing on site will total 2,300 units by 2027, at an average annual absorption of approximately 153 units per year starting in 2012.

Office Market

Growth in the economy, especially in the office intensive sectors, indicates a sustained increase in demand for

office space as regional employment increases. Office at the Brackenridge site would be more likely created for smaller scale specialized office users within a larger mixed-use planning approach. Assuming a reasonable employment growth rate and an increasing share of demand moving into the overall West Central Austin submarket, office demand will total 732,000 square feet through 2023, at an average annual absorption rate of 48,800 square feet.

Retail

The retail analysis focused on two primary trade areas surrounding the site and measured retail household spending. Retail demand analysis identifies support for 138,500 to 207,240 square feet of on-site demand for new retail development over the full build out of the plan. The retail demand shows strong demand for restaurants and for small store formats that will serve the local neighborhood and on-site development.

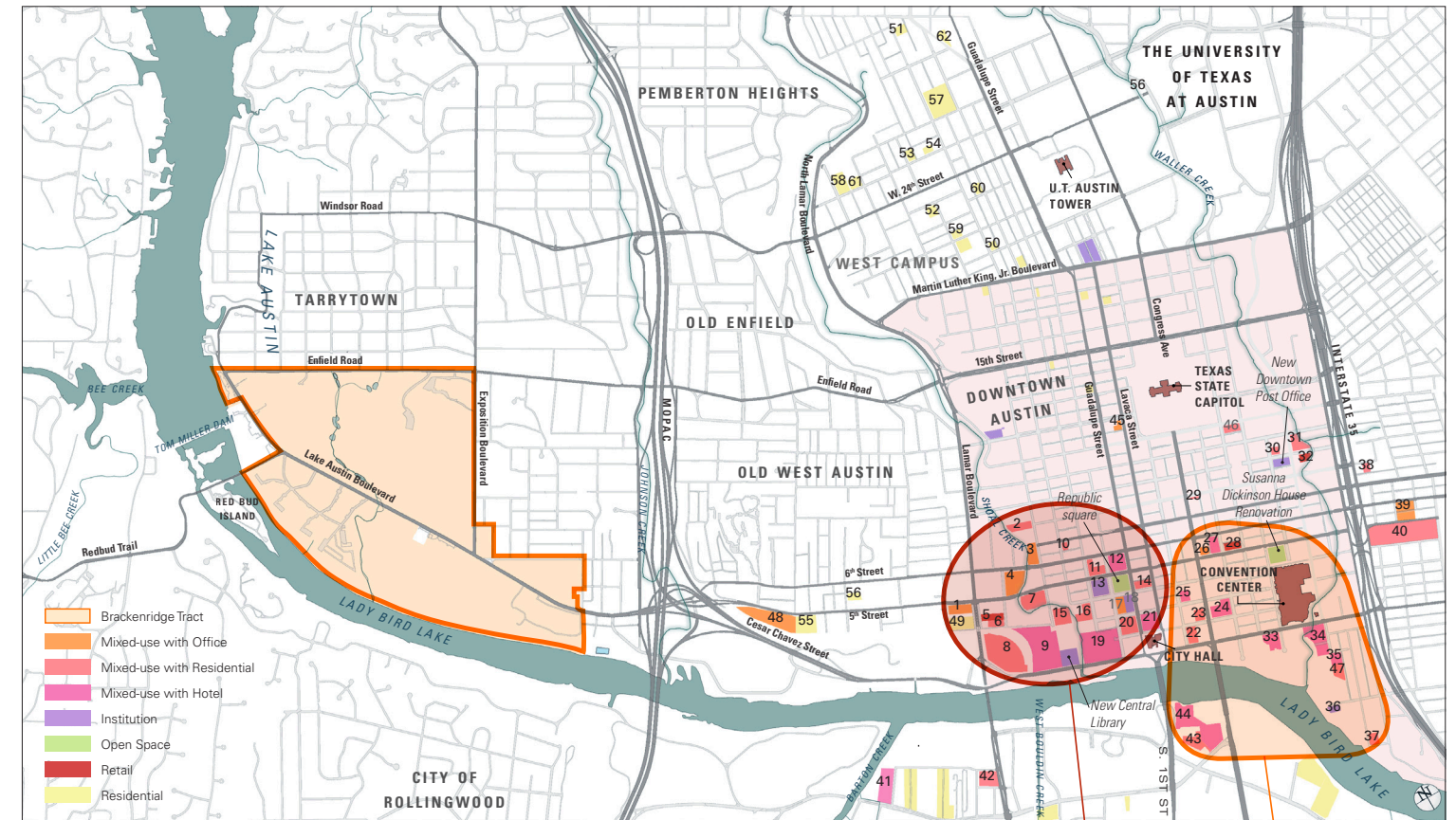
Hotel

The hotel market is increasingly strong with strong occupancy levels and though low, increasing average daily rates. A strong pipeline of development will meet demand in the short- and medium-term in the Central Business District market. In the long run, as average daily rates increase in the Central Business District, hotel development opportunities could appear in emerging markets surrounding the downtown. In the long term, at year eight or later, the demand could emerge for a mid-scale hotel with 150-170 rooms.

The methodology of the conventional market analysis cannot predict the longer range potential of the site or potential of new environments and markets created that do not currently exist in Austin. Current trends in other locations suggest a greater potential market and faster absorption rate are possible depending on the form of development.

V.2. Emerging Growth

New projects were identified in the downtown area and concentrations of significant development are occurring along the waterfront: mixed-use development around City Hall and the 2nd Street district west of Congress Avenue, and residential, hotel and retail uses around the Convention Center east of Congress Avenue.



Emerging Projects

*Source of information: City of Austin, Downtown Redevelopment - Downtown Emerging Projects

Retail: approx. 583,000 sqft	Retail: approx. 48,500 sqft
Office: approx. 1,080,000 sqft	Residential: approx. 2080 units
Residential: approx. 4,400 units	Hotel: approx. 2120 rooms
Hotel: approx. 935 rooms	

VI. COMMUNICATION AND PUBLIC INPUT

VI.1. Overview and Objectives

Effective public involvement is central to the Brackenridge Tract Conceptual Master Planning Process and Project. The Public Involvement Plan incorporates broad public involvement techniques and innovative programs to identify, reach, and involve members of The University of Texas at Austin community, City of Austin residents, neighborhoods, civic and government leaders, and other interested groups and individuals. The primary objectives of the Public Involvement Plan are to:

- Educate and inform all interested parties about the master planning process, and about directives, policies, and benefits of Conceptual Master Plans for the Brackenridge Tract;
- Provide advance notice of upcoming events and meetings;
- Demonstrate to all interested and involved citizens that the plans are being developed by a highly qualified and responsive team ; and
- Gain and maintain public understanding and support.

Every effort is made to involve the entire community in public involvement meetings and the planning process, to ensure that all interested groups and individuals have equal and ample opportunities to have their voices heard and their concerns addressed.

VI.2. Community Outreach and Education

A series of regularly scheduled collaborative planning meetings were conducted with groups representing the Brackenridge Field Laboratory and Graduate Student Housing. In addition, regular meetings with the Faculty

Council were held to solicit input about potential uses on the Brackenridge Tract.

The consultant team has met with a number of interested groups and individuals from the City of Austin, the surrounding jurisdictions, and the Austin community whose participation is critical to moving forward, and from which valuable planning information has been gathered. The team has also met with Brackenridge Tract lease holders and visited their facilities on the site, and conducted one-on-one briefings with elected and public officials at all levels of government to keep them informed of the project and process, and to gather information.

VI.3. Public Meetings

The CRP team held several public meetings throughout the conceptual master plan process.

The first public meeting, a Listening Session, was held on June 25, 2008 at 6:00 p.m. in the LCRA Hancock Building, Board Room, 3700 Lake Austin Boulevard. Over 200 citizens attended. The team heard great passion from those who spoke and distilled several core values from their comments which included:

- Preservation of the West Austin neighborhood character
- Addressing existing traffic issues
- Importance of recreational and open space (such as the golf course and West Austin Youth Association)
- Importance of graduate student housing for U.T. Austin and neighborhood
- Need for the Brackenridge Field Laboratory to fulfill its education mission
- Protection of environmental assets such as heritage trees, Lady Bird Lake, and natural areas
- Desire to create a sustainable plan focusing on clean

- air and water, and reducing the heat island effect
- Capacity of the social infrastructure (schools) and physical infrastructure (utilities)

The team held an Information Session on August 12, 2008 at the LCRA Hancock Building, Board Room, 3700 Lake Austin Boulevard. Over 180 attendees heard results of a second survey, and viewed preliminary findings of ongoing analyses of the tract from research conducted since May 2008.

A Weeklong Workshop was held from Monday, November 3 to Friday, November 7, 2008, 9:00 a.m. to 9:00 p.m., at 3700 Lake Austin Boulevard, LCRA Colorado Room and Hancock Building Board Room. The Weeklong Workshop provided an opportunity for the public to participate in a hands-on visioning of the Brackenridge Tract. Throughout the workshop, a viewing gallery was organized where visitors were greeted by a member of the Brackenridge Tract Conceptual Master Planning Team and invited to view a collection of background information and progress analysis drawings. The Conceptual Master Planning Team hosted a series of meetings during the weeklong workshop to gather additional information about the tract.

The Weeklong Workshop started with a Kickoff Presentation on November 3, 2008 to over 70 attendees. The presentation summarized new information that had been gathered and described the events of the week. Two identical public work sessions were held on Wednesday, November 5, 2008, one at 9:30 a.m. and a second at 6:30 p.m. The morning session had more than 70 attendees and the evening session had over 60 attendees. These sessions engaged participants in the exploration of five development scenarios. On Friday, November 7, 2008 at 6:30 p.m. the team gave the Closing Presentation to 50 attendees. The presentation included a review of the scenario drawings created at the work sessions.

The project team held two identical update sessions on

May 20th, 2009 at the LCRA Redbud Center located at 3601 Lake Austin Boulevard. Over 150 interested citizens attended the update sessions, which were provided to inform the public on the progress of the planning for the future of the Brackenridge Tract. The presentation included recommendations for both graduate student housing and mobility improvements at the Mopac/Lake Austin Boulevard interchange. After the presentation, members of the team were available at stations dedicated to specialized subjects.

In addition, there were three presentation to the Board of Regents during the course of the study to which the public were invited.

VI.4. Communication Tools

A database was established and regularly updated and maintained. A fact sheet was developed and distributed at the Listening Session on June 25, 2008; it provided general project information, a map of the Brackenridge Tract with current users, and CRP team information. A project website (www.utbracktract.com) was created in June 2008. The CRP team conducted two online surveys via Survey Monkey. Postcards, door-hangers, and e-mails were used to invite the public to participate in the public meetings and sessions. Electronic Mail (Email) blasts were also used to announce public meetings.

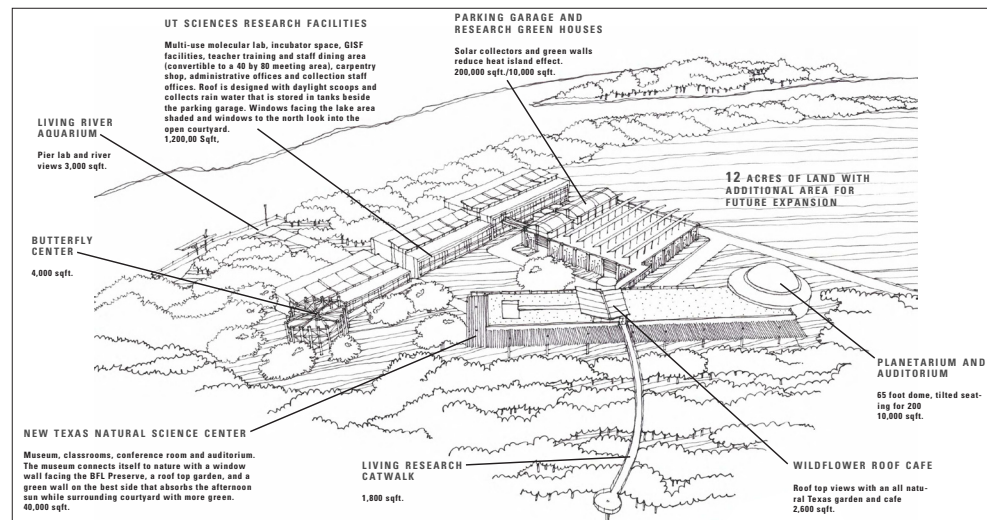
VI.5. Media

The CRP team worked closely with The University of Texas Systems Public Information Office to ensure project information is distributed to all media in a timely manner.



COMMUNICATION AND PUBLIC INPUT





One view of how the new TNSC/BFL collections, teaching, research and outreach facilities might look in the area north of current BFL. (Source: College of Natural Sciences)

Issues and Considerations

The following issues and considerations were heard by the design team from the various visits, meetings, and sessions with the College of Natural Sciences:

- Network role: The three research sites (Brackenridge Field Lab, Stengl Lost Pines, and Lady Bird Johnson Wildflower Center) are complementary (e.g. different soils and biota) but not interchangeable: importantly, only the Field Lab has water access of the three, and 40+ year longitudinal records.
- Proximity to main campus: The Field Lab is close by U.T. Austin, enabling its use not just for research but also for undergraduate classes, and allows faculty to productively divide their day between campus and the site.
- Security: The Field Lab is secured, enabling female students and staff to work alone in safety, and expensive instrumentation to be left in the field for continuous documentation.
- Investment: The ongoing level of new investment in the Field Lab has been modest, in part because of periodic uncertainties over the Lab's future, and in part because other College of Natural Sciences programs needed resources that would bring them up to Integrative Biology's excellence. The College of Natural Sciences considers the Field Lab to be the investment/ endowment for Integrative Biology.
- 40-Year Records: The 40-year longitudinal records at the Field Lab would not be extended if the Lab were moved.
- Overnight Accommodations: Overnight accommodations for visiting faculty and scholars would be desirable.
- Recruitment: The Field Lab has been a major advantage for recruitment and retention of both faculty and students, in keeping with the University's priority of "getting the best students and the best faculty."

Future Strategies

The College of Natural Sciences and Brackenridge Field Lab personnel, and their Board of Advisors, have been considering current and future needs for the Field Lab. The College of Natural Sciences document "A Vision for the Brackenridge Field Laboratory" describes the intent to bring together facilities

currently at the Pickle site, the main campus, and the Brackenridge site and augment them with new teaching and research facilities, as well as a state-of-the-art Science Center. The building program includes 142,000 net assignable square feet (238,569 GSF) and an estimated cost of \$119.28MM.

It also includes proposals for improvements that would primarily serve for public outreach including: moving the Texas Memorial Museum to this more central and accessible location; providing an environmental enclosure for a new public programs and; providing revenue-generating facilities. Assuming no construction cost for the environmental enclosure, the 69,000 net assignable square feet would gross up to 116,000 GSF; at \$500/GSF the construction cost could be \$58 MM.

Alternative Futures

The design team is required, by its charge from the Regents, also to identify possible reconfiguration and/or appropriate alternative sites for the Field Lab, in case the Regents decide to reuse some part or the entire current site. Everyone heard from agrees that a field lab is a necessary part of a successful Integrative Biology program. There are three possible approaches:

1. Leave at Brackenridge site location: This leaves in place a facility which—though not now used to full advantage—is part of a highly ranked academic program. It is nearer to the University than any replacement facility would be and close enough that some undergraduate classes can be, and are, taught there. There is not unanimous agreement as to the importance of the 40-year longitudinal research, but that record-keeping can continue if the field lab remains. Current physical and financial investment in buildings, greenhouses, and fencing would not need to be re-spent. And it is known and familiar to the faculty, staff, and students using it.

On the other hand, these 82-acres are more than half the acreage of—and are in the middle of and divide—the most valuable part of the Brackenridge Tract: the frontage on the lake south of Lake Austin Boulevard. It is one-quarter of the overall available site area, and in an integrated development

design can be expected to provide more (because of the water frontage) than that share, in the revenues that would accrue to U.T. Austin. From a redevelopment point-of-view, then, the field lab site is the keystone of the Brackenridge Tract. A relocation and reconstruction elsewhere could be fully funded by the revenue from the Field Lab site, with substantial funds then left over for the enhanced betterment of The University of Texas at Austin generally.

2. Leave at Brackenridge site location, but reduce the footprint: If the lab site is not now used to its fullest, could there be a reduction in its size or a reconfiguration that would preserve the major values of the lab and also help serve public purposes as well as revenue generation? A community benefit or public purpose that has been raised is the extension of the Town Lake Trail along the waterfront through the Field Lab site. The site could be reduced on its east and/or west sides and still maintain the vast majority of its different soil and natural conditions.
3. Relocate the Field Lab to another site: Part of the design team's assignment was to investigate where, in the event the Regents decided to relocate the Field Lab currently on the Brackenridge Tract, there would be another site(s) that would be appropriate for a Field Lab. Since every site is unique, consideration could create the possibility of having more than one replacement site, in order to broaden and enhance the research possibilities. Multiple locations that are inherently different in soils, biota and water access would expand the breadth of opportunities for College of Natural Sciences research and experiments. This concept is currently partially in use since the Field Lab has additional locations at the Lady Bird Johnson Wildflower Center and Stengl Lost Pines, both of which would remain as sites in the future even if the Brackenridge Field Lab were relocated.

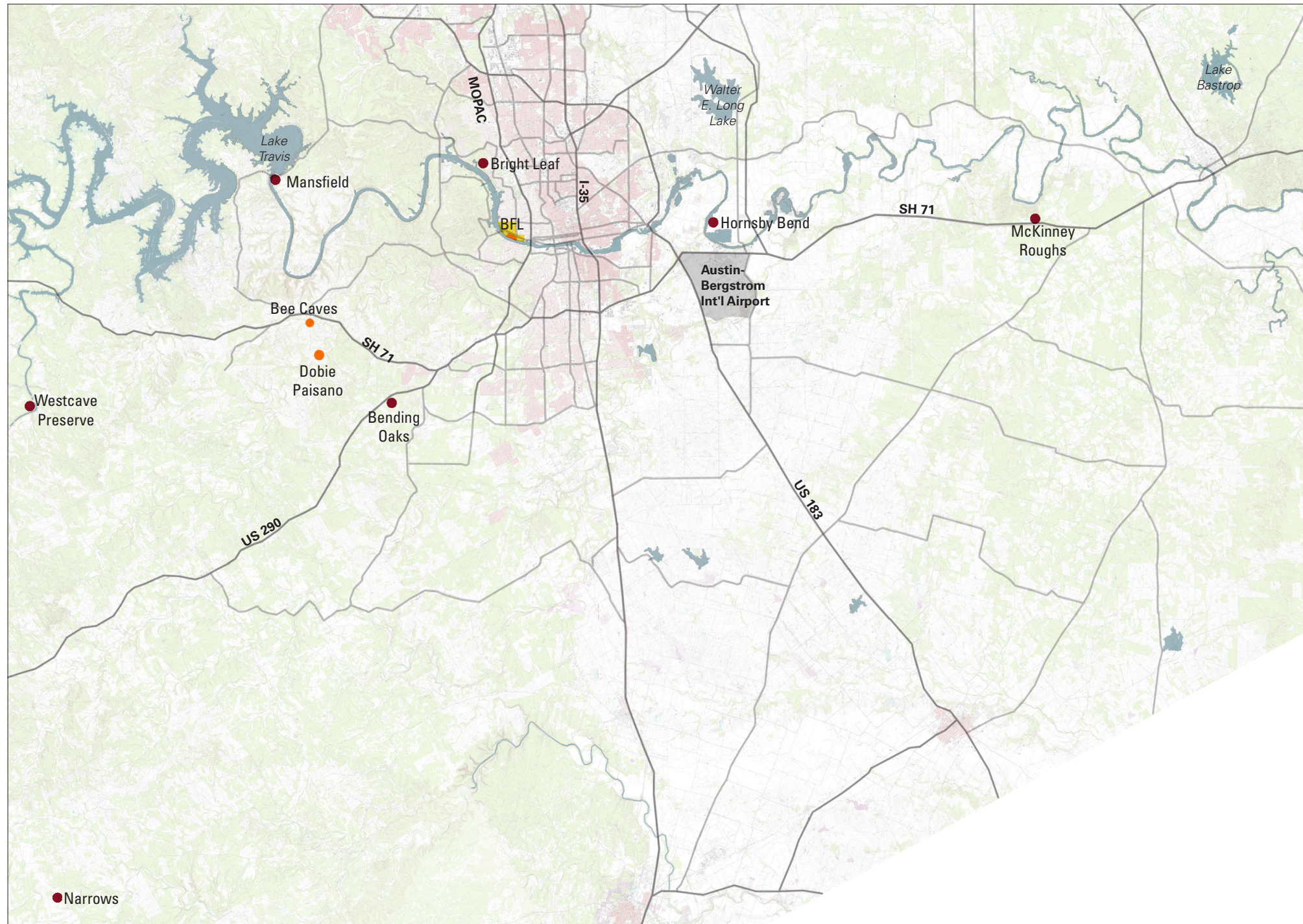
VII.2.Precedents

Examples of field labs of other universities were researched and documented.



VII.3. Alternative Site Analysis

Working from discussions with the College of Natural Sciences group on the Brackenridge Field Lab, criteria for evaluating possible alternate locations has been identified, including:



- **Size:** The Brackenridge Field Lab is 82 acres. While not all of it is used, a size at least more than half that would be needed to provide the necessary diversity and range of research opportunities. The College of Natural Science has asked for additional acreage at Brackenridge for academic and research enhancement and a Science Center, the feasibility of which would depend on the location.
- **Availability:** A site must be able to be purchased or leased, in the near term.
- **Duration:** Investment will be required, for fencing and buildings, and it is desired to have the potential for long-term experimentation and observation, so the term of the site's availability is a consideration.
- **Distance from Campus (time):** There are no other sites as close to campus, and, therefore, it is unlikely that undergraduate classes could be held at the more distant site, though a dedicated shuttle bus and the typically long class periods may make such a use feasible. Generally, the closer the better it is. However, Stanford's field lab is 25 minutes from campus.
- **Securability:** Female students need to be able to work alone in off hours in safety, and valuable instruments need to be able to be kept in the field over long periods of time.
- **Buildable Areas:** Certain buildings and greenhouses will be required, so there need to be relatively level areas accessible to roads.
- **Water Access:** The Brackenridge Field Lab fronts on Lady Bird Lake, allowing interplay between water and land biota. At least one replacement site should have similar water access.
- **Native or disturbed vegetation and types:** A variety of vegetation types will permit a broader range of research.
- **Variety of habitat:** This will also permit a broader range of research.
- **Topography:** Topographical changes are beneficial, but pedestrian access in and through the site must be possible.
- **Flood plain:** The Brackenridge Field Lab has both flood plain and non-flood plain areas, as should a replacement site(s).
- **Parking:** There needs to be accessible parking for staff and researchers.
- **Cost to build:** The necessary facilities and fencing must be able to be built economically. It is estimated that the current facilities and necessary fencing for a similar size area, could be constructed for a sum in the range of \$8MM.
- **Maintenance cost:** The cost of maintenance must be supportable.
- **Consideration to the Landowner;** the cost of acquisition or lease must be affordable.

Whatever site is selected, there must be an Implementation Plan and Schedule, especially regarding current research underway at the Field Lab.

Potential Sites

After repeated visits to the Brackenridge Field Lab, and trips to the Lady Bird Johnson Wildflower Center and Stengl Lost Pines, nine sites were visited and considered: The Narrows, Mansfield Dam, McKinney Roughs, Hornsby Bend, Westcave, Bee Caves, Bright Leaf, Bending Oaks Ranch, and Dobie Paisano Ranch.

There are two candidate sites on the Colorado: McKinney Roughs and Hornsby Bend and three ancillary candidate sites: Bright Leaf, Bending Oaks, and Mansfield. It is useful to include one or more ancillaries, to provide more research opportunities. Bright Leaf is a different physical condition from Brackenridge Field Lab or the prime alternates (higher elevation, no river water); also it is the closest-in of the sites. Mansfield is "very available." Bending Oaks is the largest site, is offered, and is a bit closer in than Mansfield.

Of the river sites, Hornsby is closer, larger, better topographically. But it is adjacent to the sewage treatment area, and 111 acres is flood plain (85 not). It is owned by the City. McKinney Roughs is close enough, large enough, perhaps not ideal topographically, and available (in the view of LCRA staff) and securable.



Hornsby Bend

1,269 acres owned by the City of Austin, it is 15 minutes east of the University, and includes the City's Dillo Dirt plant and sewage treatment center.



McKinney Roughs

Located 30 minutes east of Austin, it is a 1,100 acre site owned by LCRA, whose staff has indicated up to 120 acres as a potential site.



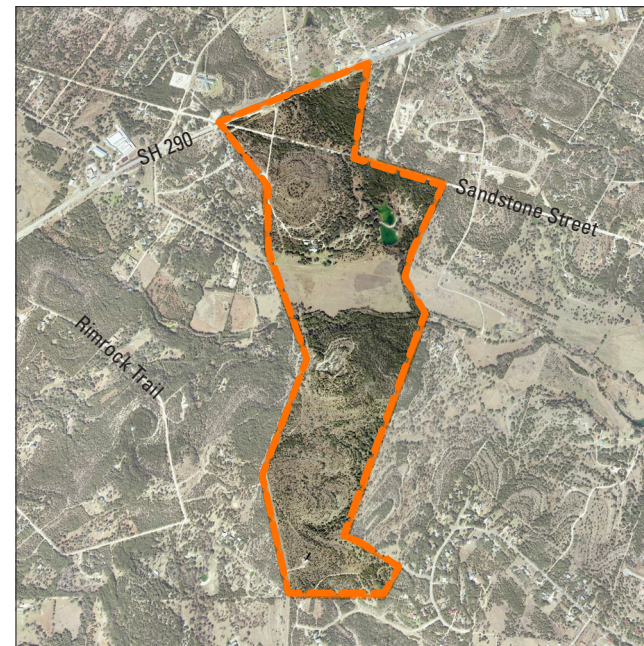
Mansfield Dam

Located 25 minutes west of Austin, the site is a 21-acre parcel owned by LCRA just below the Mansfield Dam.



Bright Leaf

A 211 acre parcel in northwest Austin, owned by the Austin Community Foundation, from and under terms of the will of Ms. Georgia Lucas.



Bending Oaks Ranch

A 361 acre parcel offered-for-donation in the Oak Hill area and fronting on 290 West.

VII.4.Conclusions

The Design Team has concluded that it is possible to relocate the Brackenridge Field Lab to another site(s) both in terms of availability of sites and the role of the Brackenridge Field Lab in the U.T. Austin field lab network. It is recommended that the McKinney Roughs site be considered as the relocation site for the Field Lab. In order to determine the impact of keeping the Field Lab on the Brackenridge site versus relocating it, and assist the Board of Regents in determining whether or not to relocate it, one of the Concept Plans relocates the field lab, the other maintains a field lab on the site.

Should the Regents decide to maintain the field lab use on-site for a period of time, the design team recommends a reconfiguration from the current 82 acres to 56 acres in the central part of the site, to:

- comport the size to better match the percentage of site now fully used;
- leave an area that allows the main buildings to remain in place and perhaps provide for use of the Lake Austin Centre by the Field Lab or, if grants can be obtained, for new classrooms and teaching facilities;
- provide a more public face to the Field Lab, including a civic site that might be a related use—so that the lab begins to address public outreach / education meaningfully;
- accommodate the lakeside extension of the Town Lake Trail, and the central part of Brackenridge Park; and
- minimize the lack of free public accessibility and the disruptive effects and financial disadvantage to U.T. Austin of a centrally-located out-parcel in the early phases of the redevelopment.

Should the Field Lab remain for a time, it should be required to cooperate with the water management and quality control system being proposed for the entire Brackenridge Tract.

Because the field lab occupies the center of the site, from Lake Austin Boulevard to the Lake, its retention even reconfigured prevents a needed second east-west travel-way through the Tract. This in turn limits the traffic capacity of the Tract, and therefore the achievable density. This diminution (of 3 million square feet: from 15 to 12 million) has a negative revenue return, which is mitigated only by an avoided net cost of relocation of the Field Lab of \$8 million.

Relocation Implementation Plan and Schedule: If the field lab is to be relocated, there needs to be an understood schedule for completion of current research. According to the BDA, the field lab site cannot be used for non-university purposes until 2019, but the language allows the site to lie fallow until then or be used for public purposes. The main site for the replacement field lab could be built soon, to get research underway there, and the current site left also available toward 2019, for current research to be concluded. Or, if there are other reasons to amend the BDA prior to 2019, renegotiation of the 2019 date could be part of the new overall agreement, and the current field lab could be closed sooner.

VIII. GRADUATE STUDENT HOUSING COLLABORATIVE PLANNING STUDY

VIII.1. Collaborative Planning Process

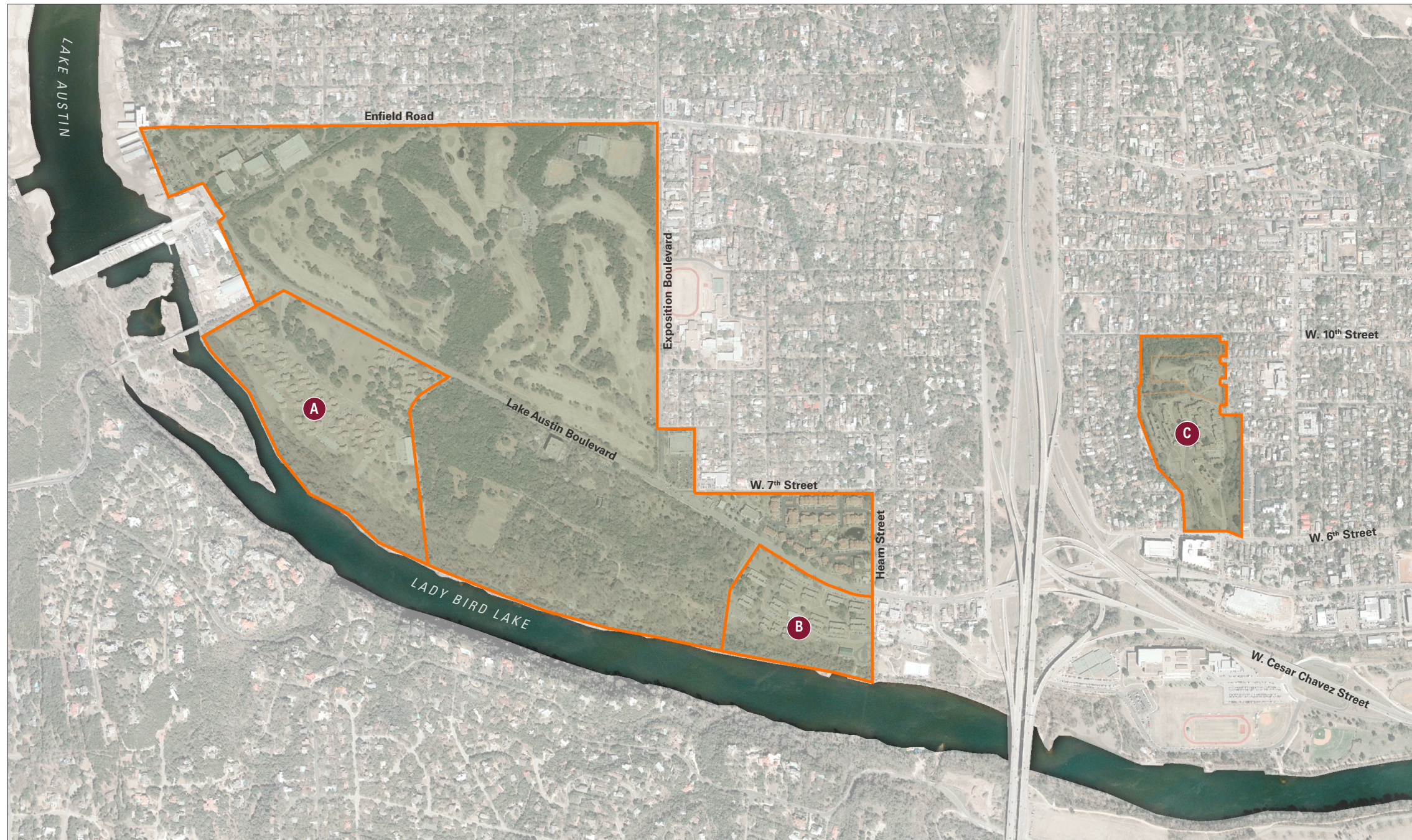
The design team worked with U.T. Austin to explore potential solutions for locating the graduate Student Housing facilities now located on the Brackenridge site, assuming that the Board of Regents with U.T. Austin will continue to feel that there should be designated facilities for this purpose as part of the long term strategy of The University of Texas. The design team visited the sites and saw representative units, met with the University Tenants' Advisory Board, and had collaborative planning sessions with U.T. Austin representatives. The following report summarizes the activities of this joint group and the conclusions of the study.

The U.T. Austin representatives included:

- Victoria Rodriguez, Vice Provost and Dean of Graduate Studies
- John Dalton, Assistant Dean of Graduate Studies
- Bradley Carpenter, President of the Graduate Student Assembly
- Sonica Reagins-Lilly, Dean of Students and Senior Associate Vice President for Student Affairs
- Floyd Hoelting, Director, Division of Housing and Food Services
- Randy Porter, Associate Director, Division of Housing and Food Services
- Sheril Smith, Manager, Division of Housing and Food Services
- Laurie Mackey, Associate Director, Division of Housing and Food Services.

Existing Graduate Student Housing

There are currently 715 graduate Student housing units. 515 units are located on the Brackenridge Tract: 315 in the Brackenridge Apartments and 200 in the Colorado Apartments. An additional 200 units are located on the Gateway parcel, located nearby on 6th Street east of MoPac.



A The Brackenridge Apartments - 54.7 AC - 315 units



B The Colorado Apartments - 20.7 AC - 200 Units



C The Gateway Apartments - 25.6 AC - 200 Units

The following issues and considerations were identified and used in evaluating the existing facilities, policies, locations, and potential future options:

- **Strategic Use:** Graduate student housing is important to recruiting the best students. Many of them are from overseas and their decision to come is eased if they don't have to immediately search for housing in a new city/state/country. Over 70% of the GSH units were populated by foreign students in 2008. Currently, applicants are taken on a first come, first served basis and there is a seven year limit that residence is allowed, unless waived by the Graduate Dean on appeal application. Expressed in the meetings, chaired by Graduate Dean Dr. Victoria Rodriguez, was a desire that the length-of-stay period be limited, in order to serve more students, and that the deans be allotted some units to strengthen their offers to the very best graduate student applicants. There are, currently, 56 undergraduates, mostly upperclassmen, in the "graduate" student housing. Is this the best use of these units or, given that these upperclassmen undergraduates were already settled elsewhere, is it better to leave graduate student housing for incoming/early-years graduate students?
- **Competitor Institutions:** U.T. Austin aspires to be the finest public research university in the country. Many of U.T. Austin's competitor institutions provide graduate housing.
- **Community:** The Tenants' Advisory Board and the collaborative planning group speak fondly of the sense of community in each of Colorado, Gateway, and Brackenridge, particularly for the foreign students coming to this city/state/country for the first time (especially their spouses who often do not speak English) who otherwise can feel adrift in the new city/country. Consequently, the groups strongly favor continuing to provide graduate student units, as our competitors do, rather than a subsidy program that would work on the open market around town, rather than aggregating the units.
- **Mathews Elementary School:** Foreign married students with children are very glad to be in Matthews' district. The school has provided teachers fluent in Korean, Chinese, etc, and the school and parents welcome and accommodate diversity. All three current graduate housing sites are zoned for Mathews; Gateway is located across the street.
- **Number of Units:** Currently there are 715 units (Gateway 200, Colorado 200, Brackenridge 315). There is a paid backlog of over 300 applicants, and it is presumed there are others who do not apply when they are told that they could not be handled until at least six months into the future. More units are desired.
- **Quality of Units:** The current units are very spare. So should any new ones be, to minimize costs, and we have assumed for costing that they will be of the same size and number of bedrooms/baths as currently.
- **Proximity to Campus:** All other things equal, greater proximity to campus is a major expressed benefit.
- **Benefit to Surrounding Community:** Graduate student housing is appreciated by the West Austin Neighborhood Group and the City because it is affordable housing, provides cultural and ethnic diversity to the community, and has low car traffic.
- **Economical Use of land:** Land owned by U.T Austin is a finite asset, and the least amount necessary should be used for graduate student housing. The purpose of relocating the Brackenridge and Colorado apartments is to

free up their land (74 acres) for higher/better use and residual land value. To the extent U.T. Austin pays to build these units elsewhere, it detracts from residual land value of the leasing of the Brackenridge Tract. The amount, if any, that U.T. Austin must bond that will not be carried by subsequent graduate student rent payments, plus the value of any more U.T. Austin land used to hold graduate housing is termed the "Net New Cost"

- **Locations:** In considering alternative locations, sites not now owned by The University of Texas were not considered, because of the cost of acquisition. We looked at all University properties in Austin, especially Gateway, Pickle Research Center, lands adjacent to the main campus but east of I-35, and land adjacent to Intramurals. We did not include sites on the Main Campus, which are few and should be reserved for academic space growth over the coming decades.
- **Staging:** The goal, on an NPV basis, would be to free up the Colorado and Brackenridge sites as soon as possible while providing the new units before Colorado and Brackenridge are taken off-line. Whether this could be done is open for decision. Rebuilding all 715 units on Gateway (one of the options considered) would require demolition of the 200 units now there. If this option is chosen, and if it is desired to leave the Brackenridge and Colorado apartments in place until the new construction on Gateway is complete, there is normal turnover of 160 units annually excluding Gateway, and Simkins Hall could be converted to 95 graduate units at a cost of \$2MM, thereby accommodating all those who would be in the Gateway 200 units at the time of its removal from service.
- **Rents:** Rents are currently approximately half those of the Austin market. This is possible in most part because the construction debt service has been retired on all of Brackenridge, Colorado, and Gateway. If U.T. Austin rebuilds, the new construction costs must be amortized, and a question for the Regents will be whether to charge the rents required to amortize all those costs—which would approximate market rents—or to commit some portion of the funds realized from the leasing of the Brackenridge and Colorado sites as a write down against the new units' cost, so that rents in the new units would be somewhere below market.

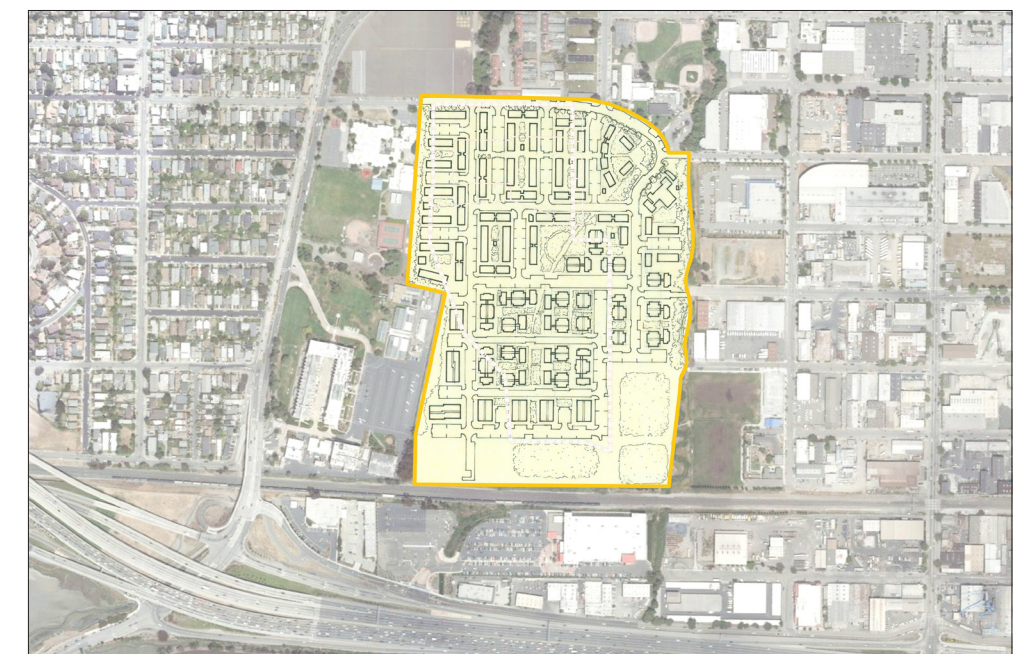
Currently, the units are assigned first-come, first-served, so there is no connection between the below-market rent and a student's (in)ability to pay (nor of that student's academic standing and potential among all graduate students, as U.T. Austin seeks "the best students"). In any event, with such a limited supply, and in an era of necessarily high tuition, is it fully fair to benefit some (especially if they are able to pay) at the expense of all? The first-come, first-served approach benefits those in the know, but would it not be better to reserve all the net residual value of the Brackenridge and Colorado parcels, for use by the institution through the endowment, rather than reducing rents, and to not favor any specific group? Could not those in need then have their needs addressed via their stipend?

VIII.2. Housing at Other Institutions

Examples of housing provided by competitor institutions were looked at to inform the programming and design of any new or replacement graduate student housing, as well as the evaluation of the existing. The precedents studied included: Calhoun Lofts, University of Houston; Graduate Student Housing, The University of Texas Health Science Center at Houston (7900 Cambridge and 1885 El Paseo); University Village, University of California, Berkely; North Campus Housing, University of California San Diego; 10 Akron Street, Harvard University; 5 Cowperthwaite Street, Harvard University; and Munger Graduate Residence, Stanford University



The University of Texas Health Science Center at Houston



University of California, Berkeley



VIII.3. Alternatives Analysis

The Collaborative Team identified and analyzed a variety of future scenarios. The analysis for each of the sites was based on program assumptions and a set of planning criteria and goals described below.

It was assumed that the total program is 715 units, the same number as exist today on the Brackenridge and Gateway sites. If a particular location is determined to have a greater capacity, the additional potential number of units would be identified. A mix of efficiency, one bedroom, two bedroom, and three bedroom units is assumed, with an average square footage of 897 gross square feet per unit. Parking is assumed at a minimum ratio of .88 spaces per unit.

In addition to the living units, the program includes service and support spaces and amenities. Support spaces include the graduate student housing office and maintenance and storage building with yard. Amenities include laundry facilities, community center/meeting rooms with kitchen, and a study room with computers. Site amenities include community gardens and children's play areas.

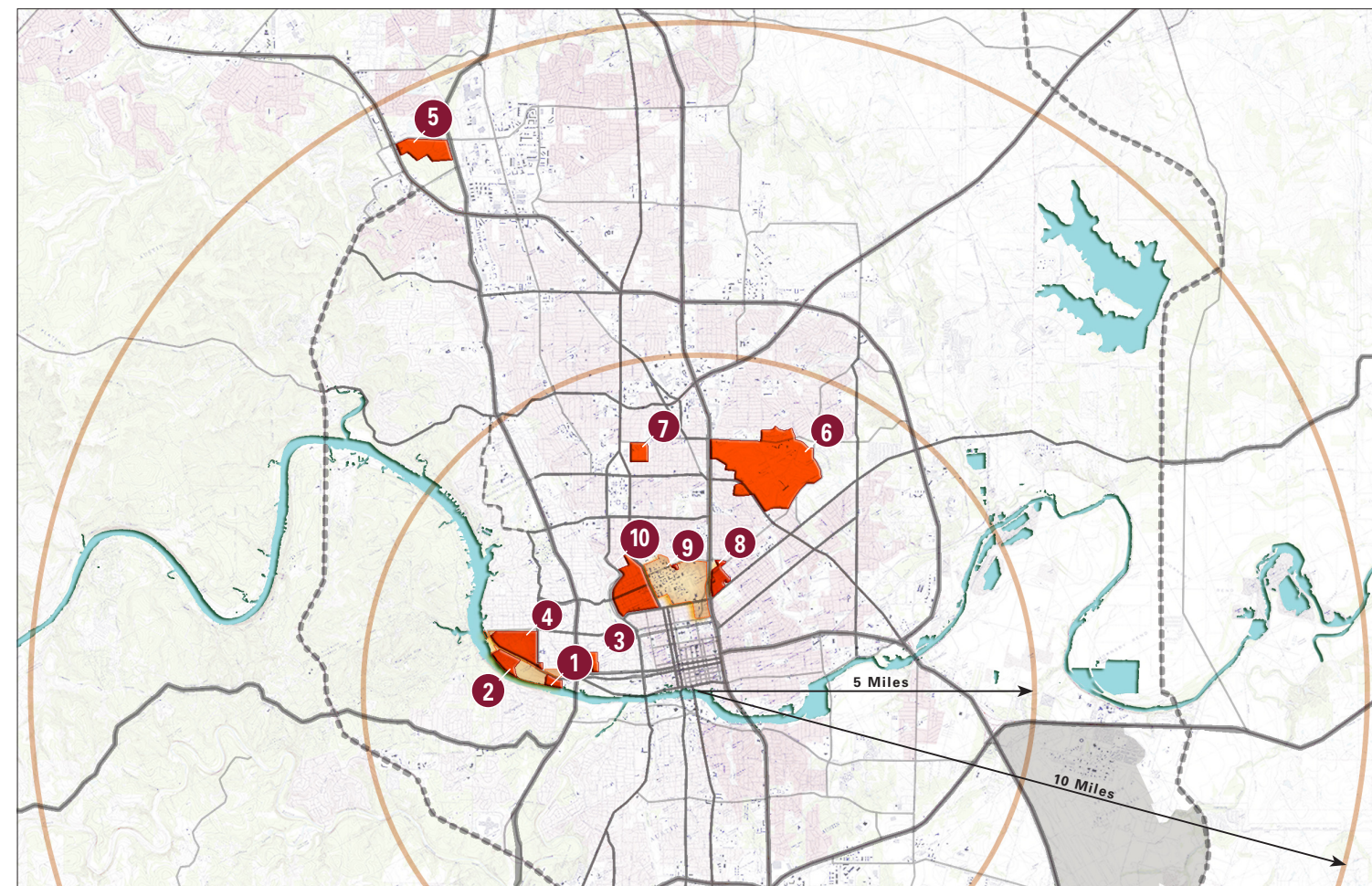
The evaluation of the scenarios and sites was based on the following criteria and goals:

- **Affordability:** Many graduate students cannot afford market rate housing and one of the purposes for providing it is to attract the best candidates, regardless of their economic status. Whether through reduced rents, adjustments to stipends, or some other method, the housing must be affordable to those unable to pay full cost.
- **Proximity to campus,** or, at least, the ability to get to it quickly and easily, is an important consideration. It should be served by transit
- **The housing should allow for diversity:** multi-cultural, gender-neutral, and racially, economically, and socially mixed.
- **Scale:** Housing trend is toward "village" settings: family-friendly and communal.
- **Schools:** Housing should be close to elementary and middle schools, as well as child care, playground, and park facilities. Continuing the relationship that has been built with Mathews Elementary would be a significant benefit.
- **Amenities:** Proximity to laundry facilities, grocery store, general retail, restaurants, parks, playgrounds, child care, and other daily needs and amenities, if not located on-site, is needed.
- **Safety:** A secure environment and safe areas for children to play are essential.

- **Product Diversity:** Variety of apartment sizes is needed for the diverse requirements of graduate students: married and single, foreign and native, etc. Choice among different types is desirable.
- **Sustainability:** Pro-environmental and "green" building design principles should be adhered to.
- **Cost:** The costs of the units must be consistent with the revenue available from rents and other sources, if any, as well as with demands of the market-place for such things as size, quality, and character. Land must be owned by U.T. Austin to avoid land acquisition costs that could significantly reduce the economic advantages of relocating the housing from the Brackenridge Tract.
- **Phasing:** Availability of the site and the ability to free land on the Brackenridge Tract for redevelopment is an important consideration.
- **Recruitment:** The housing should be used to facilitate, expand, and deepen the graduate student experience and strengthen the opportunity to recruit the "best and the brightest."

Relocation Scenarios

- 1 Maintain existing conditions of facilities.
- 2 Construct 200 apartments in the Brackenridge Complex to replace the Colorado Apartments.
- 3 Construct additional apartments on the Gateway Apartments site to replace the 200 units of Colorado Apartments and 315 units of Brackenridge Apartments.
- 4 Construct apartments on the Lions Golf Course portion of the Brackenridge Tract to replace the 200 units of Colorado Apartments and 315 units of Brackenridge Apartments.
- 5 Construct apartments in the Pickle Research Center to replace the 200 units of Colorado Apartments and 315 units of Brackenridge Apartments.
- 6 Construct replacement apartments in the Mueller Redevelopment Project site.
- 7 Construct replacement apartments on property adjacent to the Intramural Fields.
- 8 Construct replacement apartments on the University of Texas property of the Blacklands Neighborhood.
- 9 Renovate Simkins Hall Dormitory.
- 10 Construct replacement apartments within the West Campus Neighborhood.

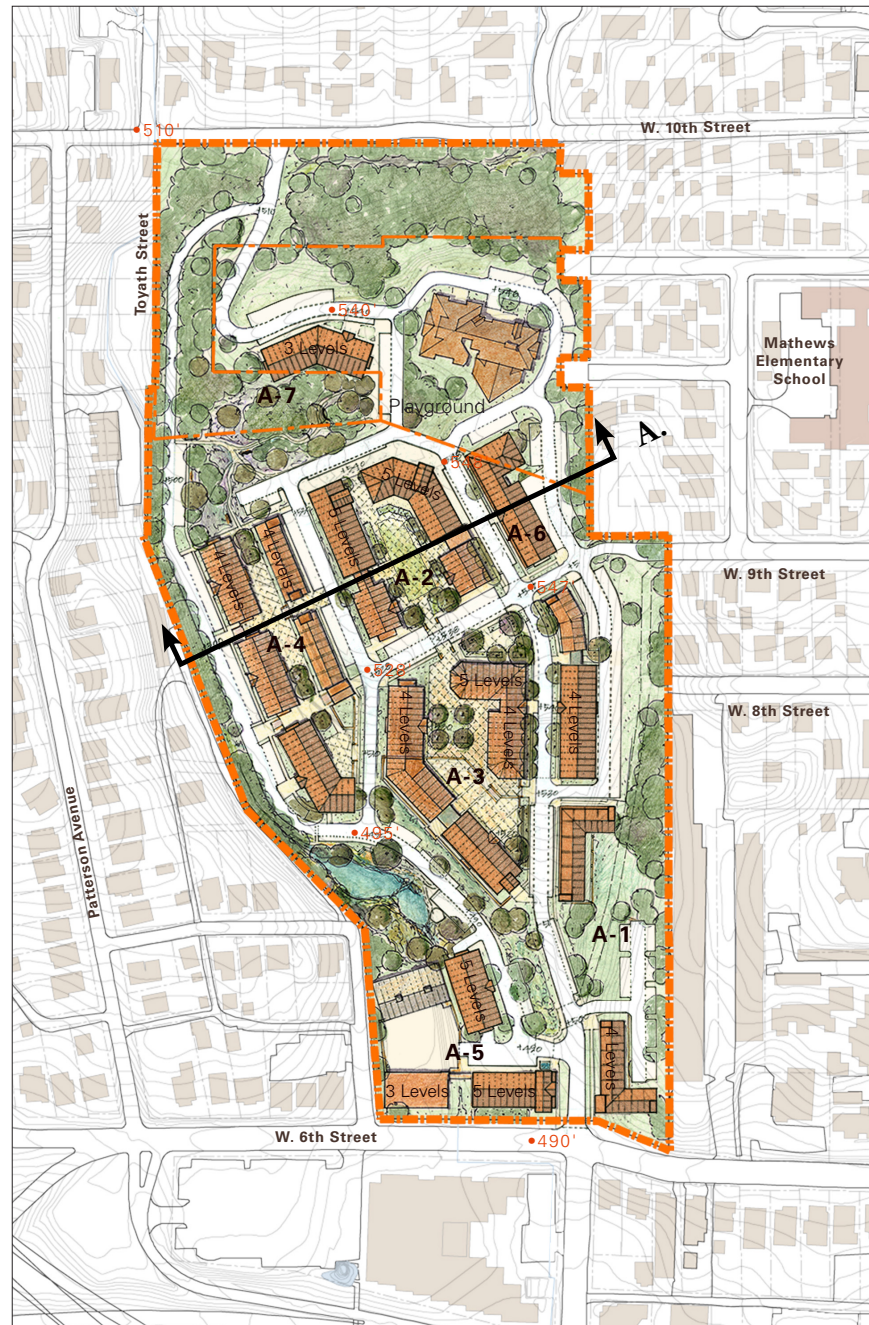


Scenarios & Sites Considered

The following scenarios and alternative sites were considered by the collaborative planning team. Only those options for each site that maintained, with Gateway, the total existing count of 715 units were considered. Also, only land currently owned by The University of Texas was considered. Retaining, or infilling more units on either the Brackenridge Apartment or Colorado Apartment sites was not studied because that would represent a poor use of land on a residual land value basis—they are prime sites for redevelopment. This would be the case in any other area of the Tract, such as the golf course, as well, in addition to presenting a phasing issue. Sites studied included:

- **Pickle Research Campus (West Tract):** Pickle was considered to be a non-residential environment. However, the westerly parcel is unused, heavily treed, and has commercial, rather than industrial-like neighbors. It was determined that the area was not suitable for this type of residential use, it is too far from the campus, and there is a decrease in the accessibility to off-site amenities. The quality of life for the students would decline.
- **Intramural Fields:** The fields would provide ample area for consolidating the housing; however, there is no alternative location for the fields, which must be retained. There is a small unused area adjoining the playing fields but this has insufficient land area to accommodate housing in a viable way.
- **Blacklands:** Blacklands is an irregular and somewhat fragmented assemblage of land east of I-35 across from the southeast corner of the campus. Assuming that the 200 units would remain at Gateway, the 515 units required cannot be adequately provided on this property, much less the needed office and support, a consolidated community, or additional units. In addition the area is not felt to be appropriate for residential use and U.T. Austin has other more appropriate uses planned which limit the area available and would make the remaining areas even less viable.
- **Simkins Hall:** This out-dated residence hall on the main campus is certainly well-located. Site constraints limit redevelopment of any significant size and U.T. Austin priorities for use of campus space may be in conflict. However, the existing building, if renovated and updated, could provide temporary graduate student housing during the transition from Brackenridge to another site, to accelerate the phasing. It also may provide additional housing in the longer term for some types of graduate students other than those married and/or with children.

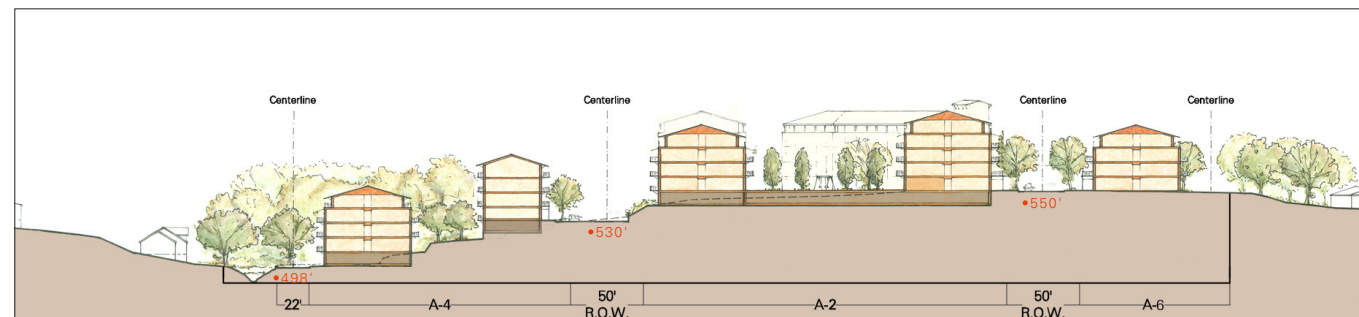
- Gateway Apartments: The Gateway apartment complex was studied to determine what could be infilled to increase the capacity of the site, but the full 715 units could not be accommodated. However, additional study indicated that more than 715 units could be provided if the site were rebuilt. The operation is consolidated for a more economical management model and the community is maintained in the same general vicinity and in close proximity to Mathews Elementary. Rebuilding provides an opportunity for a more appropriate and diverse mix of apartment types. On the other hand there is additional cost for construction due to the dramatic topography of the site and the need to rebuild the existing 200 units.



Illustrative Master Plan of Proposed Gateway Graduate Student Housing



Rendering of Proposed Gateway Graduate Student Housing



Section A-A

VIII.4. Conclusions & Recommendations:

Operational Policies:

- Discontinue first-come, first-served policy for vacant units, and allocate the units to the deans as part of recruitment packages for the best students.
- Establish a three-year limit on residency.
- Discontinue use by undergraduates.

Rents:

- Set rents at the level required to amortize the bonds.

Location of Units:

- Demolish and build anew on Gateway, to as many units as can be well-sited

Actions:

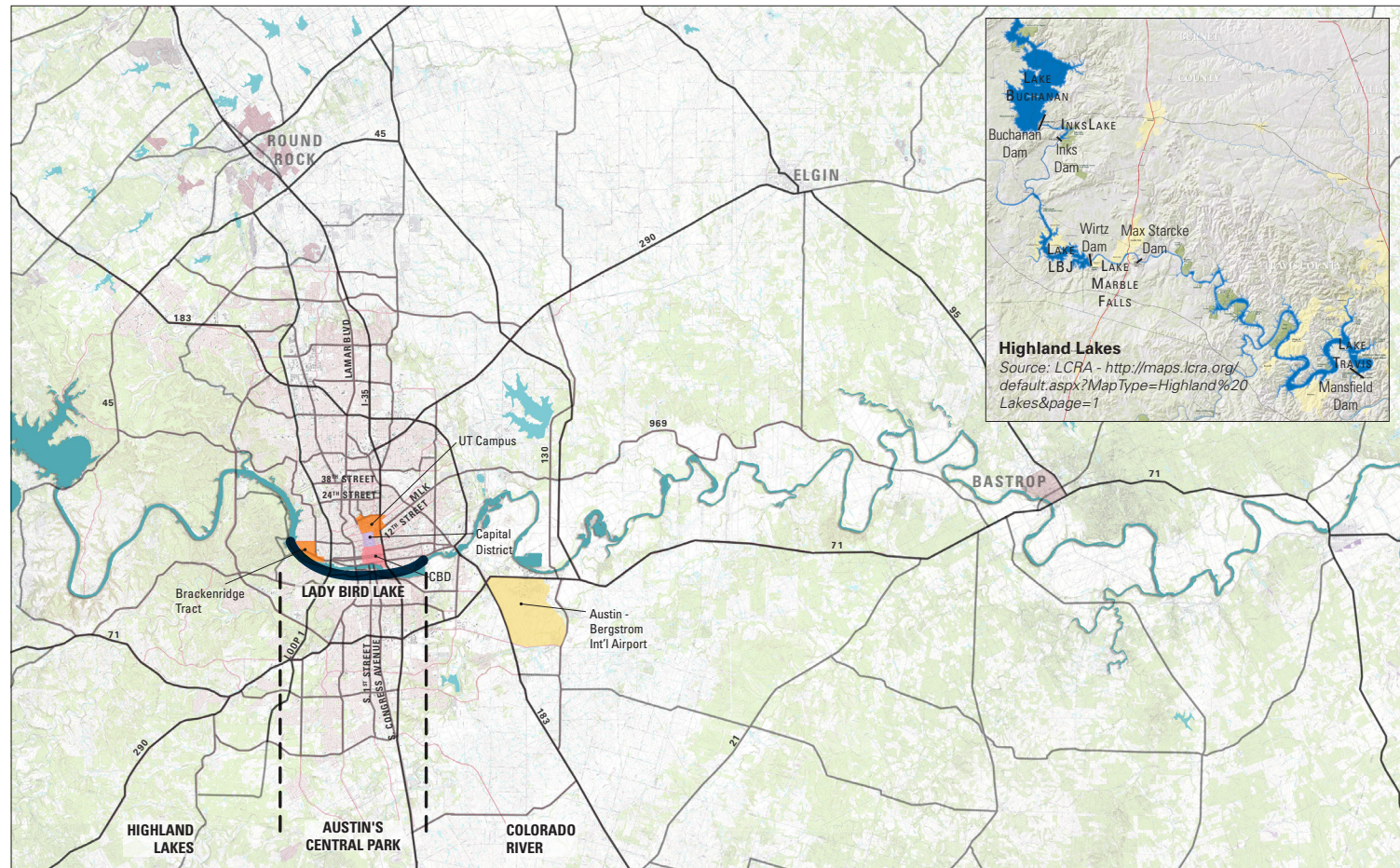
- The Regents empower an appropriate committee to determine the nature of the graduate students to be served (e.g. married and unmarried, married only, married with children only—or the mix among those) and the resulting desired mix among 1 bedroom, 2 bedroom and 3 bedroom units.
- Decide, on or about each January 1, beginning in 2010, whether to re-lease the Brackendridge or Colorado units for the subsequent lease year of July 1-June 30, or whether favorable market conditions warrant the clearing of the site(s) for delivery for redevelopment by the following September.

Summary

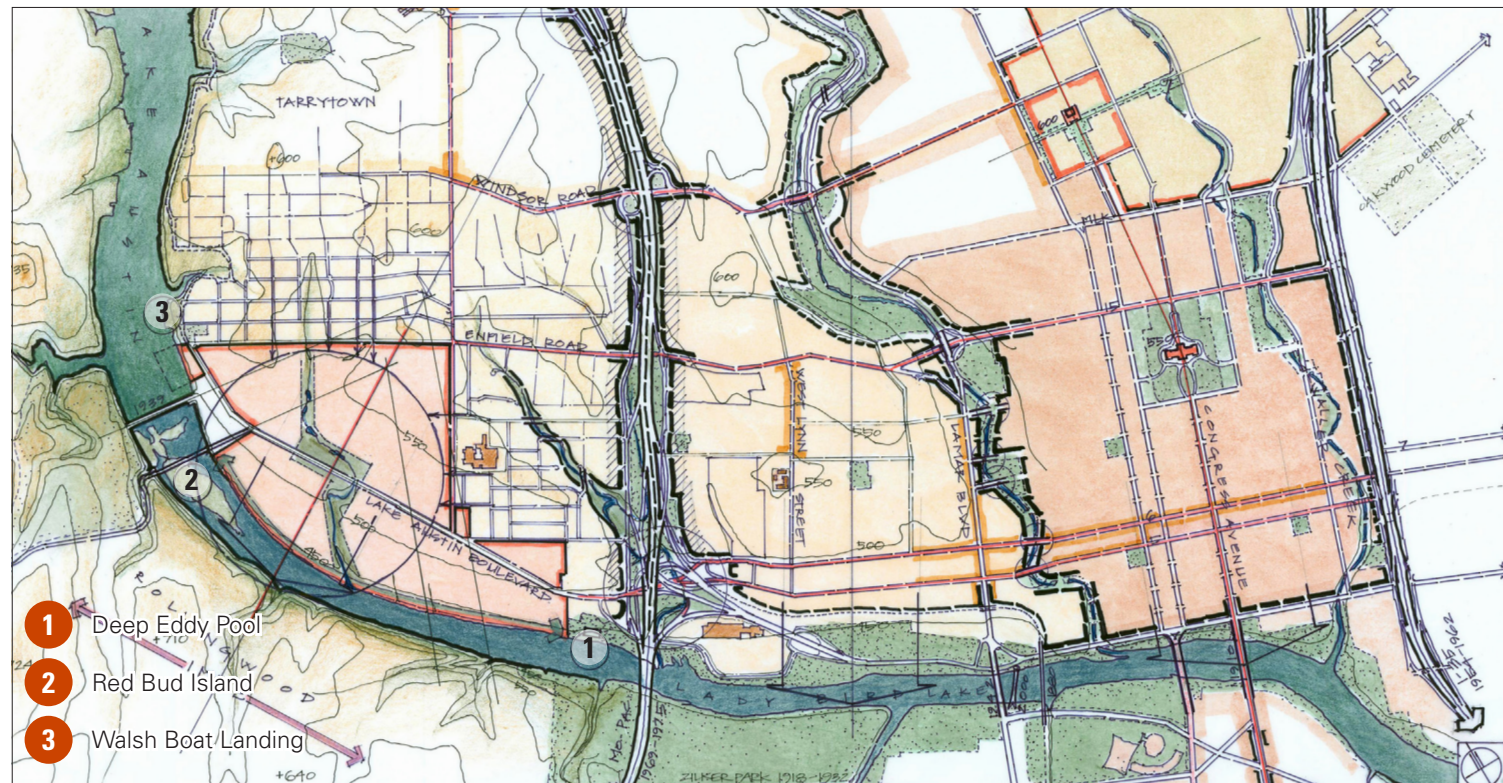
Implementing the recommendations would:

- Provide more graduate student units than currently, with even greater availability because of improved turnover;
- Use those units strategically to assist U.T. Austin to draw the best students;
- Treat all graduate students equally and fairly in terms of ability to pay; and
- Enhance the sense of community in the graduate student complex, including by improved and secured child play areas compared to today's Gateway, and increase proximity to the campus and to Mathews.
- Achieve fullest value of the land asset, on a net present value basis.





Regional Context



Tarrytown/West Austin 1940-Present

IX. SITE ANALYSIS

IX.1. Structure of the River

The Colorado River meanders through this part of the region in a generally easterly direction on its way to the Gulf of Mexico. The City of Austin is sited within a large arc of the river with the Capitol situated on a highpoint roughly in the center of the arc. This location within the arc is also where the geological transition from the Blackland Prairie to the Edwards Plateau and the ecological transition from grassland to live oak, ash, and juniper woodlands occur. The river provides the focal point for the City's central waterfront park system. As the elevation rises, the river is managed by a system of six dams forming a series of highland lakes. At the point of transition from urban edge to hill country is the lowest of the dams, the Tom Miller Dam, adjacent to the northwest corner of the Brackenridge Tract.

The location of the site is also at the point where the urban zone meets the drinking water protection zone. The protection of the watershed area and aquifer is a critical concern and calls for embracing a sustainable approach to water management and water quality.

The Brackenridge Tract is the remaining westerly piece of the riverfront arc. It has the potential for completing the riverfront park and trail system and the City's westerly urban edge.

IX.2. City Structure: Urban Form and Growth

The plan of the Capital was established in 1838 as a formal one mile square grid of square and rectangular blocks located between two creeks and oriented with the slope down to the river. There was a central main axis to the river with the Capitol located on this axis at the highest point. The plan for College Hill to the north of downtown was also based on a formal grid, rotated to align with the direction of the creeks bounding it. College Square and the focal building of the University were located on a primary axis street which aligned with the Capitol building dome. Congress Avenue acts as a central spine and primary street axis between the creeks connecting the Capitol to the river to the south, and to the U.T. Austin campus to the north. As the City grew to the west, in the area between Shoal and Johnson Creeks, an irregular grid evolved incrementally, rather than being established ahead of development. Nonetheless, east-west streets of downtown and the campus extended into the Old West Austin, Clarksville, and Old Enfield area

and provided the basis for the grid, which is reoriented again to align with the slope of the land down to the river. West Lynn Street has emerged as a central spine street between the creeks, with neighborhood commercial and institutional development along it.

In the area to the west of Johnson Creek a pattern similar to the one east of the creek emerged—except on the Brackenridge Tract which remained as large, undivided tracts. Exposition Boulevard could be viewed as the center axis of a neighborhood extending from Johnson Creek to Schulle Branch. Alternatively, the orientation could shift to align with the slope of the land down to the river at this location and coincide with the orientation of Lake Austin Boulevard. The uncertainty in the past has given us a rare opportunity in the present to establish an overall framework in advance of development and to have choices as to how to best utilize the assets of the site and express its role within the City.

Two important assets also to be considered are Deep Eddy adjacent to the easterly end of the site on Lady Bird Lake, and Boat Town at the westerly end of the site adjoining the Tom Miller Dam and near Walsh Boat Landing on Lake Austin, the Last of the highland lakes. This spot had historically been used for entertainment and recreational activities of various types and is the only location in the Center City where the water is at the level of the adjoining land and development can directly engage the water.

Emerging Districts

The Brackenridge Tract at 350 acres is more than half the size of Downtown, which has over 200 blocks, yet it is comprised of essentially only 2 large super-blocks accommodating its two largest users, U.T. Austin (BFL and graduate student housing) and the Lions Municipal Golf Course, along with WAYA and a portion of the LCRA facilities. Three additional smaller blocks contain all of the other uses on the site and comprise only about 5% of the site area. These superblocks, having no scale-giving elements, are difficult to experience, and have no relationship to the scale of the surrounding areas. They disrupt the continuity of the city's street system, forcing all of the through traffic onto a few streets, making large areas inaccessible, isolating neighborhoods, and limiting connections of upland areas to the assets of the City's waterfront areas. The Brackenridge Tract is potentially an infill district comparable to, and complementary of, the major districts being shaped as catalysts Downtown: the Market District and the Convention Center. Together these areas are newly activating and reconnecting the City to the Lakefront.

IX.3. City Scale and Grain – Block Size and Street Pattern

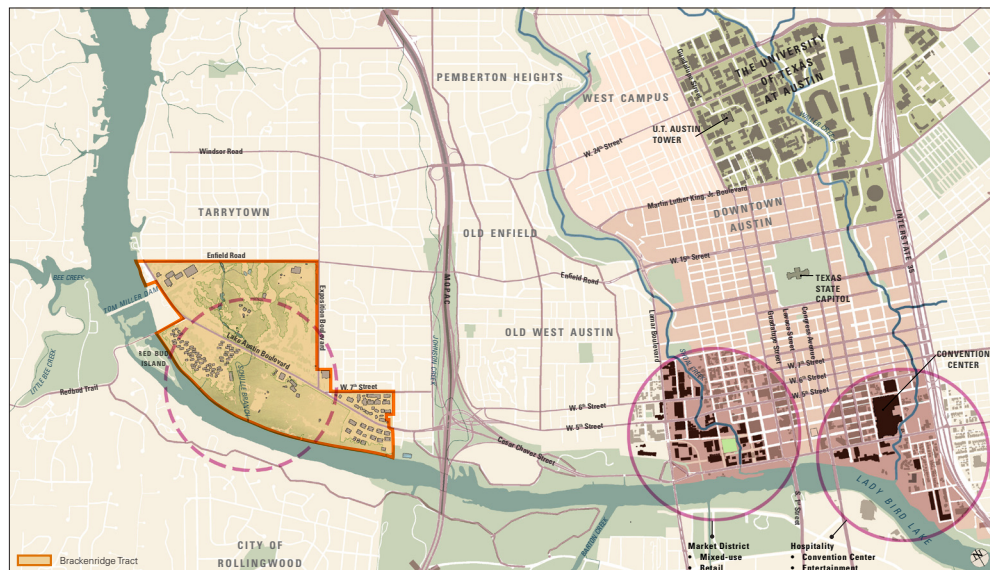
Downtown Austin has a fine grain of relatively small, regular blocks (generally between 1.67 and 2.1 acres) and a high proportion of the land area dedicated to streets. This approach supports commercial activity, high density, and compact building footprints.

By contrast the block pattern in the Old West Austin neighborhoods to the west of downtown evolved over time to accommodate generally lower density development and to respond to the needs of a variety of specific uses or users, primarily residential. The pattern is an irregular grid with block sizes generally ranging from 1.32 to 7.8 acres, but including several larger tracts, such as the Gateway graduate student housing imbedded in the grid and the public uses along the river.

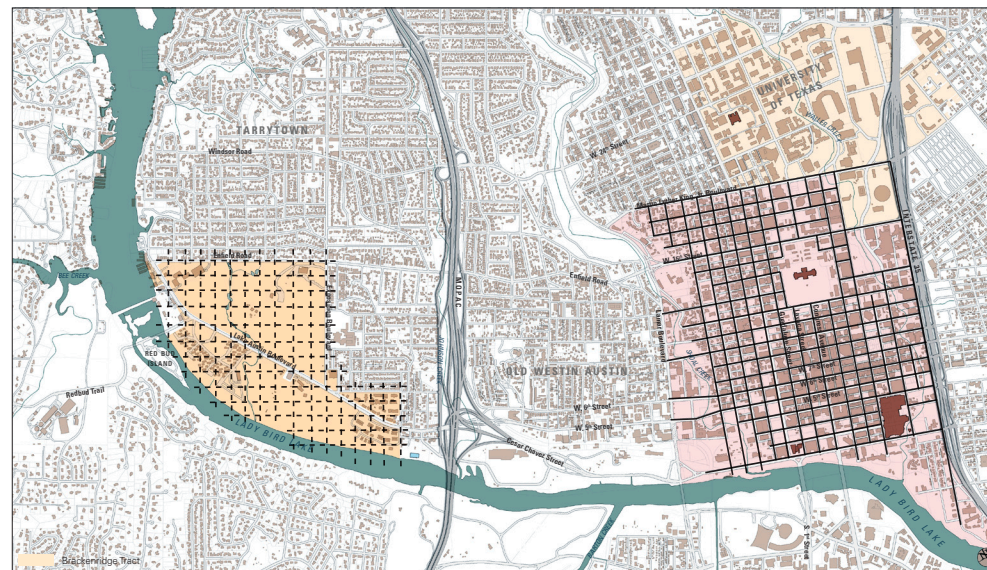
This pattern continues across MoPac into the area adjoining the easterly portions of the Brackenridge site which were, prior to the construction of the highway, part of the same neighborhood. The areas of Tarrytown to the north of the Brackenridge site, however, are almost exclusively residential, predominantly single-family, and the blocks are consistently in the middle range of sizes (2.27 to 4.62 acres). The grid, while generally planned, is irregular in response to creeks and other natural features.

IX.4. Site Size and Scale

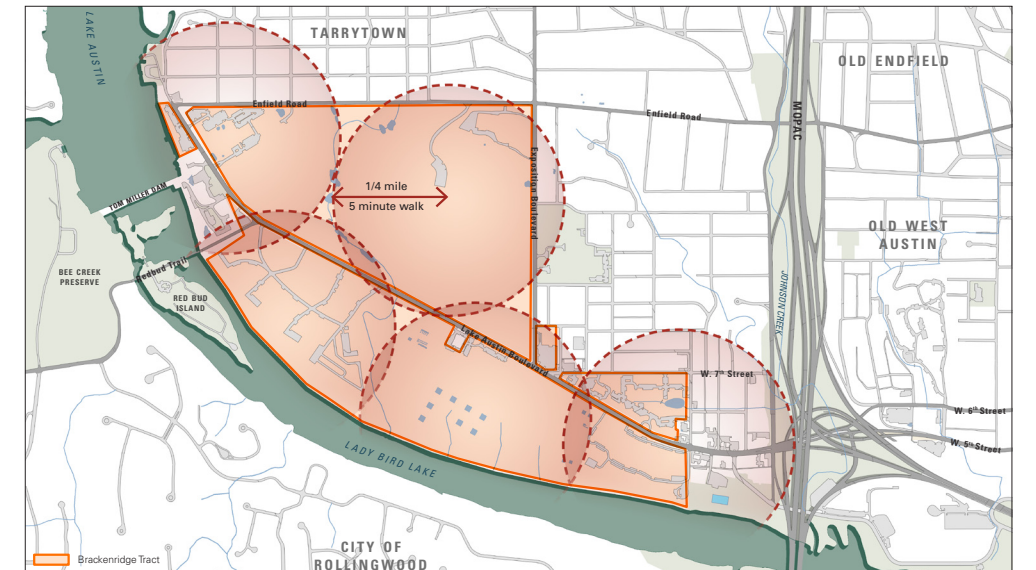
Most Austinites have only experienced the Brackenridge Tract in automobiles from Lake Austin Boulevard and the streets surrounding the golf course and would be surprised to realize how much land there is and how many assets are hidden from view. Dimensions and distances tell only part of the story unless related to other more basic human activities, such as walking, or to the knowledge and experience of other places that are comparable in some way. The dimensions of the site have been expressed in terms of walking distances in Section 2.1. Another way of understanding the site from the pedestrian's point of view is by overlaying the plan of the site with circles representing the area that can be walked easily within five minutes from their centers or ten minutes from edge to edge, known as pedestrian sheds. Based on these, there is the potential for five neighborhoods on the site. Another way of understanding size and scale of a site is the use of scale comparisons. These help with visualizing how much space it takes for certain activities to take place or for a type of environment to be achieved and inform the expectations for the site.



As the City reinforces the urbanization of its core, the Brackenridge Tract is uniquely positioned to become a western anchor to Austin's waterfront and a gateway to the Highland Lakes.



The downtown Austin grid superimposed upon the Brackenridge Tract would equal over 130 city blocks.



The Brackenridge Tract comprises up to five pedestrian sheds or neighborhood units.

SITE ANALYSIS



IX.5. Views and Visibility

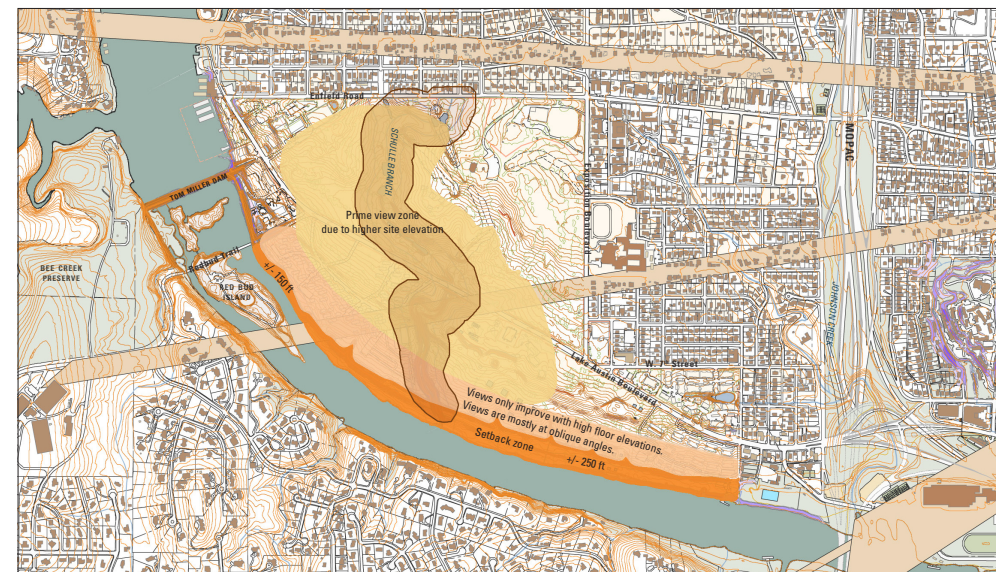
The Brackenridge Tract, particularly the eastern end adjoining Deep Eddy Pool, is highly visible from MoPac and is recognizable by the extent of non-development with the lone and unremarkable Lake Austin Center rising in the middle. Any development on the site that rises above tree level will not only be seen from this vantage point, but, likely, impart the impression that most people will carry of this new district in the city. The development, or portions of it, will also be visible from Redbud Trail and the cliffs of Rollingwood, but, while important, the views are limited or private. When approaching the site from the city side, awareness of having arrived is marked by the dissolution of street-oriented urban development or the absence of buildings altogether.

The approach by way of Redbud Trail is an interesting and visually pleasant one; the arrival is clearly at the bridge. A Capitol View Corridor extends across the site, but because of the low site elevation and high View Corridor, there is no likely impact on the anticipated building heights.

Views from the site, once above the trees, are open in all directions, except those toward the cliffs, which are themselves an interesting visual feature. The views have been documented photographically. Easterly-facing building exposures could have views of the Austin skyline from as low as three or four stories. Ironically, the best views of the water are not directly from locations closest to it, but, because of slopes, trees, and setbacks, are oblique and from upland areas. Conversely, in views from the water into the site, buildings will be obscured by the trees.

Lakefront View Character

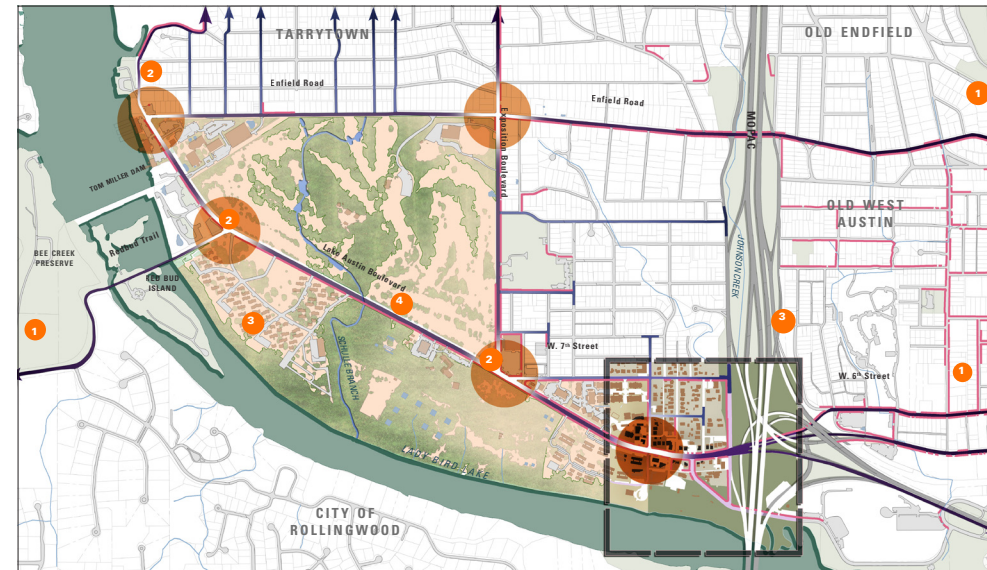
Lakefront view character changes at midpoint of shoreline from urban in the east to natural in the west. Character change suggests a shift from a more urban lakefront to a more natural one in the design of the lakefront.



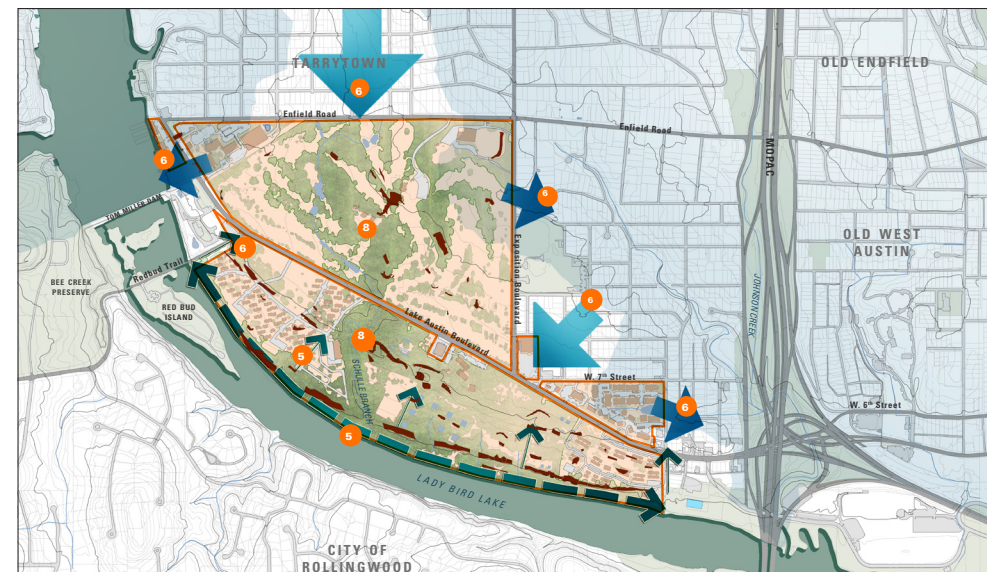
View Opportunities

IX.6. Summary

Site Constraints and Site Assets describe existing conditions and circumstances, which taken together, distinguish a site from other locations. As a basis for design principles, they give direction to a design, making it unique to this location and community. Site constraints identify situations that have not been addressed previously in a manner that takes advantage of inherent features or opportunities of the site, or may have been adequate in the past but will not support future needs. Site Assets are features or opportunities that exist and to which any future design should preserve, maintain, and/ or enhance relationships.



Summary of Site Constraints



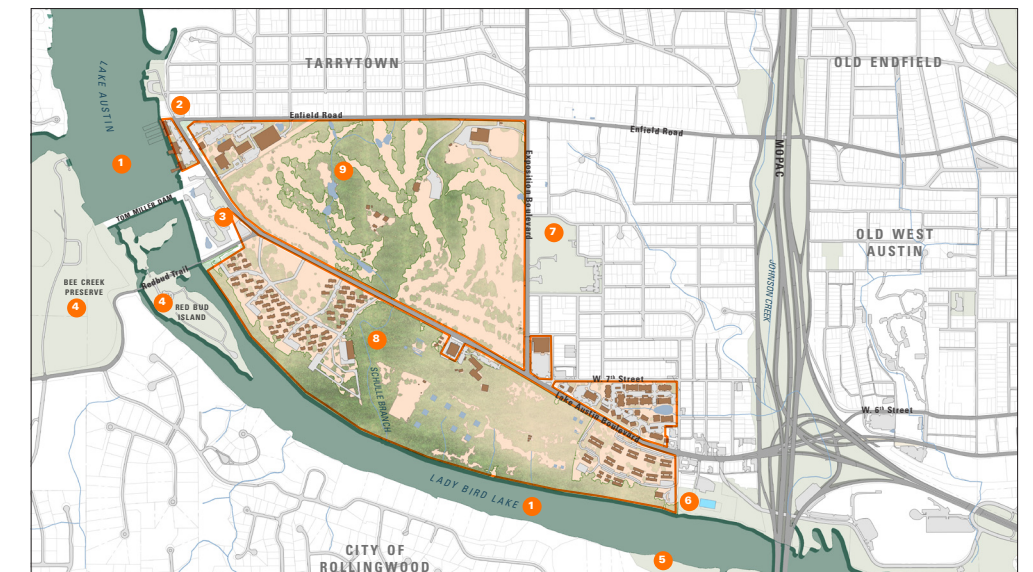
Summary of Site Constraints

Site Constraints

1. Limited east & west-bound access
2. Awkward street and intersection geometry
3. Constrained access to Lake Austin Boulevard frontage along Deep Eddy
4. Lack of sidewalks
5. Lack of waterfront accessibility
6. Lack of coordinated stormwater management
7. Critical slopes
8. Preservation of the creek and woods
9. Lack of waterfront accessibility
10. Lack of coordinated stormwater management
11. Critical slopes
12. Preservation of the creek and woods

Site Assets

1. Frontage on Two Lakes
2. Walsh Boat Landing
3. LCRA Red Bud Interpretive Center
4. Red Bud Island & Bee Cave Preserve
5. Zilker Metropolitan Park
6. Eiler's Park
7. O'Henry Middle School
8. Schulle Branch
9. Remnant Woods



Summary of Site Assets

X. DESIGN PRINCIPLES AND PLANNING ASSUMPTIONS

X.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.

X.2. Program

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:

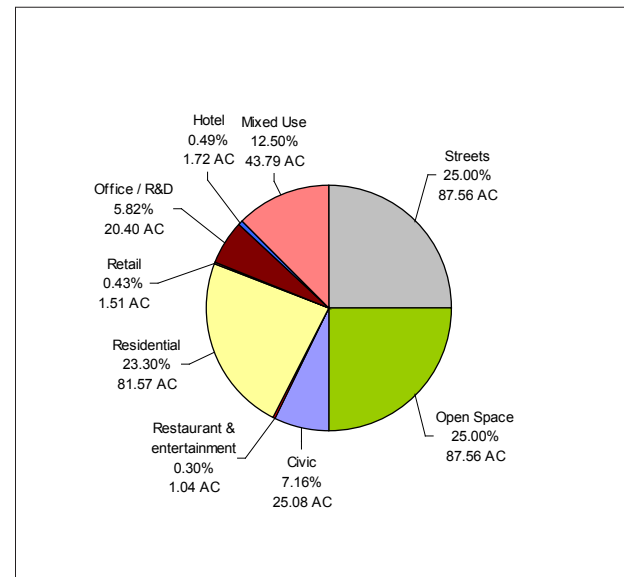
- An appropriate, sustainable balance is sought between the number of residents who work and the number of people working or employed on the site. This results in a theoretical ideal ratio of residential to other uses that optimizes the potential for increased walkability and reduced reliance on the 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.

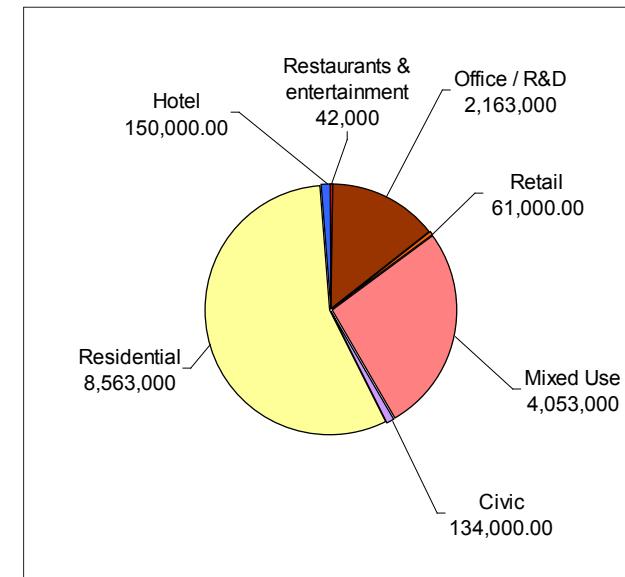
- The peak number of parking spaces per square foot required for each use will similarly diminish over time.
- A balance of the inward and outward bound vehicle trips in the peak hour is sought through the mix and location of uses to maximize the capacities of the entry points. Off-site regional road network improvements are assumed to significantly reduce the percentage of purely through-traffic.
- 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.
- 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.

Land Use and Building Program

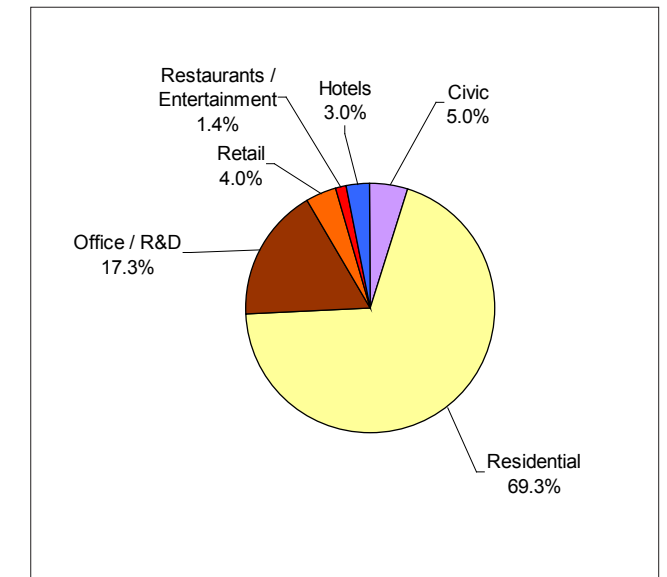
The Land Use and Building Program indicates the building square footages and acres assumed for each use, as well as the resident, worker, and employee populations, the in and out peak hour vehicle trips, and the parking program associated with each use. It also distributes the building and site areas 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 and the Design Principles.



Land Area Allocation by Use



Building Areas (sf) by Use including Mixed Use



Building Areas by Individual Uses



LAND USE AND BUILDING PROGRAM						
Category of Use	Building Area (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	
Open Space	0	87.56 AC (25%)	0	0 / 0	0 / 0	
Development:						
Civic	0.134 msf	25.08 AC (7.16%)	268 employees	127 / 60	536 / 174	
Residential	8.653 msf (7,211 dus)	81.57 AC (23.30%) (88 dus/AC)	17,306 residents 11,104 employed	2,403 / 1,277	14,061 / 9,879	
Office / R&D	2.163 msf	20.40 AC (5.82%)	7,030 employees	360 / 1,867	8,652 / 4,758	
Retail	0.061 msf	1.51 AC (.43%)	76 employees	74 / 94	305 / 126	
Restaurants & Entertainment	0.042 msf	1.04 AC (.30%)	84 employees	371 / 288	630 / 194	
Hotel	0.150 msf	1.72 AC (.49%)	100 employees	27 / 36	180 / 75	
Mixed Use	4.053 msf	43.79 AC (12.5%)				
Civic	(0.629 msf)		1,798 employees	1,806 / 1,202	2,516 / 819	
Residential	(1.922 msf) (1,601dus)		3,842 residents 2,467 employed	549 / 290	3,122 / 2,193	
Office/R&D	(0.481 msf)		1,564 employees	85 / 413	1,924 / 1,057	
Retail	(0.549 msf)		686 employees	446 / 441	2,745 / 1,143	
Restaurants & Entertainment	(0.172 msf)		344 employees	625/ 443	2,580 / 791	
Hotel	(0.300 msf)		200 employees	46 / 64	360 / 150	
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 27,832	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)

X.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 was used and illustrate in three dimensions how these uses would work, singly or mixed, with their related parking at high, medium, and low densities. Block dimensions and sizes are determined 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.

The buildings and typical blocks, as with 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.

X.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:

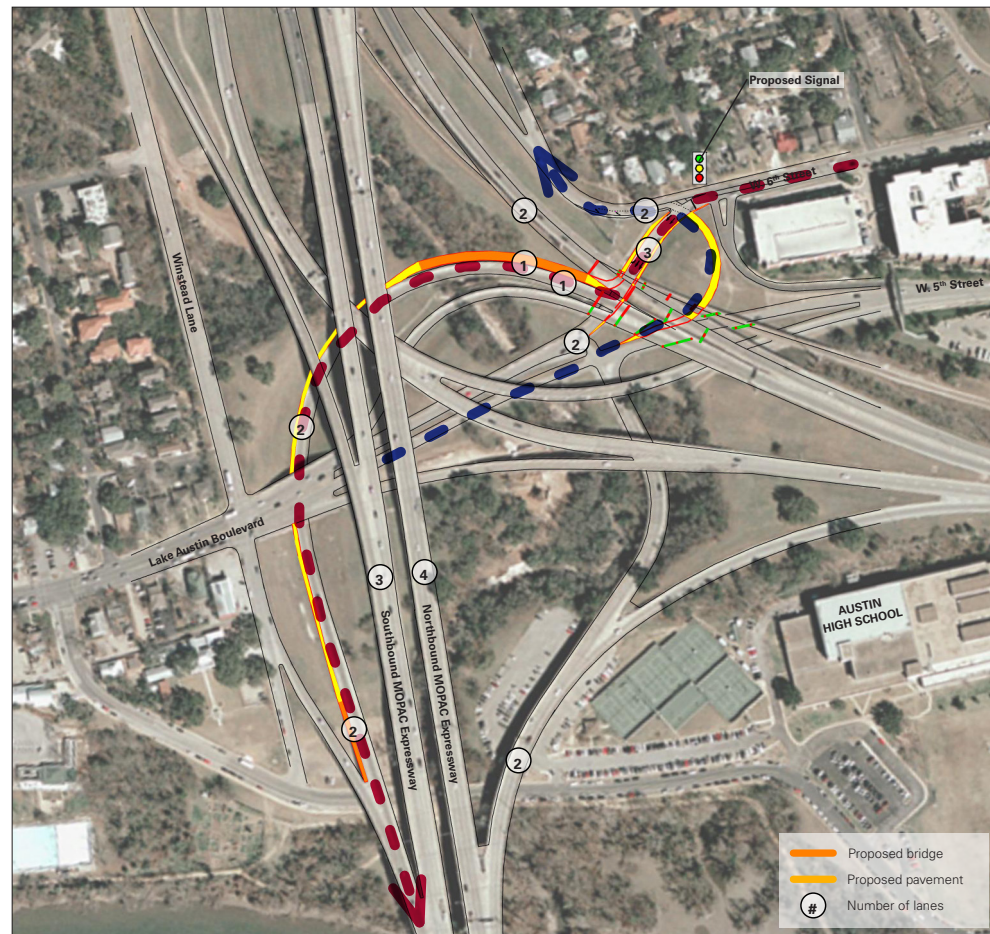
- Internal capture. People already in the development can walk, drive or take transit to other uses in the development.
- Higher transit usage.
- Mixed-use development tends to attract a higher number of pass-by trips—people already on the road for another reason who stop at a use in the development.

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



MaPac / Loop 1 Improvement

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).

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.

X.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.

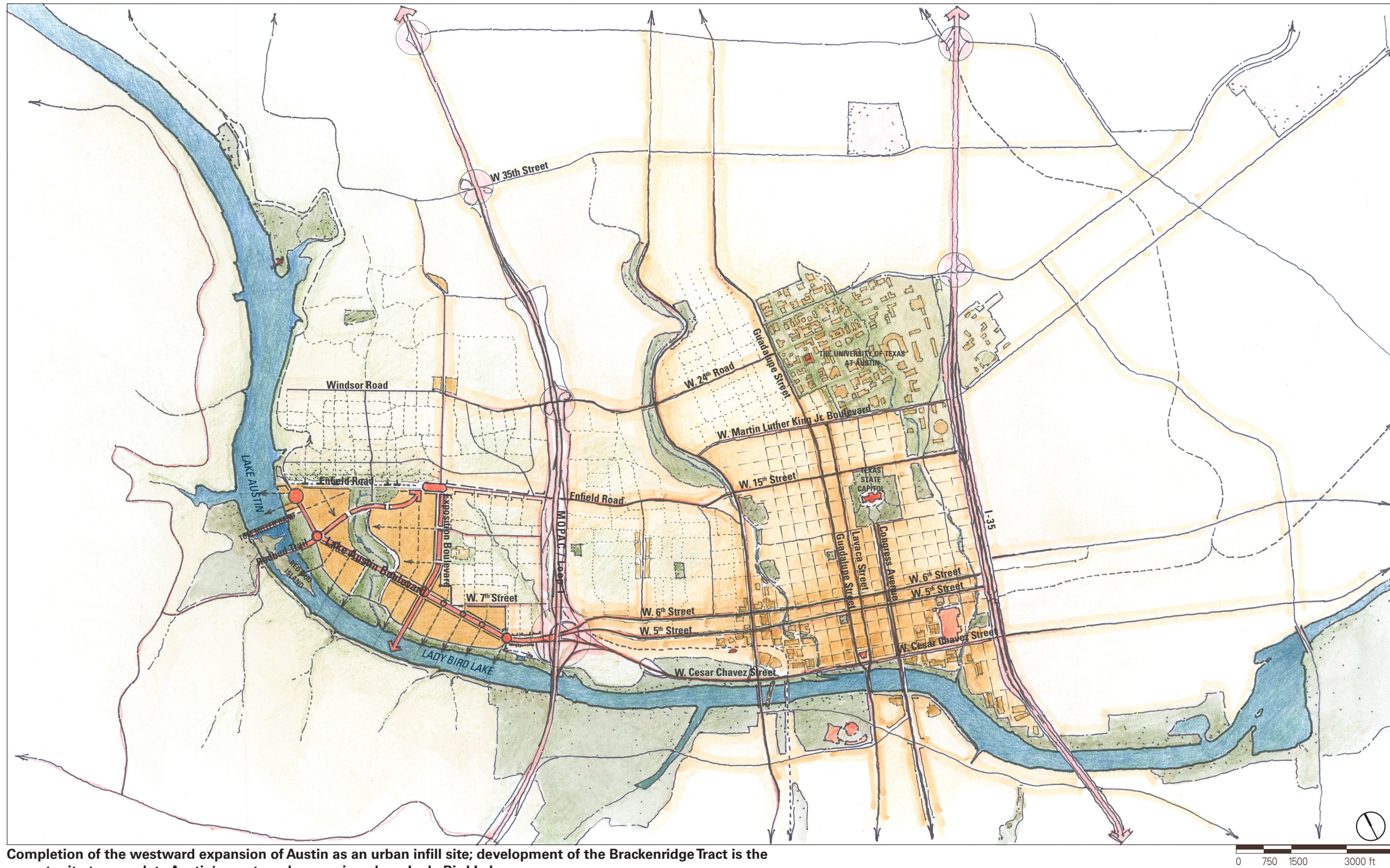
XI. CONCEPT PLANS

XI.1. Introduction

This chapter summarizes the work of the Concept Plan Phase and includes alternatives and studies leading to the determination of the directions for the two final concept plans, documentation of the final Concept Plans, the Design Guidelines, evaluation of the plans, and recommendations.

The challenge and opportunity of any plan for the Brackenridge Tract is in seamlessly integrating this tract into the fabric of the City of Austin. This is an urban in-fill site that has been held back in time, unable to evolve along with the rest of the City due to uncertainties and failed attempts at an earlier vision. It is now time to resume the evolution toward an integral and vital group of neighborhoods on an accelerated (by comparison to the City of Austin's historical growth) time-frame with the goal of creating a community that might have evolved naturally over time with the rest of the City at this unique and strategic location on its lakefront.

The Brackenridge Tract is located at the transition from: urban waterfront to highland lake system, Blackland Prairie to Hill Country, Gulf Coast Plain to Edwards Plateau, Urban Land to Woodland, and Urban Zone to Water Protection Zone. Each of the Concept Plans reflects the transitional role of the site in different ways.



Completion of the westward expansion of Austin as an urban in-fill site; development of the Brackenridge Tract is the opportunity to complete Austin's westward expansion along Lady Bird Lake.

Brackenridge Village Concept Plan

Brackenridge Village is a community characterized by the extension of Austin's urban grid system into the site, engaging its natural features and connecting the City to the lakefront.

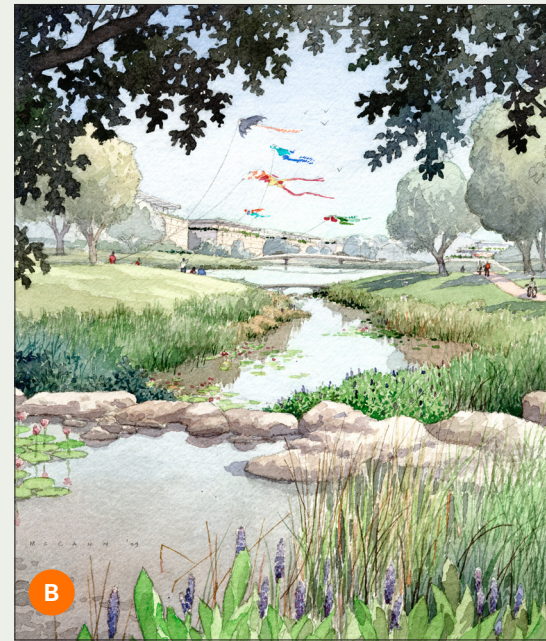


Urban Design Framework



Illustrative Plan

- A** A Vision for Lake Austin Boulevard
- B** Schulle Branch Park
- C** Market Square and Transit Hub
- D** Main Street Shopping District
- E** Neighborhood Parks
- F** A New Boat Town



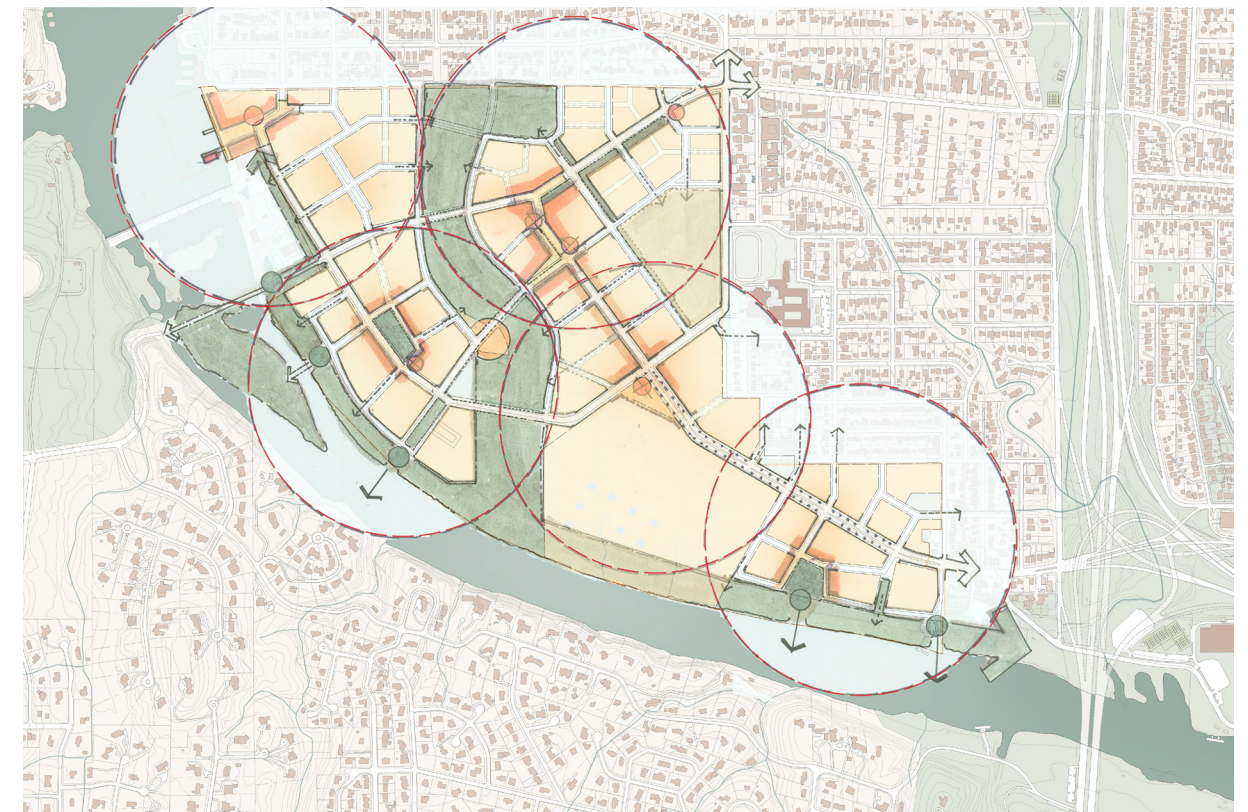
CONCEPT PLANS





Illustrative Plan

Brackenridge Park Concept Plan
 Brackenridge Park is a community characterized by the extension of the lakefront into the site, shaping its grid and connecting the hills and highland lakes to the City.



Urban Design Framework



D



E

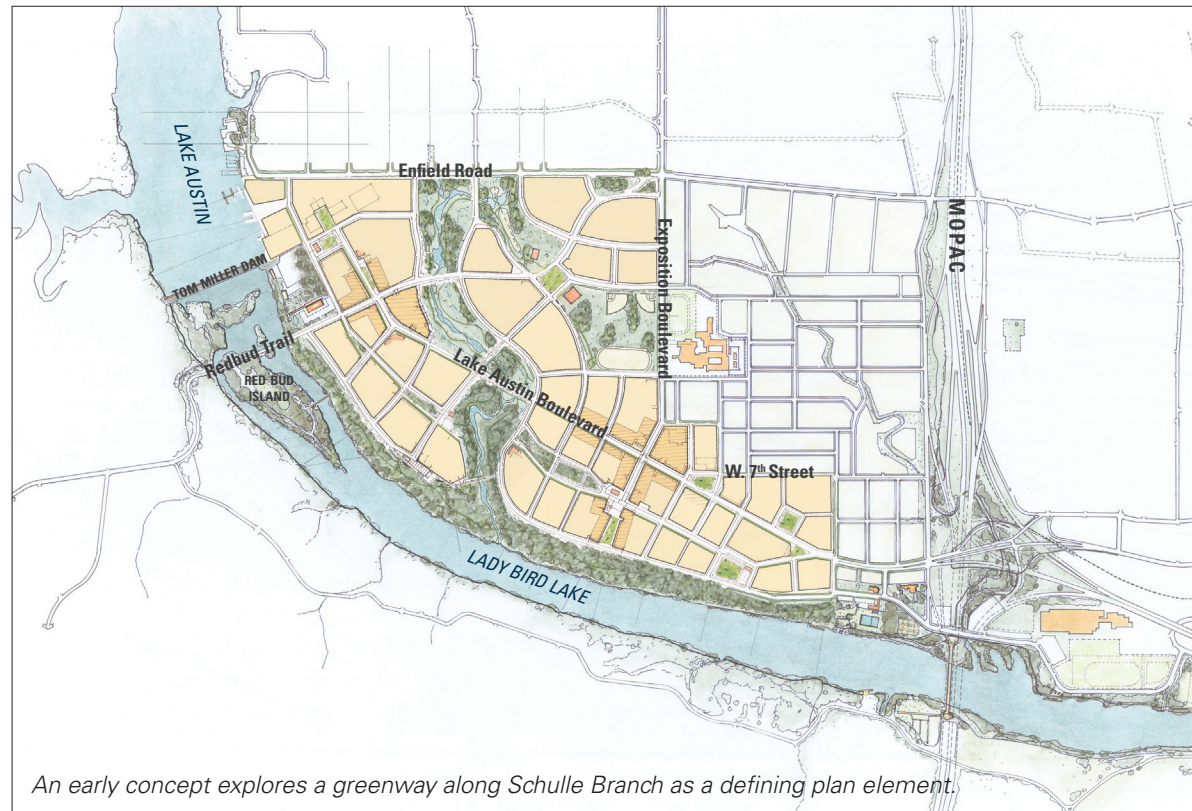


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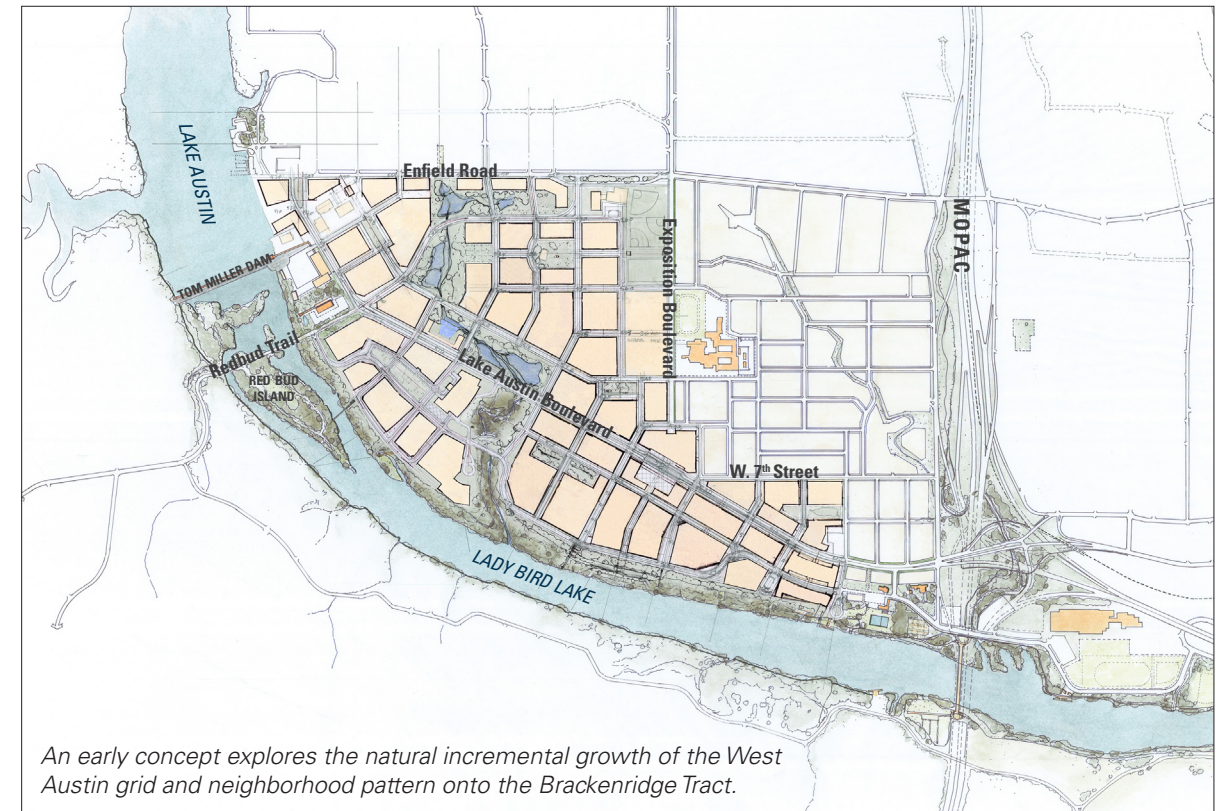
XI.2. Framework Studies

The Concept Plan Phase began with the development of draft frameworks that explore different ways of applying the Design Principles to the specific site conditions, plan systems, and program distribution. They were evaluated relative to the Design Principles, the issues identified in the analysis, system requirements, and accepted design standards. Frameworks were refined, revised, and recombined, or new directions developed, in an iterative, on-going process. This resulted in identifying two design directions each of which embodies the Design Principles, but in different ways. The Final Concept Plans are the result of further development and refinements of these two design directions. They are the Brackenridge Village Concept Plan and the Brackenridge Park Concept Plan.

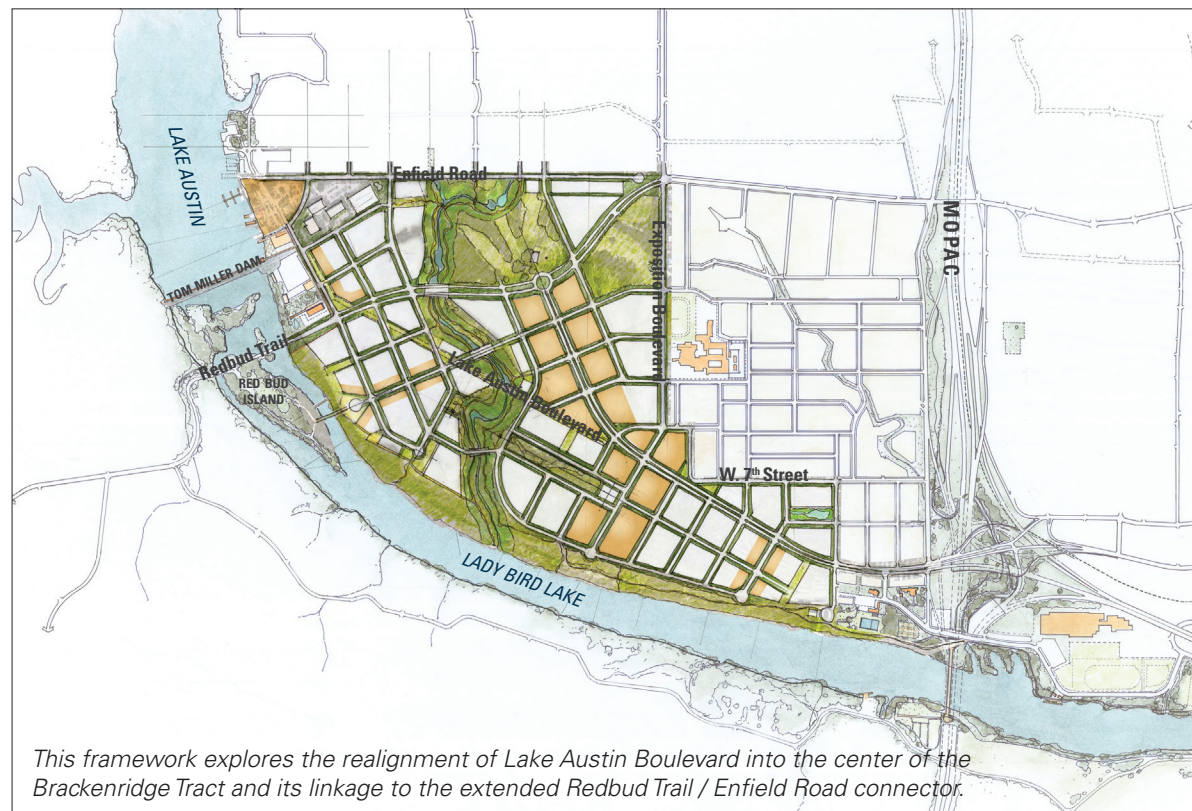
A major consideration that had a significant impact on the form of the plans was the need to include a Brackenridge Field Lab in one of the plans in order to determine its impact on an overall plan and the Design Principles. Both plan directions were studied at the framework level and either could accommodate a reduced Field Lab until 2019. The Brackenridge Park Concept Plan includes a Brackenridge Field Lab.



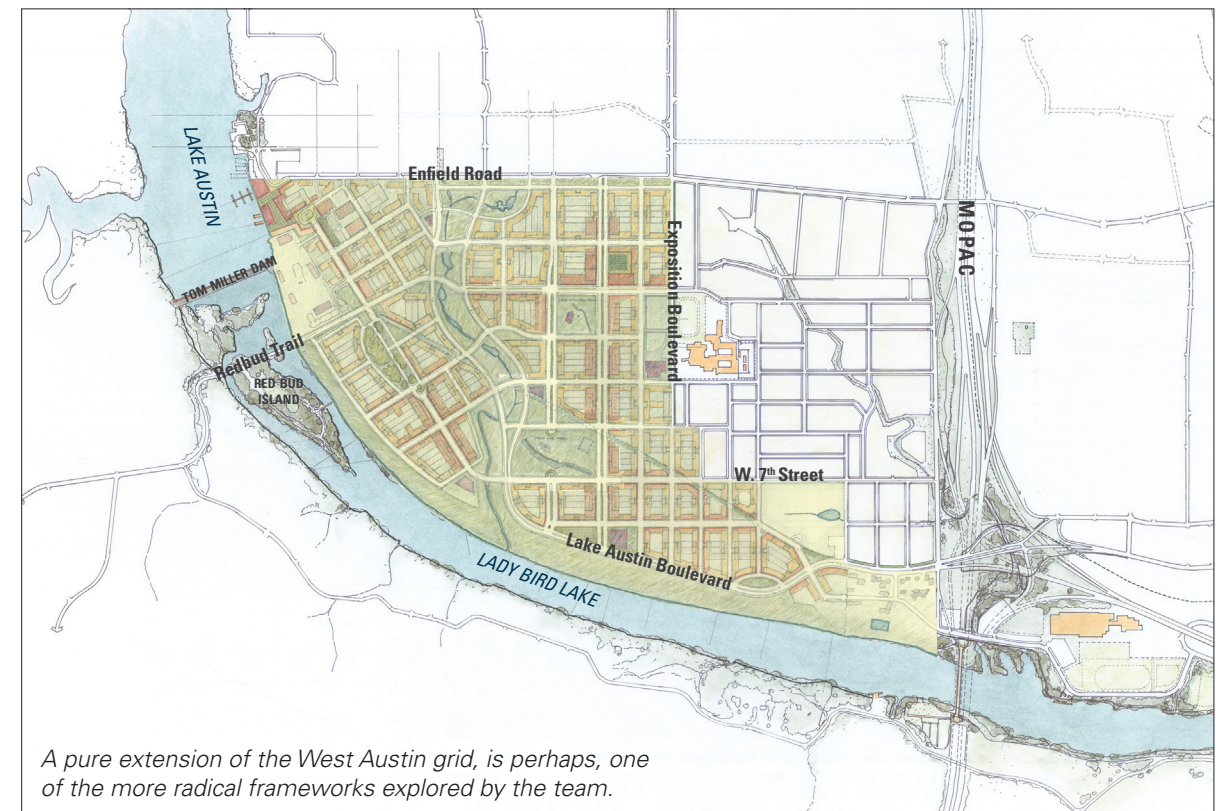
An early concept explores a greenway along Schulle Branch as a defining plan element.



An early concept explores the natural incremental growth of the West Austin grid and neighborhood pattern onto the Brackenridge Tract.



This framework explores the realignment of Lake Austin Boulevard into the center of the Brackenridge Tract and its linkage to the extended Redbud Trail / Enfield Road connector.



A pure extension of the West Austin grid, is perhaps, one of the more radical frameworks explored by the team.



Illustrative Master Plan

LAND AREA SUMMARY

Developable Land Area	178.87 ac	48.6%
WAYA	15.81 ac	4.3%
Development Blocks	163.06 ac	44.3%
Streets & Open Space	189.28 ac	51.4%
Open Space	91.70 ac	24.9%
Streets	97.58 ac	26.5%
Total Site Area*	368.15 ac	100.0%

* Including existing streets within project area

LAND USE SUMMARY

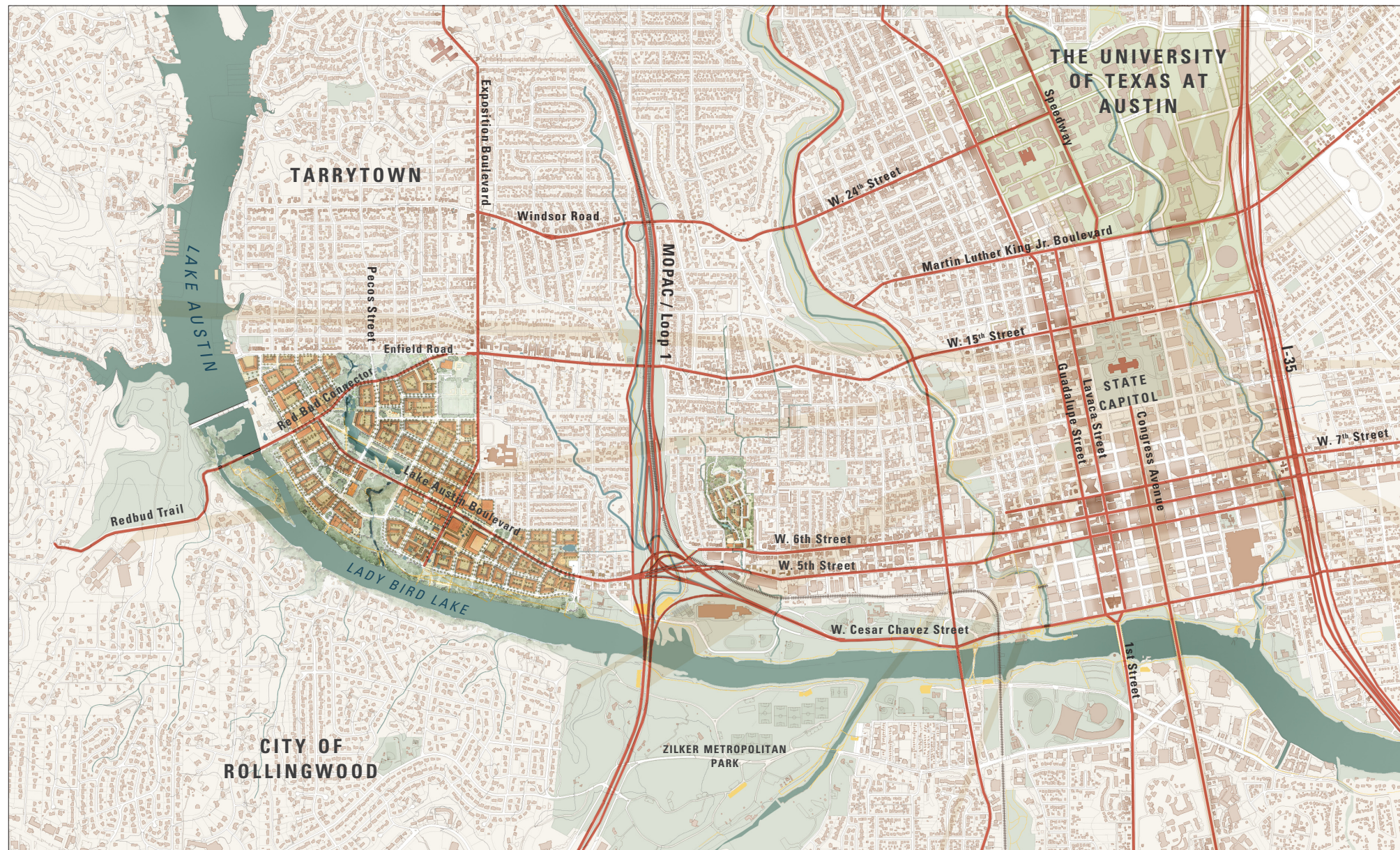
Retail	895,254 SF	6.0%
Residential	10,437,947 SF (8,698 units)	69.4%
Office	2,610,606 SF	17.4%
Hotel	450,000 SF	3.0%
Civic / Institution	650,500 SF	4.3%
Total Development	15,044,307 SF	100.0%

Gross FAR* 0.99

Net FAR** 1.39

* Gross FAR = Total Development / Total Site Area

** Net FAR = Total Development / Developable Land Area



Brackenridge Village in City Context

Connection to the Austin Grid

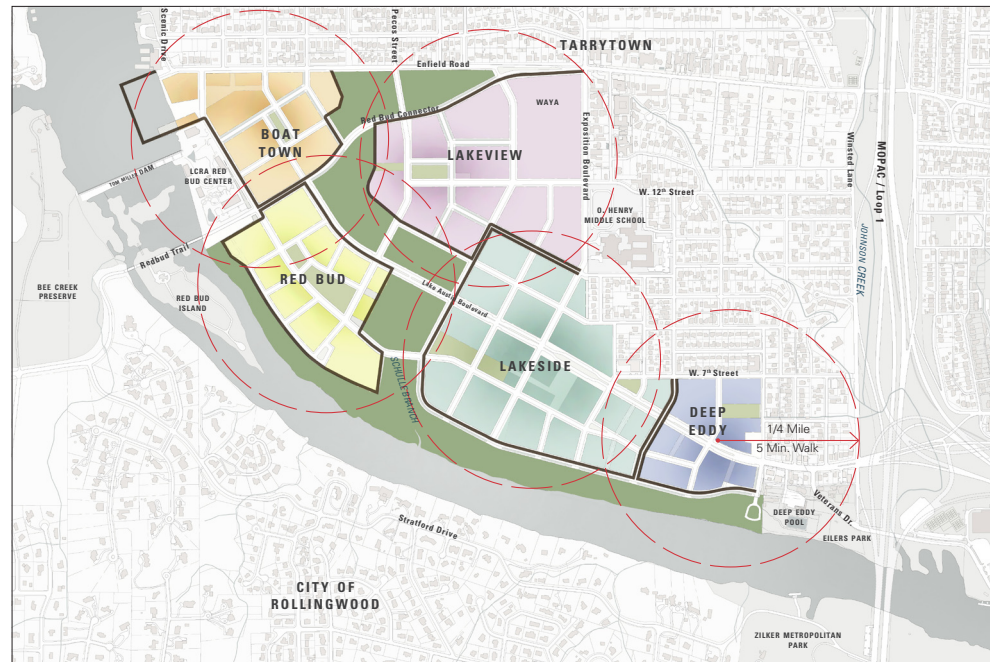
The Brackenridge Village Concept Plan extends the West Austin street grid onto the sloping tract, in a manner consistent with the historical westward expansion of the City over the last century, as a system of inter-connected streets and open spaces in the form of walkable, mixed-use neighborhoods. Exposition Boulevard, Lake Austin Boulevard, and a new road that connects Redbud Trail to Enfield Road (the Red Bud Connector) knit the proposed street network to the larger Austin network and serve to reduce cut through traffic on nearby local routes. A grid of local, tree-lined streets shifts in orientation toward the lake, as has the City grid with every westward expansion effort before, providing view corridors to the site's waterfront. Pecos Street is extended into Brackenridge Village and terminates at a lakeside vista.

Parkland Armature

A connected park system, called Schulle Branch Park, follows the course of Schulle Branch, an existing watercourse, from Enfield Road down to Lady Bird Lake and becomes the "central park" of the district. In this way, existing Tarrytown is inextricably connected to the lakefront. From Enfield Road to Lake Austin Boulevard, the watercourse is transformed to hold and filter stormwater from the site and upland neighborhoods in a system of stepped ponds that becomes a key feature of the community. The ponds are bordered by walks, trails, meadows and other flexible use parkland, shaded by heritage trees preserved from the former golf course, as well as programmed open spaces. In this part of the park, both formal and casual landscape elements are expressed. South of Lake Austin Boulevard, Schulle Branch Park retains its natural feeling as a forested ravine with a network of trails and elevated boardwalks that connect upland areas to the lakefront. Areas of exposed limestone rock cut by the watercourse and remnant structures associated with historic uses of the site are revealed to trail users yet protected by the boardwalks that contain pedestrians. A Lakefront Park along the length of Lady Bird Lake preserves its riparian edge and a lakeside trail system connects with the existing Trail at Lady Bird Lake and the Schulle Branch Park trails to extend the City's hike and bike system and urban waterfront to the Tom Miller Dam, Lake Austin, and the existing Tarrytown neighborhoods.

CONCEPT PLANS - BRACKENRIDGE VILLAGE





Neighborhood Diagram

A Collection of Walkable Neighborhoods

The larger Brackenridge Village district is comprised of five neighborhoods, joined by the larger park system, each of which accommodate a mix of uses and provide a range of experiences. Each neighborhood is designed and sized to be walkable within five minutes from center to edge or within ten minutes from edge to edge, typically an area within a 1/4 mile radius. These walking areas are commonly known as pedestrian sheds.

Lakeside Neighborhood (Town Center)

In the Lakeside Neighborhood, Exposition Boulevard is extended across a transformed Lake Austin Boulevard to Lady Bird Lake as a “main street” that anchors a new, mixed-use town center connecting Tarrytown to the waterfront. This notion reinforces Exposition’s role north of the tract as a main street and address for the neighborhood centers at Tarrytown and Casis. A Market Square and shopping district provide opportunities for local retail and other commerce as well as upper floor residential and office uses. A farmer’s market may become a weekly event in the Market Square and a boutique hotel may anchor the waterfront plaza that overlooks the lake and terminates the main street experience. The district is envisioned to receive transit near Market Square, perhaps in the form of Bus Rapid Transit (BRT), which could connect to the larger transit systems proposed for Austin over the next several decades. An internal trolley or shuttle system is envisioned to connect all of the new neighborhoods with this transit hub, as well as to a potential off-site park and ride facility, and provisions for bike lanes and public bike storage will make Brackenridge Village a transit and bike friendly location. Green roof technology on building and parking decks in Lakeside and other neighborhoods, along with other forms of sustainable water and energy conservation practices, will support the broader set of sustainable practices that are at the foundation of Brackenridge Village.

Lakeview Neighborhood

Other neighborhoods link to their immediate context and accommodate a mix of residential types, neighborhood-serving retail, community and civic uses, as well as neighborhood and pocket parks. The Lakeview Neighborhood at the northeast corner of the tract, a primarily residential neighborhood attractive to a variety of residents including families, forms the gateway to the district from the existing Tarrytown neighborhoods. A park is located at the heart of the neighborhood and is bordered by local retail and community services. Some of the streets in Lakeview and other Brackenridge Village neighborhoods will accommodate rain gardens to help clean stormwater as part of a tool kit of stormwater strategies envisioned for the district. Within the neighborhood, the site for W.A.Y.A. is reconfigured at the intersection of Exposition Boulevard and the Red Bud Connector to more efficiently provide its program and to accommodate the Red Bud Connector. The existing building for W.A.Y.A. is retained. Blocks immediately south of W.A.Y.A. may, if the need exists, become a site for a new elementary school, creating a civic node comprised of O. Henry Middle School, a new elementary school, and W.A.Y.A. This civic hub is the northern anchor of the main street extension of Exposition Boulevard. Ample on-street parking throughout Brackenridge Village will serve the civic uses and reduce the need for large off-street parking lots.

Deep Eddy Neighborhood

At the southeastern gateway, a transformed Lake Austin Boulevard forms the heart of an expanded Deep Eddy Neighborhood. Active ground floor uses along the boulevard and housing in efficient building types form a walkable street network that extends outward to the shore of Lady Bird Lake. The first block is set back from the lake edge to accommodate a park that could become the expansion of Eilers Park. Here, the City’s hike and bike trail network is extended along the site’s lakefront, ultimately terminating at Boat Town.

Red Bud Neighborhood

The Red Bud Neighborhood is nestled below Lake Austin Boulevard across Red Bud Island and along Lady Bird Lake. A green that preserves many of the heritage oaks on the tract forms the heart and central gathering space of this primarily residential neighborhood. At the intersection of the Lakefront Park and Schulle Branch Park a special site is envisioned to accommodate a destination spa hotel or other suitable use.

Boat Town Neighborhood

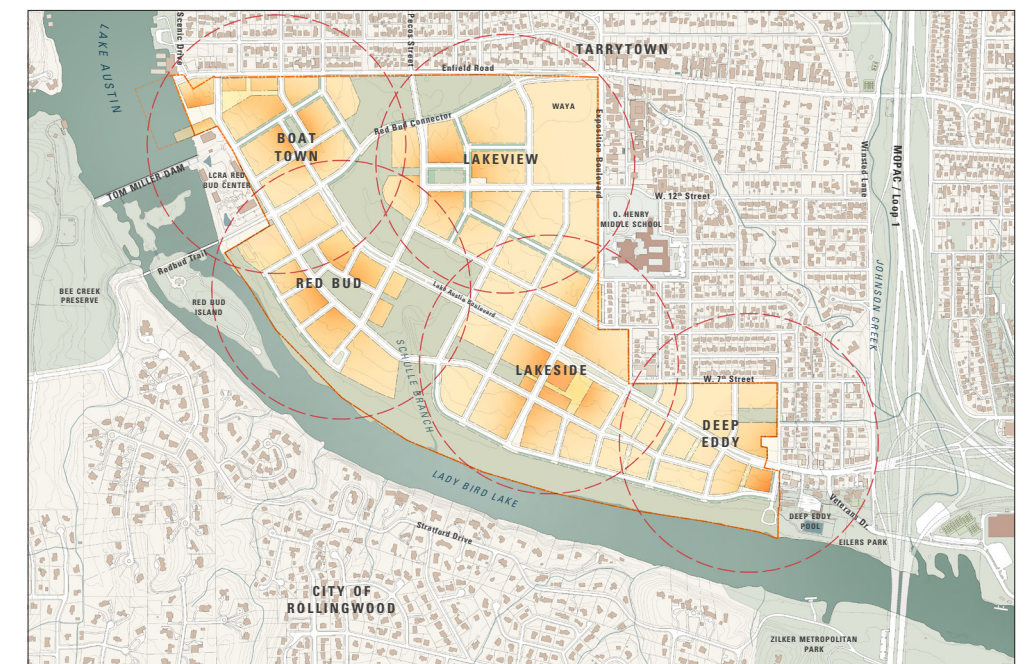
Lake Austin Boulevard, envisioned as a true multi-modal boulevard with median planting and a wide tree canopy, knits together the experiences of Deep Eddy, Lakeside, Schulle Branch Park, and Red Bud and terminates in the Boat Town neighborhood on the shores of Lake Austin. After crossing the Red Bud Connector, the Lake Austin Boulevard enters in a neighborhood park that could be the setting for an office campus or future academic campus, which could also accommodate an executive hotel. Residential uses transition to the existing neighborhood edges and the central green is connected to an expanded Boat Town waterfront and marina. Historically an area of entertainment and recreation, Boat Town is envisioned to have outdoor dining and entertainment, a potential cinema, boating, and other forms of lakeside recreation, expanded to connect with the upland neighborhood and to better accommodate parking requirements. As a terminus to the hike and bike trail, the parking for entertainment uses can be shared in off-peak times with users of the trail system.

A Complete Community and Future Flexibility

In addition to a mix of residential, office, academic, retail and entertainment uses, Brackenridge Village accommodates sites for shared or civic uses. These uses may be at the edges of the parks, within the parks themselves, or at special intersections or terminating vistas. Brackenridge Village is envisioned as a complete environment, where Austinites can live, work, learn, and play in a setting that preserves and celebrates the best the site has to offer—its lakefront, heritage trees, exposed rock, remnant structures, etc.—in a uniquely Austin way. Its street grid provides a flexible circulation network of blocks that can combine or subdivide, if needed, for as yet unanticipated uses.

Illustrative Street and Block Plan

The Illustrative Plan provides a composite image of all of the public and private elements of the plan in the context of the surrounding neighborhoods. It shows the overall, integrated vision for the site in the Brackenridge Village Concept Plan. The sections and drawings that follow look at each of the plan systems, elements, and components individually.



Illustrative Street and Block Plan

Land Use, Density and Massing

The Land Use Plan indicates the distribution of uses throughout the site. Commercial and mixed use areas are concentrated primarily at the town and neighborhood centers and on streets leading into these centers.

One of the most important characteristics of a successful town or neighborhood center is having retail and other active uses on the ground floor. It is also important that it be contiguous and not scattered. Since it may take time for the community to grow and evolve, the initial retail is established at the focal point of the center and the ground floors of buildings with other ground floor uses need to be designed with the flexibility to convert at a later time to retail. This applies to all buildings with primary frontages.

Alternative Land Uses

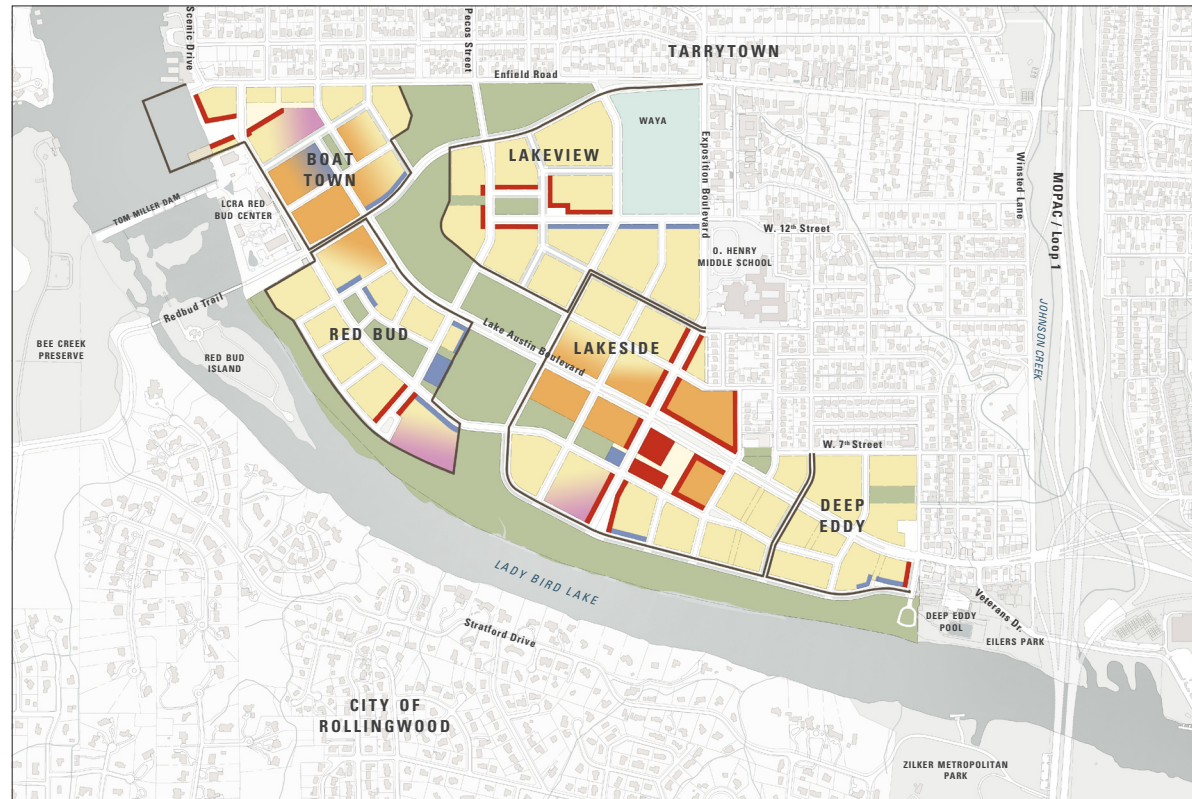
Within the plan there is flexibility and many alternatives for land uses and distribution of density are possible. The Plan Alternatives drawing indicates two such alternatives. The first shows the potential location for a UT "campus" should the need for academic and/or research space be identified in the future. The second is a potential location for an elementary school should the City identify the need

Density Plan

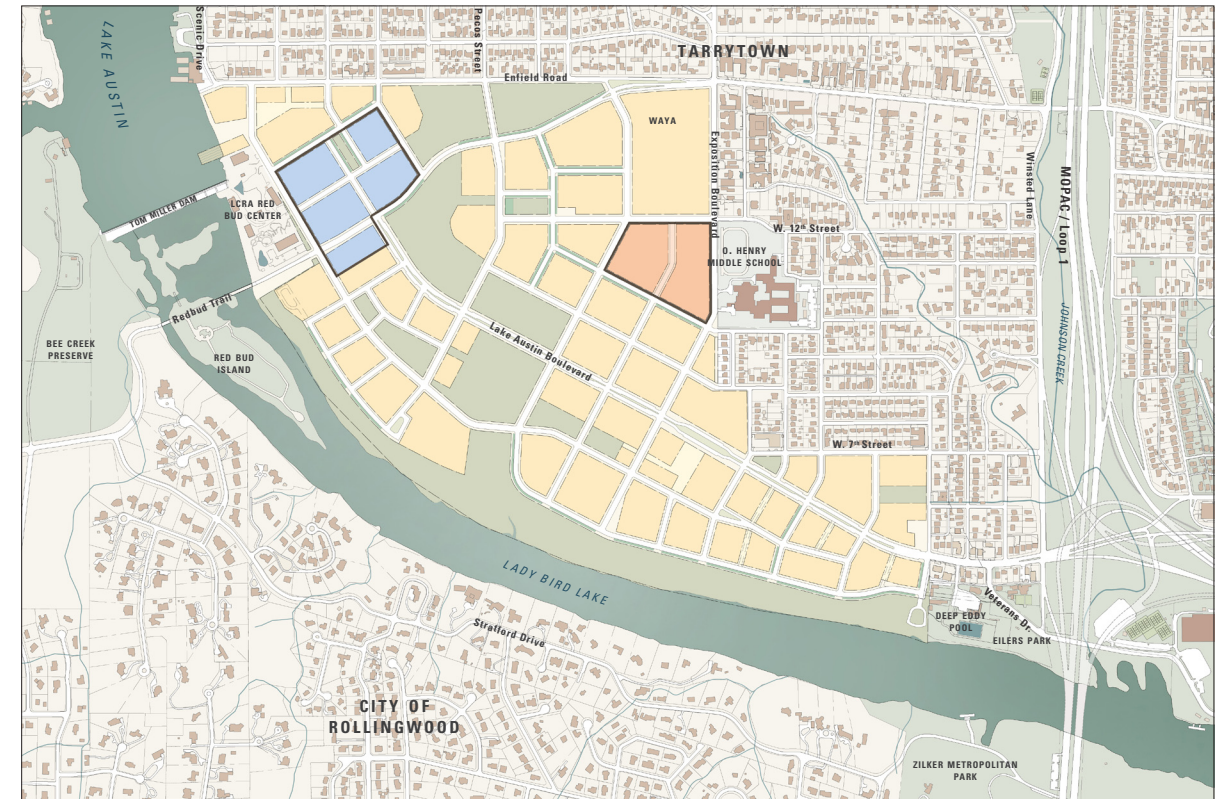
The Density Plan indicates the distribution of density throughout the site. The density is generally distributed evenly across the site with relatively lower densities adjoining the existing neighborhoods and relatively higher densities in the central and lakefront areas of the site. The Brackenridge Village Concept Plan has a limited range of densities without high contrast between the lowest and highest density locations.

Building Heights

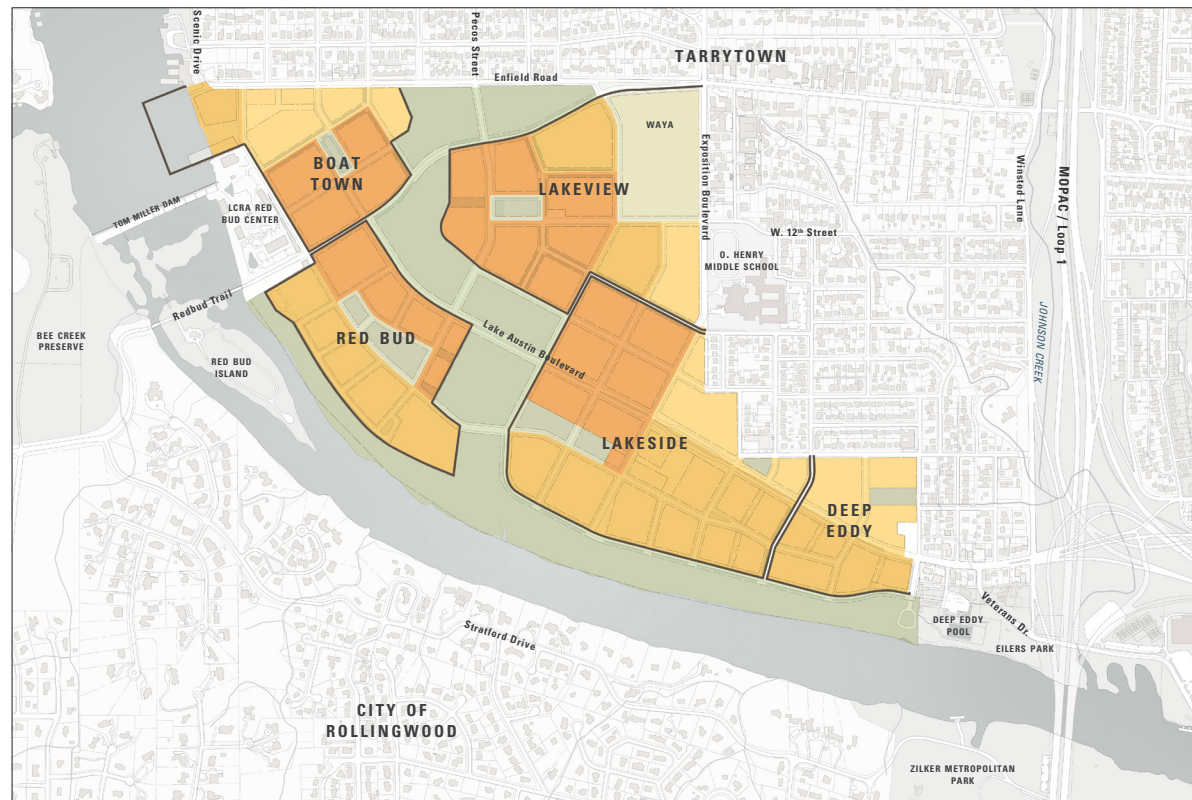
The Building Heights drawing indicates where the various heights of buildings or building elements are located. Within a single block the buildings adjoining an existing neighborhood can be low while the buildings on other portions of the block may be higher. High buildings or building elements (over 8 stories) may be located at special locations in centers, adjoining parks, or within significant vistas.



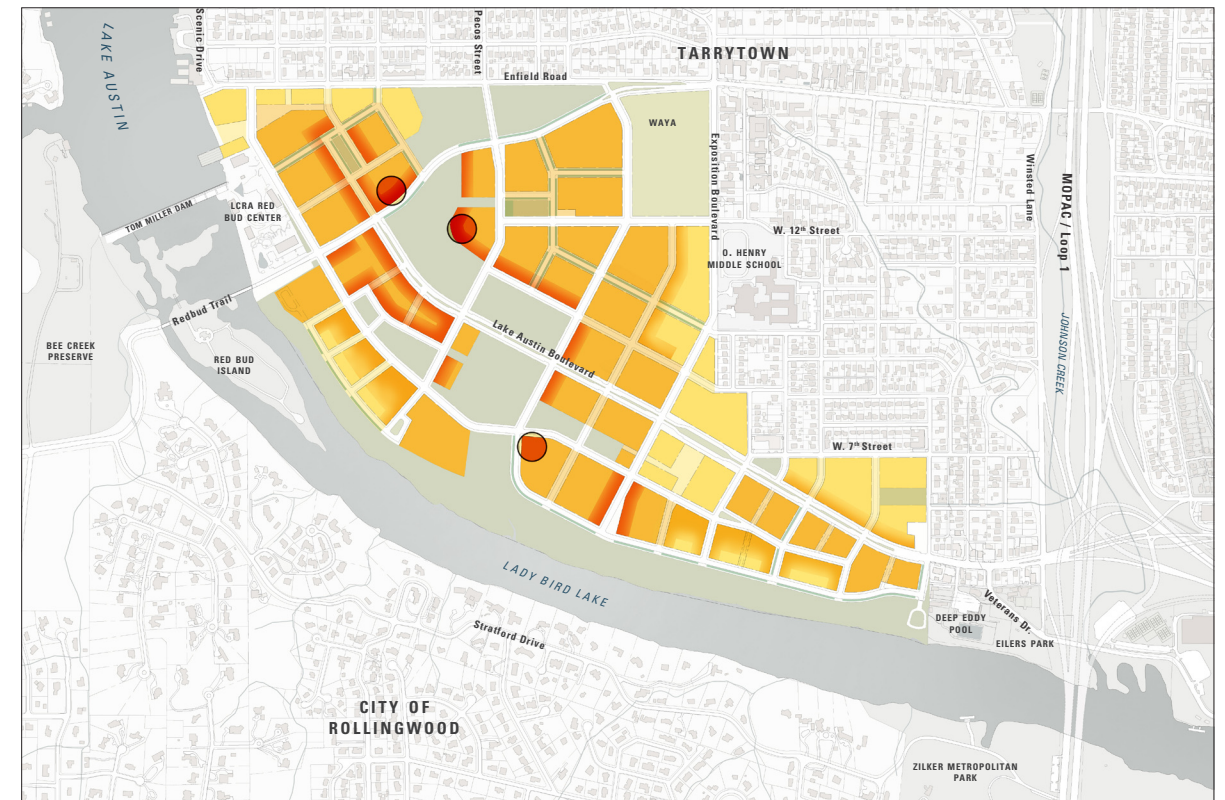
Land Use Diagram
 Retail Frontage (Red), Office (Orange), Residential (Yellow), Hotel (Purple), Private Recreational / Institutional (Light Green), Civic / Institutional Frontage (Blue), Office / Civic Mixed-Use (Dark Orange), Office / Residential Mixed-Use (Light Orange), Residential / Hotel Mixed-Use (Pink), Open Space (Green)



Alternative Land Use Diagram
 Academic / R&D Sites (21.46 Acres - 2,000,000 GSF Development) (Blue), School Site (11.12 Acres) (Orange)

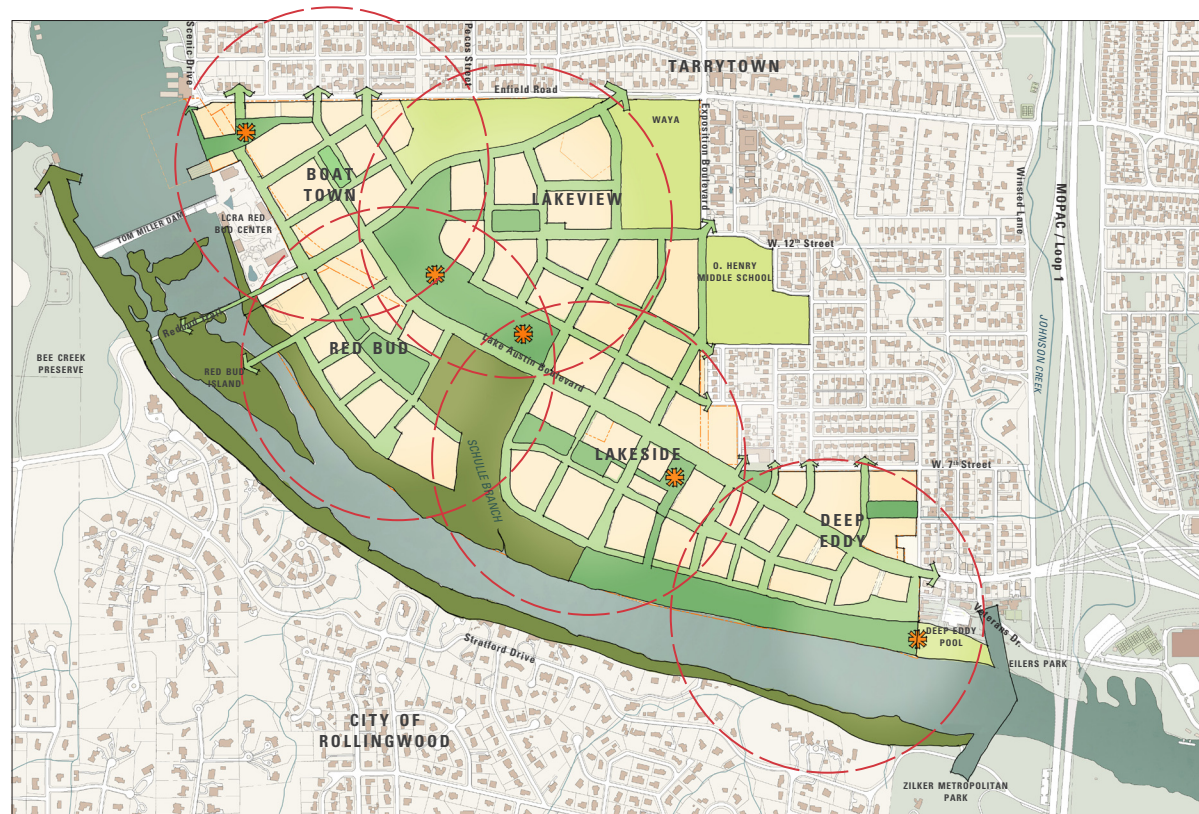


Density Diagram
 Higher Density Development (Average FAR 2.5) (Dark Orange), Lower Density Development (Average FAR 1.5) (Light Orange), Private Recreation (FAR < 0.1) (Light Green), Medium Density Development (Average FAR 2.0) (Orange), Open Space (Green)



Building Heights Diagram
 2-3 Stories (Yellow), 3-5 Stories (Orange), 5-8 Stories (Dark Orange), High Building Location (Red Circle)

CONCEPT PLANS - BRACKENRIDGE VILLAGE



Park System Concept Plan



Illustrative Park System Plan

Parks

The landscape design concept for the Village Concept Plan is intricately tied to the development framework plan and is composed of four primary elements: the Lakefront Park Preserve, the Schulle Branch Park, evenly distributed neighborhood parks, and special outdoor destinations. Tree-shaded pedestrian streets provide ample linkages between all of these locations, resulting in a rich and diverse public realm. Rain gardens located along the upland streets of the community contribute to a unique, green street character. The landscape concept is also a study of contrast: a range of casual and formal spaces, places for large public events and small, intimate places. Places for neighbors to meet and places for the Austin community to celebrate. The intensity of use within each outdoor park is determined foremost by the sensitivity to the environment in which the park is located.

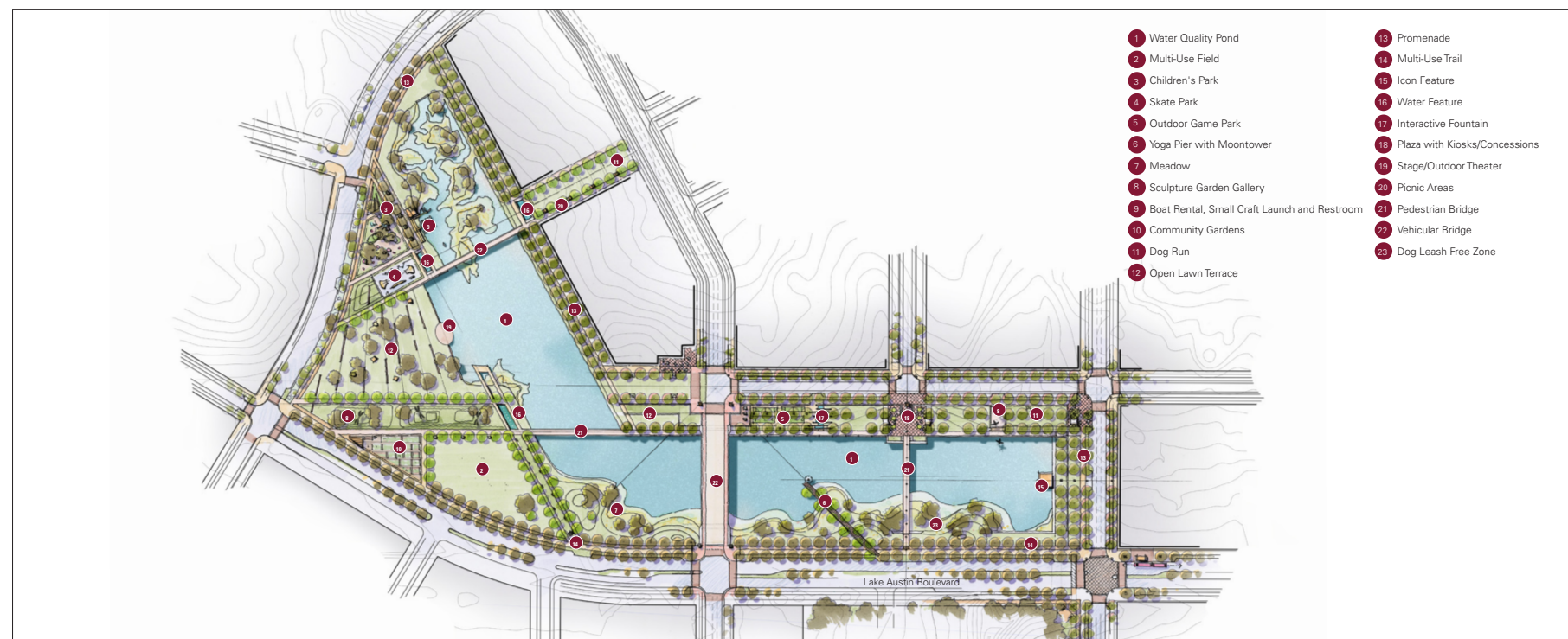
The lakefront consists of two distinct areas: from Deep Eddy Pool/Eilers Park to Schulle Branch, the Lakefront Park is an active series of events that provide for both a continuous hike and bike trail interwoven among active use areas. Overlooks are provided from terminating streets. From Schulle Branch to Redbud Trail, a hike and bike trail meanders quietly within the Lakefront Park Preserve with a trail spur connecting to Red Bud Island via pedestrian bridge. Due to City controlled land adjacent to the Tom Miller Dam and hydroelectricity facility, the main trail terminates at Boat Town by way of interior streets.

From Lady Bird Lake, the Schulle Branch Park extends north through the entire site, transitioning from a natural greenbelt to

an active, event-oriented central park north of Lake Austin Boulevard. It is the primary connecting open space within the community. Street crossings are celebrated as “events” and streets radiating from the park interconnect with smaller, neighborhood parks, providing easy walking and biking opportunities. Along Enfield Road, the park’s active uses give way to more passive and quiet neighborhood uses that provide for a transition to Tarrytown to the north.

Special outdoor destinations within the Plan include Deep Eddy/Eilers Park, located just east of the U.T. Austin Rowing Center along the lakefront, the Market Square, the Boat Town waterfront and the greenbelt of Schulle Branch Park located along Schulle Branch, as described above. The interconnecting street pattern within the community provides convenient access to all these unique outdoor destinations.

Neighborhood parks are located centrally within each district of the Plan and are connected to other parkland by way of the streets and trails. These parks are the social nucleus of each neighborhood and serve as their organizing element. The programming of these parks may include community gardening, children’s play area, flexible open spaces for people and their dogs (off leash) and areas for community gathering and socializing. Also included within the plan are a variety of smaller pocket parks and plazas. A network of streets connects all of the parks together and brings park amenities, such as seating spaces and landscaping, into the urban areas of the community, supporting the philosophy of streets as extensions of the parks and open space, similar to Austin’s Great Streets Program.



Shulle Branch Park Plan

Traffic and Transportation

The Street Plan indicates the underlying hierarchy of streets serving existing and new vehicular, transit, pedestrian, bicycle, and service traffic within the site and the connections to the surrounding street network. The primary streets are those that, along with the major parks, define the Brackenridge Village Concept Plan and are fixed. East-west streets provide access and connections across the site; the primary east west streets include: the partially realigned Lake Austin Boulevard; a new lakefront drive from Deep Eddy to Schulle Branch Park; and a new east-west road paralleling Lake Austin Boulevard from Deep Eddy to Boat Town. The ability to add east-west streets as alternatives to Lake Austin Boulevard to disperse traffic within the site and provide multiple transit route options is critical to achieving full development potential on the site, independent of site access issues.

North-south streets connect upland areas to the lakefront; the primary north south streets include: an Enfield Road/Redbud Trail connector; two parallel north-south roads connecting Enfield road to the lakefront; and the re-oriented Exposition Boulevard.

Existing Exposition Boulevard is improved to the level of a Mixed Use, transit-ready street and Enfield Road to that of a Residential Street within the site.

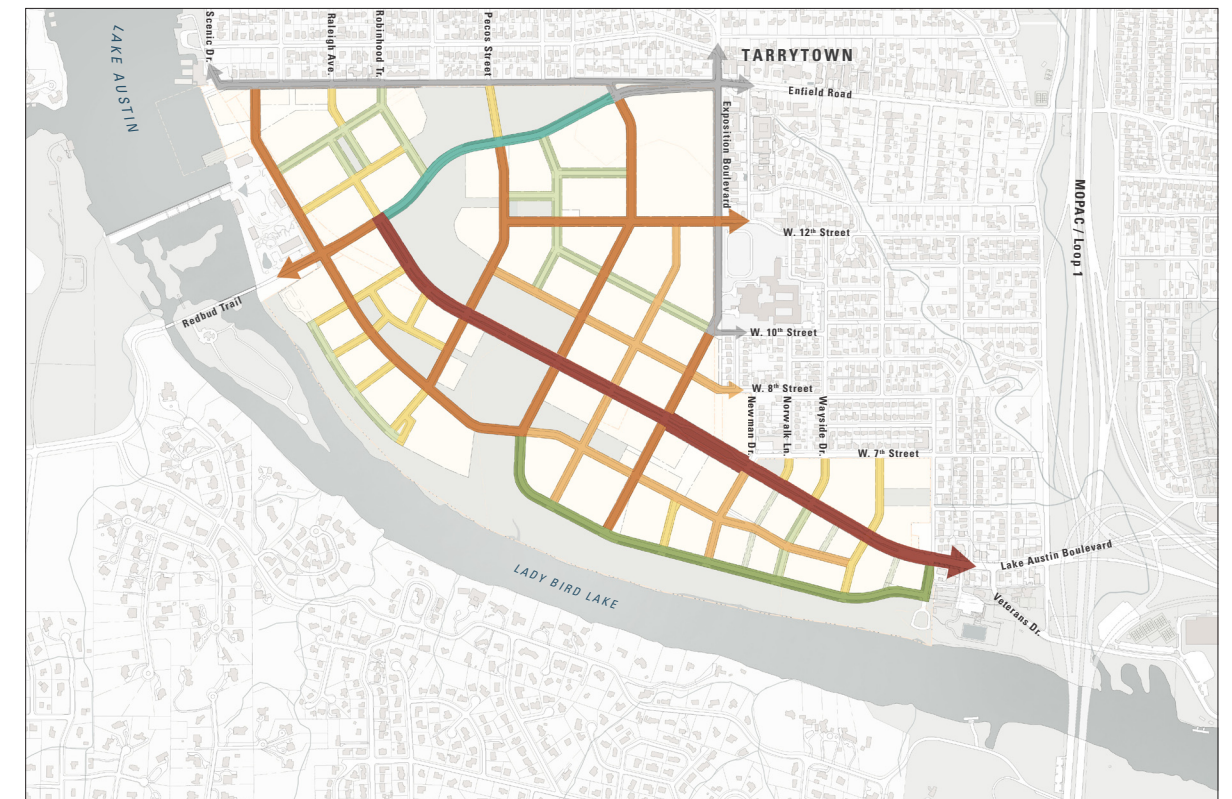
The Transit Network Plan indicates those streets whose rights-of-way have been established to accommodate near and longer term transit options and proposed routes for the different types of transit envisioned. The Village Concept Plan accommodates a bus rapid transit system, or BRT, with one transit stop within the Plan. The BRT route is along Lake Austin Boulevard/Exposition Boulevard alignment. Additionally, an internal circulator is planned to service the primary development nodes of the Plan. The internal circulator connects to the BRT system at the intersection of Exposition Boulevard and Lake Austin Boulevard. It is anticipated that the existing Cap Metro bus line will adjust to the modified street layout within the Plan and potentially provide connections with the internal circulator and BRT system.

The bicycle network is an important contributor to the mobility plan and is designed as an integral element within the street system. The network connects to and augments the existing and planned bicycle routes of the City of Austin 2020 Bicycle Plan.

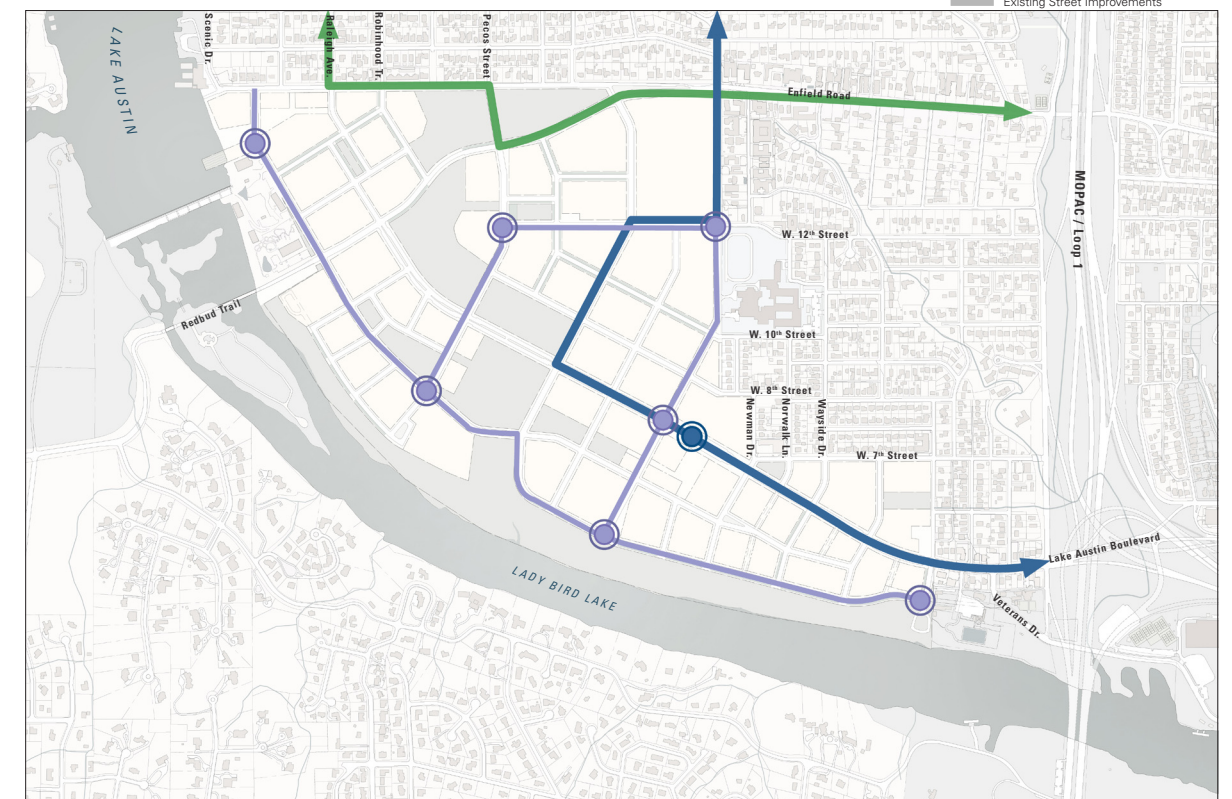
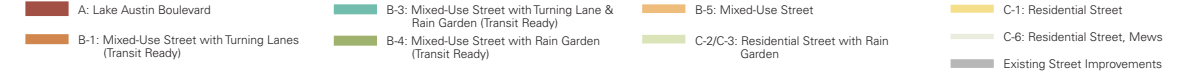
The streetscapes are designed as linear park-like experiences with a strong pedestrian focus; in fact as extensions of the park network. The pedestrian activity along the streets in the Plan ranges from high to medium to low. And the amount of streetscape furniture and accessories used by pedestrians will correspond directly to the intensity of pedestrian activity. Streetscape amenities include benches and chairs, bollards, pole lighting, bike racks, trash receptacles, street trees, special paving at crosswalks and designated locations for artwork. Also included are multi-use pedestrian routes located within the parks and along street greenways.

The street hierarchy establishes primary, secondary, and tertiary frontages for each of the blocks it defines. Primary frontages are those facing major streets and parks, and are generally the fixed streets in the plan. Secondary frontages are those facing a major street or park and may or may not be fixed in the plan. All other frontages are tertiary and are not fixed.

The Parking and Service Plan indicates the locations of parking and service areas within the blocks and preferred access points from the surrounding streets on secondary and tertiary frontages. As part of a traffic management plan, service vehicles may be restricted on critical streets during peak hours.

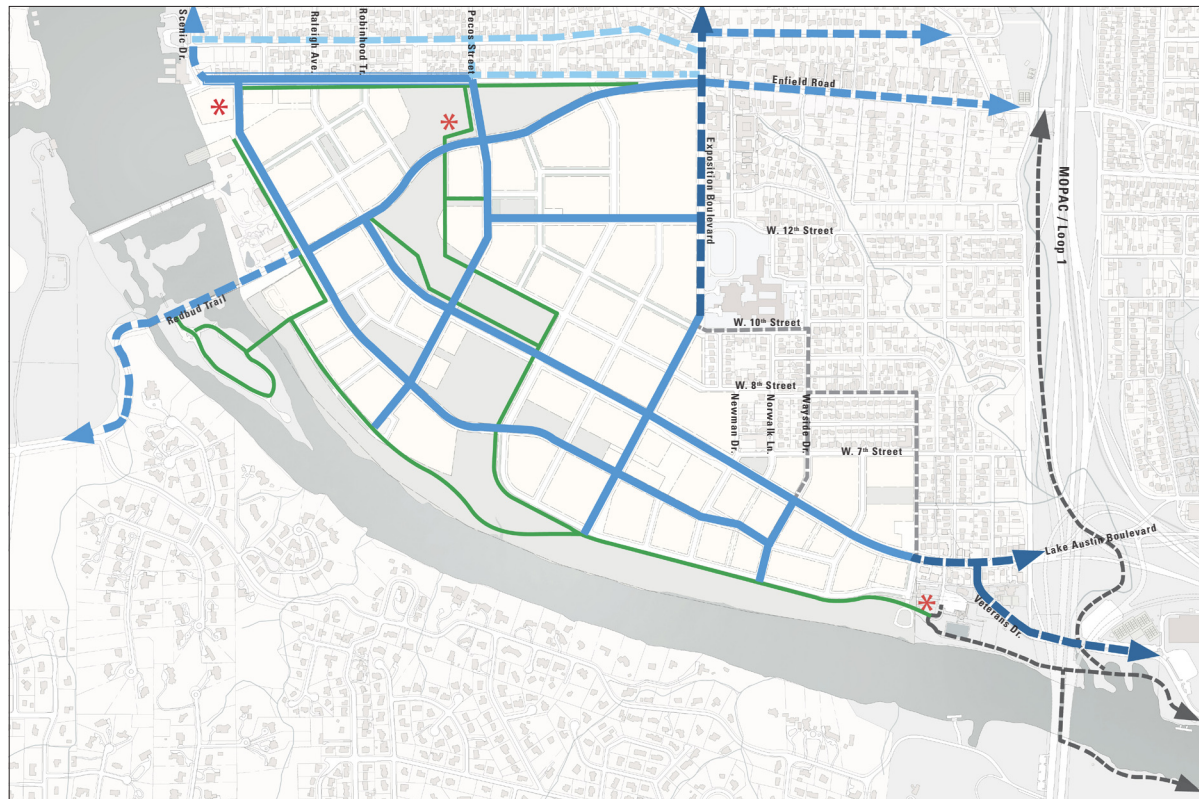


Street Type Diagram



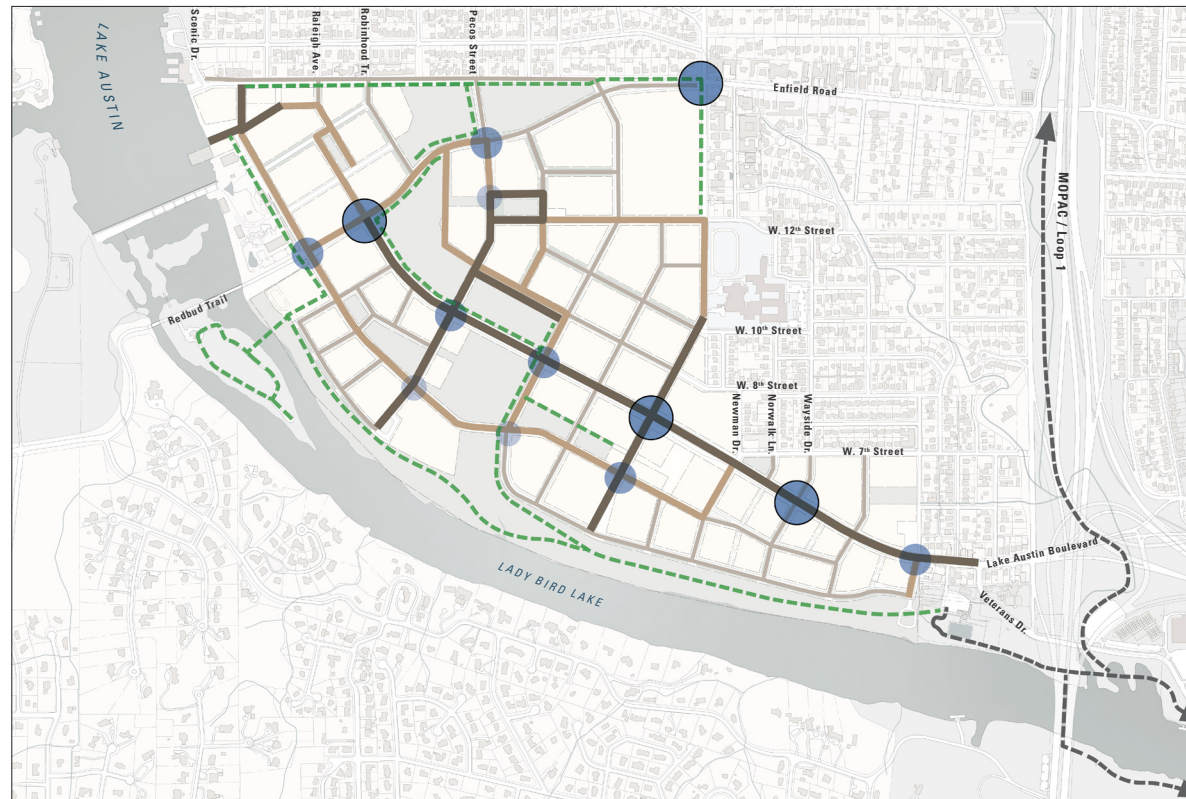
Transit Diagram





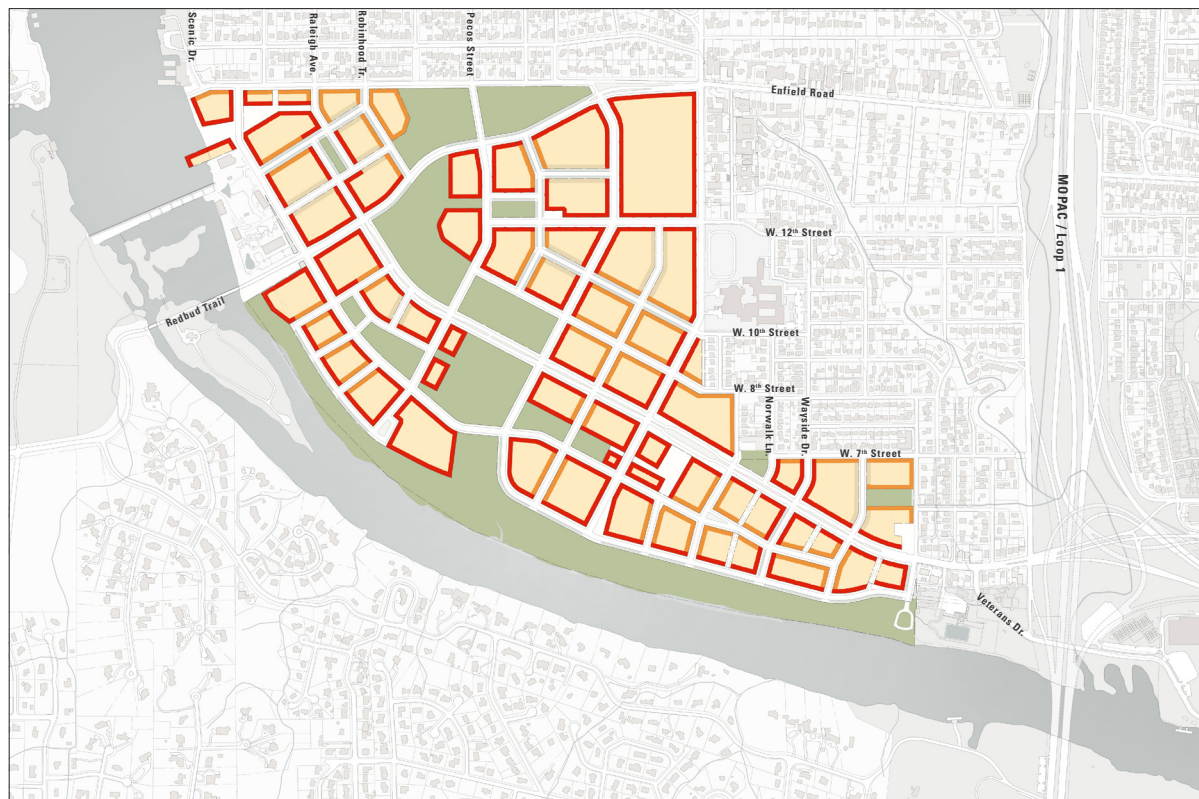
Bike Network Diagram

- Dedicated Bike Lane
- - - COA Dedicated Bike Lane
- - - COA Wide Curb Bike - Non-dedicated
- Multi-Use Trail
- * Bike Facility
- Shared Bike Lane - "Sharrow"
- - - COA Shared Bike Lane - Non-dedicated
- - - Suggested COA Shared Bike - Non-dedicated
- - - Existing Hike and Bike Trails



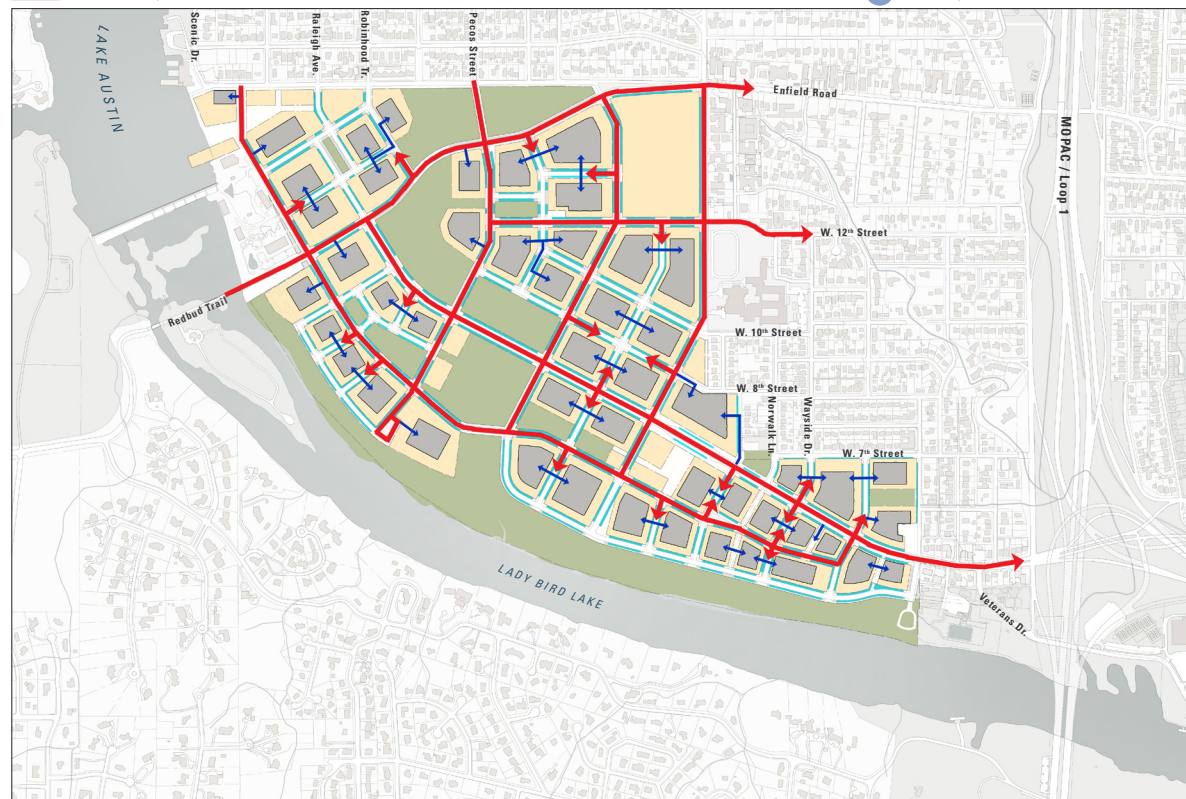
Pedestrian Network Diagram

- High Intensity Pedestrian Routes
- Low Intensity Pedestrian Routes
- Medium Intensity Pedestrian Routes
- - - Existing Recreational Pedestrian Route
- - - Recreational Pedestrian Route
- Primary Intersection
- Secondary Intersection
- Tertiary Intersection



Street Frontage Diagram

- Primary Frontage
- Secondary Frontage
- Tertiary Frontage



Service and Parking Diagram

- Garage
- On Street Parking
- ➔ Garage Entrance
- ➔ Service Route

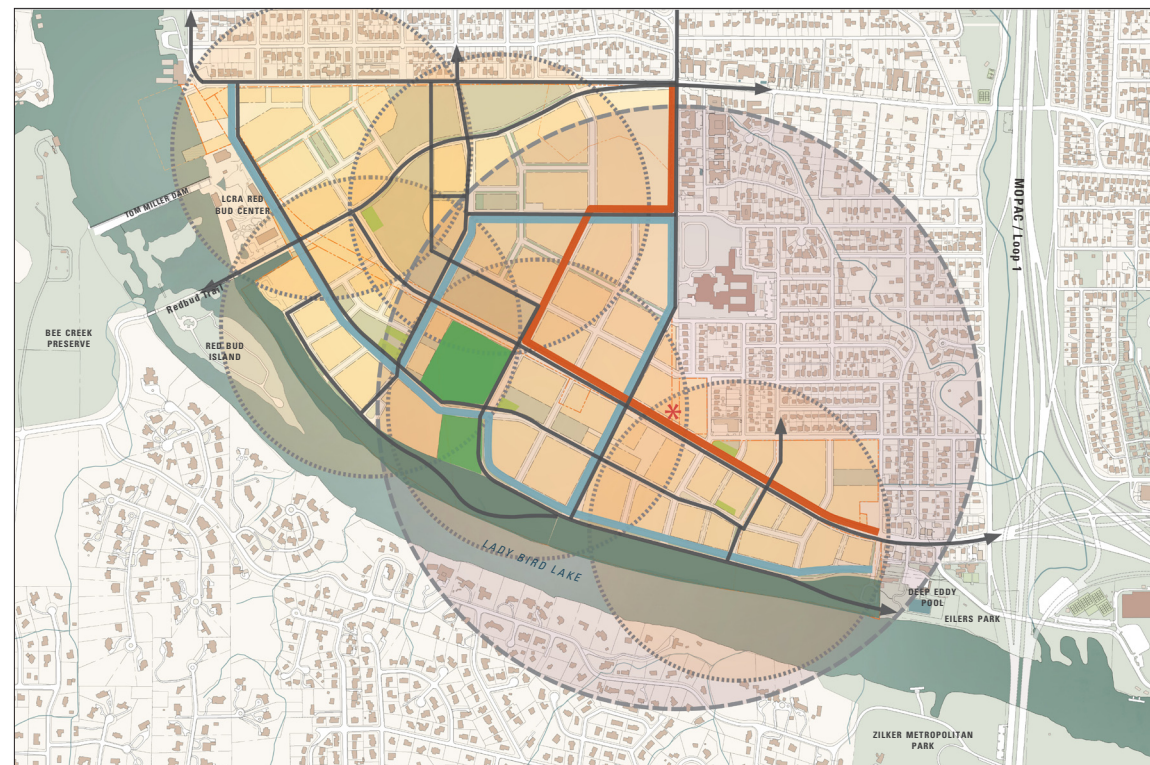
Sustainability

By employing good urban design principles, compact development within the site will promote regional sustainability. Relieving development pressure on the region by concentrating growth at this infill location focuses development where existing infrastructure capacity is in place. The plan reduces automobile dependence through a variety of sustainable strategies. The first is to distribute public amenities within a comfortable walking distance. The compact nature of the street and block layout also reinforces the area's walkability. Street trees will provide shade and a comfortable walking environment on every street. A diverse mix of uses promotes community livability, transportation efficiency and encourages walkability within the neighborhoods. The plan includes a comprehensive bike network and transit system with multi-modal mobility options. Community gardens and local food production locations are located within each neighborhood. The plan protects steep slopes and the floodplain by limiting development from these sensitive areas.

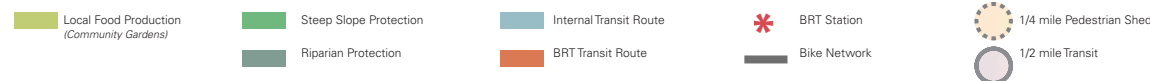
Energy reduction is a primary sustainability strategy in the plan. These include systems to reduce the environmental impacts associated with both energy production and energy consumption. The incorporation of LEED and the Sustainable Sites Initiative will further aid in achieving energy efficiency.

The water sustainability strategy has two areas of focus: the stormwater system and potable water use. The stormwater strategy includes a range of innovative measures to improve stormwater quality, in every drainage area. Reducing the quantity of stormwater discharge through rainwater harvesting contributes to a water demand reduction for irrigation and potable building uses.

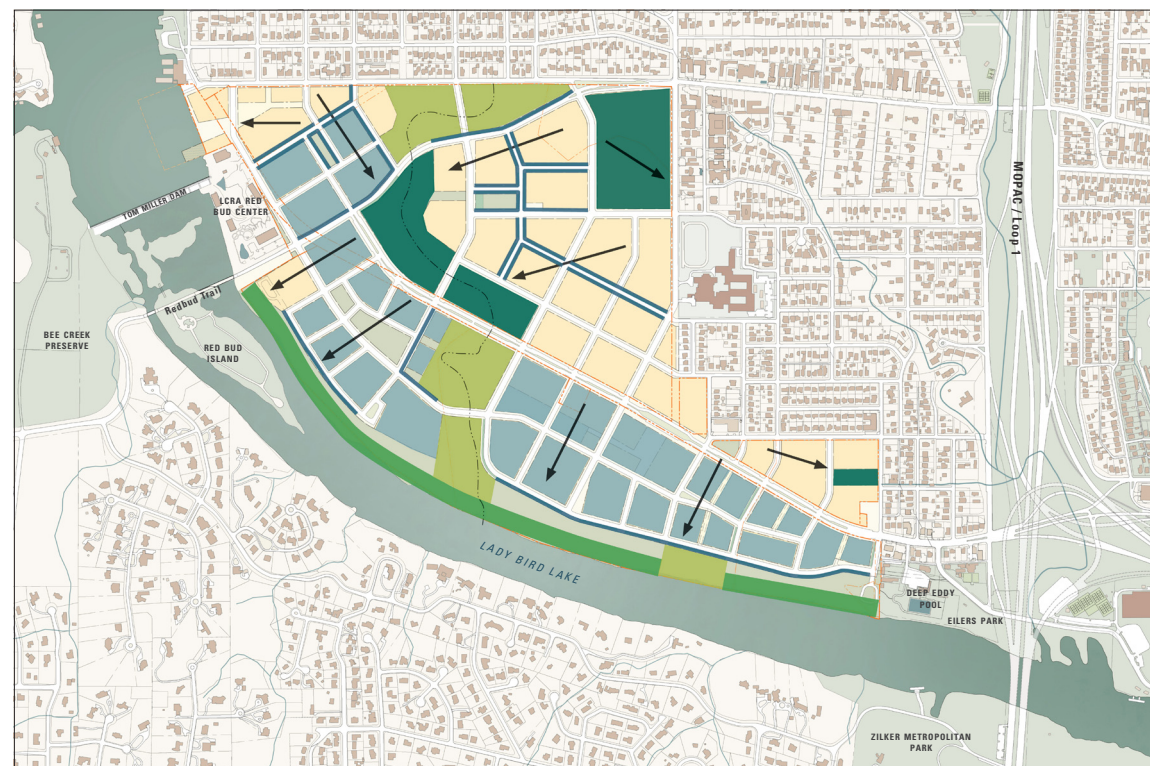
Schulle Branch provides a unique opportunity for a wet pond / constructed wetland upstream of Lake Austin Boulevard and an opportunity to construct a "regional" detention / water quality pond. Because of the Brackenridge Tract's proximity to the Colorado River, detention for runoff from areas 3, 4, 5 and 6 is not considered necessary. This approach is consistent with the City of Austin's policy for areas discharging directly to the Colorado River. Runoff from areas 1, 2 and 7 will be handled within the drainage area. Area 7 will be accommodated in the existing pond located within the tract.



Sustainability Organization Diagram



Energy Use Reduction Diagram

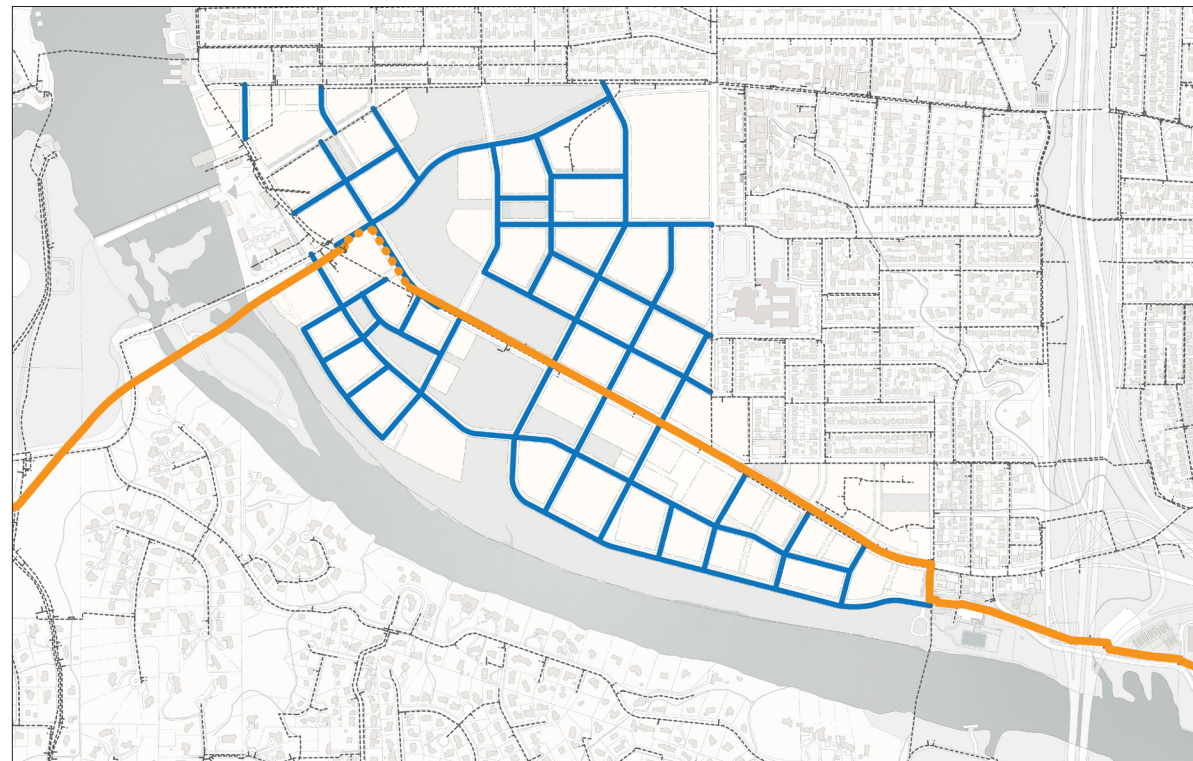


Water Sustainability Diagram



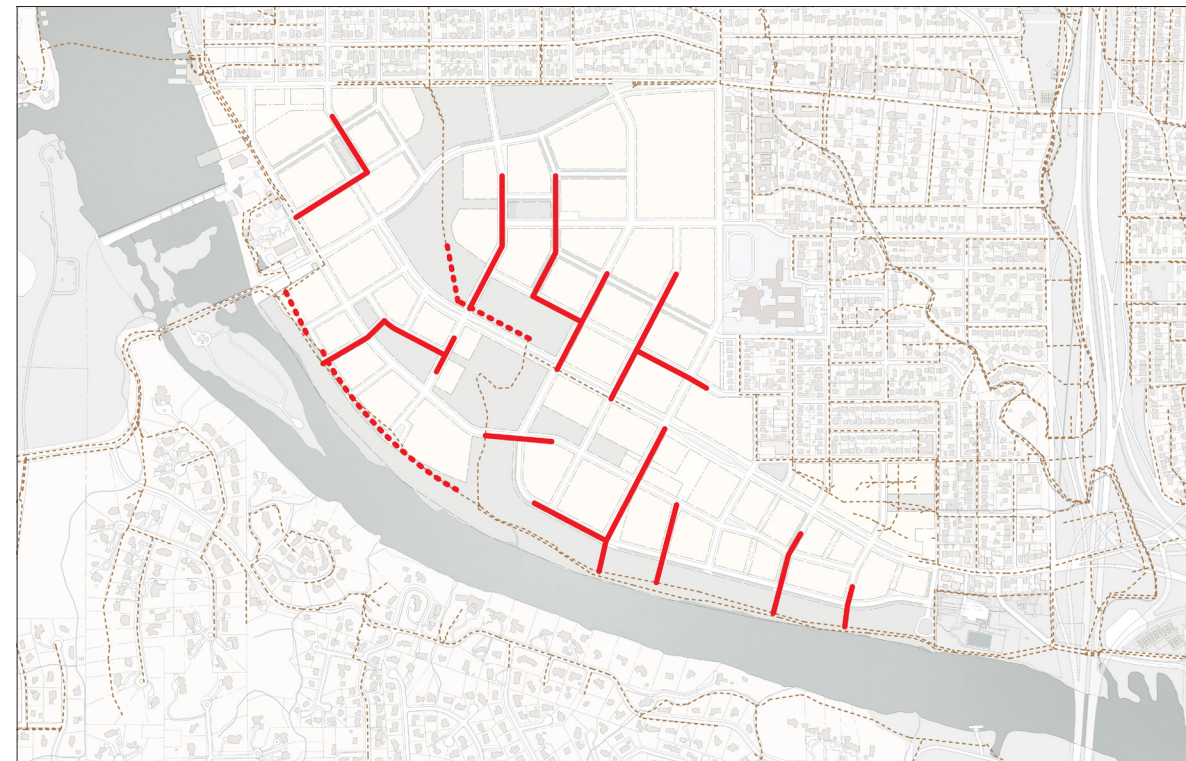
Drainage Area & Water Quality Control Points Diagram





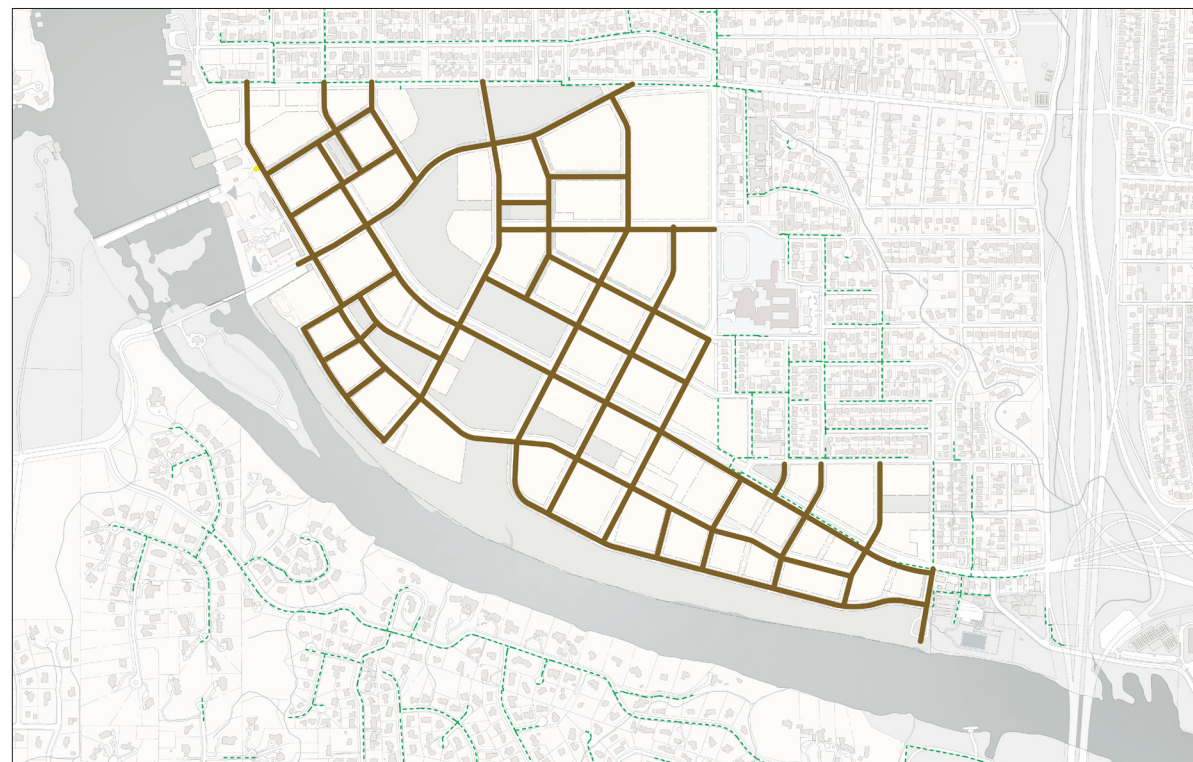
Proposed Water Diagram

— Proposed New Water Line — Relocated 72" Water Line
- - - Existing Water Line — Existing 72" Water Line



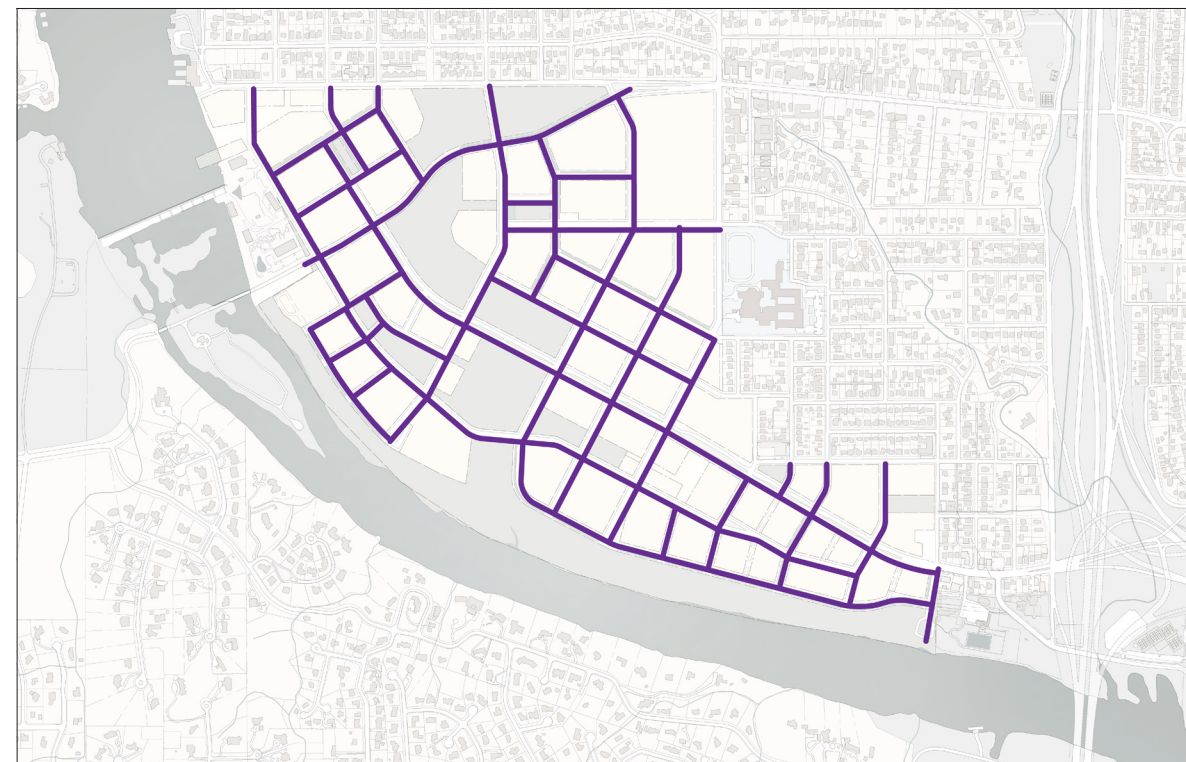
Proposed Sewer Diagram

— Proposed New Sewer Line - - - Relocated Sewer Line
- - - Existing Sewer Line



Proposed Gas Diagram

— Proposed New Gas Line
- - - Existing Gas Line



Proposed Electric / Communications Diagram

— Proposed New Electric/ Communications

Utilities / Infrastructure

The Utilities Plans indicate the primary site distribution systems and connections to existing systems for Water, Sewer, Gas, Electricity, and Communications serving the site.

The proposed water distribution system will connect to existing facilities located along Lake Austin Blvd, Enfield Road and Exposition Blvd. The existing 72" water transmission main under Lake Austin Blvd. will generally remain in place. A segment of Lake Austin Blvd. is reoriented in the proposed Red Bud neighborhood. In this area, the water transmission main will require a new easement. Alternately, a portion of the line could be relocated to enable more effective utilization of the block in the Red Bud neighborhood.

The proposed sewer collection system will connect to existing facilities which drain to the North Austin Interceptor. Portions of the existing 15" and 24" lines along Lake Austin will require relocation to accommodate the proposed development blocks in the Red Bud neighborhood. A realignment of the existing 10" line along Schulle Branch will also be likely to accommodate the proposed water quality and open space improvements.

The existing gas facilities along Lake Austin Blvd and around the perimeter of the Brackenridge tract will be extended to serve the proposed development. The existing 4" gas main bisecting the golf course tract will require relocation to accommodate the proposed block configuration.

Electric and communications networks will be fully integrated with the existing Austin Energy network and all telephone and communications companies. All proposed electric and communications distribution systems will be underground.

Mapping and Demapping

In order to achieve the plan, portions of existing streets must be realigned and/or the rights-of-way modified. The Dedications and Vacations drawing indicates the areas of the site that will need to be dedicated for public streets and the land that is currently in streets that will need to be vacated to be used for the development. The drawing also indicates areas to be dedicated as public park. The remaining streets and park space are not to be dedicated at least initially in order to preserve future flexibility of the plan.

The primary issues of vacation are with the westerly portion of Lake Austin Boulevard and the re-orientation of the last two blocks of existing Exposition Boulevard. An issue for all dedicated and undedicated parks and streets within the project will be the maintenance of a higher quality landscape and streetscape and the water management system components not generally found in City streets and parks.

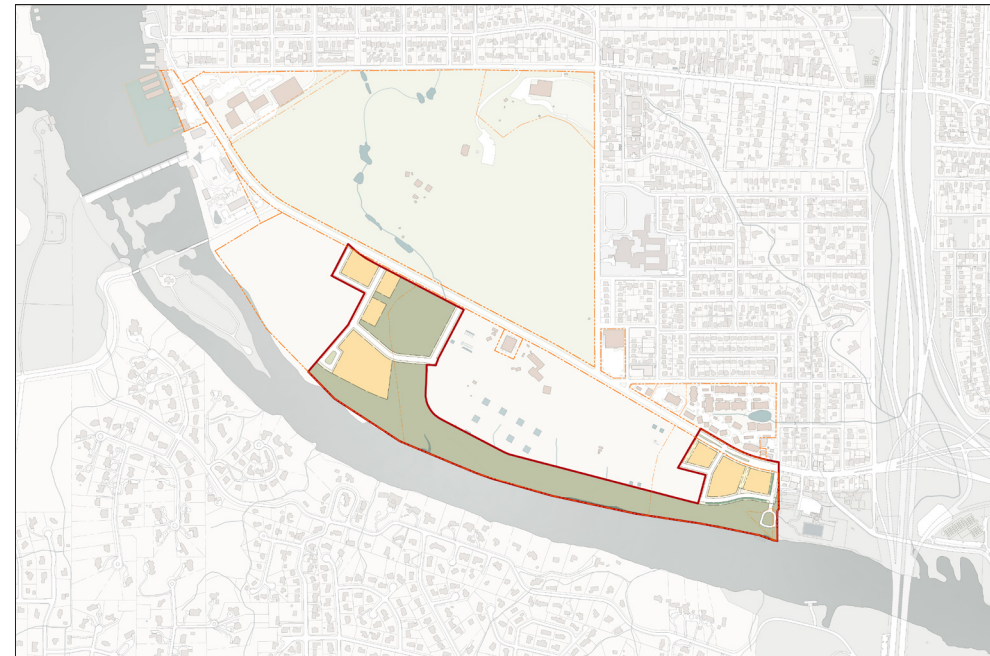


Land Vacation and Dedication

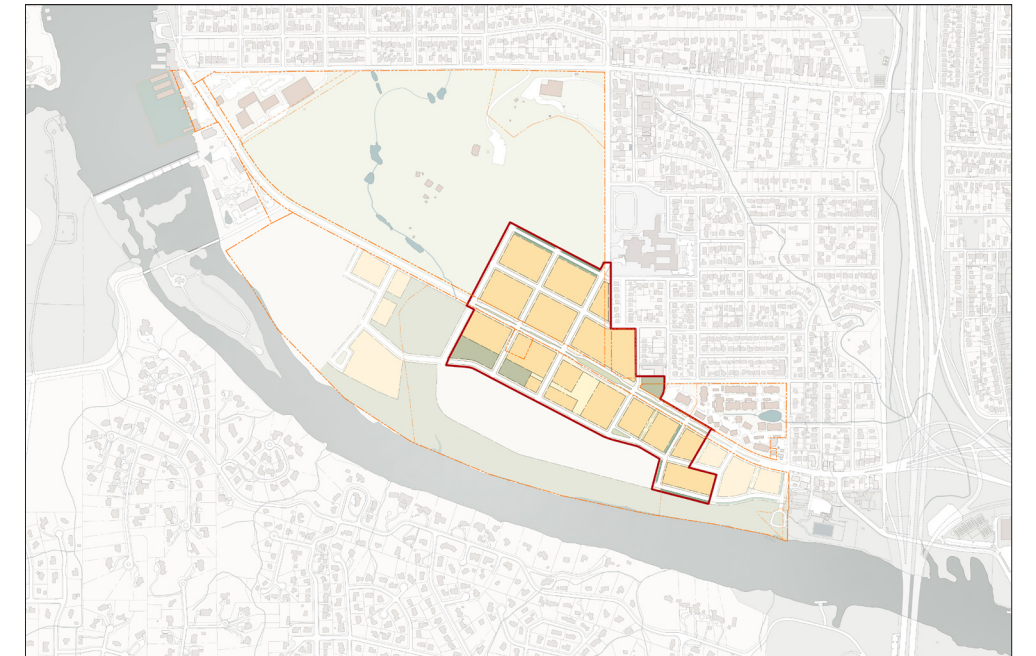
Phasing

This phasing, based on lease expirations, indicates an approximately 40 to 50 year build-out, depending upon market conditions and regional traffic improvements. The Phase I program is determined by the time-frame required to relocate the graduate student housing to the Gateway site and the constraints of the Brackenridge Development Agreement. The BDA limits development for

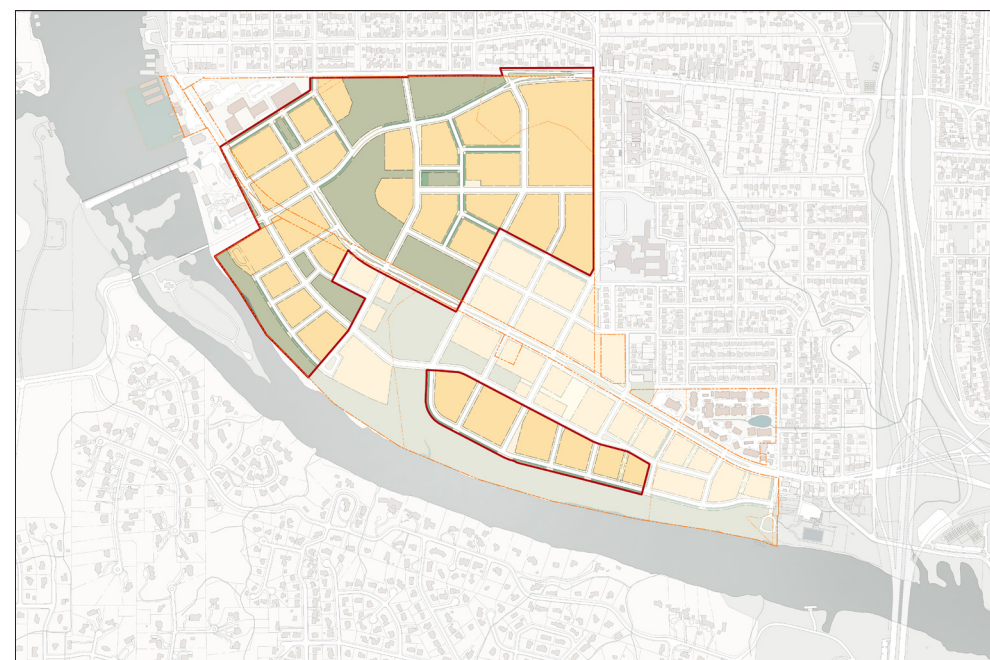
non-university uses on the Colorado and Brackenridge apartment sites to approximately 400,000 square feet and one million square feet, respectively, prior to the year 2019 when the agreement expires. Phase II can begin in 2019 with the expiration of the BDA and the Muny Golf Course lease. The town center and primary mixed use area of the project are achievable in Phase II.



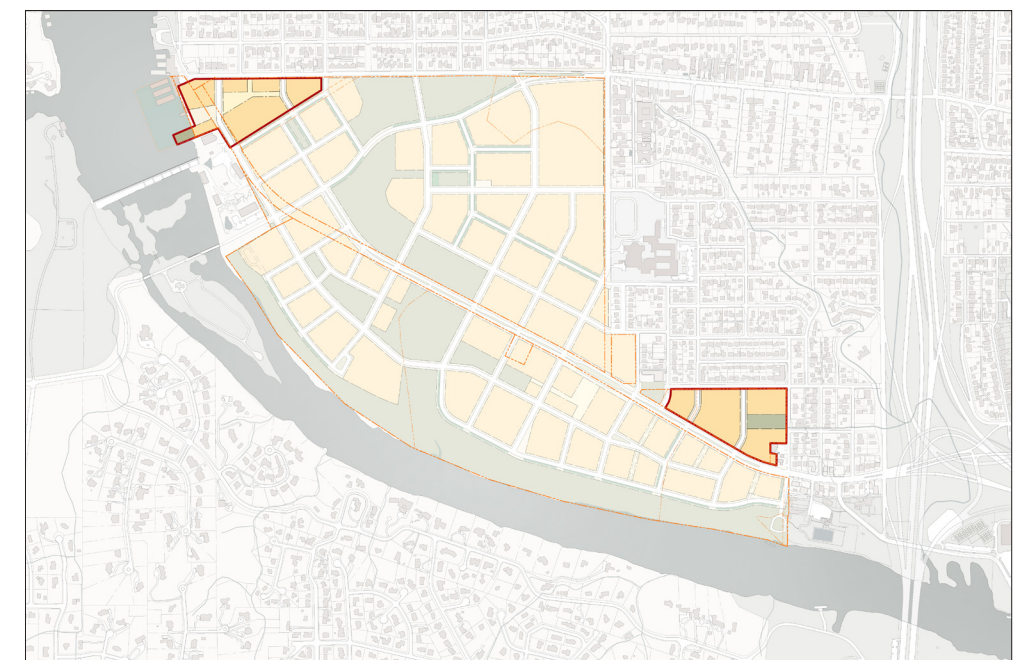
Phase I: 1,400,000 SF



Phase II: 3,707,047 SF



Phase III: 8,266,696 SF



Phase IV: 1,670,564 SF

XI.4. Brackenridge Park Concept Plan



Illustrative Master Plan

LAND AREA SUMMARY

Developable Land Area	213.07 ac	57.9%
W.A.YA	15.03 ac	4.1%
B.F.L.	54.22 ac	14.7%
Development Blocks	143.82 ac	39.1%
Streets & Open Space	155.08 ac	42.1%
Open Space	79.03ac	21.5%
Streets	76.05 ac	20.7%
Total Site Area*	368.15 ac	100.0%

* Including existing streets within project area

LAND USE SUMMARY

Retail	644,964 SF	5.4%
Residential	8,358,122 SF	69.7%
	(6,645 units)	
Office	2,048,381 SF	17.0%
Hotel	346,270 SF	2.9%
Civic / Institution	600,460 SF	5.0%
Total Development	11,998,197 SF	100.0%

Gross FAR*	0.75
Net FAR**	1.29

* Gross FAR = Total Development / Total Site Area
 ** Net FAR = Total Development / Developable Land Area

Connection to the Austin Grid

The Brackenridge Park Concept Plan is organized as a system of interconnected streets and open spaces in the form of walkable, mixed-use neighborhoods around a continuous ribbon of parkland enveloping a central greenway and the shoreline of Lady Bird Lake. Additionally, a reduced Brackenridge Field Laboratory on 56 acres from Lake Austin Boulevard to the lake edge is retained and incorporated into the community plan. A transformed Lake Austin Boulevard, now thrusting upward into the former area of the golf course, and a new road that connects Redbud Trail to Enfield Road (the Red Bud Connector) knit the proposed street network to the larger Austin network and serve to reduce cut through traffic on nearby local routes. Exposition Boulevard, denied the ability to extend toward Lady Bird Lake by the retained Field Lab, terminates at O. Henry Middle School. A new road, Exposition Extension, crosses Lake Austin Boulevard and eventually arcs, in a ring-road fashion, toward a transformed Boat Town. A grid of local, tree-lined streets within the neighborhoods orients toward the lake edge and surrounding parkland. Pecos Street is extended into the site and terminates at the retained Field Lab parcel.

Park Armature

A continuous greenway, called Schulle Branch Park, follows the course of Schulle Branch, an existing watercourse, from Enfield Road down to Lady Bird Lake and becomes the "central park" of the district. Extended Pecos Street and other new streets form the continuous edges of the greenway in a manner reminiscent of Lamar Boulevard along Shoal Creek. In this way, existing Tarrytown is inextricably connected to the lakefront. From Enfield Road to Lake Austin Boulevard, the watercourse is transformed to hold and filter stormwater from the site and upland neighborhoods in a system of stepped ponds that becomes a key feature of the community. The ponds are bordered by walks, trails, meadows and other flexible-use parkland, shaded by heritage trees preserved from the former golf course, as well as programmed open spaces. The romantic park edges of Shoal Creek are a model for this portion of Schulle Branch Park. South of Lake Austin Boulevard, Schulle Branch Park retains its natural feeling as a forested ravine with a network of trails and elevated boardwalks that connect upland areas to the lakefront. Areas of exposed limestone rock cut by the watercourse and remnant structures associated with historic uses of the site are revealed to trail users, yet are protected from pedestrians. Lakefront Park along Lady Bird Lake preserves its riparian edge and a lakeside trail system connects with the existing Trail at Lady Bird Lake and the Schulle Branch Park trails to extend the City's hike and bike system and urban waterfront to the Tom Miller Dam, Lake Austin, and the existing Tarrytown neighborhoods. The Lakefront Park is interrupted by the Field Lab for a section of its length, but an easement that accommodates a raised boardwalk allows the trail system to connect across the Lab's shoreline while maintaining the water to land transfer of biota necessary for the studies that occur on the site. A footbridge is envisioned to connect the Lakefront Park to Red Bud Island.



Brackenridge Park in City Context



Neighborhood Diagram

CONCEPT PLANS - BRACKENRDIGE PARK



A Collection of Walkable Neighborhoods

The larger Brackenridge Park district is comprised of five neighborhoods, organized by the park system, each of which accommodate a mix of uses and provide a range of experiences. Each neighborhood is designed and sized to be walkable within five minutes from center to edge or within ten minutes from edge to edge, typically an area within a 1/4 mile radius. These walking areas are commonly known as pedestrian sheds.

Lakeview Neighborhood South (Town Center)

In the Lakeview South Neighborhood, Lake Austin Boulevard is angled north, into the former area of the golf course, as a “main street” that anchors a new mixed-use town center. This town center is the western terminus of the main east-west routes in Central Austin formed by the 5th Street / 6th Street couple and Cesar Chavez Street west of MOPAC and Lake Austin Boulevard east of MOPAC. Lake Austin Boulevard terminates at the Red Bud Connector, forming a Market Square. The Market Square and shopping district provide opportunities for local retail and other commerce as well as upper floor residential and office uses. A farmer’s market may become a weekly event in the Market Square and a boutique hotel may become an anchor in the shopping district. The district is envisioned to receive transit at the intersection of Lake Austin Boulevard and extended Exposition, perhaps in the form of Bus Rapid Transit (BRT), which could connect to the larger transit systems proposed for Austin over the next several decades. An internal trolley or shuttle system is envisioned to connect all of the new neighborhoods with this transit hub, as well as to a potential off-site park and ride facility, and provisions for bike lanes and public bike storage will make Brackenridge Park a transit and bike friendly location. Green roof technology on building and parking decks in Lakeview South and other neighborhoods, along with other forms of sustainable water and energy conservation practices, will support the broader set of sustainable practices that are at the foundation of Brackenridge Park.

Lakeview Neighborhood North

Other neighborhoods link to their immediate context and accommodate a mix of residential types, neighborhood-serving retail, community and civic uses, as well as neighborhood and pocket parks. The Lakeview North Neighborhood at the northeast corner of the tract, a primarily residential neighborhood attractive to a variety of residents including families, forms the gateway to the district from the existing Tarrytown neighborhoods along the Red Bud Connector. A linear green and rain garden paralleling the Red Bud Connector helps to augment stormwater management in this area as part of a tool kit of stormwater strategies envisioned for the district. Within the neighborhood, the site for W.A.Y.A. is relocated southward along Exposition Boulevard across from O. Henry Middle School to accommodate the Red Bud Connector and Lakeview North Neighborhood. The building for W.A.Y.A. is positioned along Exposition Boulevard across from the middle school facility. Blocks immediately north of W.A.Y.A. may, if the need exists, become a site for a new elementary school, creating a civic node comprised of O. Henry Middle School, a new elementary school, and W.A.Y.A. Ample on-street parking throughout Brackenridge Park will serve the civic uses and reduce the need for large off-street parking lots.

The Lakeside Neighborhood

The Lakeside Neighborhood sits between the Lakeview Town Center and the Deep Eddy Neighborhood and is dominated by the presence of a reduced

Brackenridge Field Lab, now provided on 56 acres. A transformed Lake Austin Boulevard with a planted median and large canopy trees serves as the address for the Field Lab on the southwest and for mixed-use office buildings on the northeast. The facilities of the Field Lab, which may include reception and administration offices, classroom and lab space, areas open to the public - such as a potential science center, and greenhouse sheds, are located along Lake Austin Boulevard to activate its frontage and to demystify the activities of the facility. If possible, the security fence should engage or be set back from the buildings along Lake Austin Boulevard, to provide a quasi-public edge along the public realm. Similarly, the office buildings across Lake Austin Boulevard have active uses on their ground floors. While the Field Lab parcel reaches the shoreline of the lake, an easement close to the lake edge provides an elevated boardwalk that connects the trails in the Lakefront Park from the Deep Eddy section to the Red Bud section.

Deep Eddy Neighborhood

At the southeastern gateway, a transformed Lake Austin Boulevard forms the heart of an expanded Deep Eddy Neighborhood. Active ground floor uses along the boulevard and housing in efficient building types form a walkable street network that extends outward to the shore of Lady Bird Lake. A neighborhood park overlooking Lady Bird Lake becomes a focal point for the neighborhood and could connect along the lakefront to the activities of Eilers Park. Here, the City’s hike and bike trail network is extended along the site’s lakefront, ultimately terminating at Boat Town.

Red Bud Neighborhood

The Red Bud Neighborhood is nestled across from Red Bud Island between Lady Bird Lake and Schulle Branch Park. Exposition Extension arcs through the community to become this neighborhood’s main street. A green at the center of the neighborhood preserves many of the heritage oaks on the tract and forms the heart and central gathering space of this primarily residential area. At the intersection of the Lakefront Park and Schulle Branch Park a special site is envisioned to accommodate a destination spa hotel or other suitable use.

Boat Town Neighborhood

Exposition Extension crosses Red Bud Connector to terminate in the Boat Town neighborhood on the shores of Lake Austin. The Boat Town neighborhood has, at its core, a park that could be the setting for an office campus or future academic campus, which could also accommodate an executive hotel. Residential uses transition to the existing neighborhood edges and the central green is connected to an expanded Boat Town waterfront and marina. Historically an area of entertainment and recreation, Boat Town is envisioned to have outdoor dining and entertainment, a potential cinema, boating, and other forms of lakeside recreation, expanded to connect with the upland neighborhood and to better accommodate parking requirements. As a terminus to the hike and bike trail, the parking for entertainment uses can be shared in off-peak times with users of the trail system.

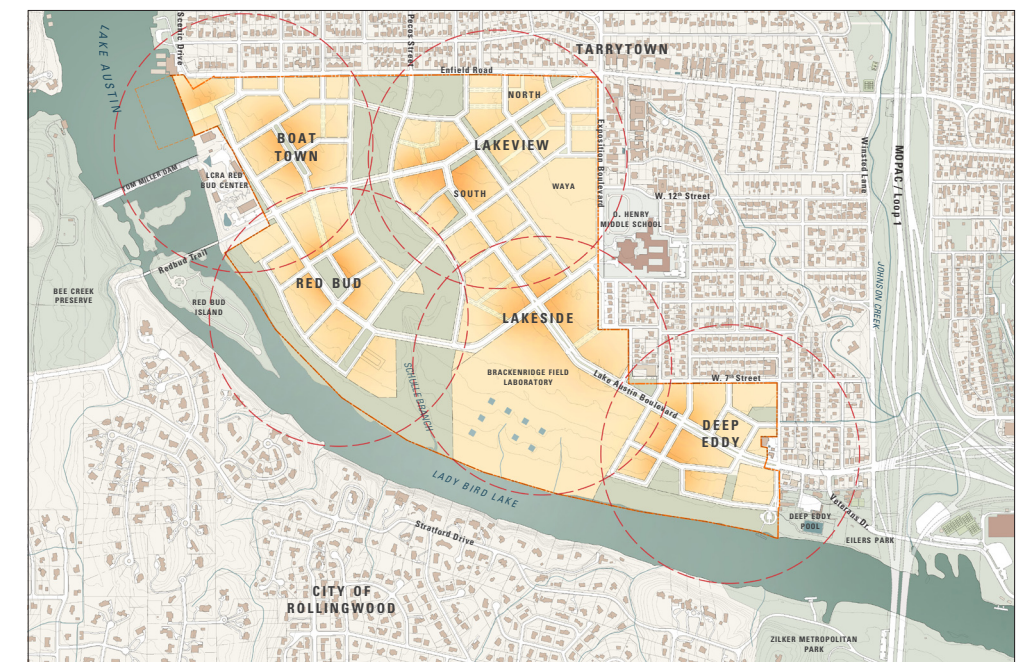
A Complete Community and Future Flexibility

In addition to a mix of residential, office, academic, retail and entertainment uses, Brackenridge Park accommodates sites for shared or civic uses. These uses may be at the edges of the parks, within the parks themselves, or at special intersections or terminating vistas. Brackenridge Park is envisioned

as a complete environment, where Austinites can live, work, learn, and play in a setting that preserves and celebrates the best the site has to offer—its lakefront, heritage trees, exposed rock, remnant structures, etc. - in a uniquely Austin way. Its street grid provides a flexible circulation network of blocks that can combine or subdivide if needed for as yet unanticipated uses. Should the Regents decide at some future date to relocate the Field Lab from the tract, a network of streets and blocks will easily infill the site. Pecos Street could continue its course along Schulle Branch Park to eventually become the lakefront street within the Deep Eddy Neighborhood, further facilitating the connection of Tarrytown residents to Lady Bird Lake.

Illustrative Street and Block Plan

The Illustrative Plan provides a composite image of all of the public and private elements of the plan in the context of the surrounding neighborhoods. It shows the overall, integrated vision for the site in the Brackenridge Park Concept Plan. The sections and drawings that follow look at each of the plan systems, elements, and components individually.



Illustrative Street and Block Plan



Land Use, Density, and Massing

The Land Use Plan indicates the distribution of uses throughout the site. Commercial and mixed use areas are concentrated primarily at the town and neighborhood centers and along Lake Austin Boulevard.

One of the most important characteristics of a successful town or neighborhood center is having retail and other active uses on the ground floor. It is also important that it be contiguous and not scattered. Since it may take time for the community to grow and evolve, the initial retail is established at the focal point of the center and the ground floors of buildings with other ground floor uses need to be designed with the flexibility to convert at a later time to retail. This applies to all buildings with primary frontages.

Plan Alternatives

Within the plan there is flexibility, and many alternatives for land uses and distribution of density are possible. The Plan Alternatives drawing indicates three such alternatives. The first shows the potential location for a U.T. Austin "campus" should the need for academic and/ or research space be identified in the future. The second is a potential location for an elementary school should the City identify the need.

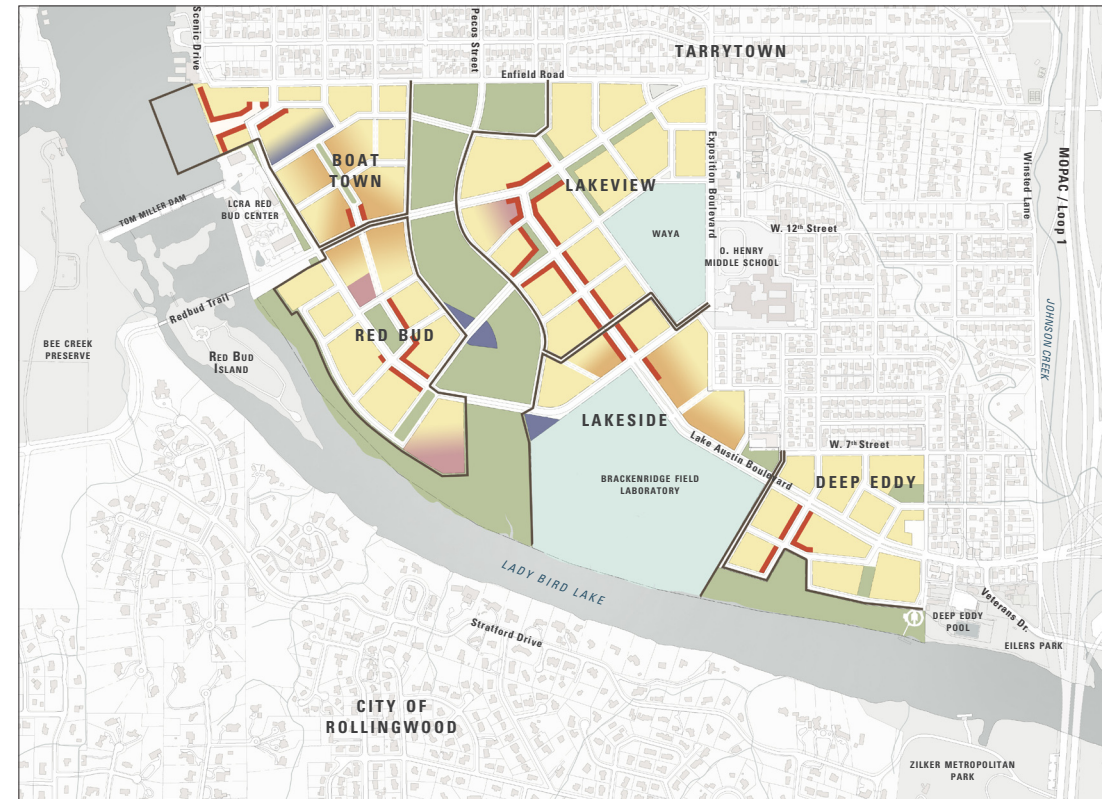
A third alternative illustrates the long term potential of the Brackenridge Park Concept Plan is the Field Lab were to be relocated. It is possible, with a higher average density than on the balance of the site, that the full program of 15,000,000 square feet for the entire site could be achieved. Higher densities at this important lakefront location would be appropriate.

Density Plan

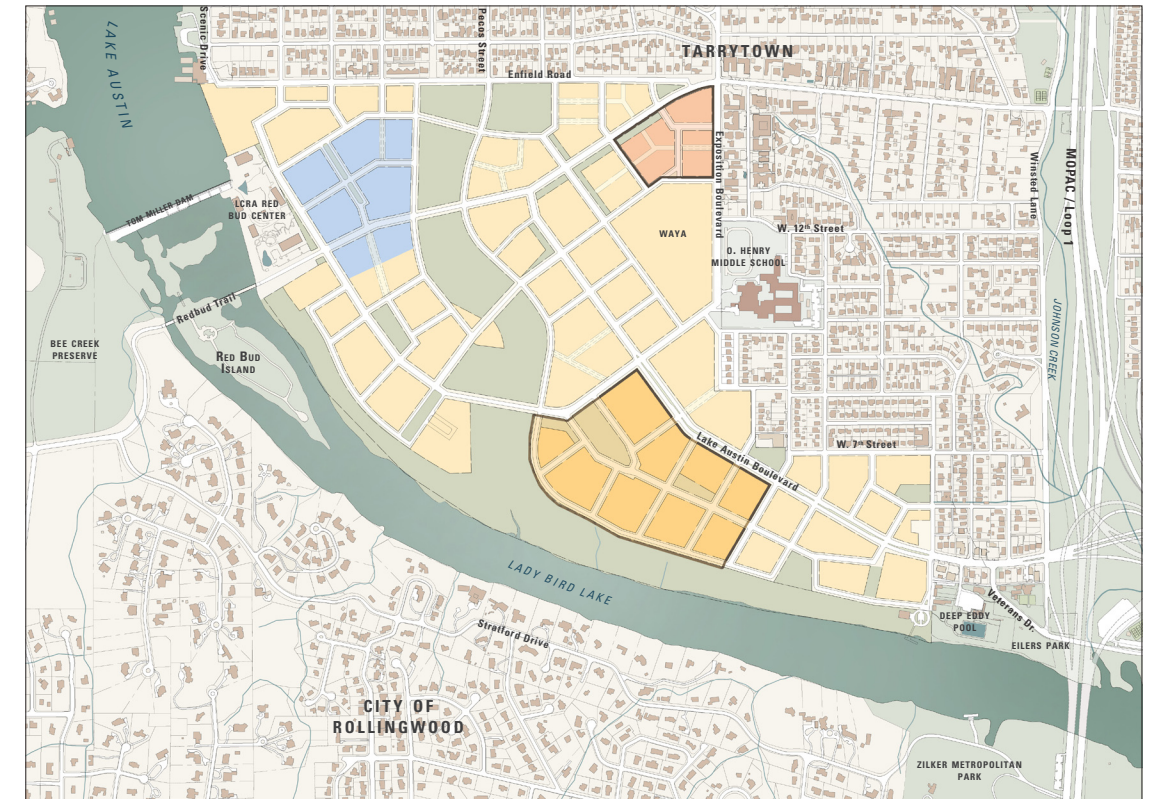
The Density Plan indicates the distribution of density throughout the site. The highest densities are generally located in the center of the site with major park, open space, or boulevard frontage. These areas are surrounded with medium density development, the higher end of the range being located at the Centers. Low density development is generally located along the edges of the property adjoining the existing neighborhoods. The Brackenridge Park Concept Plan has a limited range of densities without high contrast between the lowest and highest density locations.

Building Heights

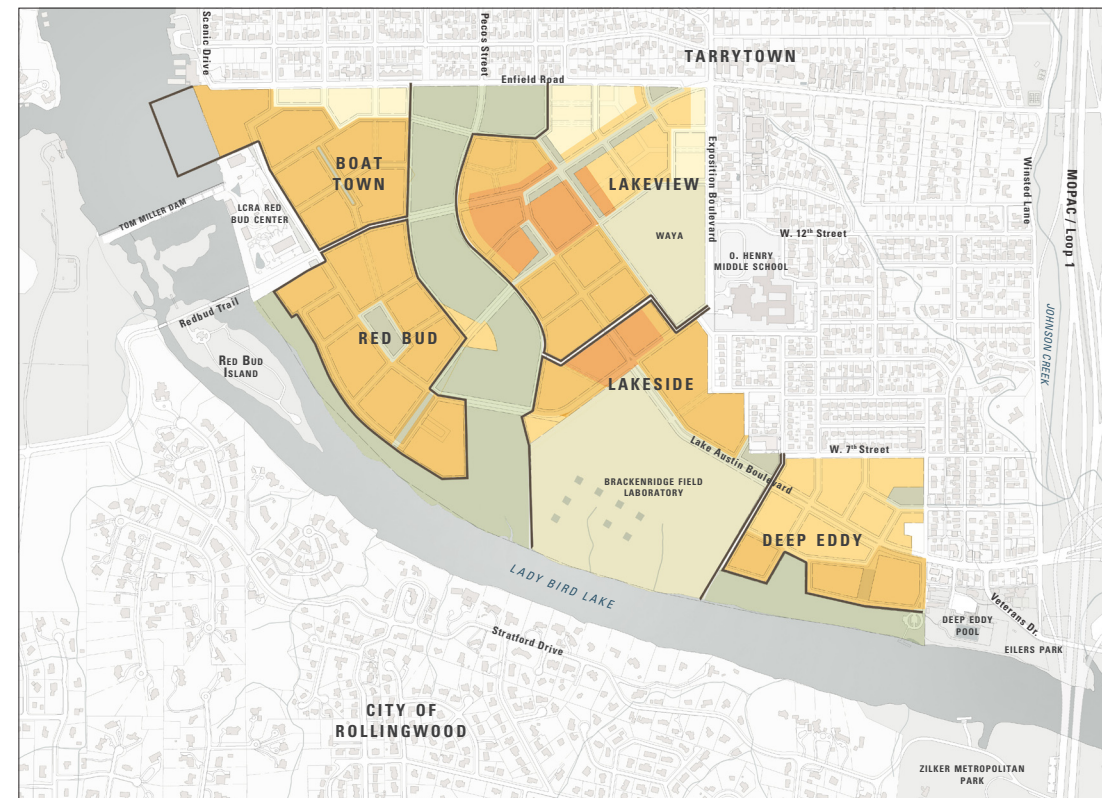
The Building Heights drawing indicates where the various heights of buildings or building elements are located. Within a single block the buildings adjoining an existing neighborhood can be low while the buildings on the other portions of the block may be higher. High buildings or building elements (over 8 stories) may be located at special locations in centers, adjoining parks, or within significant vistas.



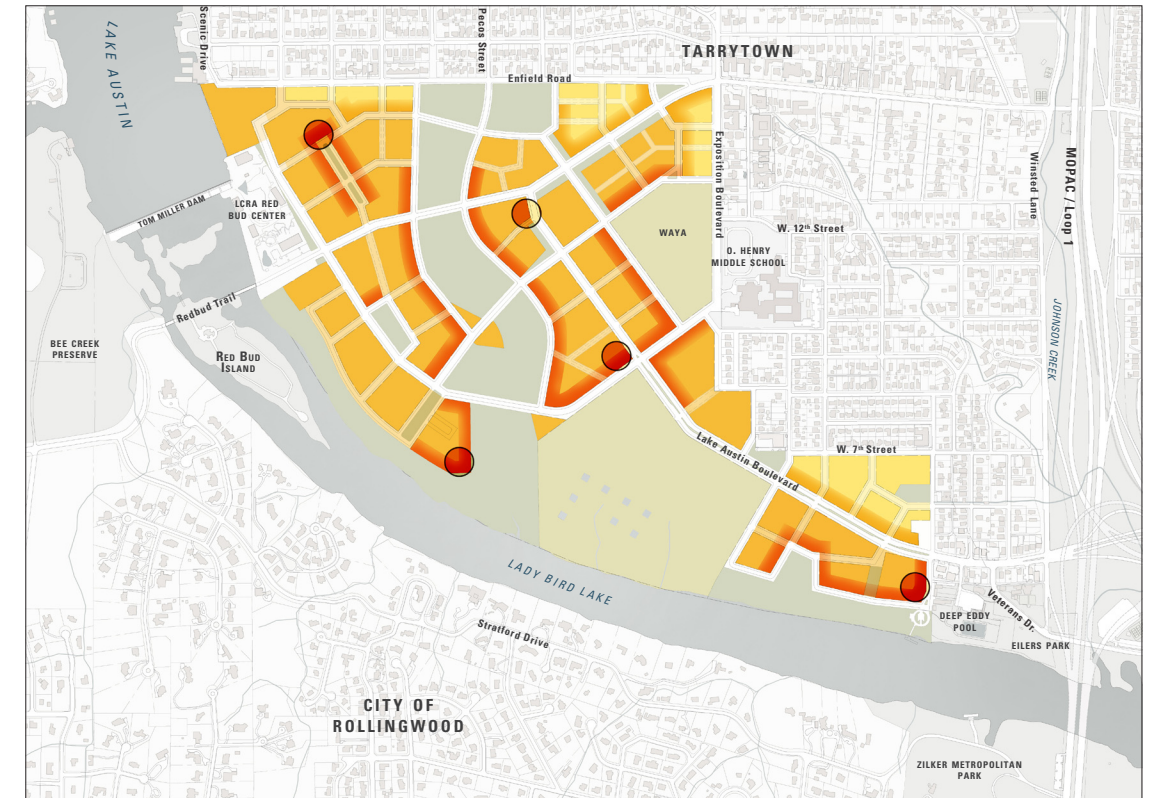
Land Use Diagram
 Legend: Retail Frontage (Red), Office (Orange), Residential (Yellow), Hotel (Purple), Private Recreational/Institutional (Light Green), Civic/Institutional Frontage (Blue), Office/Civic Mixed-Use (Dark Blue), Office/Residential Mixed-Use (Light Orange), Residential/Hotel Mixed-Use (Light Yellow), Open Space (Dark Green)



Alternative Land Use Diagram
 Legend: Academic/R&D Sites (2,000,000 GSF Development, 22.29 Acres) (Blue), Future Development Site after BFL Relocation (39.38 Acres) (Orange), School Site (9.68 Acres) (Light Orange)



Density Diagram
 Legend: Higher Density Development (Average FAR 2.5) (Dark Orange), Lower Density Development (Average FAR 1.5) (Light Orange), Private Recreation (FAR < 0.1) (Light Green), Medium Density Development (Average FAR 2.0) (Orange), Low Density Development (Average FAR 1.0) (Yellow), Open Space (Dark Green)



Building Heights Diagram
 Legend: 2-3 Stories (Yellow), 3-5 Stories (Orange), 5-8 Stories (Dark Orange), High Building Location (Red Dot)

CONCEPT PLANS - BRACKENRDIGE PARK



Park System Concept Plan



Illustrative Park System Plan

Parks

The landscape design concept for the Park Concept Plan is organized by two powerful physical elements of the site: the Lady Bird Lake waterfront and Schulle Branch - just as these two elements guide the armature of the development framework plan.

Overall, the lakefront is retained in a continuous, natural preserve park setting—extending from Deep Eddy/Eilers Park and the U.T. Austin Rowing Center up to Redbud Trail. This area is the Lakefront Park Preserve. A raised boardwalk is provided within the Biological Field Lab (BFL) parcel to allow for field lab activities to continue below unimpeded and for elevated views of Lady Bird Lake from the trail. The natural setting is punctuated periodically by terminating street over-looks. The trail extends from Deep Eddy/Eilers Park, where it exists today, up to Redbud Trail and following the interior streets, terminates at Boat Town. A trail spur connects via pedestrian bridge to Red Bud Island.

The rugged, natural landscape where Schulle Branch empties into Lady Bird Lake presents a tremendous opportunity in the community: extending the natural riparian environment from the lakefront up Schulle Branch, alongside the natural BFL land, up past Lake Austin Boulevard where the parkland will intermingle with a more urban, man-made parkland environment. This approach extends braids of natural landscape pockets upstream along the creek park, along with park uses with a more urban character. The result is a diverse and varied park setting that responds to its natural environment: natural

in sensitive locations; sculpted and manicured in less sensitive locations. Along Enfield Road, the park's active uses give way to more passive and quiet neighborhood uses that provide for a transition to Tarrytown to the north.

Neighborhood parks are located centrally within each district of the Plan and are connected to other parkland by way of the streets and trails. These parks are the social nucleus of each neighborhood and serve as their organizing element. The programming of these parks may include community gardening, children's play area, flexible open spaces for people and their dogs (off leash) and areas for community gathering and socializing. Also included within the plan are a variety of smaller pocket parks and plazas. A network of streets connect all of the parks together and brings park amenities, such as seating spaces and landscaping, into the urban areas of the plan, supporting the philosophy of streets as extensions of the parks and open space, similar to Austin's Great Streets Program.

Tree-shaded pedestrian streets provide linkages between all of these locations, resulting in a rich and diverse public realm. The landscape concept is also a study of contrast: a range of casual and formal spaces, places for large public events and small, intimate places. Places for neighbors to meet and places for the Austin community to celebrate. The intensity of use within each outdoor area is determined foremost by the sensitivity to the environment in which the space is located.



Schulle Branch Park Plan

Traffic and Transportation

The Street Plan indicates the underlying hierarchy of streets serving existing and new vehicular, transit, pedestrian, bicycle, and service traffic within the site and the connections to the surrounding street network. The primary streets that define the Brackenridge Park Concept Plan are the realigned Lake Austin Boulevard, the Enfield Road/Redbud Trail connector, the Exposition Boulevard to Boat Town loop road, a new road between Exposition Boulevard and Lady Bird Lake, and the Schulle Branch Park drives.

Existing Exposition Boulevard is improved to the level of a Mixed Use, transit-ready street and Enfield Road to that of a Residential Street within the site.

The Transit Network Plan indicates those streets whose rights-of-way have been established to accommodate near and longer term transit options and proposed routes for the different types of transit envisioned, which include a dedicated transit route (BRT or fixed guiderail system) and an internal circulator system.

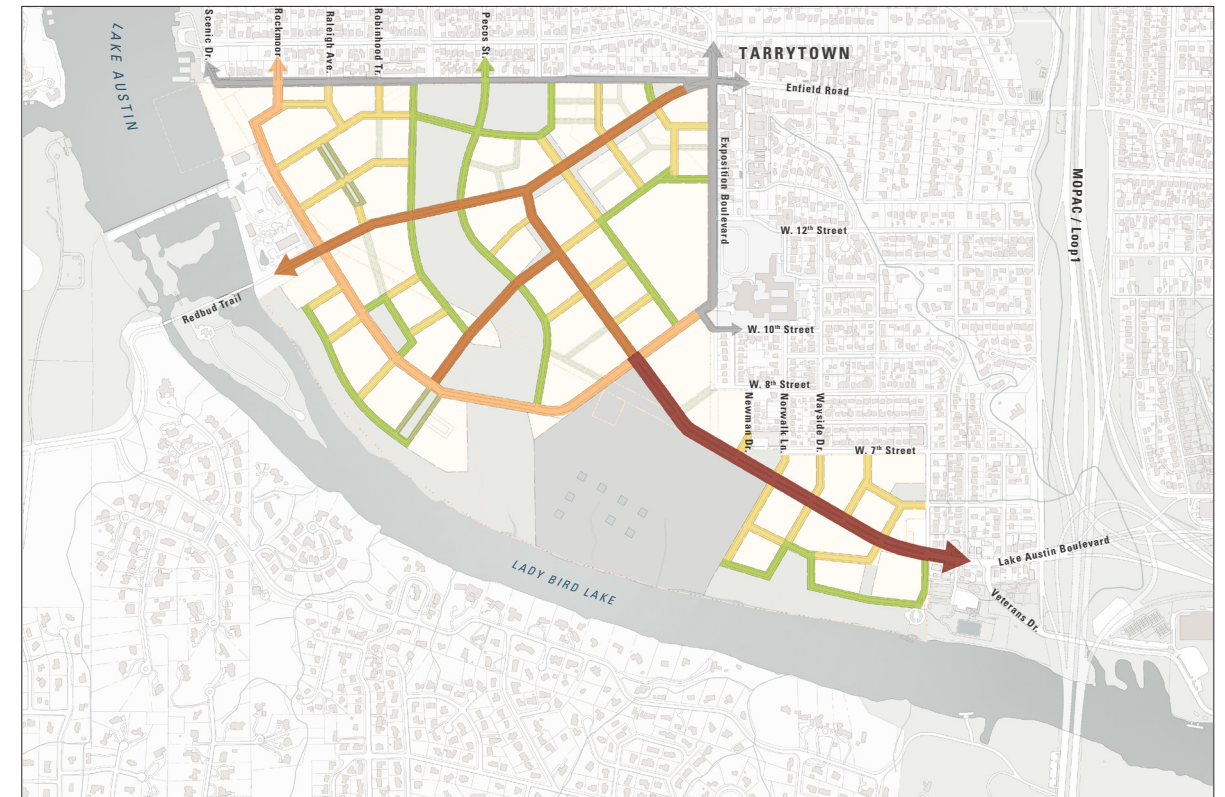
The Park Concept Plan accommodates a bus rapid transit system, or BRT, with one transit stop within the Plan. The BRT route is along Lake Austin Boulevard/Exposition Boulevard alignment. Additionally, an internal circulator is planned to service the primary development nodes of the Plan. The internal circulator connects to the BRT system at the intersection of Exposition Boulevard and Lake Austin Boulevard. It is anticipated that the existing Cap Metro bus line will adjust to the modified street layout within the Plan and potentially provide connections with the internal circulator and BRT system. Transit stations will be located near intersections.

The bicycle network is an important contributor to the mobility plan and is designed as an integral element within the street system. The network connects to and augments the existing and planned bicycle routes of the City of Austin 2020 Bicycle Plan.

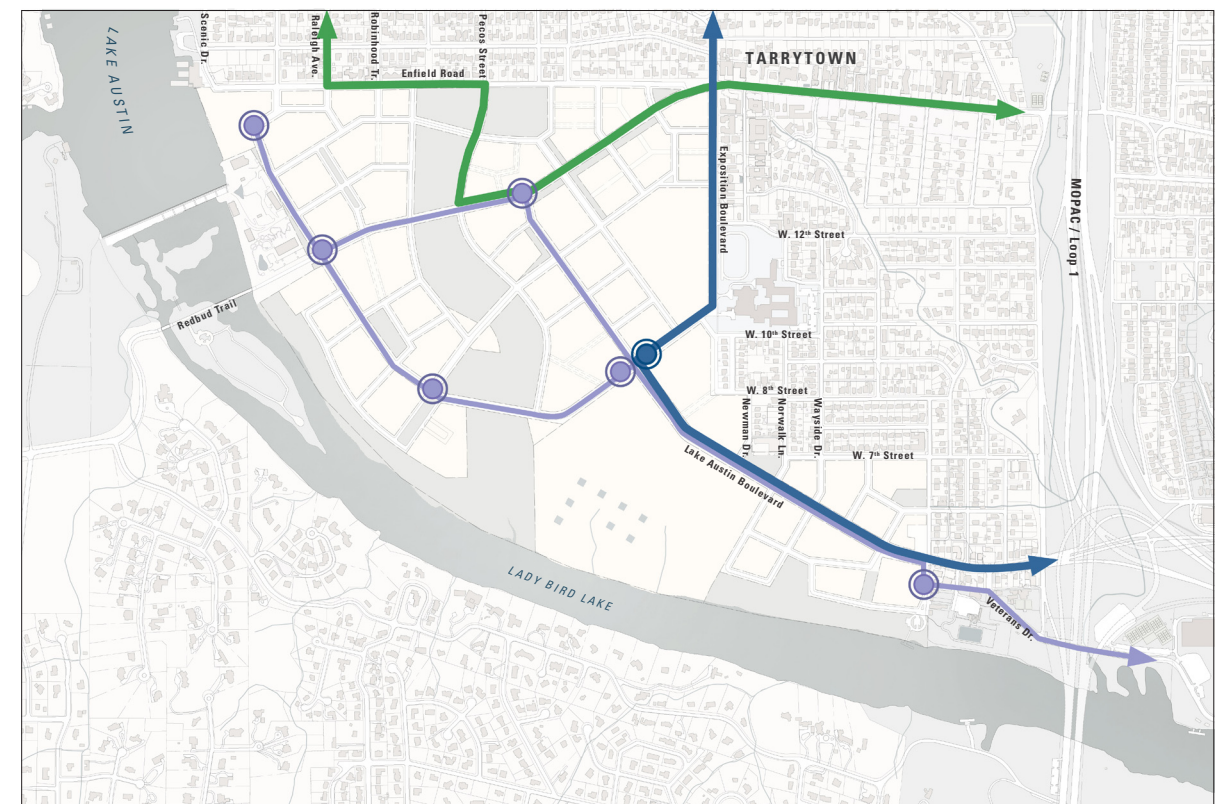
The pedestrian network diagram illustrates the degree of pedestrian activity along the streets in the Plan (from high to medium and low). The streetscapes are designed as linear park-like experiences with a strong pedestrian focus; in fact as extensions of the park network. The amount of streetscape furniture and accessories used by pedestrians will correspond directly to the intensity of pedestrian activity. Also included in this diagram is a depiction of the multi-use pedestrian routes located within the parks and along street greenways.

The street hierarchy establishes primary, secondary, and tertiary frontages for each of the blocks it defines. Primary frontages are those facing major streets and parks, and are generally the fixed streets in the plan. Secondary frontages are those facing a major street or park and may or may not be fixed in the plan. All other frontages are tertiary.

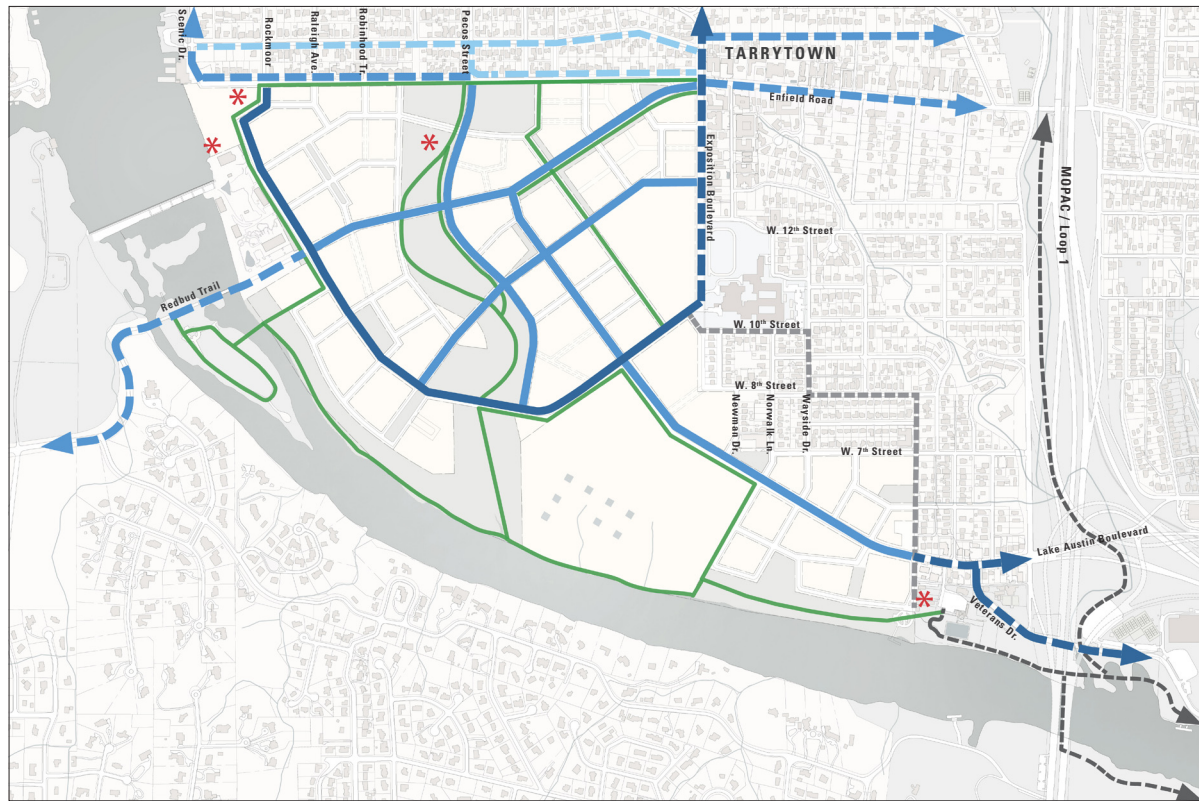
The Parking and Service Plan indicates the locations of parking and service areas within the blocks and preferred access points from the surrounding streets on secondary and tertiary frontages. As part of a traffic management plan, service vehicles may be restricted on critical streets during peak hours.



Street Type Diagram
 A: Lake Austin Boulevard
 B-1: Mixed-Use Street with Turning Lanes (Transit Ready)
 B-2: Mixed-Use Street with Dedicated Bicycle Lanes
 C-1: Residential Street
 C-4: Residential Street, Adjacent to Park
 C-5: Residential Street: One-Way Circulation
 C-6: Residential Street, Mews
 Existing Street Improvements

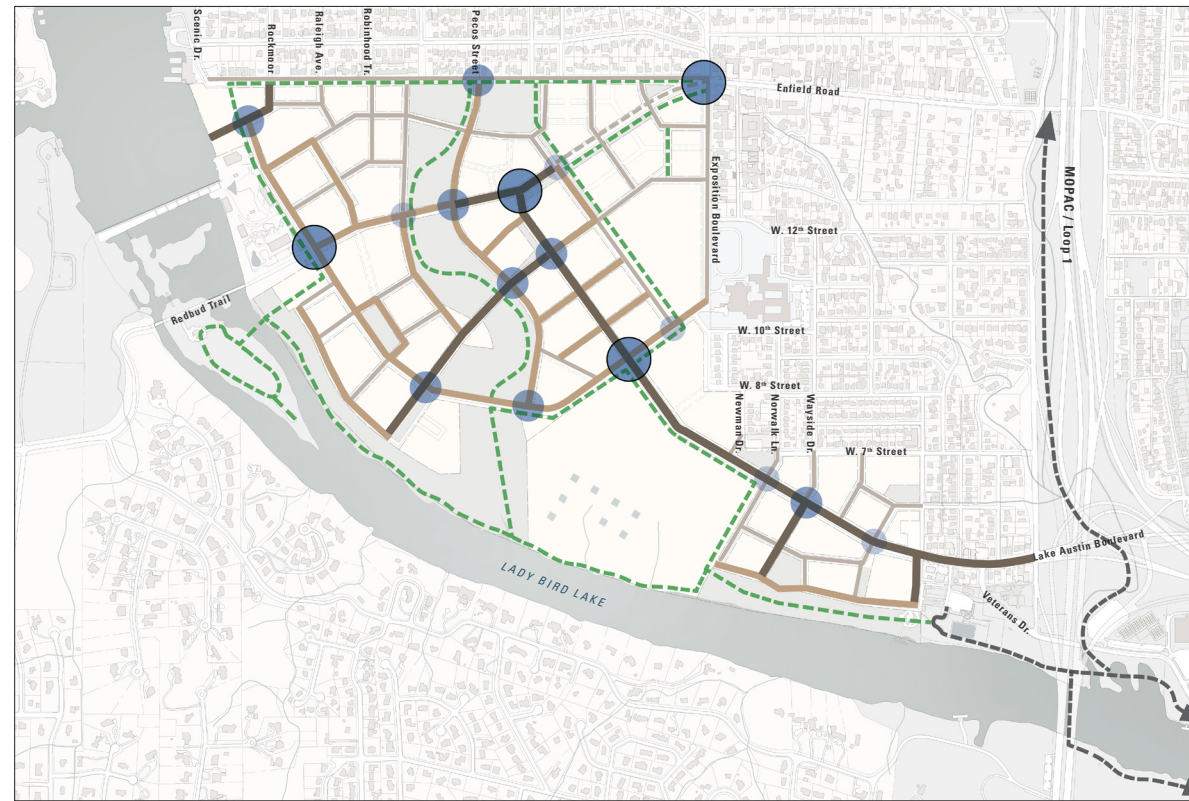


Transit Diagram
 Existing Cap Metro Bus Line
 BRT Station
 BRT Routes
 Internal Circulator Stations
 Internal Circulator Routes



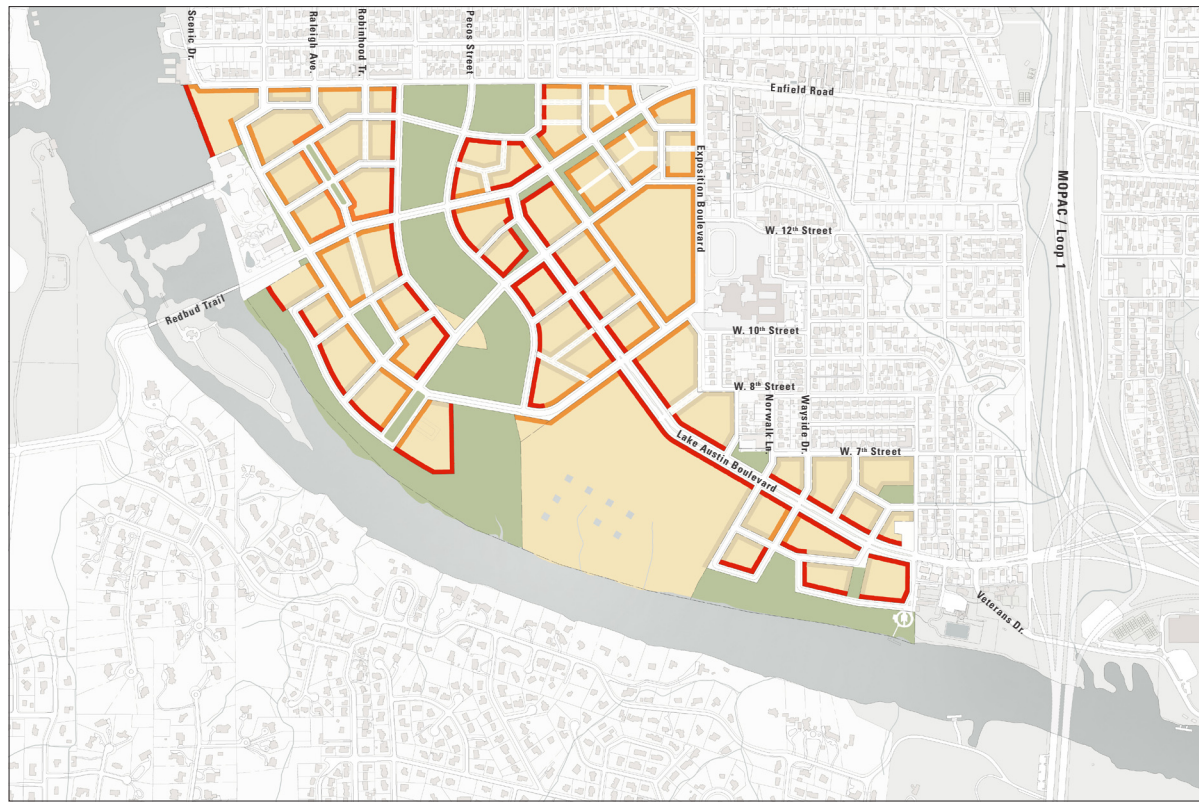
Bike Network Diagram

- Dedicated Bike Lane
- COA Dedicated Bike Lane
- COA Wide Curb Bike - Non-dedicated
- Multi-Use Trail
- * Bike Facility
- Shared Bike Lane - "Sharrow"
- COA Shared Bike Lane - Non-dedicated
- Suggested COA Shared Bike - Non-dedicated
- Existing Hike and Bike Trails



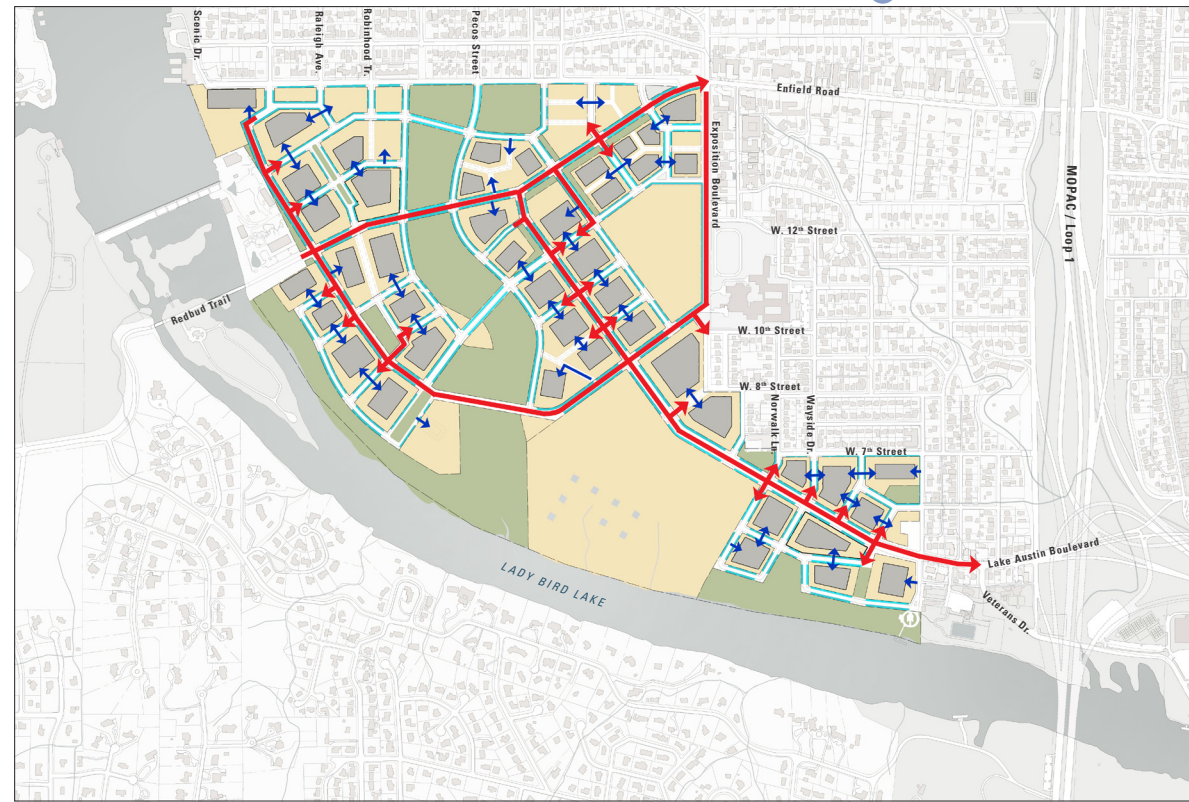
Pedestrian Network Diagram

- High Intensity Pedestrian Routes
- Low Intensity Pedestrian Routes
- Existing Recreational Pedestrian Route
- Recreational Pedestrian Route
- Primary Intersection
- Secondary Intersection
- Tertiary Intersection



Street Frontage Diagram

- Primary Frontage
- Secondary Frontage
- Tertiary Frontage



Service and Parking Diagram

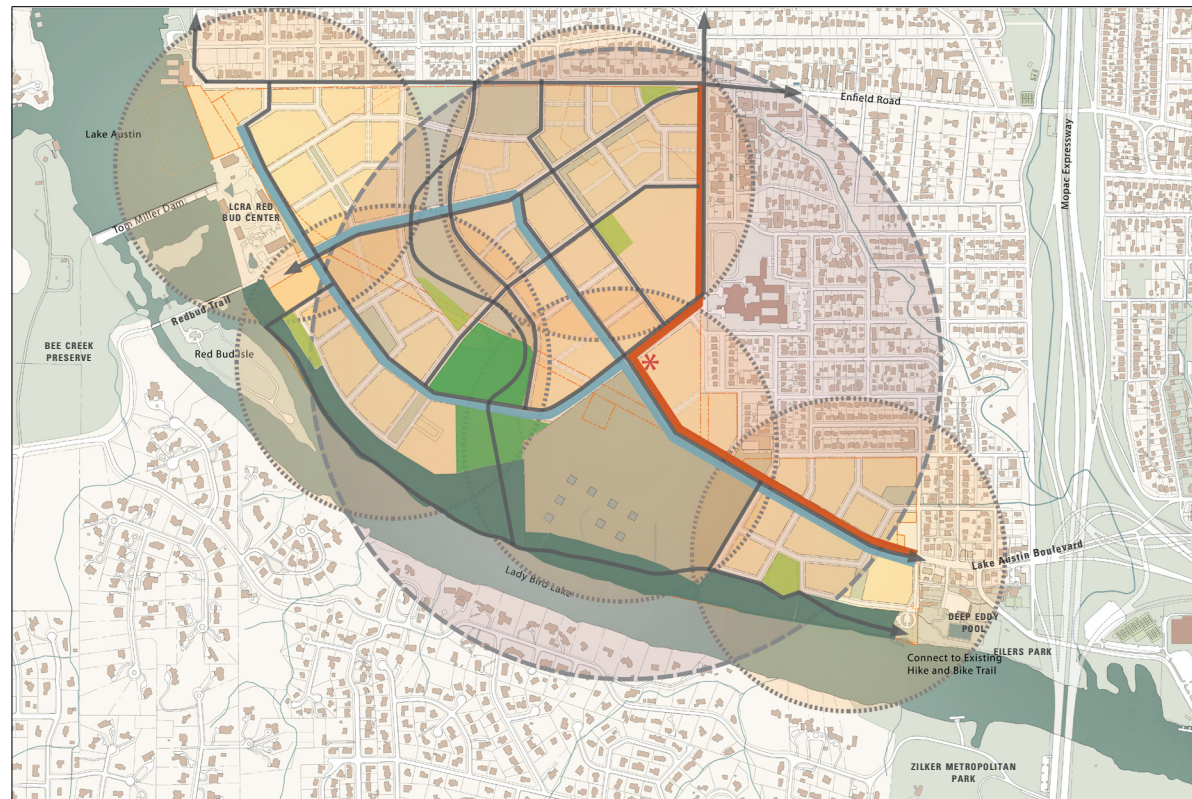
- Garage
- On Street Parking
- ➔ Garage Entrance
- ➔ Service Route

Sustainability

By employing good urban design principles, compact development within the site will promote regional sustainability. Relieving development pressure on the region by concentrating growth at this infill location focuses development where existing infrastructure capacity is in place. The plan reduces automobile dependence through a variety of sustainable strategies. The first is to distribute public amenities within a comfortable walking distance. The compact nature of the street and block layout also reinforces the area's walkability. Street trees will provide shade and a comfortable walking environment on every street. A diverse mix of uses promotes community livability, transportation efficiency and encourages walkability within the neighborhoods. The plan includes a comprehensive bike network and transit system with multi-modal mobility options. Community gardens and local food production locations are located within each neighborhood. The plan protects steep slopes and the floodplain by limiting development from these sensitive areas.

Energy reduction is a primary sustainability strategy in the plan. These include systems to reduce the environmental impacts associated with both energy production and energy consumption. The incorporation of LEED and the Sustainable Sites Initiative will further aid in achieving energy efficiency.

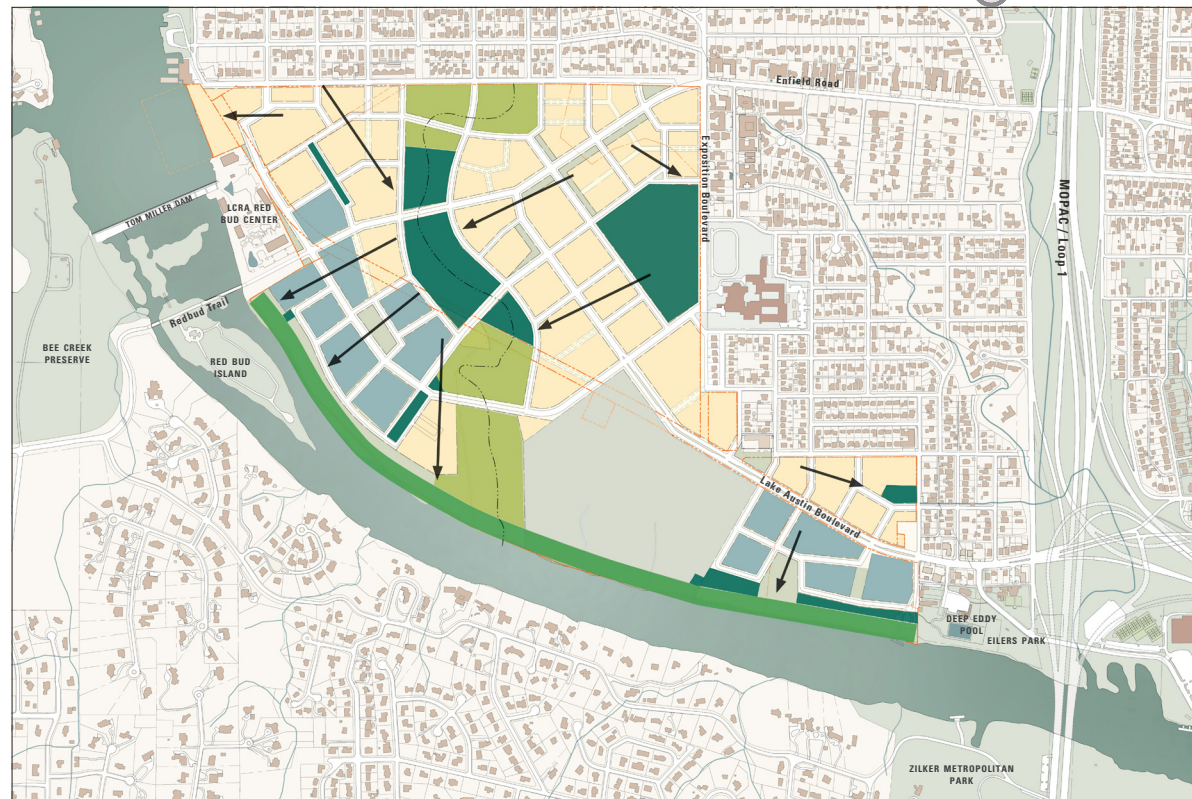
The water sustainability strategy has two areas of focus: the stormwater system and potable water use. The stormwater strategy includes a range of innovative measures to improve stormwater quality, in every drainage area. Reducing the quantity of stormwater discharge through rainwater harvesting contributes to a water demand reduction for irrigation and potable building uses.



Sustainability Organization Diagram
 Local Food Production (Community Gardens) | Steep Slope Protection | Internal Transit Route | BRT Station | 1/4 mile Pedestrian Shed
 Riparian Protection | BRT Transit Route | Bike Network | 1/2 mile Transit



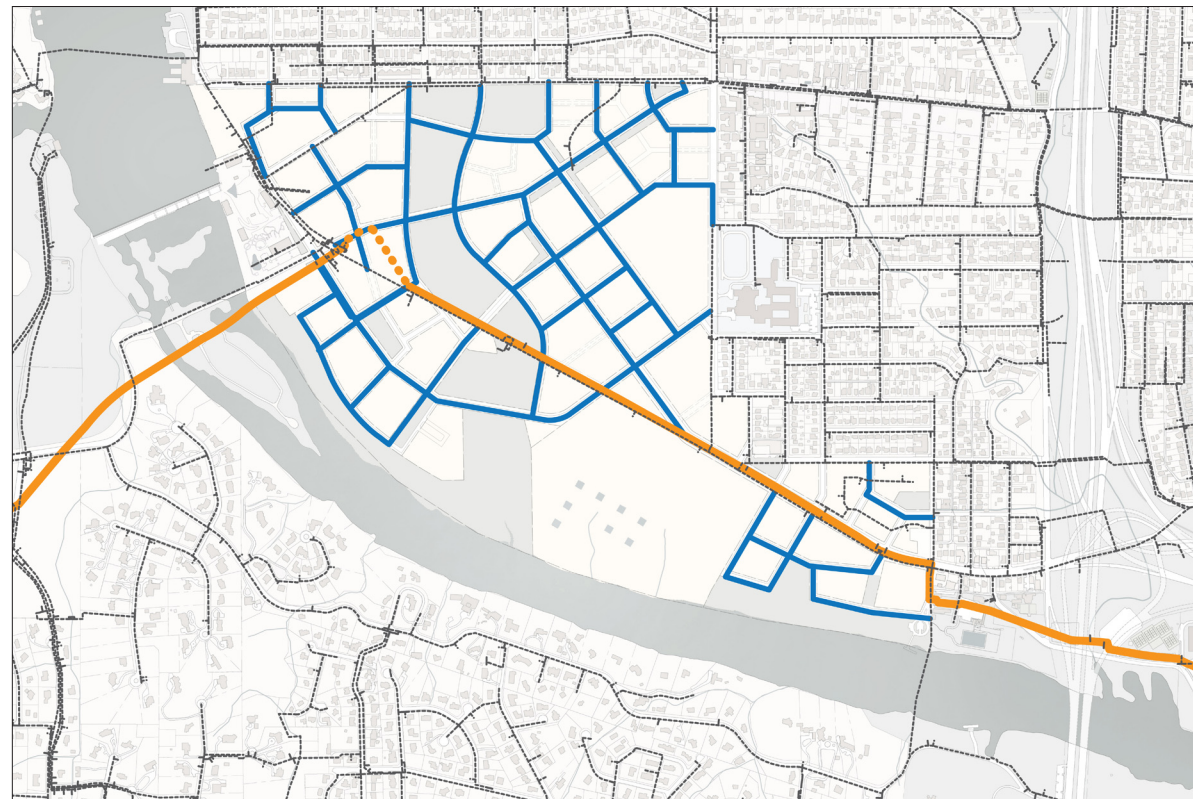
Energy Use Reduction Diagram
 Renewable Energy Source | Solar Orientation | Prevailing Winds



Water Sustainability Diagram
 Stormwater Flow | On-Site Water Harvesting | Riparian Protection | Water Quality Pond / System | Stream and Riparian Protection | Rain Gardens

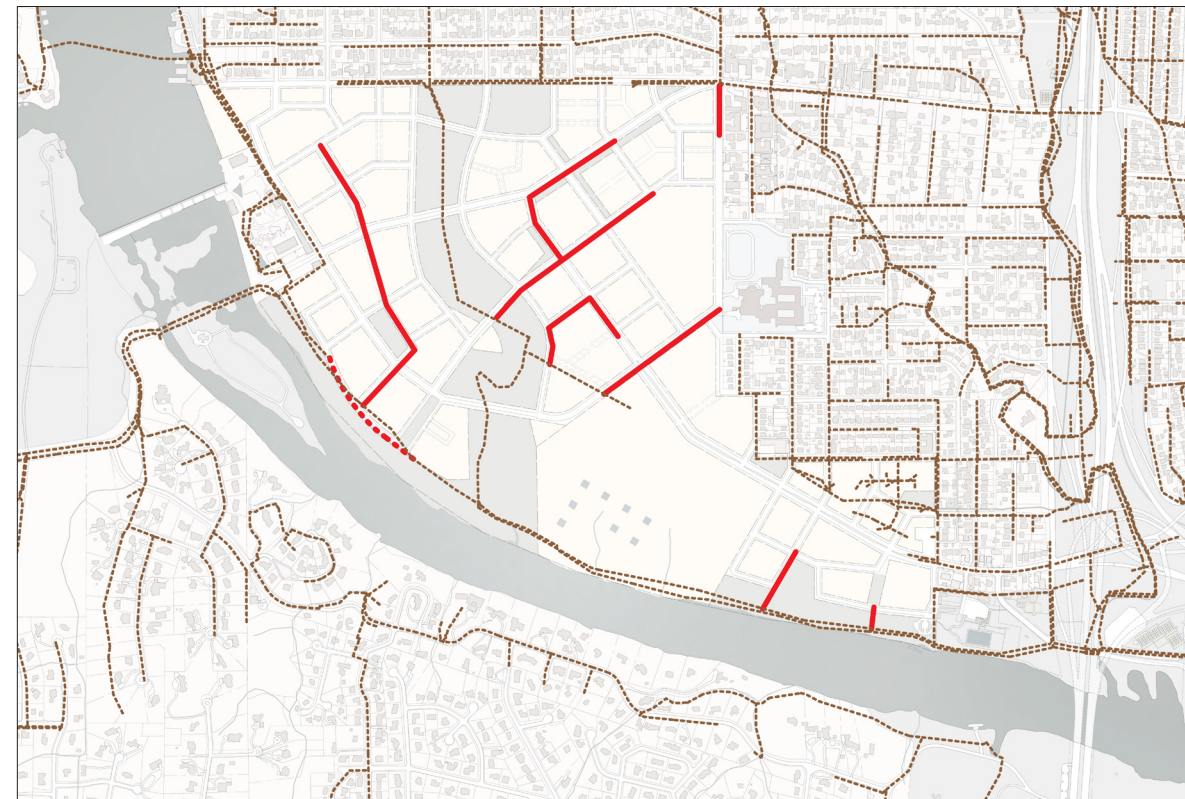


Drainage Area & Water Quality Control Points Diagram
 Drainage Area 1 | Drainage Area 2 | Drainage Area 3 | Drainage Area 4 | Drainage Area 5 | Drainage Area 6 | Drainage Area 7 | Water Quality Control



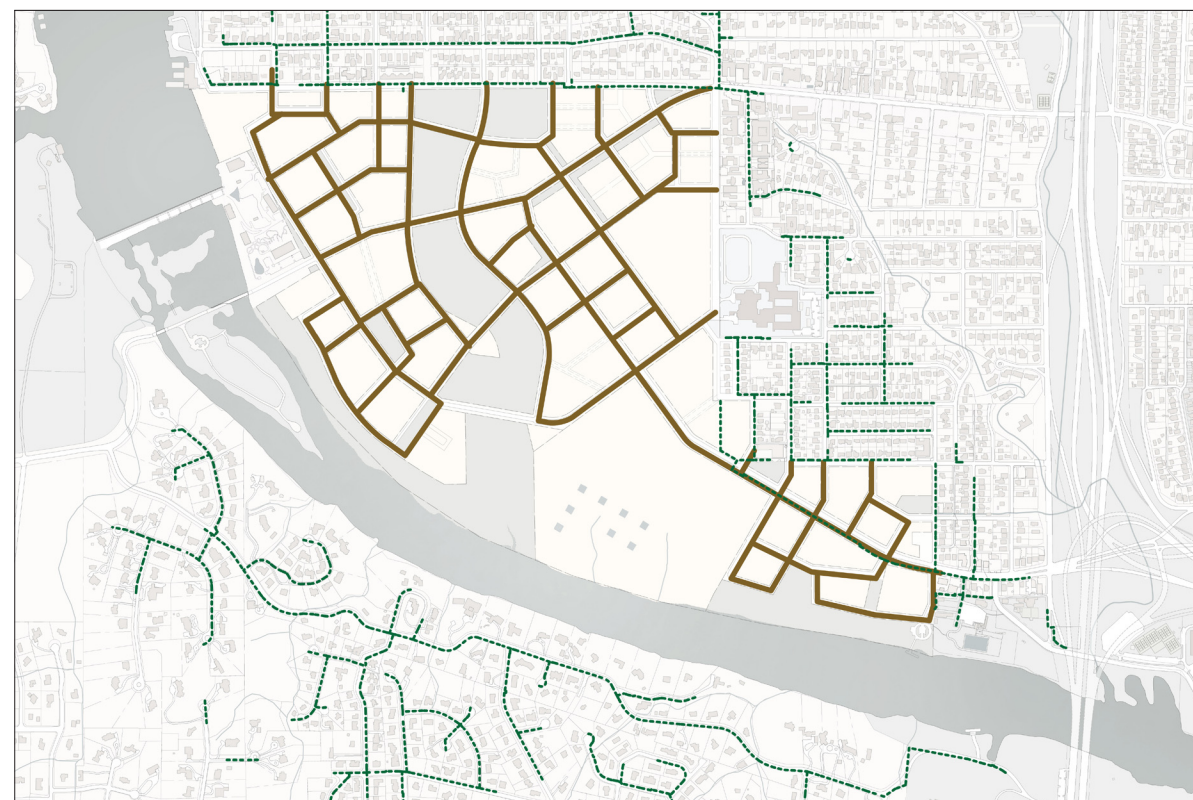
Proposed Water Diagram

— Proposed New Water Line — Relocated 72" Water Line
- - - Existing Water Line — Existing 72" Water Line



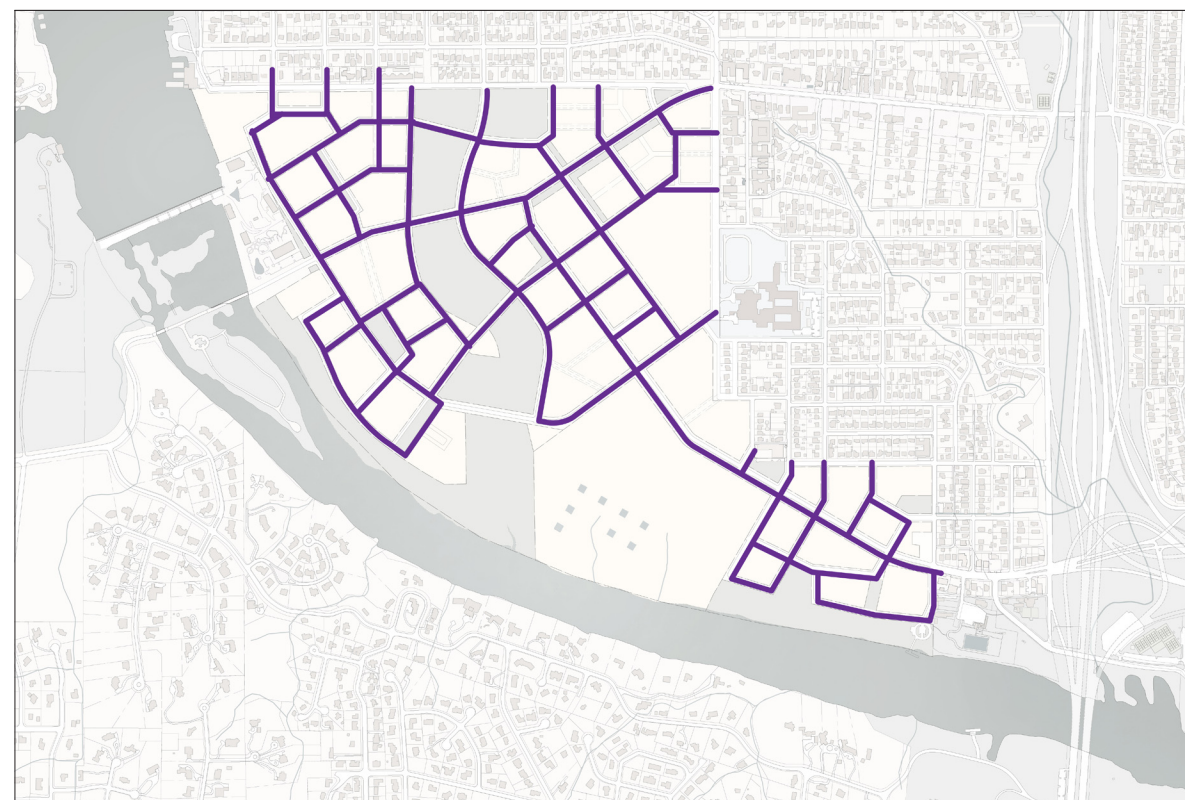
Proposed Sewer Diagram

— Proposed New Sewer Line - - - Relocated Sewer Line
- - - Existing Sewer Line



Proposed Gas Diagram

— Proposed New Gas Line
- - - Existing Gas Line



Proposed Electric / Communications Diagram

— Proposed New Electric/ Communications

Utilities / Infrastructure

The Utilities Plans indicate the primary site distribution systems and connections to existing systems for Water, Sewer, Gas, Electricity, and Communications serving the site.

The proposed water distribution system will connect to existing facilities located along Lake Austin Blvd, Enfield Road and Exposition Blvd. Although significant portions of Lake Austin Blvd. will be removed, the proposed development blocks have been configured to generally allow the existing 72" water transmission main to remain in place within an easement. A portion of the line near the Redbud Trail could be relocated to enable more effective utilization of the block in the Red Bud neighborhood.

The proposed sewer collection system will connect to existing facilities which drain to the North Austin Interceptor. Portions of the existing 15" and 24" lines along Lake Austin will require relocation to accommodate the proposed development blocks in the Red Bud neighborhood. A realignment of the existing 10" line along Schulle Branch will also be likely to accommodate the proposed water quality and open space improvements.

The existing gas facilities along Lake Austin Blvd and around the perimeter of the Brackenridge tract will be extended to serve the proposed development. The existing 4" gas main bisecting the golf course tract will require relocation to accommodate the proposed block configuration.

Electric and communications networks will be fully integrated with the existing Austin Energy network and all telephone and communications companies. All proposed electric and communications distribution systems will be underground.

Mapping

In order to achieve the plan, portions of existing streets must be realigned and/or the rights-of-way modified. The Dedications and Vacations drawing indicates the areas of the site that will need to be dedicated for public streets and the land that is currently in streets that will need to be vacated to be used for the development. The drawing also indicates areas to be dedicated as public park. The remaining streets and park space are not to be dedicated, at least initially, in order to preserve future flexibility of the plan.

The primary issues of vacation are with Lake Austin Boulevard and the re-orientation of the last two blocks of existing Exposition Boulevard. An issue for all dedicated and undedicated parks and streets within the project will be the maintenance of a higher quality landscape and streetscape and the water management system components not generally found in City streets and parks.

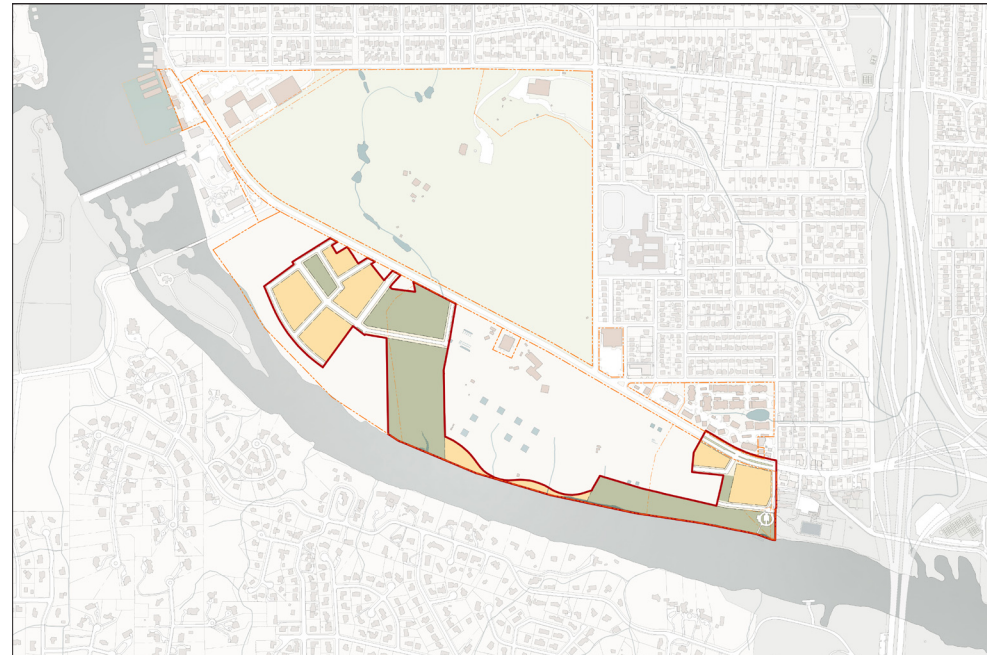


Land Vacation and Dedication

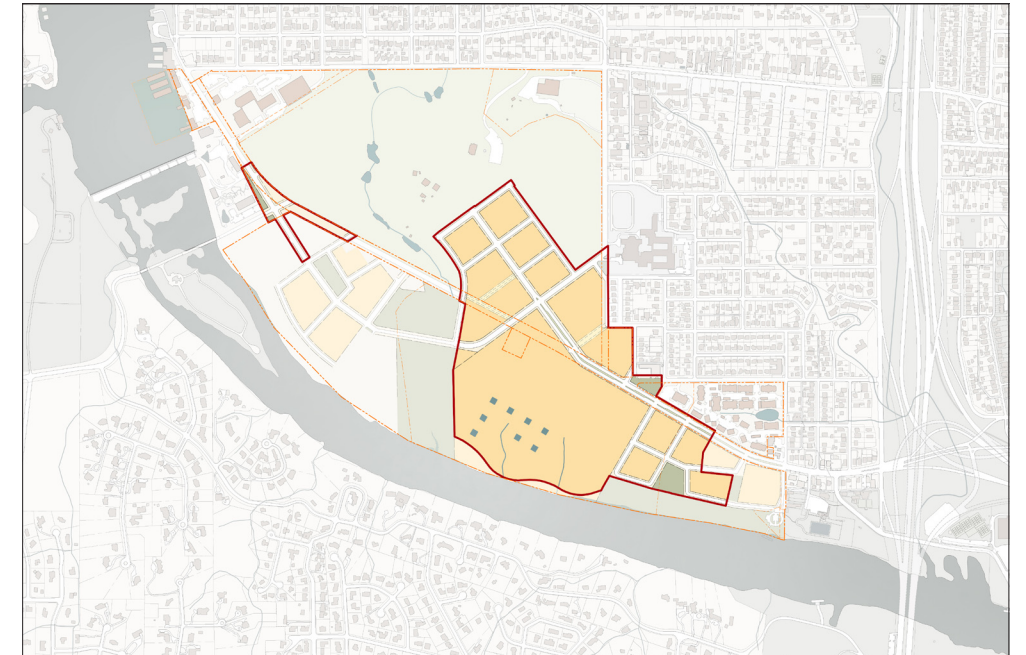
Phasing

This phasing, based on lease expirations, indicates an approximately 40 to 50 year build-out, depending upon market conditions and regional traffic improvements. The Phase I program is determined by the time-frame required to relocate the graduate student housing to the Gateway site and the constraints of the Brackenridge Development Agreement. The BDA limits development for non-university uses on the Colorado and Brackenridge apartment sites

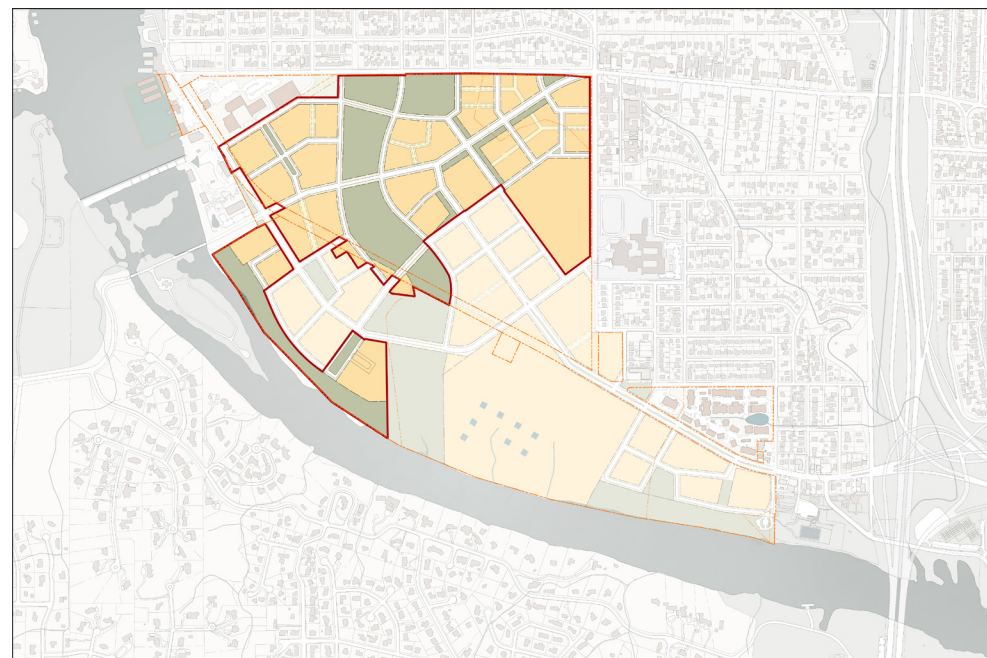
to approximately 400,000 square feet and one million square feet, respectively, prior to the year 2019 when the agreement expires. Phase II can begin in 2019 with the expiration of the BDA and the Muny Golf Course lease. The town center and majority of the primary mixed use area of the project are not achieved until Phase III.



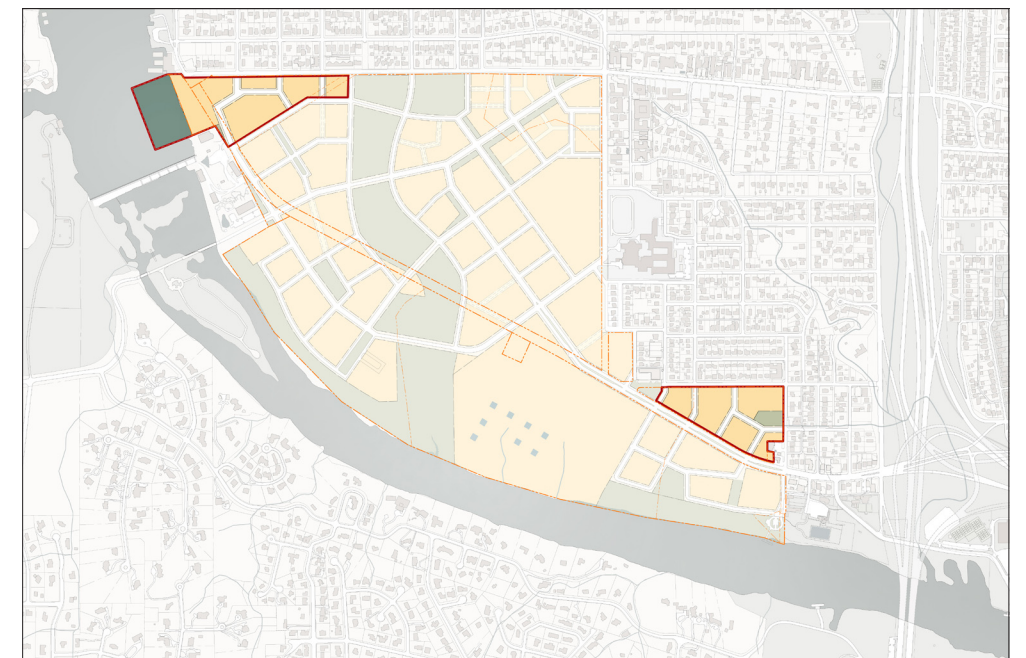
Phase I: 1,400,000 SF



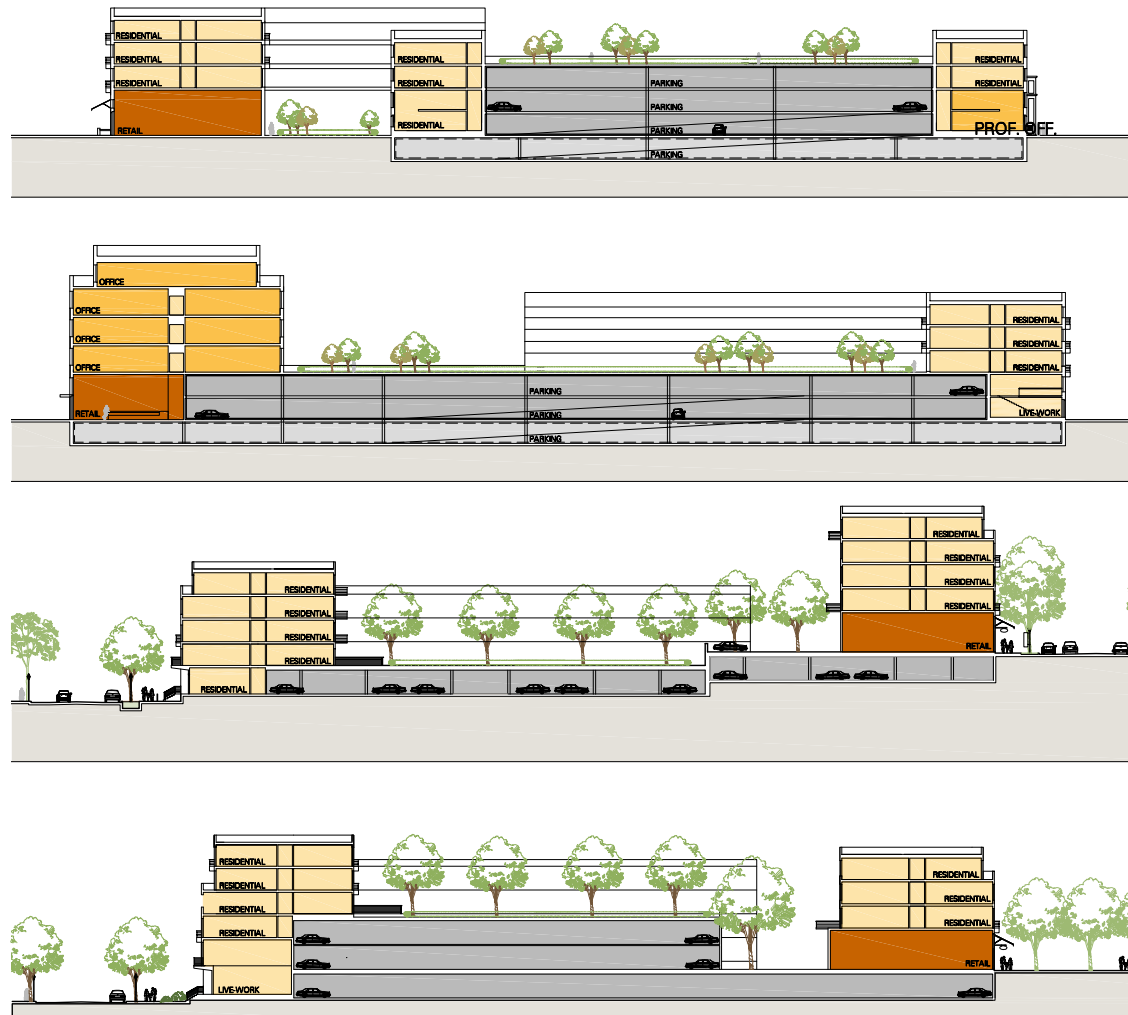
Phase II: 3,697,715 SF



Phase III: 5,250,212 SF



Phase IV: 1,650,271 SF



XI.5. Design Guidelines

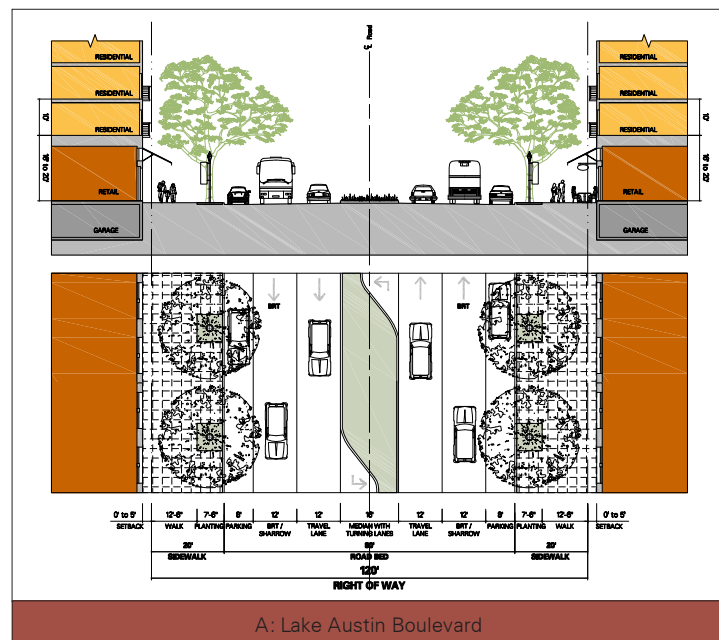
Refer to the full Project Report for more detail on the Design Guidelines.

Design Guidelines provide the criteria and controls for the design of the visual and experiential elements of the plan relating to their form and character. At a Concept Plan level they establish the categories and describe the general intent that will be the basis for the more detailed guidelines to be developed in future design and implementation phases. The form of the final guidelines, and the degree and means of control, will depend in large part on how the project is implemented. They may be incorporated into zoning, supplement zoning or some other form of site development rules, or, along with the Concept Plans, become a part, or basis, of new development regulations for the site.

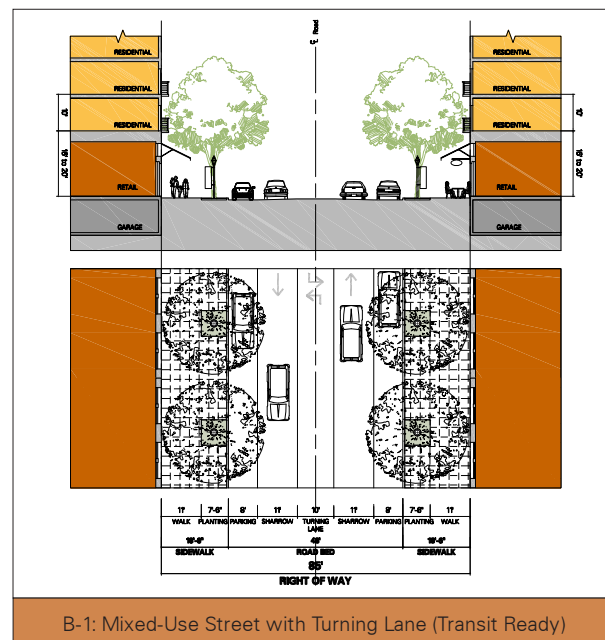
Regardless of the methodology for implementation or form of the regulations, the intent of the Design Guidelines is to describe the type of development that is desired rather than regulate against what is not. Uncertainty is the enemy of development; the intent of Design Guidelines is to establish clear and predictable standards.

Design Guidelines are intended to reinforce the underlying concept of the plan and give it physical and visual expression. Since both plans are based on the Design Principles, many of the criteria and controls will be the same. To the extent that the design concepts of the plans differ so, too, do the Design Guidelines.

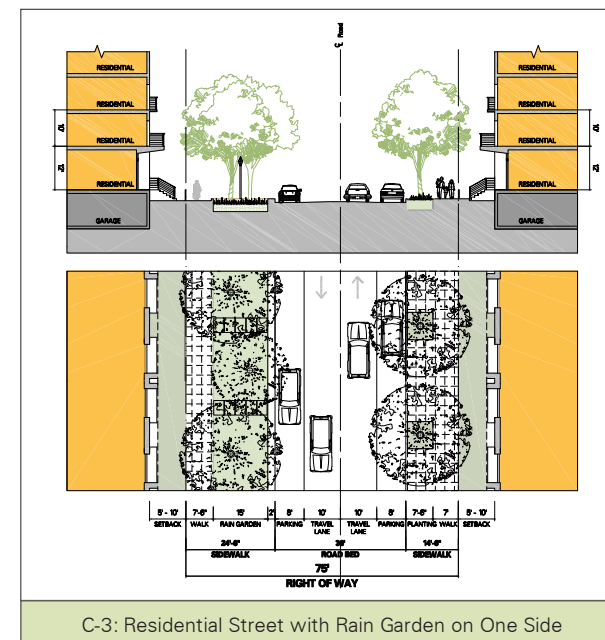
The Guidelines fall into two major categories. The first is Urban Design Standards, which include neighborhood, streets and blocks, and parks, and relate to the overall structure of the plan and the public realm. The second is Architectural Design Standards, which include building form and character and relate to the development blocks and parcels.



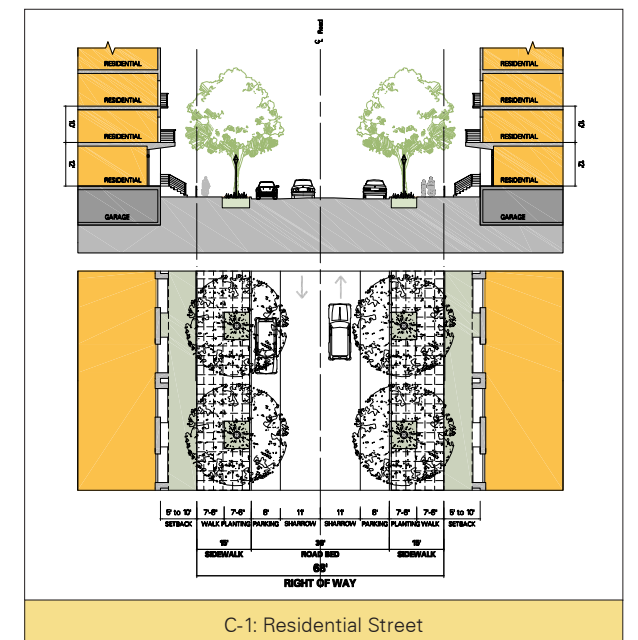
A: Lake Austin Boulevard



B-1: Mixed-Use Street with Turning Lane (Transit Ready)



C-3: Residential Street with Rain Garden on One Side



C-1: Residential Street

XI.7. Comparison of Concept Plans to Current City of Austin Regulations

This section compares the two Concept Plans to current City of Austin regulations from a general perspective of use, density, impervious cover, setbacks, and height. The proposed uses are generally inconsistent with current zoning. However, it should be noted that the current zoning designations are generally not consistent with the current uses of the Brackenridge Tract either.

In general, the density proposed under both Concept Plans exceeds that allowed under current City regulations. The City regulates density via its zoning ordinance and through limiting impervious cover under its watershed regulations.

The City's current Waterfront Overlay regulations impose development setbacks from the shore of Lady Bird Lake of between 300 and 400 feet. The setbacks proposed under the Brackenridge Park Concept Plan generally range between 235 to 260 feet. The setbacks proposed under the Brackenridge Village Plan generally ranges between 228 to 350 feet.

Generally, the setbacks from Schulle Branch proposed under both Plans meet and exceed that required under current City rules. The more frequent street crossings and the in line water quality ponds and floodplain alterations are likely achievable under current City rules through variances and negotiated measures which nevertheless protect the character and quality of Schulle Branch.

Development under both Plans would be consistent with the height limitations imposed by the City's Capital View Corridor regulations.

The issues are not so much related to how the Concept Plans compare to current City regulations as to how current City regulations reflect the location of the site and the conditions on the site. The Brackenridge Tract is an urban infill site and the plans are consistent with the City's policies for densification within the City, such as at the Mueller airport and North Burnet sites, and the reduction of sprawl in areas outside of the City, particularly environmentally sensitive areas. When the current regulations were developed there was no pressure to develop the site or need to study the site with any degree of detail; the broad-brush approach was appropriate. Today, there is a much greater need to utilize resources efficiently and to tailor regulations to the unique characteristics of each specific location. The Concept Plans seek to preserve natural features on the Brackenridge Tract, but the site, as a whole, does not contribute significantly to the natural systems of the region, its ecology or habitats, or to the Edwards Aquifer. It is a disturbed site impacted by urban growth.

XI.6. Financial Analysis

Brackenridge Village Concept Plan Cost Estimate

The conceptual cost estimate for the Brackenridge Village Concept Plan indicates a project cost of approximately \$3.07 billion for new development of about 15 million square feet and a cost of approximately \$130 million for streets, parks, and infrastructure to support this development. The total project cost is approximately \$3.2 billion in 2009 dollars.

Brackenridge Park Concept Plan Cost Estimate

The conceptual cost estimate for the Brackenridge Park Concept Plan indicates a project cost of approximately \$2.48 billion for new development of about 12 million square feet and a cost of approximately \$120 million for streets, parks, and infrastructure to support this development. The total project cost is approximately \$2.6 billion in 2009 dollars.

Financial Analysis

The consultant team prepared, for the Regents' consideration, a financial analysis for each of the Village and Park plans. Primary efforts were by Economic Research Associates (ERA), with data and supporting information provided by HSA, Capital Market Research, and CRP.

CRP, in addition to having drawn the plans, recommended a phasing plan, with early phases reflecting the development limitations of the Brackenridge Development Agreement, and later phases drawn to cohere neighborhoods and minimize new phases' construction impact on already - occupied areas and residents. The phasing plans appear in this report.

Capital Market Research, in addition to initial market analysis, advised on likely capture rates and market values in each phase and thereby helped establish the phasing schedule. A summary of the market analysis is included in this report. It should be noted that the market analysis is necessarily speculative, given the long-term nature of the concept plans.

HSA did quantity take-offs and unit pricings of each plan, for both infrastructure and vertical development, to establish construction cost. A summary of the cost estimates appears in this report. The cost estimates, however, are only preliminary estimates, as timing of the redevelopment pursuant to the concept plans is several years out.

ERA took the hard construction costs and added requisite soft costs, including developer return, to establish overall project cost, and then calculated project revenues from the market values and phasing schedule, to derive the value of the land to the University.

In accordance with standard practice with respect to real estate valuations brought before the Board of Regents before a transaction has been negotiated or closed, any public release of the valuation information and analysis from ERA would be premature, as it would put the Board at a disadvantage in future negotiations.



Village Scheme	Demo/Clear/Grub	Utilities	Streets	Parking Structures	Vertical Construction	Building Site Landscaping	Open Space & Amenities	Total / Item
Neighborhood								
Phase 1								
Biological Field Lab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Boat Town	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Deep Eddy	\$ 1,026,328	\$ 799,381	\$ 1,005,361	\$ 5,525,000	\$ 69,398,322	\$ 282,107	\$ -	\$ 78,036,498
Lake Side	\$ -	\$ 395,104	\$ 509,429	\$ -	\$ -	\$ -	\$ -	\$ 904,533
Lake View	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parks/ Open spaces	\$ -	\$ 244,401	\$ 2,326,160	\$ -	\$ -	\$ -	\$ 2,882,445	\$ 5,453,006
Red Bud	\$ 2,609,758	\$ 1,832,678	\$ 1,366,519	\$ 10,268,000	\$ 110,327,718	\$ 396,820	\$ -	\$ 126,801,493
Modified Right of Way	\$ 453,650	\$ 963,188	\$ 324,079	\$ -	\$ -	\$ -	\$ -	\$ 1,740,918
West Austin Youth Association	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Construction Subtotal	\$ 4,089,735	\$ 4,234,751	\$ 5,531,548	\$ 15,793,000	\$ 179,726,040	\$ 678,927	\$ 2,882,445	\$ 212,936,447
Phase 2								
Biological Field Lab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Boat Town	\$ 109,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 109,050
Deep Eddy	\$ -	\$ 1,157,136	\$ 792,096	\$ 1,751,000	\$ 26,601,702	\$ 108,137	\$ -	\$ 30,410,071
Lake Side	\$ 1,711,395	\$ 5,124,554	\$ 5,038,090	\$ 73,185,000	\$ 401,575,636	\$ 1,588,869	\$ -	\$ 488,223,545
Lake View	\$ 304,427	\$ 301,406	\$ 427,662	\$ -	\$ -	\$ -	\$ -	\$ 1,033,495
Parks/ Open spaces	\$ 193,644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,976,935	\$ 4,170,579
Red Bud	\$ 18,516	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,516
Modified Right of Way	\$ 94,176	\$ -	\$ 460,534	\$ -	\$ -	\$ -	\$ -	\$ 554,710
West Austin Youth Association	\$ 52,911	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,911
Phase Construction Subtotal	\$ 2,484,119	\$ 6,583,096	\$ 6,718,382	\$ 74,936,000	\$ 428,177,338	\$ 1,697,006	\$ 3,976,935	\$ 524,572,876
Phase 3								
Biological Field Lab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Boat Town	\$ -	\$ 4,213,129	\$ 3,189,644	\$ 30,651,000	\$ 183,116,265	\$ 646,503	\$ -	\$ 221,816,542
Deep Eddy	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lake Side	\$ -	\$ 2,891,530	\$ 2,382,327	\$ 14,756,000	\$ 186,489,156	\$ 758,086	\$ -	\$ 207,277,099
Lake View	\$ -	\$ 6,698,416	\$ 5,335,364	\$ 37,612,500	\$ 434,285,005	\$ 1,640,291	\$ -	\$ 485,571,576
Parks/ Open spaces	\$ -	\$ 562,187	\$ 13,131,362	\$ -	\$ -	\$ -	\$ 8,697,574	\$ 22,391,123
Red Bud	\$ -	\$ 5,992,780	\$ 3,927,245	\$ 19,609,500	\$ 187,726,857	\$ 715,215	\$ -	\$ 217,971,597
Modified Right of Way	\$ 599,798	\$ -	\$ 1,151,121	\$ -	\$ -	\$ -	\$ -	\$ 1,750,919
West Austin Youth Association	\$ 125,967	\$ -	\$ -	\$ 527,000	\$ 5,800,000	\$ 688,546	\$ -	\$ 7,141,513
Phase Construction Subtotal	\$ 725,765	\$ 20,358,043	\$ 29,117,064	\$ 103,156,000	\$ 997,417,283	\$ 4,448,641	\$ 8,697,574	\$ 1,163,920,369
Phase 4								
Biological Field Lab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Boat Town	\$ 2,156,140	\$ 599,535	\$ 688,299	\$ 10,183,000	\$ 67,743,840	\$ 486,781	\$ -	\$ 81,857,596
Deep Eddy	\$ 2,092,941	\$ 687,992	\$ 534,450	\$ 7,386,500	\$ 102,378,804	\$ 416,174	\$ -	\$ 113,496,860
Lake Side	\$ -	\$ -	\$ -	\$ 637,500	\$ 11,785,245	\$ 63,876	\$ -	\$ 12,486,621
Lake View	\$ 102,821	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102,821
Parks/ Open spaces	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,837,328	\$ 1,837,328
Red Bud	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Modified Right of Way	\$ 91,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,645
West Austin Youth Association	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Construction Subtotal	\$ 4,443,547	\$ 1,287,527	\$ 1,222,749	\$ 18,207,000	\$ 181,907,889	\$ 966,832	\$ 1,837,328	\$ 209,872,871
Village Construction Totals	\$ 11,743,165	\$ 32,463,417	\$ 42,589,743	\$ 212,092,000	\$ 1,787,228,550	\$ 7,791,406	\$ 17,394,282	\$ 2,111,302,563
LEED Premium	1%	1%	1%	3%	3%	3%	3%	\$ 61,603,150
Gen Cond %	4%	6%	6%	10%	10%	6%	6%	\$ 206,416,112
Contractor Fee %	5%	5%	5%	3%	3%	8%	9%	\$ 66,508,231
Total % "Markups"	10%	12%	12%	16%	16%	17%	18%	
Total "Markup"	\$ 1,174,317	\$ 3,895,610	\$ 5,110,769	\$ 33,934,720	\$ 285,956,568	\$ 1,324,539	\$ 3,130,971	\$ 334,527,493
Total "Hard" Cost	\$ 12,917,482	\$ 36,359,027	\$ 47,700,512	\$ 246,026,720	\$ 2,073,185,118	\$ 9,115,945	\$ 20,525,252	\$ 2,445,830,056
Survey/ Geotech/ Testing %	3%	3%	3%	3%	3%	3%	3%	\$ 73,374,902
A/C/S/MEP %	9%	9%	9%	12%	15%	12%	12%	\$ 352,785,850
Total % "Soft" cost	12%	12%	12%	15%	18%	15%	15%	
Total "Soft" cost	\$ 1,550,098	\$ 4,363,083	\$ 5,724,061	\$ 36,904,008	\$ 373,173,321	\$ 1,367,392	\$ 3,078,788	\$ 426,160,751
Total "Hard+Soft" cost	\$ 14,467,579	\$ 40,722,110	\$ 53,424,574	\$ 282,930,728	\$ 2,446,358,439	\$ 10,483,337	\$ 23,604,040	\$ 2,871,990,808
Contingency @ 10%	\$ 1,446,758	\$ 4,072,211	\$ 5,342,457	\$ 28,293,073	\$ 244,635,844	\$ 1,048,334	\$ 2,360,404	\$ 287,199,081
Grand Totals	\$15,914,337	\$44,794,321	\$58,767,031	\$311,223,801	\$2,690,994,283	\$11,531,670	\$25,964,444	\$3,159,189,888

Brackenridge Village Concept Plan - Conceptual Cost Estimate

Park Scheme	Demo/Clear/Grub	Utilities	Streets	Parking Structures	Vertical Construction	Building Site Landscaping	Open Space & Amenities	Total / Item
Neighborhood								
Phase 1								
Biological Field Lab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Boat Town	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Deep Eddy	\$ 1,074,467	\$ 729,926	\$ 716,428	\$ 2,558,500	\$ 37,610,079	\$ 287,932	\$ -	\$ 42,977,332
Lake View	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lake Side	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parks/ Open spaces	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,912,702	\$ 2,912,702
Red Bud	\$ 2,609,758	\$ 2,711,997	\$ 2,478,899	\$ 11,653,500	\$ 134,589,921	\$ 547,114	\$ -	\$ 154,591,189
Modified Right of Way	\$ 297,973	\$ 757,446	\$ 329,409	\$ -	\$ -	\$ -	\$ -	\$ 1,384,829
West Austin Youth Association	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Construction Subtotal	\$ 3,982,198	\$ 4,199,369	\$ 3,524,736	\$ 14,212,000	\$ 172,200,000	\$ 835,045	\$ 2,912,702	\$ 201,866,051
Phase 2								
Biological Field Lab	\$ 17,245	\$ -	\$ -	\$ 4,539,000	\$ 36,126,000	\$ -	\$ -	\$ 40,682,245
Boat Town	\$ 110,006	\$ 246,366	\$ 219,035	\$ -	\$ -	\$ -	\$ -	\$ 575,407
Deep Eddy	\$ 69,967	\$ 1,946,688	\$ 1,464,599	\$ 7,811,500	\$ 86,719,551	\$ 279,655	\$ -	\$ 98,291,960
Lake View	\$ 73,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 564,518
Lake Side	\$ 587,509	\$ 6,620,444	\$ 4,782,824	\$ 47,464,000	\$ 339,103,149	\$ 825,026	\$ -	\$ 399,382,953
Parks/ Open spaces	\$ 391,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,848,567	\$ 2,239,868
Red Bud	\$ 28,791	\$ 401,001	\$ 653,516	\$ -	\$ -	\$ -	\$ -	\$ 1,083,308
Modified Right of Way	\$ 273,890	\$ -	\$ 410,429	\$ -	\$ -	\$ -	\$ -	\$ 684,319
West Austin Youth Association	\$ 97,308	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,308
Phase Construction Subtotal	\$ 1,649,178	\$ 9,214,499	\$ 7,530,403	\$ 59,814,500	\$ 461,948,700	\$ 1,596,038	\$ 1,848,567	\$ 543,601,886
Phase 3								
Biological Field Lab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Boat Town	\$ -	\$ 3,601,799	\$ 2,610,063	\$ 22,100,000	\$ 147,758,763	\$ 615,938	\$ -	\$ 176,686,564
Deep Eddy	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lake View	\$ 276,443	\$ 3,960,865	\$ 2,899,065	\$ 6,103,000	\$ 118,114,440	\$ 1,433,560	\$ -	\$ 132,787,372
Lake Side	\$ -	\$ 5,467,894	\$ 4,109,725	\$ 23,247,500	\$ 186,494,367	\$ -	\$ -	\$ 219,319,486
Parks/ Open spaces	\$ -	\$ 1,802,538	\$ 12,879,153	\$ -	\$ -	\$ -	\$ 7,684,779	\$ 22,366,469
Red Bud	\$ -	\$ 4,047,749	\$ 1,203,660	\$ 23,400,500	\$ 187,885,146	\$ 762,736	\$ -	\$ 217,299,790
Modified Right of Way	\$ 462,034	\$ -	\$ 1,166,472	\$ -	\$ -	\$ -	\$ -	\$ 1,628,506
West Austin Youth Association	\$ -	\$ -	\$ -	\$ 1,003,000	\$ 5,800,000	\$ 654,707	\$ -	\$ 7,457,707
Phase Construction Subtotal	\$ 738,477	\$ 18,880,845	\$ 24,868,137	\$ 75,854,000	\$ 646,052,716	\$ 3,466,940	\$ 7,684,779	\$ 777,545,894
Phase 4								
Biological Field Lab	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Boat Town	\$ 2,133,041	\$ 1,026,090	\$ 858,794	\$ 14,543,500	\$ 113,633,601	\$ 583,704	\$ -	\$ 132,778,730
Deep Eddy	\$ 2,195,761	\$ 1,275,733	\$ 991,023	\$ 3,408,500	\$ 80,770,041	\$ 437,778	\$ -	\$ 89,078,836
Lake View	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lake Side	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parks/ Open spaces	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,950,307	\$ 1,950,307
Red Bud	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Modified Right of Way	\$ 64,738	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,738
West Austin Youth Association	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Construction Subtotal	\$ 4,393,541	\$ 2,301,823	\$ 1,849,817	\$ 17,952,000	\$ 194,403,642	\$ 1,021,482	\$ 1,950,307	\$ 223,872,611
Park Construction Totals	\$ 10,763,394	\$ 34,596,537	\$ 37,773,094	\$ 167,832,500	\$ 1,474,605,058	\$ 6,919,506	\$ 14,396,355	\$ 1,746,886,443
LEED Premium	1%	1%	1%	3%	3%	3%	3%	\$ 50,743,933
Gen Cond %	4%	6%	6%	10%	10%	6%	6%	\$ 170,295,421
Contractor Fee %	5%	5%	5%	3%	3%	8%	9%	\$ 55,279,010
Total % "Markups"	10%	12%	12%	16%	16%	17%	18%	
Total "Markup"	\$ 1,076,339	\$ 4,151,584	\$ 4,532,771	\$ 26,853,200	\$ 235,936,809	\$ 1,176,316	\$ 2,591,344	\$ 276,318,364
Total "Hard" Cost	\$ 11,839,733	\$ 38,748,121	\$ 42,305,865	\$ 194,685,700	\$ 1,710,541,867	\$ 8,095,822	\$ 16,987,698	\$ 2,023,204,807
Survey/ Geotech/ Testing %	3%	3%	3%	3%	3%	3%	3%	\$ 60,696,144
A/C/S/MEP %	9%	9%	9%	12%	15%	12%	12%	\$ 291,314,021
Total % "Soft" cost	12%	12%	12%	15%	18%	15%	15%	
Total "Soft" cost	\$ 1,420,768	\$ 4,649,775	\$ 5,076,704	\$ 29,202,855	\$ 307,897,536	\$ 1,214,373	\$ 2,548,155	\$ 352,010,166
Total "Hard+Soft" cost	\$ 13,260,501	\$ 43,397,896	\$ 47,382,569	\$ 223,888,555	\$ 2,018,439,403	\$ 9,310,195	\$ 19,535,853	\$ 2,375,214,973
Contingency @ 10%	\$ 1,326,050	\$ 4,339,790	\$ 4,738,257	\$ 22,388,856	\$ 201,843,940	\$ 931,020	\$ 1,953,585	\$ 237,521,497
Grand Totals	\$14,586,552	\$47,737,685	\$52,120,826	\$246,277,411	\$2,220,283,344	\$10,241,215	\$21,489,438	\$2,612,736,470

Brackenridge Park Concept Plan - Conceptual Cost Estimate



XI.8. Comparison and Evaluation of Concept Plans

Since both the Brackenridge Park Concept Plan and the Brackenridge Village Concept Plan are based on the Design Principles, it is logical that the Design Principles provide the framework for comparing, and the criteria for evaluating, the two plans. It is also logical that, since both plans are based on the same Design Principles, they are similar in many respects. The comparisons and evaluation that follow focus, primarily, on the differences between the two plans.

The Brackenridge Village Concept Plan is consistently better than the Brackenridge Park Concept Plan as evaluated relative to the Design Principles. Studies indicate that the design direction of the Park Plan could produce a long term plan with comparable results to those of the Village Plan if the Field Lab were assumed not to remain in the long term. We believe that the Brackenridge Village Concept Plan represents the preferred direction due to its flexibility, larger and more regular block sizes, more efficient infrastructure, and greater economic value.

<u>Principles</u>	<u>Brackenridge Village Concept Plan</u>	<u>Brackenridge Park Concept Plan</u>
Legacy	<p>The Village Plan provides a unified vision for the site that will have enduring significance and value to the University, while also giving Austin a unique new community. It is a vision that appropriately honors the memory of Colonel Brackenridge and his magnanimous gift.</p> <p>The opportunity is provided for the University to develop a presence on the site in the future, as a contributing part of the new community, if the need for space is identified.</p>	<p>The Park Plan provides a similar but diluted vision fragmented and limited in its relationship to the lakefront by the Field Lab, which although an academic use is nothing compared to Colonel Brackenridge's vision for the entire campus at this location.</p> <p>There is a similar opportunity, but neither it nor the community can unite with the Field Lab or benefit from its presence. It remains an enclave with limited public accessibility.</p>
Context and Compatibility	The Village Plan is responsive to the city and neighborhood context and fulfills the role of this location as the western anchor of the city's waterfront.	The Park Plan is responsive to the neighborhood context, but the importance of the site and of the waterfront is diminished by the Field Lab's presence
Place Making and Public Realm	The Village Plan is a collection of fully integrated, walkable neighborhoods freely accessible throughout.	The Park Plan north and west of the Field Lab is similarly interconnected and accessible, but the Field Lab is not accessible and separates the Deep Eddy neighborhood from the rest of the new community.
Compact Development	The Village Plan maximizes and consolidates development in the areas where development occurs, which maximizes and consolidates open space for active and vibrant parks and streets.	The Park Plan is similar but limited to the area outside of the Field Lab, and is less dense, therefore, also less compact. The Field Lab gives the plan a greater amount of open (not park) space. It is private and does not contribute to an active and vibrant public realm.
Ecology and Environment	The Village Plan celebrates the site's natural features and contributes to the regional ecology and preservation of truly natural areas outside the City by maximizing its potential as an urban infill site.	The Park Plan also celebrates the site's natural features and the Field Lab provides unique service to the field of ecology in addition to preserving open space, but the developed portion of the site is not used as efficiently.
Mobility and Connectivity	<p>The Village Plan acknowledges the need for improvements to the regional transportation system, improves access to the site, and provides internal connections throughout, as well as through, the site.</p> <p>Traffic is reduced by internal capture through mixed use, provision for transit, and an extensive pedestrian and bicycle system including the extension of the Trail at Lady Bird Lake through a continuous lakefront park.</p>	<p>The Park Plan also acknowledges the need for improvements to the regional transportation system and improves access to the site, but the Field Lab location prevents dispersion of vehicular traffic within the site, thereby limiting the site's development potential.</p> <p>Traffic reduction strategies are also employed, but the trail system and lakefront park at the waterfront is limited through the Field Lab parcel.</p>
Sustainability	<p>The Village Plan embodies an holistic approach as illustrated by the following examples: accommodating affordable housing, including the potential for additional future graduate student housing; employing efficient and compact development strategies; using, re-using, saving, and improving the quality of water through a water management plan; adapting previously used and tested regulations and processes as a basis for new ones; and providing for alternative future uses, such as University space and an elementary school.</p> <p>Sustainable design and green building approaches are embraced.</p>	<p>The Park Plan embodies a similar approach. Taken alone, maintaining and improving a facility in its existing location is a plus from a sustainability point of view. However, in the case of the Field Lab, this is outweighed by the compromising of the site-wide systems that produce greater benefits when taken as a whole.</p> <p>Sustainable design and green building practices are also embraced.</p>
Feasibility, Flexibility, and Economic Viability	<p>The Village Plan is achievable and provides near and long term flexibility in part by establishing the essential plan framework with fewer of the streets.</p> <p>The average cost per square foot of development is estimated to be slightly less, but the off-site costs are comparable in both plans. The cost of on-site infrastructure allocable to each square foot of development is lower and there is more development. The annual yield is much greater.</p>	<p>The Park Plan is also achievable and flexible, but more of the streets need to be fixed to establish the essential framework, so, the plan is less flexible.</p> <p>The lower annual yield may be partially offset by income of the Field Lab through outside grants or other sources, and it is impossible to quantify the value of the educational experience. However, the value of the Field Lab site and funds generated "for the benefit of university education" by development are quantifiable and the academic, research, and monetary benefits of the Field Lab may be substantially duplicated at another location of lesser development value.</p>





Brackenridge Village Concept Plan



Brackenridge Park Concept Plan

XI.9. Recommendations

1. Brackenridge Development Agreement: Allow the BDA to expire in 2019, as it would stymie redevelopment of major portions of the tract.
2. Trail at Lady Bird Lake: Make the land along Lady Bird Lake at the Brackenridge Field Lab, Brackenridge Apartments, and Colorado Apartments parcels available for the extension of the trail now, as it will enhance the value of the tract.
3. Sale of Land: Do not sell any of the land in the Brackenridge Tract, so that very long term flexibility for the growth of U. T. Austin is maintained.
4. Lions Municipal Golf Course: Do not extend or renew the MUNY lease, as it would stymie redevelopment of major portions of the tract.
5. Graduate Student Housing: Relocate all graduate student housing to the Gateway site over the next three years (by September, 2012) to free up the Colorado and Brackenridge Apartment sites for redevelopment.
6. Brackenridge Field Lab: Relocate the Brackenridge Field Lab to the McKinney Roughs site, which, though a greater distance from campus, provides similar physical conditions and is of a larger size..
7. Concept Plan: Select the Brackenridge Village Concept Plan as the basis for proceeding with the development of the Brackenridge Tract, as it more fully meets the Design Principles.
8. Developer solicitation: If the System decides to rebuild Gateway as a System project, then a developer for the Colorado and Brackenridge Apartments sites on-board is not required until 2012. What should happen in the interim is solicitation of, and identification of, likely developer candidates through an RFQ process and then, in the months prior to January 1, 2013, when the Colorado and Brackenridge Apartment sites become available, negotiation of an agreement with the selected developers).
We recommend a two-step RFQ and RFP process, which can take from 8 – 10 months, with the RFQ process being open to all.
9. Development Approach to Infrastructure: The plans envision substantial private development, and an area that could be for future U.T. Austin academic use. Presumably, the developer would cause the private development, and the University any academic uses. Associated with all the floor space development will

be requisite “public improvements”—water, sewer, power, roadways, park space. For the 1.4 million square foot potential under the BDA, there are two basic approaches to providing these, namely the University provides or the Developer provides, as well as a recommended hybrid. They affect the deal struck, and the revenue received.

The recommended hybrid approach involves:

- 1) having a fixed plan;
- 2) greater detail in engineering drawing and;
- 3) competition among the developer candidates, with simple rules:
 - If the developer doesn’t like the Plan and its rules (guidelines), don’t submit.
 - Show that the developer has done similar scale work before and have financial backers/ commitments.
 - Give a guaranteed schedule for construction (an indicator of future ability to pay rent).
 - Give a guaranteed payment schedule.

At Battery Park City, finalists agreed to the plan and could show the necessary experience and financial heft, and so the decision came down to schedule and to net present value. BPCA was able to pay off the entire \$200 MM bond issue from the 8 MM GSF Commercial Center lease alone, with all the proceeds from the residential areas’ 12 MM GSF then free to be dedicated to subsidizing affordable housing around the city.

Battery Park City, the largest commercial project in the country’s history, was the first major project to use the fixed plan/design guidelines competitive-bid approach to developer selection, but many have also successfully since, including most recently for 11 million mixed-use square feet in New York City’s Hudson Yards. In Austin, the Power Plant contest had some fixed-plan elements.

10. Phase I Development: Begin development of 1.4 million square feet of non-university development as permitted by the BDA on the Brackenridge Apartments and Colorado Apartments sites upon relocation of the graduate student housing to the Gateway site (2012) along with public facilities on land within the present Field Lab (also permissible under the BDA), namely, a portion of the new Schulle Branch Park on the westerly edge and a new street at the easterly edge. As indicated above, make land available for the extension of the Trail at Lady Bird Lake system.



XI.10. Implementation: First Steps

The implementation schedule works on the “last responsible day” principle—that a key concern for the UT System is to realize revenue for U.T. Austin from the site as soon as possible. Because the Golf Course, field lab, and WAYA are in place until 2019 (per the Brackenridge Development Agreement (BDA)), the prerequisite to private redevelopment on the Brackenridge site is to move the graduate student housing—now on the Brackenridge and Colorado Apartment sites—elsewhere, and then to clear those 74 acres, on which the BDA allows 1.4 million square feet of private redevelopment before 2019. Therefore the schedule given below and attached focuses in detail on graduate student housing.

The Graduate Student Housing Collaborative Planning Study (See Chapter VIII) describes the process and reasoning behind the recommendation that the graduate student housing be relocated to Gateway. There are two timing approaches to graduate student housing relocation: a) demolish Brackenridge, Gateway, and Colorado apartments now, to clear the sites as soon as possible but at the cost of providing no graduate student housing for three years, or b) phase the graduate student housing relocation so that there is a continuing supply of housing through the completion of New Gateway. In recognition that an important part of U.T. Austin’s ability to compete for graduate students is the provision of housing in reasonable ratio to what the peer institutions do (and in recognition that U.T. Austin has already signed contracts with students for the period July 1, 2009 – June 30, 2010), the design team’s recommendation is that the Regents should choose the phased approach. The recommended schedule assumes rebuilding the New Gateway while the Brackenridge and Colorado sites remain occupied.

IMPLEMENTATION SCHEDULE

(Note: This timeline is compressed in the out years. Numbers in () are the months of duration of each action.)

	6/18/09	7/1/09	8/1	9/1	10/1	11/1	2/1/10	5/1	8/1	9/1	10/1	11/1	1/1/11	6/1	8/1	9/1	1/1/12	1/1/13	5/1/19	
a. Regents receive plans	⊕																			
b. Regents Authorize UTA programming		⊕																		
c. Programming			(4)																	
d. Add Gateway to Capital Improvement Program. Regents decide means of construction			⊕																	
e. Last day for county agreement				(3)																
f. Regents select design-build firm				(3)																
g. Public comment session																				
h. Lakeside land for Town Lake (optional)						⊕														
i. Architectural Design							(11)													
j. Simkins renovation (if necessary)								(3)												
k. Demolish Gateway									(3)											
l. Build New Gateway														(22)				8/1		
m. Select developer(s) for Brackenridge / Colorado sites																				(≤ 12)
n. Occupy New Gateway																				(1)
o. Clear Brackenridge and Colorado apartment sites																				(≤ 4)
p. Build 1.4 MM GSF																				(≤ 77)
q. Identify and prepare relocation site for Field Lab																				date of decision-----

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- A1. Boundary Survey Plats, dated August 25, 2008, and Field Notes (Tracts 1 through 11), dated July 31, 2009, prepared by SAM, Inc.
- A2. Inventory & Mapping Report, dated August 22, 2008, prepared by CAS Consulting and Services, Inc.
- A3. Blimp Photos by Blimp Photo Services, April, 2009
- A4. TBG Memos: Austin Ecoregions, July 9, 2008; Community Gardens Inventory, March 9, 2009; Open Space Inventory, March 6, 2009; Open Space Precedents, March 6, 2009; Rain Gardens, March 23, 2009

B. Traffic & Transportation

- B1. Loop 1 (MoPac Expressway) Historical Annualized Average Daily Traffic
- B2. Klotz & Associates 2008 Brackenridge Tract Existing Traffic Analysis Draft Technical Memorandum
- B3. City of Austin 2025 Metropolitan Area Transportation Plan (AMATP): Roadway Recommendations Central Roadway Recommendations; Summary of Changes from CAMPO 2025 Transportation Plan
- B4. Capital Area Metropolitan Planning Organization (CAMPO) 2030 Regional Roadway System; CAMPO 2030 Regional Roadway System: West Travis
- B5. Capital Metropolitan Transportation Authority (Capital Metro): All Systems GO Long-Range Transit Plan; Central Austin Circulator – Long Center Spur and East Riverside ABIA proposal
- B6. City of Austin 1988 Bicycle Plan: (excerpted) Recommendations for Loop 1; Lake Austin BLVD.; Enfield Road/15th Street; Exposition Blvd.; Red Bud Trail; W. Cesar Chavez St.; 5th St.; 6th St.
- B7. City of Austin Bicycle Plan Update: Draft Existing Bike Lanes, Draft Existing Facilities; Draft Existing and Proposed Routes; Draft Southeast Existing and Proposed Routes; Draft Southwest Existing and Proposed Routes
- B8. TBG Memo: BRT, March 4, 2009

C. Regulatory

- C1. DBC Exhibits to Comparison of Brackenridge Development Agreement (BDA) to City of Austin (COA) Ordinances: Uses (by tract), Information on Jurisdiction over the marina and dock design, Principal Roadway Ordinance, Public (P) District Regulations
- C2. LDC Sec. 25-2, Subchapter E (Commercial Design Standards)
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- C4. LDC Chapter 25-6 (Transportation) & Appendix A
- C5. Brackenridge Development Agreement Off-Street Parking Requirements
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- C14. SmartCode, Version 9.2
- C15. Site Regulatory Constraints Maps: Federal and State; City of Austin; Brackenridge Development Agreement

D. Market Analysis

- D1. Market Analysis Report, dated October 3, 2009, prepared by ERA and CMR
- D2. Press Clippings re: Austin Development Activities: Bibliography
- D3. ERA Memo: Hotel Based Spa Revenue Data, February 25, 2009
- D4. Townhome and Condominium Market Analysis, prepared by CMR, Inc, November 25, 2008
- D5. TBG Memo: Hotel Precedents, March 4, 2009

E. Communication & Public Input

- E1. Communication Tools: Data Sheet Handout, Door-hanger, Postcard Invitation
- E2. Survey results: Survey 1, June, 2008; Survey 2, August, 2008

F. Brackenridge Field Lab Collaborative Planning Study

- F1. Historic and Current BFL Research
- F2. CNS Advisory Council Vision for Brackenridge Field Laboratory, April 15, 2008
- F3. TBG Memos: Top Biology Programs and Research Facilities, November 26, 2008; Site Relocation Analysis, July 15, 2008; Significant Sites – Austin, July 16, 2008; Hornsby Bend, January 2, 2009

G. Graduate Student Housing Collaborative Planning Study

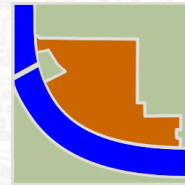
- G1. TBG Memo: Graduate Student Housing at Texas Universities, December 3, 2008

H. Concept Plans

- H1. Conceptual Cost Estimate, dated June 16, 2009; Errata, dated June 25, 2009

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