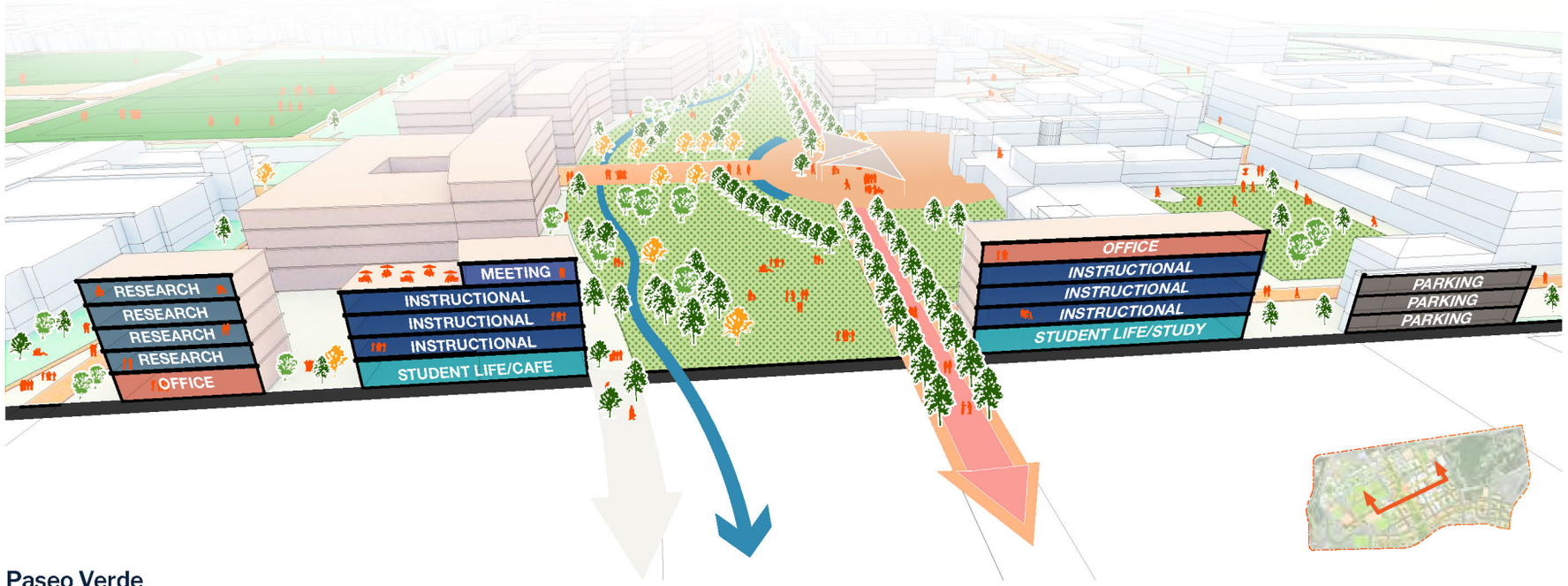
Open Space

Through the stakeholder engagement process, a primary theme expressed was a desire for more accessible and integrated open space, while also promoting a more compact and walkable campus core. To address this balance, the master plan recommends extending the existing paseo network and introducing a hierarchy of open space types.

Figure 3.20 Proposed Main Campus Open Space Network

Figure 3.21 Proposed Paseo Verde Section



Paseo Verde

The introduction of a large central open space called Paseo Verde will be a transformative element for campus development. This iconic 24-acre open space will integrate a variety of landscape types directly into the heart of campus. The Paseo Verde will serve as a north-south pedestrian corridor, sustainable stormwater management system, habitat feature, and respite from the activity of the rest of campus. Much of the future academic, research, and administrative space capacity is along this new open space and will include active ground-level uses such as food service, small-scale convenience retail, and student gathering space. In nice weather, activities could spill out onto the Paseo Verde and take advantage of the adjacent outdoor space.

The Paseo Verde will include a variety of hardscape plazas at key paseo intersections with seating areas for eating, gathering, and outdoor teaching or events. Lawn areas will also be located near higher activity zones to allow for informal recreation and more formal uses. However, much of the Paseo Verde will include native vegetation, including trees and grasses, to celebrate the local ecological context of the campus and provide habitat value.

An ephemeral streambed will weave through the Paseo Verde, collecting and filtering water from the adjacent impervious areas before recharge into the Edwards Aquifer. While the streambed will remain dry most of the time, the design elements of it will evoke the hydrological legacy of this site, which has historically functioned as a drainageway.

Figure 3.22 Future Vision for Paseo Verde

Plazas

Similar to the Sombrilla, plaza spaces at key paseo intersections and termini will become the key central open space of high-activity districts. These plazas will include active uses such as food service, student resources, and gathering areas. At the intersection of Paseo del Sur and a new east-west connector paseo, Roadrunner Plaza will become the heart of the future mixed-use Roadrunner Village. At the terminus of the Paseo Principal, the Athletics Plaza will be an active outdoor space shared between future arena, housing, and any long-term athletics expansion facilities. At the intersection of the Paseo Principal and Paseo Verde, the large Plaza Central will be adjacent to the Student Union and H-E-B Student Union, augmenting the resources and activities there.

Recreation Fields

Existing recreation fields are currently well-utilized, and additional outdoor recreation space is needed with growth. Therefore, present fields will remain in place and new fields will be added. When the Roadrunner Athletics Center of Excellence and its corresponding football practice fields are constructed, the space currently used for football practice will be available for recreation.

New recreation field sites have also been identified along UTSA Boulevard, west of Barshop Boulevard. These sites will potentially become available after University Oaks is redeveloped. If needed, additional recreation field sites have been identified at Park West Campus as well.

Reserve Areas

East Campus and the Western Reserve are both ecological and hydrological resources that will remain in reserve for the duration of this master plan. Both serve as important hydrological systems with ephemeral streams and corresponding floodplains. They also both include important habitat areas for native and sensitive species. In the Western Reserve, a pavilion, living lab, and trails will be constructed to establish a Discovery Garden to promote habitat restoration, research, and community education. In East Campus, there are opportunities for trails through this natural area to allow for exploration, recreation, and research.

Paseo Principal near the Student Union

Recreation Fields

East Campus Reserve

Street and Parking

The Main Campus currently has a partial loop road, so the master plan recommends completing the full loop road all the way around the campus. This will require some realignment and new segments, particularly around the Western Reserve area. A full loop road will allow more evenly distributed traffic and fewer pedestrian/vehicular conflicts. Personal vehicles will no longer be permitted to cut through the campus core, allowing this to be a pedestrian-priority area.

Future 3.23 Proposed Main Campus Street Network and Parking

Beyond the loop road, several street and intersection modifications are recommended:

- The entrance at Bauerle Road will require realignment as a part of the loop road completion. This creates a southern gateway that can support development on both sides, creating a more impactful entry experience.

- A new access point to UTSA Boulevard near the Ximenes Avenue entrance is recommended to relieve congestion that may occur with significant development and parking proposed in this area of campus. Multiple configuration options for this entry were explored, as described in Appendix C: Transportation Analysis.

- Bauerle Road is already experiencing significant congestion, so the master plan recommends implementing a northbound bypass lane to avoid the congestion associated with vehicles entering and leaving the Bauerle Road Garage. This will allow vehicles to move freely northbound and reduce delays around the garage access points.

- The intersection at Bauerle Road and East Campus Drive is recommended to be free flowing north- and southbound, with a stop sign only for vehicles entering Bauerle Road from East Campus Drive. This is also intended to reduce congestion backups along Bauerle Road. Along with this intersection modification, pedestrian crossing beacons should be moved away from the intersection to allow pedestrians to be more visible and removed from turning vehicles.

- Major pedestrian crossings, especially at intersections of paseos and the loop road, should be well-marked, and raised where possible. Pedestrian traffic should be given priority to promote safety. A key example of this condition would be at the Paseo del Sur.

A transportation study was conducted to support the master planning effort and provides additional detail on several of these recommendations in Appendix C: Transportation Analysis.

Building on Main Campus's creative use of unobtrusive service tunnels, the plan recommends additional service and emergency access along the back sides of new buildings, away from primary vehicular and pedestrian routes.

Parking

Parking will be primarily concentrated along the loop road to allow the interior campus core to be a pedestrian-friendly environment. Most large parking hubs are proposed to the west of the existing developed campus to more evenly distribute traffic and serve the significant new development on the west side of campus. The plan identifies capacity to meet the current parking ratios along with additional demand for uses such as the Tricentennial Innovation Park. However, with investment in transportation demand management, this amount of parking is unlikely to be necessary. Therefore, some of the parking facilities in the plan may not be needed.

Both structured and surface parking are proposed in the master plan. Structured parking will be located closer into the campus core, while surface parking will primarily be located remotely and will be served by a shuttle along the loop road. If needed, additional remote surface parking may be built at Park West Campus, also served by a shuttle.

To reduce the overall parking footprint and make efficient use of the valuable campus land resource, the plan assumes that non-residential parking may be utilized by commuters during the day and then also by visitors to athletics and other events during the evening. For example, parking demand for the arena can be met using the surrounding lots and nearest garage on the loop road. These are walkable from the arena or could also be served by a special game-day or event-day shuttle.

Transportation Demand Management (TDM)

A TDM strategy was analyzed as a way to reduce the number of single-occupancy vehicles accessing the campus, thereby reducing stress on parking lots and the roadway network.

The recommendations for TDM options to consider reflect three key principles:

- Demand management strategies for UTSA will only be successful if there are convenient, safe, and reasonably priced alternatives to driving alone.
- These strategies can reduce the need for costly transportation infrastructure investments such as roadway expansion or construction of additional parking.
- While each individual strategy can provide a benefit to the overall goal, they work together as a holistic set of strategies for reducing automobile travel.

To best fulfill UTSA's goal of reducing automobile trips and the ever-growing need for parking capacity, strategies should include encouraging and supporting other modes of transportation. Marketing and education strategies in tandem with the other strategies will ensure students, faculty, and visitors understand and can easily choose alternative transportation options. Drawing inspiration and best practices from universities around, the plan outlines seven primary strategies, which are detailed in Appendix C: Transportation Analysis.

Districts

Figure 3.24 Proposed Main Campus Districts

The master plan for the Main Campus builds on the existing programmatic clusters on the campus today. While academic and housing areas are currently well-defined zones, future development will be more mixed-use and blended to promote activation, collaboration, and innovation. Therefore, proposed districts have been identified to guide development decisions in a way that supports existing and future program, maximizing key adjacencies.

Northern Village

The Northern Village includes existing and currently underway housing and will see minimal transformation within the scope of this master plan. The primary proposed interventions are to support parking. A new parking structure is proposed north of the currently planned Guadalupe Hall, near the Brenan Avenue entrance. The existing Tobin Avenue Garage was designed to accommodate two additional levels, so the plan recommends implementing this to meet parking demand.

East Campus Reserve

The East Campus Reserve will also see minimal intervention during the course of this plan. Infrastructure, site work, and trails are potential projects for this district, but no building development is proposed.

3.5 Campus Districts

Academic & Research Core

As the Main Campus develops, the Academic and Research Core district will remain the heart of the campus. The iconic Sombrilla will retain its role as an identifiable center, while the geographic center of academic activity will shift slightly west due to available land for academic facilities. The proposed Paseo Verde and Plaza Central will provide a green landscape counterpoint to the Sombrilla plaza within this district. While the primary functions of buildings will be academic and student services, the ground floors of any new facilities are encouraged to provide active frontages, particularly along the green spaces and paseos. These spaces may include food service, student life spaces, conferencing facilities, or academic and research spaces that afford façade transparency.

At the edge of the Academic and Research Core, the UTSA Oval and Peace Circle will retain their role as a primary entrance for the Main Campus.

However, new facilities such as the Performing Arts Center will help to further define the edges of the space and create a more prominent welcoming environment. When a new Welcome Center is required in the future, it is proposed to be at the base of a new building along the south edge of the UTSA Oval. The revisions to the traffic patterns to allow vehicular drop-off will provide convenient access for both the Welcome Center and the future Performing Arts Center.

On the east side of the Academic and Research Core, infill opportunities are available for future buildings. These are located along a new secondary north-south paseo that edges the existing Frost Plaza and ties these sites into the Main Building to the north. These also provide an opportunity for activation of the Frost Plaza green space that has not fully occurred to date.

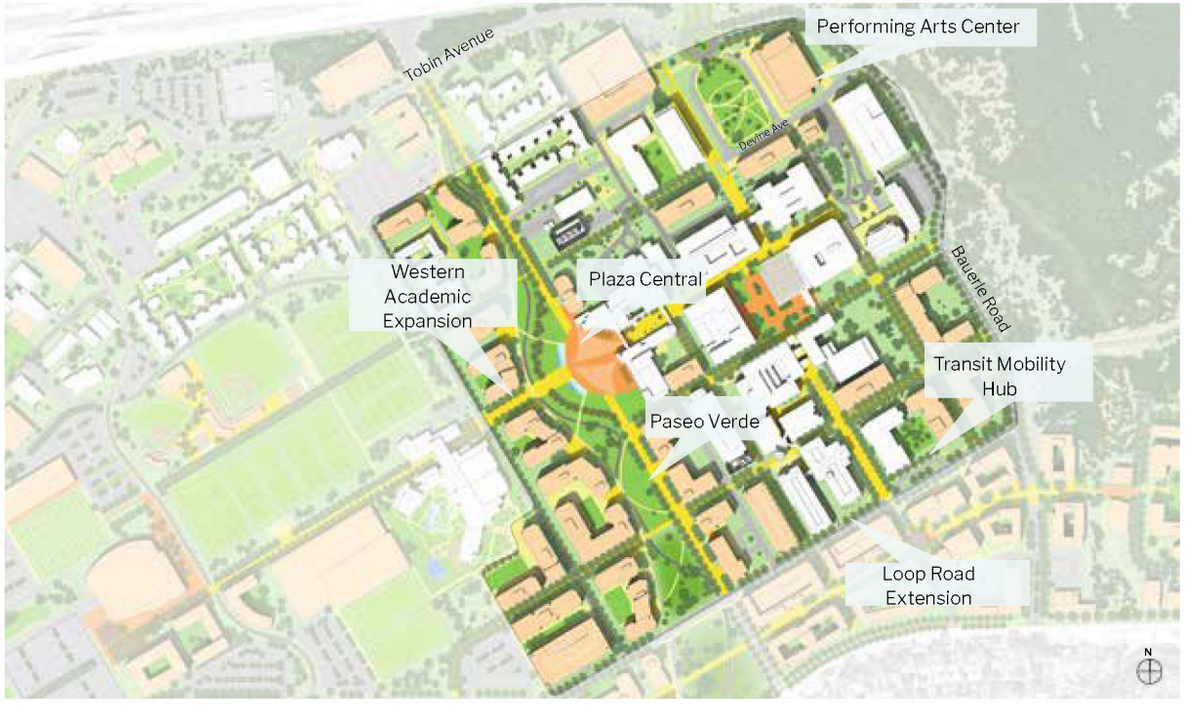


Figure 3.25 Main Campus Long-Term Vision

3.5 Campus Districts

Southeastern Gateway

The Southeastern Gateway is an aggregation of three inter-related sub-districts that will create a vibrant, mixed-use district that will present a new face for the university along UTSA Boulevard. The three components are the Honors College, Roadrunner Village, and Tricentennial Innovation Park. Roadrunner Village and its associated plaza, Roadrunner plaza, will provide the center of this district and a terminus to the Paseo del Sur. It will be comprised of housing, retail, and food service that will be accessible to both from the campus and the surrounding community.

The Honors College location, situated between Roadrunner Plaza and the Paseo Verde, will provide a truly unique honors experience. Easy access to a mixed-use plaza and significant green space will provide honors students with a fully-integrated experience within the campus. The Paseo Verde interface with the Southeastern Gateway will also provide a significant entry to campus from UTSA Boulevard that will act in tandem with Peace Circle to the north as primary entries to campus.

Tricentennial Innovation Park is intended to blend seamlessly with Roadrunner Village on the east, across the existing drainage channel. Some infrastructure modifications will be required to bring these two programs into closer proximity. At the center of the Innovation Park will be Innovation Green, surrounded by research or other partner developments and with housing opportunities nearby to create a lively hub.

The northern edge of the Southeastern Gateway is situated directly along the Academic and Research Core district, separated by the realigned loop road. This interface is intended to be a complete street with prominence given to the pedestrian crossing at Paseo del Sur. The street should have ample pedestrian flow as well as a two-way bicycle facility. The intersection of the loop road and Paseo del Sur is also the location of a transit mobility hub, a primary drop-off point for campus shuttles, and potentially other mobility opportunities in the future.

Figure 3.26 Future Vision for Roadrunner Plaza

Figure 3.27 Proposed Loop Road Extension and Roadrunner Plaza Section

- Wide, comfortable sidewalks with shade and furnishings
- Separate bike path along loop road
- Dedicated transit hub between the Academic and Research Core district and Roadrunner Village
- Paseo Del Sur connection across loop road to Roadrunner Plaza
- Improved opportunities for ground level activity (retail, food, student life space, etc.)

3.5 Campus Districts

Southern Village

When the university regains control of the University Oaks property in the future, this will provide the opportunity for redevelopment into the Southern Village. This district will present another housing option further removed from the Academic and Research Core than Roadrunner Village. This may lead to a quieter offering that is desirable for graduate students or families. The Southern Village may also include a mix of programs, including retail, though likely not to the extent that Roadrunner Village will offer.

The eastern end of the Southern Village will be an additional academic and research building expansion site. Though further from the Academic and Research Core district, it will frame the new southern entrance to campus from UTSA Boulevard, and thus will be a prominent site for programs desiring high external visibility. The Southern Village also provides close proximity to private student housing complexes located along the south side of UTSA Boulevard.

3.5 Campus Districts

Athletics and Recreation

As discussed previously, the Athletics and Recreation district will become the consolidated home to all athletics venues except soccer and track and field, which will remain at Park West Campus. This district will be anchored by a new arena and Athletics Plaza. Other edges of the Athletics Plaza will be bounded by a future athletics expansion site and infill housing that can provide a mix of uses within this district. The Athletics Plaza also provides a western destination for the Paseo Principal that has never existed in the manner that the Sombrilla provides on the east.

Softball and tennis will be relocated from the Academic and Research Core district to sites west of an improved baseball stadium. They are organized along a secondary east-west paseo that generates from UTSA Oval on the east side of campus and moves past Alvarez Hall into this district, bisecting existing intramural fields and terminating at the tennis venue.

Additional recreation fields are proposed along UTSA Boulevard for intramural sports. These provide additional capacity expressed as a desire for more field time by the general student body. These fields are situated on a portion of the existing University Oaks, which will need to be removed prior to field implementation. Most other sites within the Athletics and Recreation district are unencumbered by existing programs, with the exception of a housing site that requires the relocation of the Child Development Center.

3.5 Campus Districts

Western Reserve

The Western Reserve area will retain its function as home to the university facilities, though interspersed with newer functions. The facilities area itself will be reconfigured with new central receiving and offices along the northern edge and a reconfigured yard on the west, as the loop road extension provides access all around these facilities.

The drainage way along the western edge of campus will be home to the future Discovery Garden, a research and educational opportunity, beginning with the Living Laboratory and Pavilion as its entry. An additional 11 acres of space along the floodplain will provide research pavilions and space for academic exploration.

The Western Reserve will also provide a location for the relocated Child Development Center at the northern edge of Barshop Road at the North Loop 1604 frontage road. This site has space for a larger facility that can accommodate more children. Its location also allows easy in and out access for parents who may come from off-campus or need to quickly get to another distant area of the campus.

Park West Campus

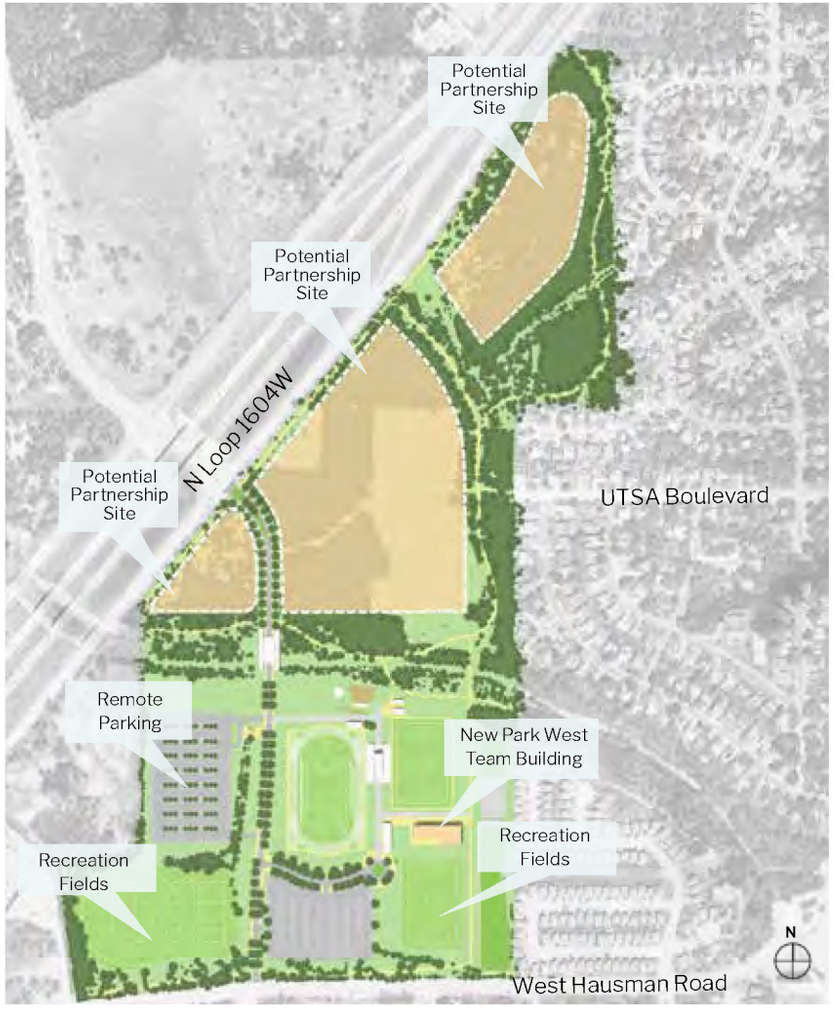
Park West Campus is not required for academic and research programs or other facilities directly related to the academic mission. However, it has ample room for student life functions and other yet-to-be-determined needs. The plan for the campus site is divided into two zones. The zones south of the creek are proposed for athletics and recreation functions. Soccer and track and field intercollegiate athletics will retain their homes on the campus, with a new permanent team building situated south of the soccer stadium. Areas along West Hausman Road are sites for future recreation fields. These are intended as remote opportunities for the campus communities as well as shared resources for the greater San Antonio community. Among these fields, space is allocated for various sports that can rotate through, including enough space for a cricket grounds, a sport with no facilities within close proximity to this area of San Antonio.

If needed, additional surface parking can be provided north of the recreation fields along Kyle Seale Parkway. This parking will provide additional capacity for Park West Campus, as well as a lower-cost remote parking facility for students and employees on the Main Campus. An area for a shuttle stop will be incorporated into the parking lot for access to the Main Campus.

The area on Park West Campus north of the creek will be held for future partner development opportunities. The precise uses are undetermined at this time. Recreational pedestrian and bicycle trails will allow for circulation through this area and access to the natural amenities. These will be open for use by the university and the surrounding neighborhood communities.

Park West Campus Long-Term Vision

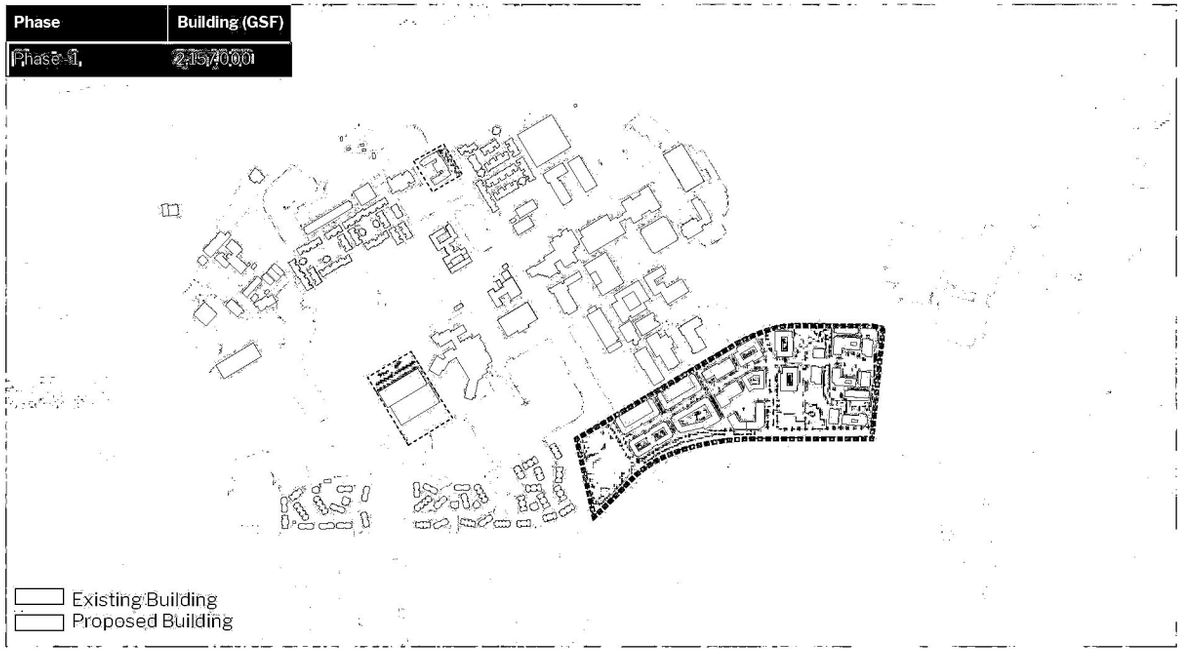
Figure 3.28 Park West Campus Illustrative Plan



Potential Phasing Strategy

Pre-Phase

Two projects are currently in design at the time of this report. These include the Guadalupe Hall residential building and the Roadrunner Athletics Center of Excellence. Their layout and integration with the site has been coordinated with the master planning process. This also includes a team building at Park West Campus, which is being designed in conjunction with the Roadrunner Athletics Center of Excellence.



Phase 1

The first phase of development will be focused around the build-out of the Southeastern Gateway. This will provide a prominent frontage for the university along UTSA Boulevard and anchor the south end of the Academic and Research Core district. The phase will include the southernmost block of the Paseo Verde, the Honors College, Roadrunner Village, and the first section of the Tricentennial Innovation Park. Though infrastructure improvements will be required, the area of phase one is currently occupied by surface parking and landscape and is unencumbered by programmatic elements on the campus.

3.6 Phasing Priorities

Phase 2

The second phase will introduce the initial western expansion of the Academic and Research Core district in a zone currently occupied by surface parking. This includes several academic and research buildings along with two additional blocks of the Paseo Verde. Also in this phase will be the development of a new arena in the Athletics and Recreation District, freeing up space for additional academic expansion in the area currently occupied by the Convocation Center. The construction of the Arena will potentially require the relocation of the Child Development Center, which is depicted in this phase.

Phase 3

Phase three includes infill development on the eastern edge of the Academic and Research Core district. These sites are currently consumed by only landscape areas and limited roadways. This phase will also target the relocation of the softball field and tennis facilities from the Academic and Research Core district to the Athletics and Recreation district, freeing up additional expansion area.

3.6 Phasing Priorities

Phase 4

The fourth phase will complete the western expansion of the Academic and Research Core district and the full extension of the Paseo Verde to its northern reach at Guadalupe Hall. Relocation of athletics facilities in previous phases are required to make site available for this expansion.

Phase 5

The final phase of the master plan includes all facilities not identified in the first four phases of development. Though outlined in the final phase, some specific facilities may happen as infill development in an earlier phase as programmatic needs or dedicated funding sources arise. While not depicted in the diagram, Park West Campus development is also assumed to be as needed and not within a specific phase.

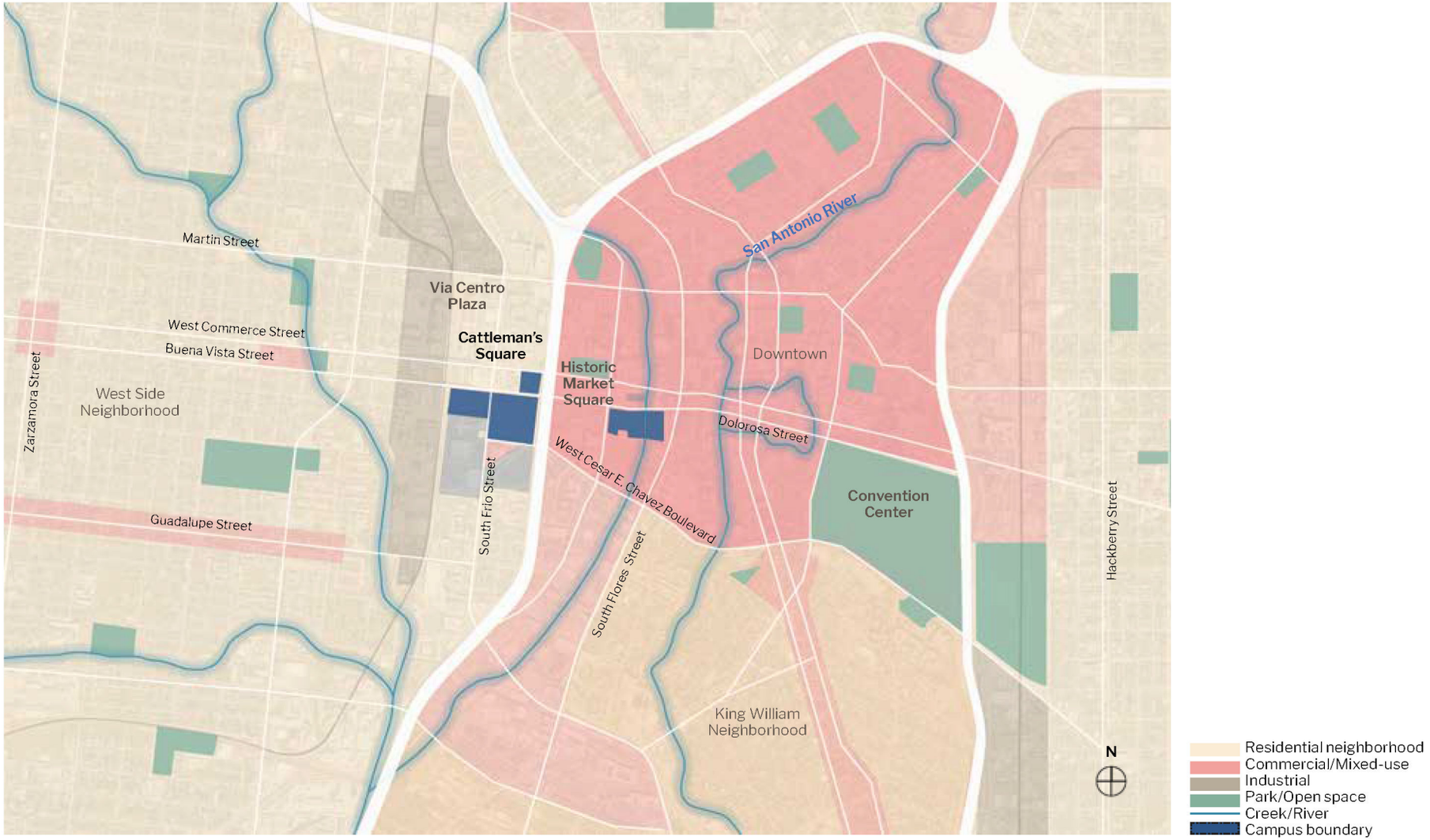
4

Downtown Campus

Location and Context

The currently developed part of the Downtown Campus is situated within a nexus of publicly and privately controlled land on the western edge of downtown and just off the eastern border of the culturally and historically distinctive West Side neighborhood. Recent changes have the potential to dramatically modify the campus footprint and better connect the university to its surroundings. Agreements between UTSA, the City of San Antonio, Bexar County, and Weston Urban have added roughly two city blocks to the Downtown Campus east of the freeway. Future agreements may provide substantial land to both the immediate west and south of the current developed campus as well additional land to the east such as the Continental Hotel site.

Figure 4.1 Downtown Campus Location and General Land Use Context

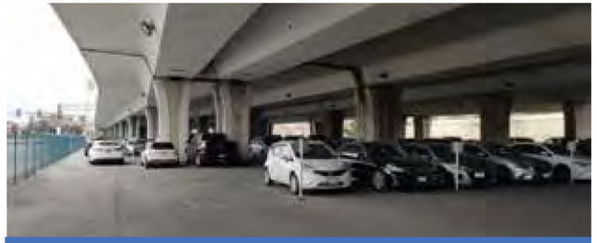


4.1 Existing Conditions

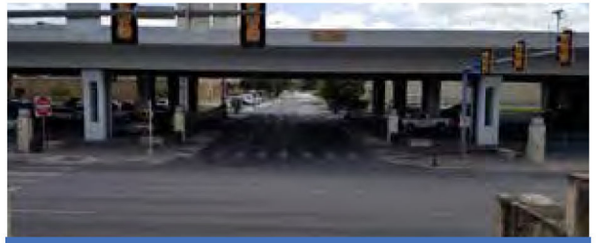
The existing developed campus is bounded on the east and west by the I-10/I-35 highway and freight railroad tracks, respectively, which have traditionally been perceived as barriers to connections in those directions. While no such physical barrier exists to the north, that area has been described by stakeholders as unpleasant and a perceived threat to pedestrian safety. With the opening of VIA's Centro Plaza transit center and subsequent increased policing, these negative conditions are changing.

From a land use perspective, campus surroundings are a combination of public uses (VIA Centro, Bexar County Health Department facilities, and city fleet and other support operations) and hotels targeted towards downtown tourism. Market Square, a significant tourist draw, is nearby, as are other small commercial and industrial facilities. The West Side neighborhood begins roughly two blocks to the west of the railroad tracks. Like much of downtown, the nearby area has seen recent development and improvements which promise to continue, with projects like the new federal courthouse, San Pedro Creek Culture Park, and private housing development.

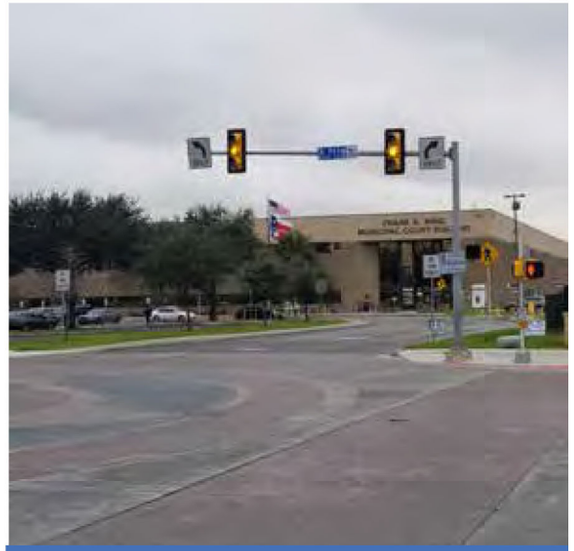
Downtown Campus Surrounding Context



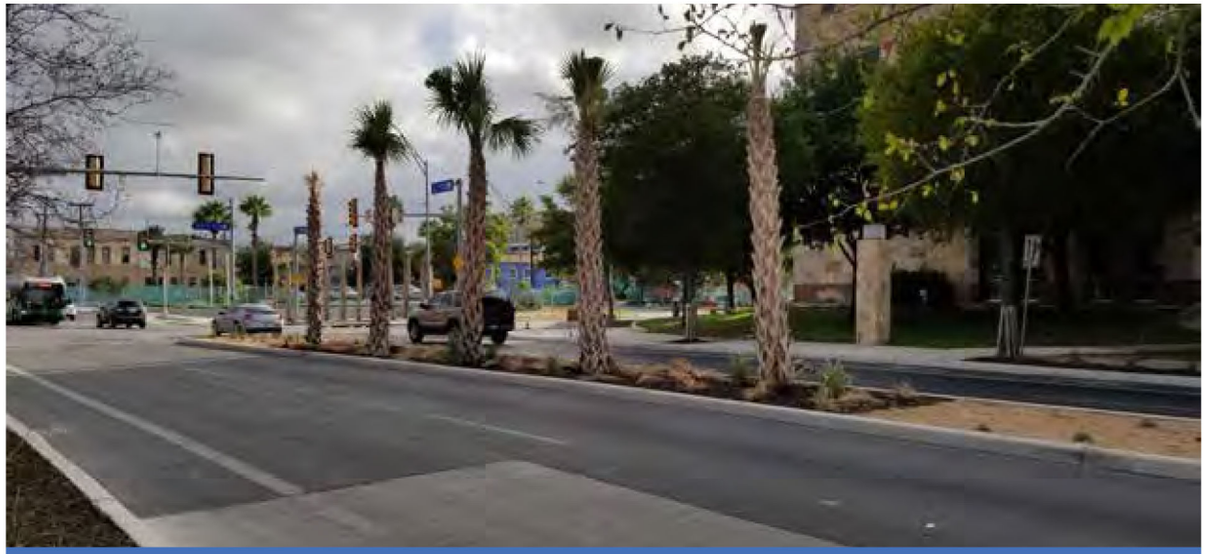
Underneath I-10/I-35



West Nueva Street



Frank D. Wing Municipal Court Building



South Frio Street

Campus entrance near the Durango Building

Primary Buildings

The original buildings at the Downtown Campus, built in 1997, are architecturally exuberant, reflecting a blend of forms and materials chosen to evoke San Antonio's history and cultural context.

More recently, the Durango Building and its addition employed similar materials in a more restrained and traditional fashion. The Monterey Building is a repurposed office building which appears as such, despite renovations which have improved its utility for the programs it contains. To the east, the DTC Garage reflects a generally successful attempt to provide connections to the east via the through-building walkway connection, while simultaneously acting as an edge to the plaza. Like the rest of the Downtown Campus buildings, it does not activate or engage campus open space. In fact, the design paradigm of the Downtown Campus is partially suburban in nature: many of the buildings are set back substantially from street edges and limit access into the campus from the street. Future buildings should participate more actively in the streetscape by creating inviting, accessible connections to the surrounding street networks and by creating well-formed street edges.

Figure 4.2 Existing Downtown Campus Buildings

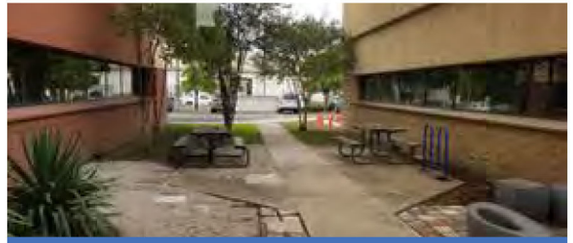
1. Monterey Building
2. Durango Building
3. Frio Street Building
4. Buena Vista Street Building
5. DTC Garage

4.1 Existing Conditions

With one exception, building conditions are generally acceptable to good, though specific design issues limit usage in certain ways. Upper-level balconies and plazas on the Frio Street and Buena Vista Street Buildings see limited use because of sun exposure and disconnection from public routes. Active spaces are located on ground floors in multiple locations, but exterior connections directly from those spaces are few, limiting connections to the plaza. The Monterey Building was not constructed to university standards, is poorly suited to its usage, and as such is not a desirable long-term solution for campus space needs. Its siting within surrounding surface parking limits broader campus connections.

Downtown Campus Existing Buildings

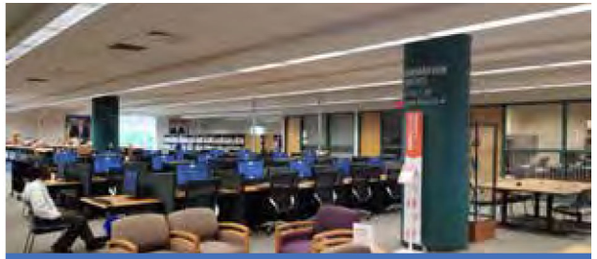
Durango Building



Sidewalk near the Monterey Building

View from the Frio Street Building facing downtown San Antonio

Frio Street Building



Library inside the Buena Vista Street Building

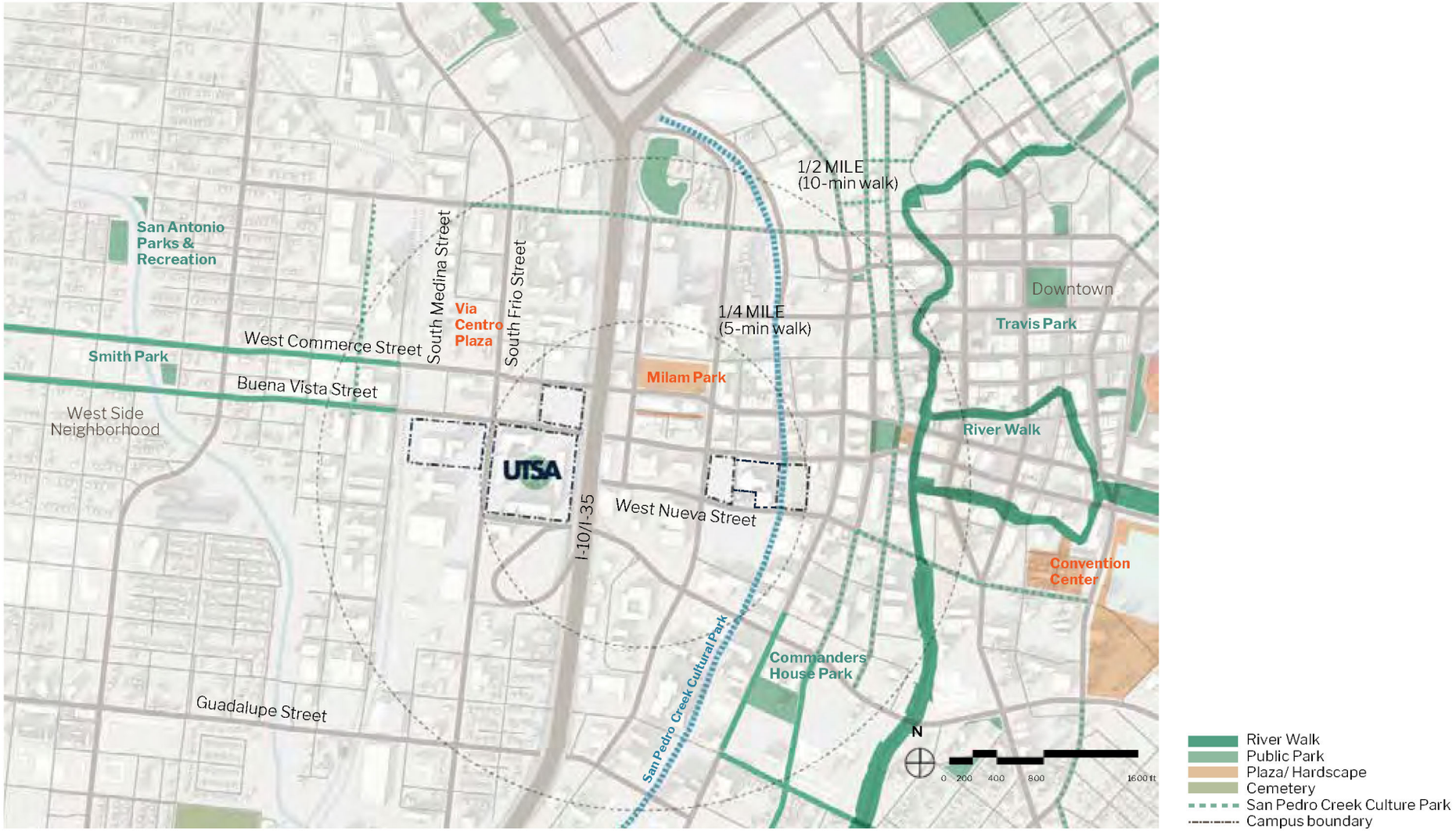
Open Space

Open space on campus consists exclusively of the Bill Miller Plaza, a very large formal space and plaza in the center of the original campus.

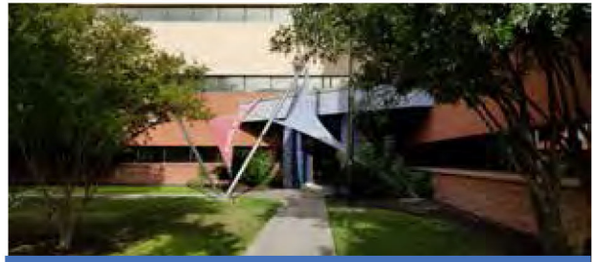
While it is an attractive space, it does little to encourage interaction and use, instead functioning as a pedestrian through-way and visual break. It suffers from a lack of activation, largely undifferentiated program, limited shaded areas, and separation from campus activity.

As the campus expands to the east, it will gain a direct connection to the San Pedro Creek Culture Park along a full block of campus frontage as well as proximity to Milam Park. Both are public spaces, not controlled by UTSA, but as the campus is integrated into the surrounding neighborhoods, those connections will grow in importance and usefulness. One block of the new San Pedro Creek Culture Park will run directly through newly acquired university parcels.

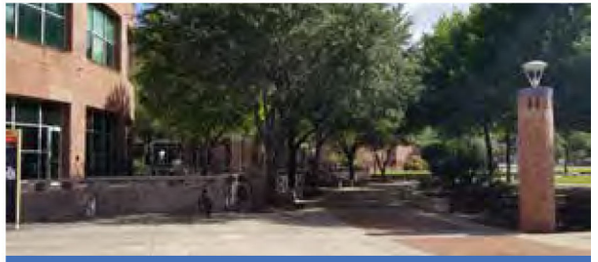
Figure 4.3 Existing Downtown Campus Open Space Context



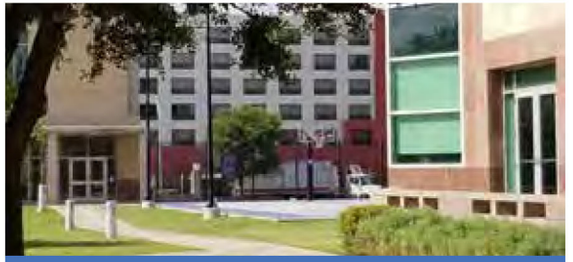
Existing Downtown Campus Open Space



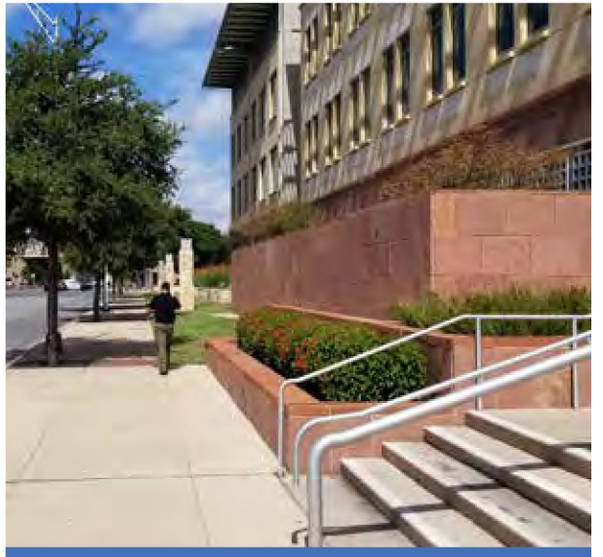
Monterey Building entrance



Bill Miller plaza with the Frio Street Building in the background



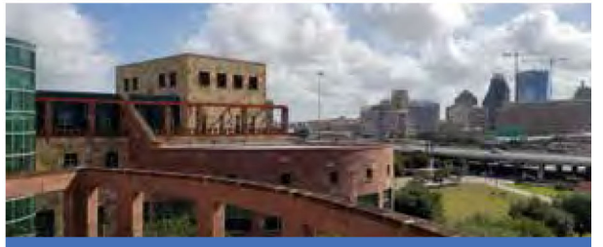
North entrance to the Durango Building



South entrance to the Durango Building

Bill Miller Plaza

Bill Miller Plaza



Balcony of the Frio Street Building

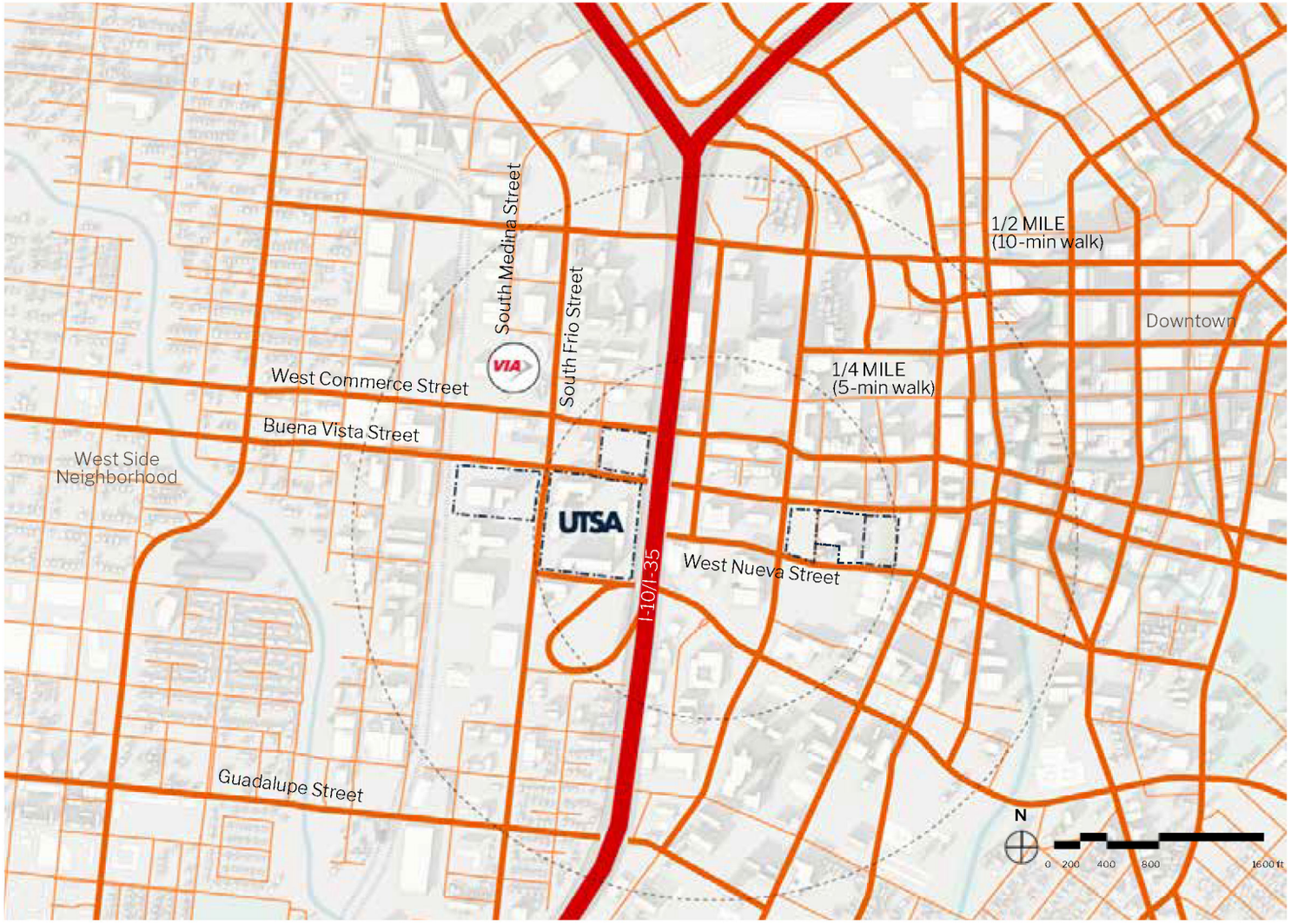
Circulation

As an urban campus, circulation patterns and usage at the Downtown Campus differ significantly from those at the University Park Campus.

The downtown street grid surrounds and structures the campus urban form, though amenities along those streets generally reflect the relative lack of investment seen in the immediate area compared to the core of downtown. Notable exceptions include recent improvements to the VIA Centro area and along South Frio Street.

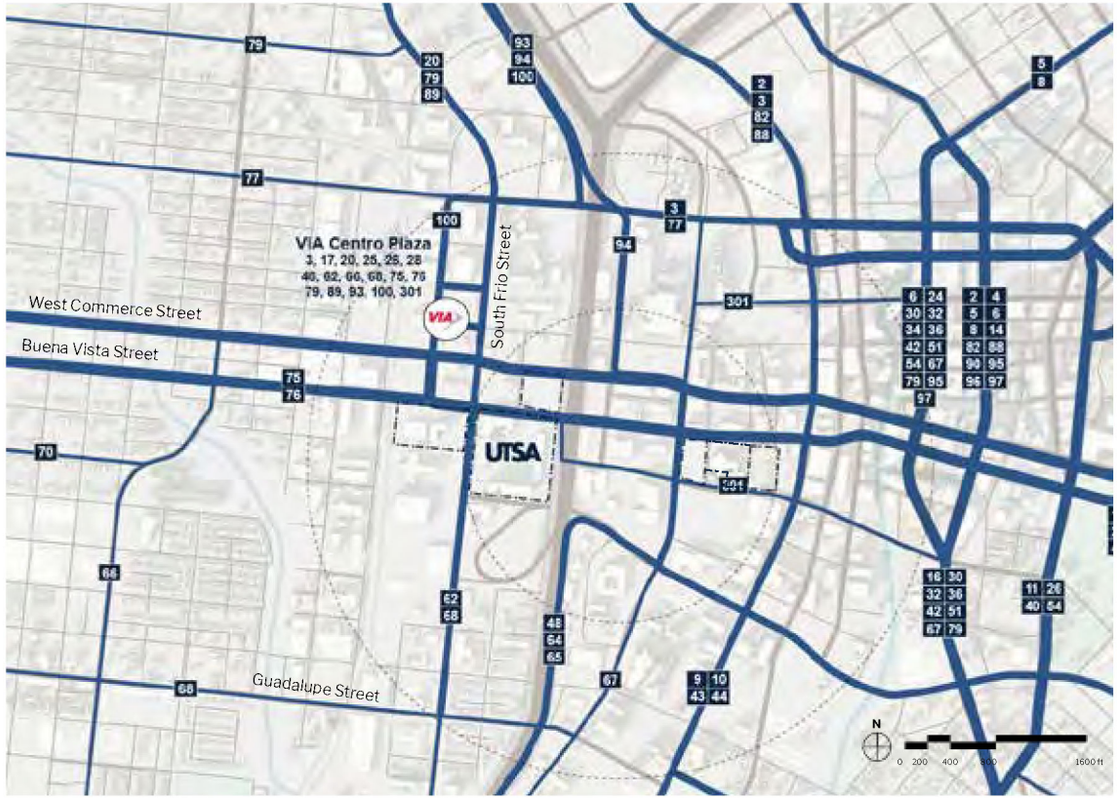
Connections to the west are limited and fractured. Buena Vista Street and West Commerce Street both bridge over the rail lines, but their construction allows access only at South Frio Street, orphaning the blocks west of it. These rail overpasses include no pedestrian facilities and bicycle lanes are poorly identified. No western connection exists to the south until Guadalupe Street, seven full city blocks away. The campus is effectively isolated from the West Side neighborhood, and vice versa. Similarly, the I-10/I-35 highway to the east is a perceived barrier to pedestrian traffic. The elevated highway is not a physical barrier at the ground level, but the lack of apparent ownership and occupation of the area challenges connections in this direction.

Figure 4.4 Existing Downtown Campus Street Network



4.1 Existing Conditions

Figure 4.5 Existing Downtown Transit Network



Enhancements of public infrastructure should be explored through public partnerships. Multi-modal strategies, including embracing Complete Streets concepts, widespread and well-connected bicycle facilities, enhanced sidewalks, and full integration with transit connections should be implemented. Emphasis, including branding and enhanced pedestrian amenities, should be given to routes which directly connect UTSA properties, including along West Nueva Street and Dolorosa Street/ Buena Vista Street. Recent City of San Antonio bond projects and other plans for improvement on Buena Vista Street, Dolorosa Street, and West Commerce Street all offer opportunities to begin the process of making these improvements.

Completion of the VIA Centro transit center and consolidation of many of VIA's transit routes to connect at VIA Centro have vastly improved transit access for the Downtown Campus. As one of VIA's most important hubs, direct routes, including VIA's Bus Rapid Transit lines, Primo, and other connections from VIA Centro are accessible to virtually the entirety of San Antonio. Two connections are available from the vicinity of the Downtown Campus to the Main Campus: route 93 (from VIA Centro) and route 94 (from Downtown Campus, at a South Frio Street stop).

Transit connections directly from the Downtown Campus are substantial as well. Routes 17 (northeast to Randolph Park & Ride), 26 (east to St. Philip's College and South W.W. White), 46 (into west San Antonio), 62 (to Port San Antonio), 68 (into the West Side neighborhood along Guadalupe), 93 (to Main Campus), and 100 (VIA Primo northwest on Fredericksburg Road to the Medical Center) all stop immediately adjacent to the Downtown Campus.

4.2 Planning Principles

Four planning principles emerged through the comprehensive stakeholder outreach process. These principles, which reflect the values of the campus community and vision for the Downtown Campus within its larger context, were used to guide campus planning decisions and evaluate trade-offs.

Principle #1

Promote community partnerships

Due to its location and mission, the Downtown Campus will encourage and create many opportunities for synergistic partner development through physical accommodations and programmatic connections. Shared or strategically co-located facilities can benefit both the university and neighboring organizations or businesses. Building on a strong foundation of existing academic and community-based programs, the Downtown Campus will provide improved opportunities for new partnership collaborations. Creating or reinforcing intentional physical connections to key off-campus destinations such as the West Side neighborhood, the downtown business community, community amenities, cultural destinations, and collaborator facilities will allow for easy access to current and future partners.

Principle #2

Embrace San Antonio's urban environment, including its unique arts and culture

The Downtown Campus is a unique type of academic campus that will leverage the benefits and opportunities of its specific environment. The campus will employ an urban development pattern that is open, welcoming, and porous as it integrates with the city fabric. In concert with other non-university development nearby, UTSA will contribute to a vibrant downtown district that serves both the university and city as a whole.

Principle #3

Enhance pedestrian connections to surrounding areas and connect campus facilities

To better connect UTSA's properties to each other and to surrounding areas, enhanced pedestrian and bicycle connections are required. In collaboration with the City of San Antonio, UTSA should promote streetscape improvements along key pedestrian corridors such as Dolorosa Street/Buena Vista Street, West Nueva Street, South Frio Street, and South Medina Street. These streets are priorities because they are the primary corridors used to connect the Downtown Campus properties, the downtown business district, West Side neighborhood, and VIA Centro. Wider sidewalks, additional/improved bicycle facilities, street trees, artwork, and active ground-level uses will all contribute to a more pedestrian-friendly district.

Principle #4

Create a complete, comprehensive UTSA campus

The Downtown Campus must accommodate significant additional square footage to meet research goals and enrollment growth. This significantly larger population will require a full range of uses to allow the Downtown Campus to function as a complete UTSA campus, without requiring frequent trips to Main Campus to access uses such as academic/research space, student support, recreation, social amenities, and on-campus housing.

Space Needs

The Downtown Campus is projected to serve significant campus population growth in addition to supporting UTSA's larger academic and research aspirations.

Table 4.6 Downtown Campus Existing Facilities Space and Current Estimated Shortfall

Space Type	Current (ASF)	Estimated Current Shortfall (ASF)
Instruction	131,213	(56,200) surplus
Research	4,800	6,200
Office	83,283	(13,700) surplus
Library	21,730	41,300
Support	2,887	16,800
Auxiliary*	66,741	17,600
Total**	**310,654**	**12,000**

*Includes food service, child care, lounge, retail, recreation, student meeting space, clinic, and additional support space.
** Does not include housing.

Per the space analysis, described in Appendix B: Space Needs Assessment, the Downtown Campus has roughly the amount of space it needs to operate with its existing population. It is experiencing a deficit in research, library, support, and auxiliary space, but there is a current surplus in office and instruction space according to the standards. However, with a large amount of growth planned, resources are likely better spent prioritizing new space.

To serve significant enrollment growth and a much more robust research enterprise in the future, significant and rapid development will need to occur on the Downtown Campus. The projected net new space need shows a range of net new space need. On the low end, this projection does not account for the university making up any existing space shortfalls but only accommodating future growth. On the high end, this projection assumes that the campus makes up the existing shortfall as well as future growth.

Table 4.8 Downtown Campus Projected Future Net New Space Need

Space Type	Projected Future Net New Space Need (ASF)	Projected Future Net New Space Need (GSF)
Instruction	428,700	
Research	302,500	
Office	310,300	
Library	124,400	
Support	123,700	
Auxiliary*	134,000	
Subtotal**	**1,423,600**	
Less Proposed National Security Collaboration Center (NSCC) + School of Data Science (SDS)	(141,700)	
Adjusted Total**	**1,281,900**	**1,972,100**

*Includes food service, child care, lounge, retail, recreation, student meeting space, clinic, and additional support space. 10% of currently planned development square footage is assumed to be auxiliary space.
** Does not include housing.

Housing

The Downtown Campus does not currently have any on-campus housing. There is an agreement in place to allow UTSA students to live in Tobin Lofts, which is about one and a half miles from the current Downtown Campus. However, new mixed-use housing is being planned for Cattleman's Square, a parcel owned by UTSA that has been used for surface parking. The Continental Hotel site, not currently owned by UTSA, is being studied for mixed-use housing targeting faculty and other urban professionals. The timeline and capacity for these projects will be dependent on market demand.

In the neighborhoods surrounding the Downtown Campus, new housing developments are occurring on private parcels. These new units may provide nearby housing for UTSA students, faculty, and staff at least until the university is able to construct housing either on its own, or more likely, in partnership with a private developer.

The master plan has identified several potential housing sites on land that is owned by UTSA as well as other publicly held parcels that may become available in the future. These sites accommodate mixed-use housing development for up to 3,200 beds, including the future Cattleman's Square Housing and Continental Hotel Housing projects.

Figure 4.9 Downtown Campus Illustrative Plan

As the Downtown Campus grows and changes, it will become an externally-focused campus, connecting students, faculty, staff, and collaborative partners with downtown, the West Side, and other surrounding neighborhoods. Physical changes to the campus will support UTSA's abilities to reinforce community partnerships and enhance and embrace the urban environment. UTSA also has a unique opportunity to connect with the West Side neighborhood; establishing links, both literal and figurative, are important to both UTSA and the community.

1. Improved Bill Miller Plaza
2. Buena Vista Pavilion
3. Medina Promenade
4. San Pedro Creek Culture Park
5. Pedestrianized Frio Street
6. Cattleman's Square Housing
7. Continental Hotel Housing

Framework Design Vision

Transforming the Downtown Campus will require several strategies: distributed facilities, welcoming campus open spaces connections, and cooperative partnerships with the City of San Antonio and other local entities. Each of these strategies will help to better physically and programmatically integrate the campus with its urban environment.

The master plan framework for the Downtown Campus supports this vision through:

- Extending the urban grid;
- Overcoming physical barriers;
- Enhancing walkability;
- Creating inviting spaces; and
- Connecting to nearby neighborhoods, downtown, and cultural amenities.

Figure 4.10 Proposed Downtown Campus Conceptual Framework

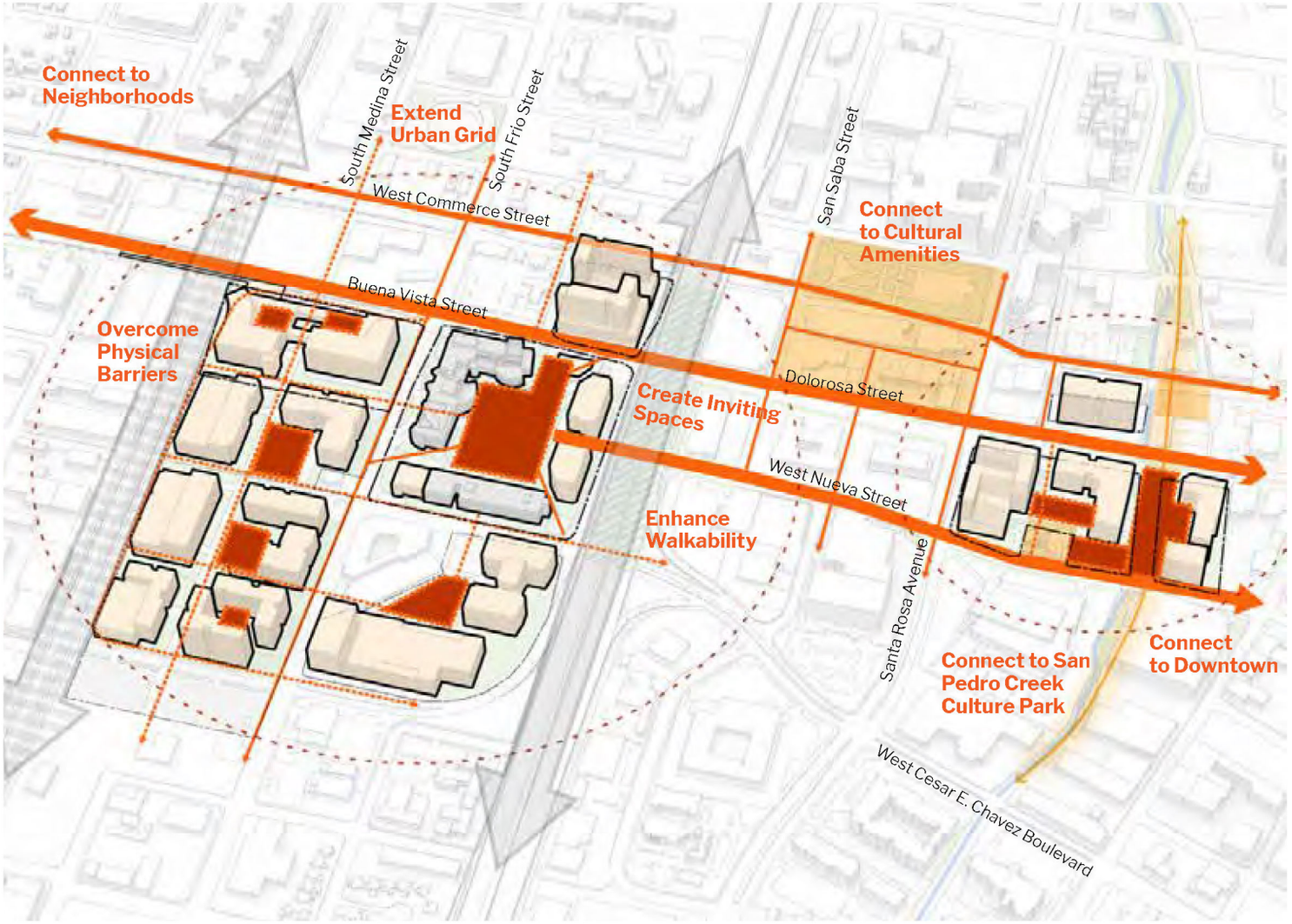


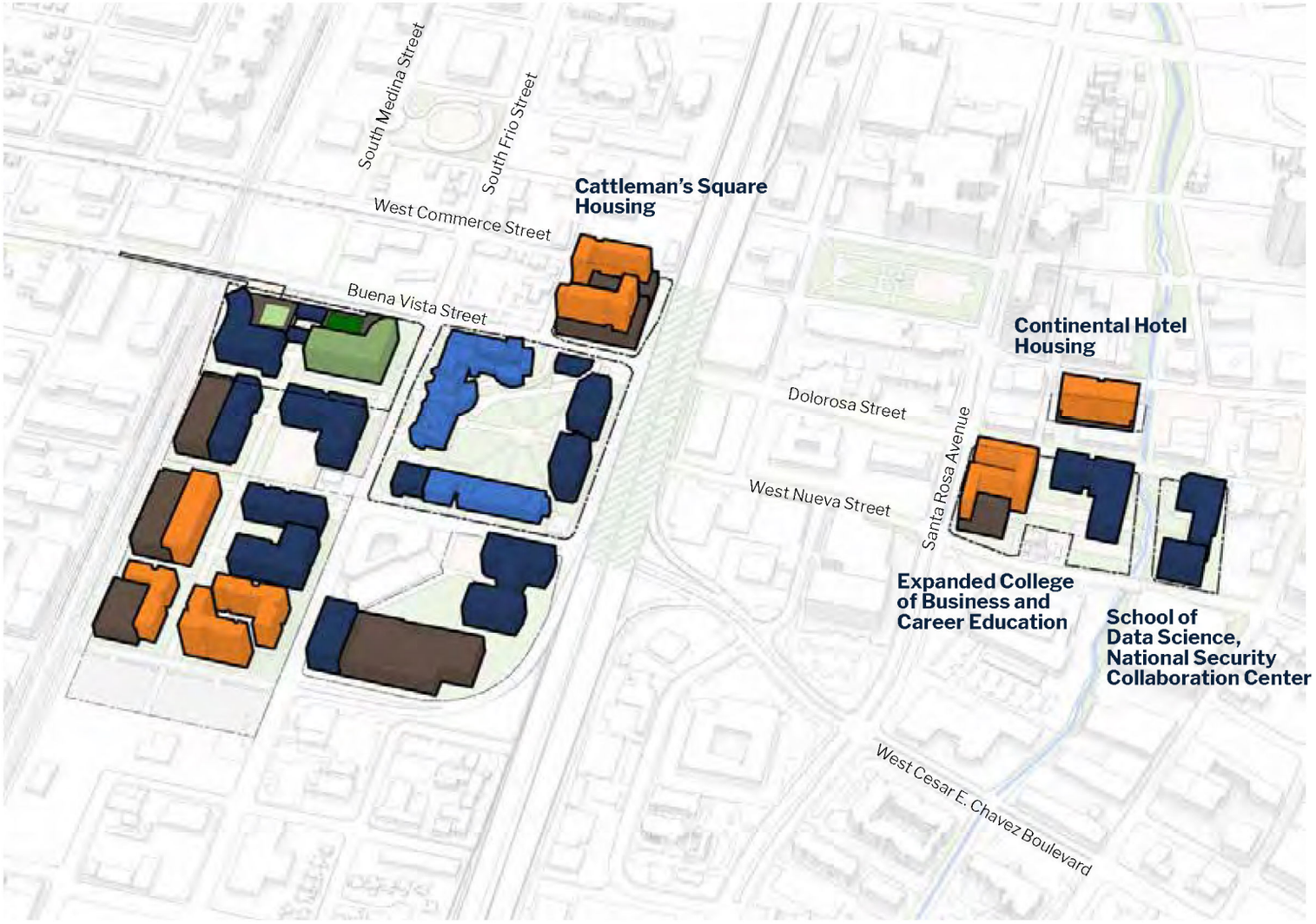
Figure 4.11 Downtown Campus Long-Term Vision

Program Accommodation

As existing programs grow and new programs emerge at the Downtown Campus, the campus footprint will require significant growth. Current plans call for an expansion of the College of Business, the new School of Data Sciences, the National Security Collaboration Center, and new programs and institutes that will evolve over time. The College of Architecture, Construction, and Planning and the College of Public Policy will remain downtown, though their facilities may change or grow.

The campus will both densify and expand to surrounding blocks. New facilities will house a mix of uses—from academic and research space to housing and parking. Many buildings, both academic and residential, will have active ground levels that may include uses such as food service, small-scale retail, and cultural or community spaces. Compared to current buildings, future building heights will increase to approximately six to eight stories for primarily academic and research buildings and eight to fifteen stories for primarily housing buildings.

Figure 4.12 Proposed Downtown Campus Primary Building Use



Open Space

Campus Space Distribution

Academic, research, and administrative functions will cluster around the existing campus buildings and in the new parcels at the improved San Pedro Creek Culture Park. Locating these buildings close to key pedestrian corridors and shared open spaces will activate the campus environment and strengthen the surrounding street-level public realm. Precise locations of various programs within the designated academic and administrative space will be determined as the campus develops.

Buildings with façades along active open space and pedestrian corridors are opportunities for community-facing facilities. These possibilities include retail space, food service, community-serving program offices, and recreation. Placing these program elements adjacent to public circulation paths will promote a more welcoming and outward-focused campus, consistent with the planning principles and UTSA's strategic goals for the Downtown Campus.

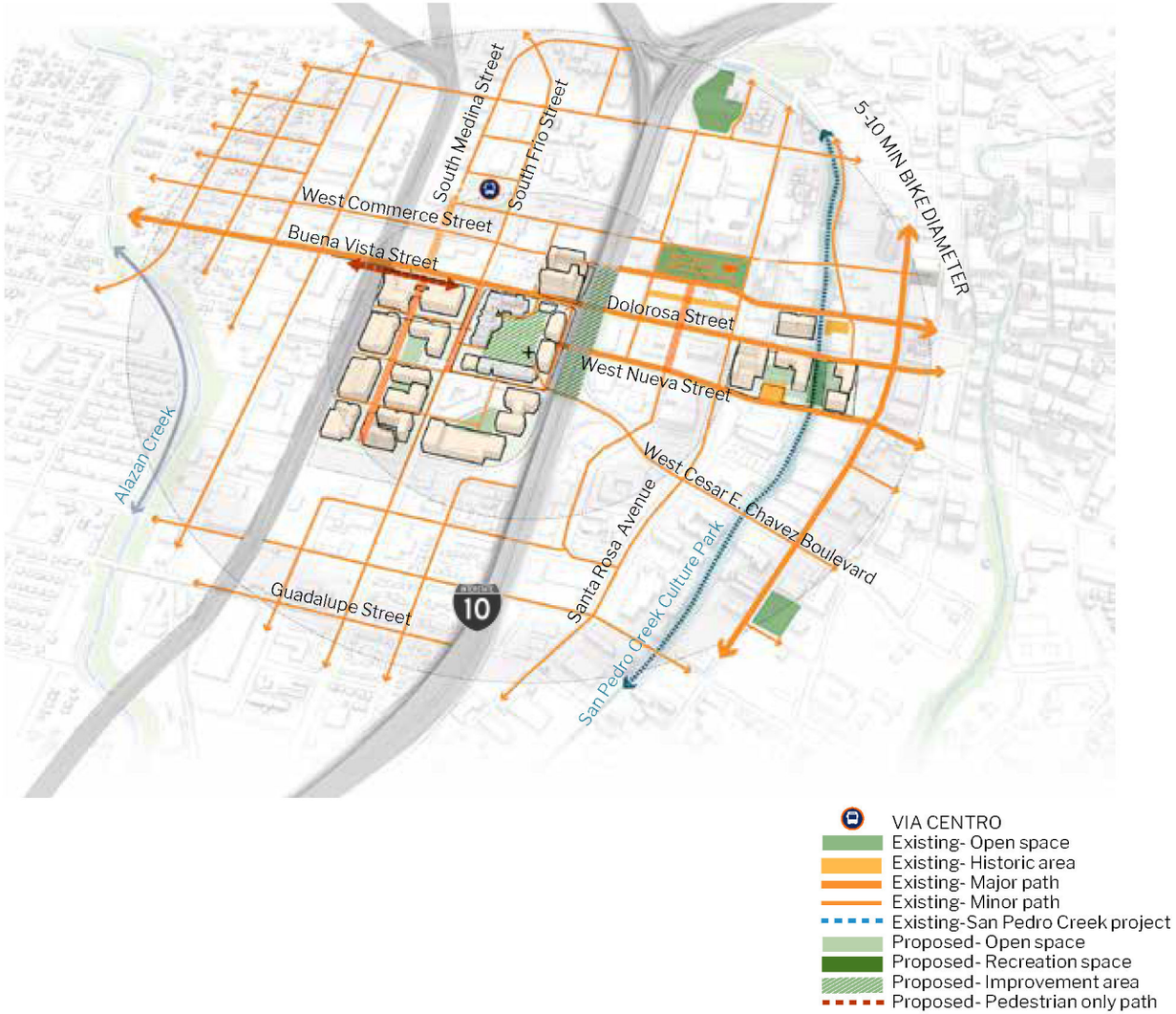
Housing and parking uses will primarily be located closer to the edges of campus, but still immediately well-connected with pedestrian corridors to encourage inter-campus pedestrian movement while keeping vehicular traffic to the edges of campus. Within the anticipated campus footprint, capacity has been identified for up to 3,200 housing beds, with additional supply anticipated from the private sector. Identified housing sites allow for flexibility in the ultimate number and type of units, depending on demand.

Open Space and Public Realm

Because the Downtown Campus is an urban campus, open space will have a different character than at Main Campus. In collaboration with the City of San Antonio, the UTSA campus landscape and the public realm will integrate seamlessly into the urban fabric. This will be achieved primarily through welcoming open spaces and street improvements along key pedestrian corridors.

Significant open spaces and corridors that are prioritized for improvement and connection include Bill Miller Plaza, the San Pedro Creek Culture Park, West Nueva Street, Dolorosa/Buena Vista Street, South Frio Street, and South Medina Street.

Figure 4.13 Proposed Downtown Campus Open Space and Public Realm Network

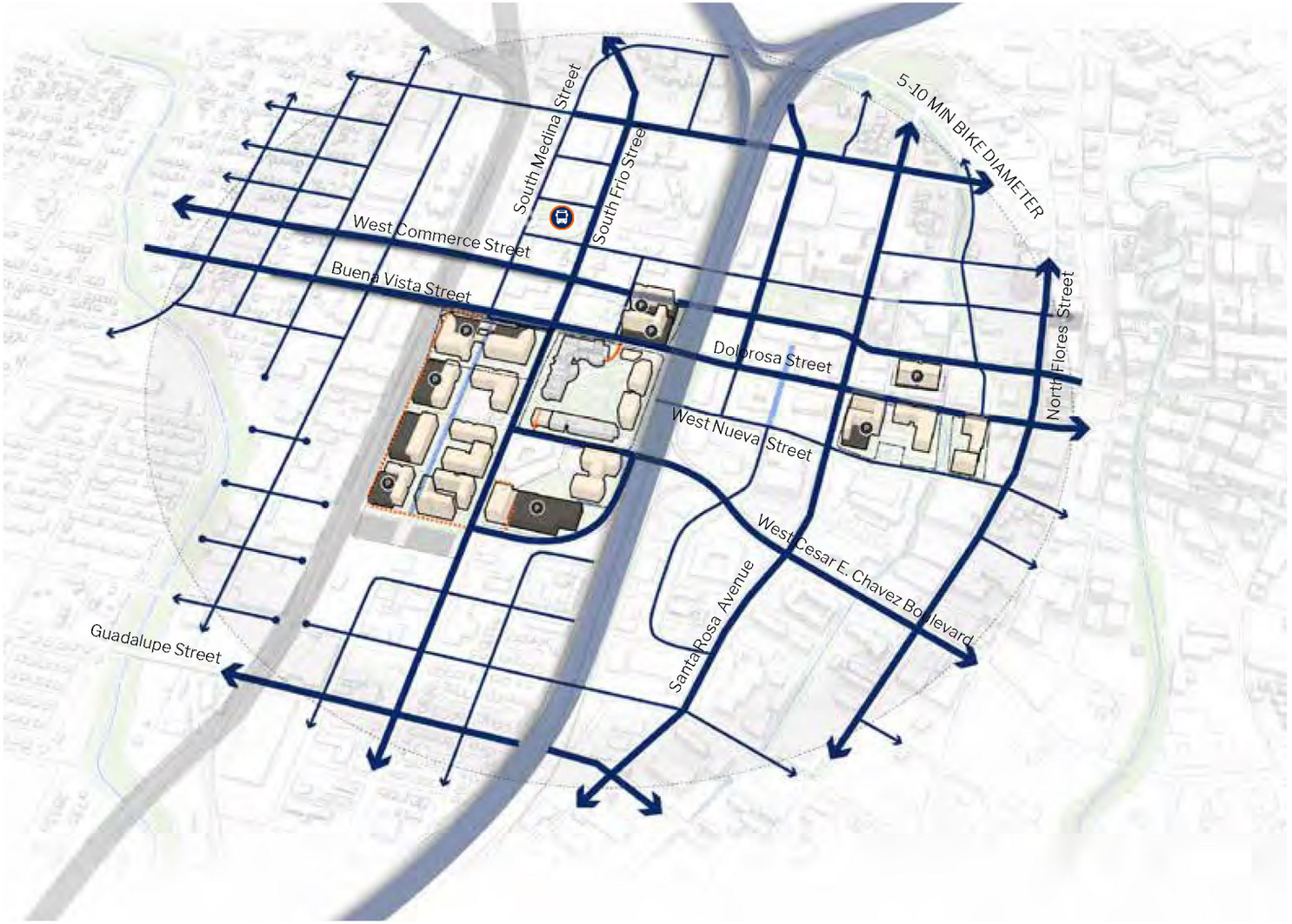


Circulation

Street Connections

As the Downtown Campus grows into a more distributed urban campus, it will fill in around the existing street grid and contribute to that network. The character of the downtown street corridors are critical to the experience of the campus since they will connect distributed campus properties. These rights-of-way will remain under city control, so there must be close coordination with the City of San Antonio throughout the development of the Downtown Campus.

Figure 4.14 Proposed Downtown Campus Street Network



Bicycle Network

Buena Vista Street (which changes in name to Dolorosa Street east of I-10/I-35) and West Nueva Street are the two main east-west routes that will connect campus districts. Medina Street and Frio Street are prominent north-south links to the nearby Via Centro Plaza transit hub. The development of multi-modal transportation options along those routes, to include public transit, separated bicycle lanes, and enhanced sidewalks, is an important part of connecting the campus, physically and experientially. Cohesive streetscape design will establish UTSA's presence downtown and communicate a sense of safety and belonging to the university and partner community members as they move between UTSA campus areas. Design elements such as banners, UTSA-branded identity pieces, public art, street furniture, materials, and plantings will promote a more comfortable and unified public realm.

Figure 4.15 Proposed Downtown Campus Bicycle Network

Districts

UTSA Parcels West of I-10/I-35

The existing UTSA parcels that have historically made up the Downtown Campus will remain a centerpiece of the campus development. These blocks will include infill and redevelopment that will densify the campus and turn it from one focused inward on Bill Miller Plaza, to an urban campus which radiates out from Bill Miller Plaza.

Bill Miller Plaza will remain a heart of the Downtown Campus, but it will be more outwardly inviting than it is today. The Buena Vista Entry Pavilion will serve as a welcoming beacon at the corner of Bill Miller Plaza, forming an important eastward-facing connection along Buena Vista Street. This structure and accompanying plaza area will welcome visitors to campus and serve as a gateway for the main east-west campus corridor. The plaza itself will be transformed from an undifferentiated open space to a multi-functional plaza utilizing some elements from the existing plaza, such as mature trees and the shaded seating area outside the existing food court. New academic and research buildings will replace the low-slung, three-level parking garage on the east side, with a welcome center for the Downtown Campus at the ground floor of the northern building, complementing the Buena Vista Entry Pavilion. An addition will complete the western end of the Durango Building. This addition will straddle the existing service drive that enters the site from West Cesar E. Chavez Boulevard, while creating a more inviting entrance to the plaza from the southwest corner.

Cattleman's Square will be transformed from a surface parking lot to a full-block mixed-use development. It is envisioned with two towers that incorporate active uses at the base, parking integral to the building, and housing programs above. The primary frontage for this block will be on Buena Vista Street, as the main pedestrian connector to other areas of the campus. Active uses should also front Commerce Street as a major corridor linking downtown to the West Side. The east side of the block, fronting North Pecos Street and the I-10/I-35 underpass, also provides an opportunity for programming that can connect to the underpass development and Market Square, which has an entrance from the underpass directly across from Cattleman's Square.

The site of the College of Architecture, Construction, and Planning at the Monterey Building will be replaced with two new buildings that form a gateway to the campus from the West Side and an integral node for connections in all directions in the long-term build-out of the campus. The two buildings will be situated as two blocks on either side of the South Medina Street axis, opening up the first segment of the Medina Promenade. The building themselves will incorporate elevated plazas that create a transitional space from grade along South Frio Street to a future pedestrian bridge across the railroad tracks. This pedestrian bridge, built either as an addition to the existing Buena Vista Street bridge or as an independent structure, will for the first time create a strong pedestrian connection to the West Side neighborhood. The perceived barrier of the railroad tracks will be bridged, creating a portal directly into campus at the elevated plaza built adjacent to a new recreation and wellness facility with the potential to be shared with the community.

Figure 4.16 Proposed Downtown Campus Districts

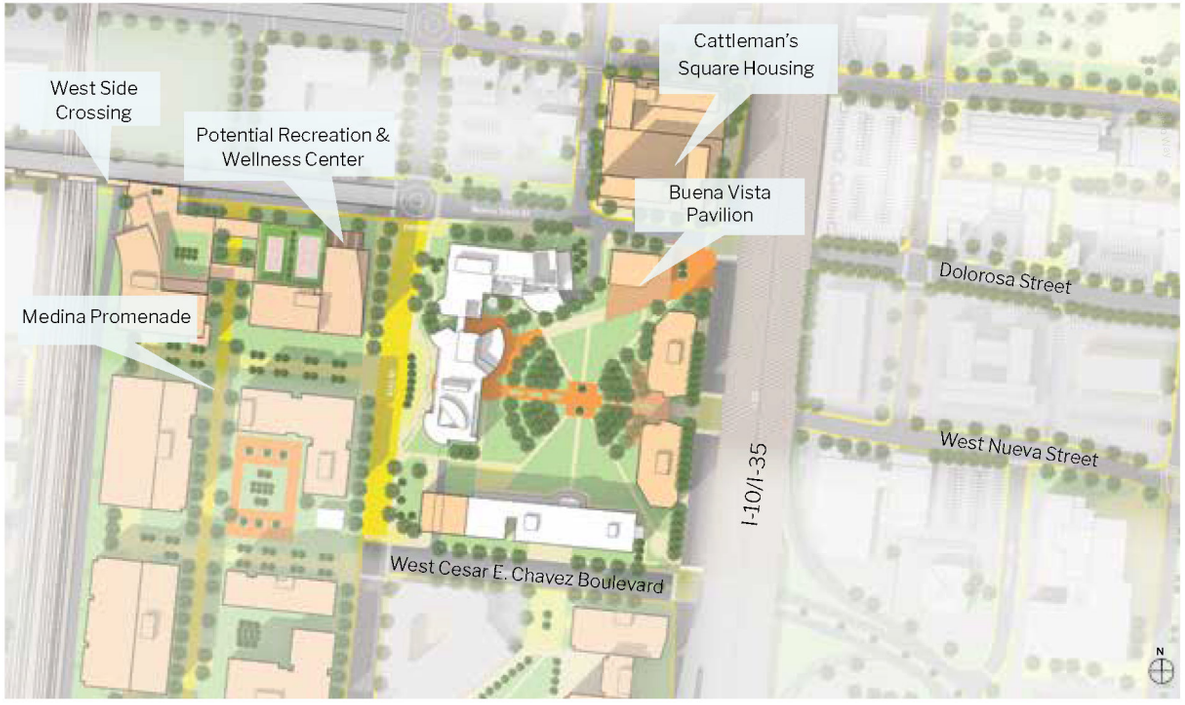


Figure 4.17 Buena Vista Pavilion

Figure 4.18 South Frio Street, Medina Promenade, and West Side Crossing

4.5 Campus Districts

Figure 4.19 Section across City of San Antonio Parcels and UTSA Property West of I-10/I-35

The campus connects to the existing fabric with a series of diverse public spaces:

- Medina Promenade will serve as an active mixed-use corridor.
- South Frio Street, from West Cesar E. Chavez Boulevard to Buena Vista Street, will better connect the existing campus with significant future development west of South Frio Street.
- Bill Miller Plaza will be improved to be more welcoming and remain the central plaza and gateway to the campus.
- Art, temporary installations, and campus amenities will enliven the I-10/I-35 pedestrian underpass.

4.5 Campus Districts

City of San Antonio Land

Potential new western property acquisitions from the City of San Antonio will be developed around the proposed Medina Promenade. This internal walk, aligned with the historic route of South Medina Street, will form a strong north-south connection through campus and further north to VIA Centro, the main transportation hub for the west side of downtown. These parcels will open up six full blocks of development for academic, research, and housing programs, with academic and research on the north and east of the site, and housing on the south and west.

In addition to the Medina Promenade, a new Central Green will be created for passive recreational opportunities in this district of campus. It will be lined by new academic buildings, along with the privately-owned historic fire station building. Smaller courtyard spaces will be provided in conjunction with housing developments.

South Frio Street between Buena Vista Street and West Cesar E. Chavez Boulevard will become a primarily pedestrian route, closed to general vehicular traffic but still accessible by buses and emergency vehicles. This will preserve the link for those uses while creating a more pedestrian-centric connection between pieces of the campus. It also provides a festival street opportunity that can be utilized by the campus or the broader community.

Vehicular access to these parcels will be provided by an access road along the west side, adjacent the railroad tracks. A potential grade-level railroad crossing is shown on the southern end of the site as an extension of San Luis Street. South of the San Luis Street extension, the remaining portion of the city parcels are proposed as surface parking, with the Medina Promenade providing pedestrian connectivity down the center. These could be additional building parcels if needed in the future.

Though specific locations are not determined, a future child development center and possible future associated laboratory school would likely be situated in this district of the Downtown Campus. These facilities would be provided not as stand-alone buildings but at the ground level of other academic, research, or residential buildings. This area of campus provides the easiest opportunity for parents to access the site by car for drop-off and pick-up.

4.5 Campus Districts

TxDOT Parcels

The site of the current Durango Lot surface parking at the Downtown Campus is encircled by a TxDOT-owned off-ramp from I-10/I-35. The off-ramp creates a suburban condition that allows vehicular flow in multiple directions, while rendering the site unusable for most other functions. The plan proposes a reconfiguration of the off-ramp to flow all traffic toward South Frio Street, with intersection improvements made to facilitate traffic movement. This reconfiguration will open the nearly three-block site to additional development. Specifics of the redesign should be coordinated with the TxDOT master plan for downtown circulation

With the off-ramp simplified, and in collaboration with TxDOT, two new academic and research buildings can be sited on these parcels. One of these buildings would anchor the southwest corner of North Pecos Street and West Cesar E. Chavez Boulevard, while the other would create additional frontage along South Frio Street. Nestled against the remaining off-ramp segment, a large district parking garage will provide easy in and out access for drivers to navigate to the campus and transition to pedestrian movement.

At the center of these parcels, a new Courtyard Green will provide additional open space amenities. It will offer a passive recreational opportunity for this area of campus. Though a quieter open space than Bill Miller Plaza, it will be an important entry point to the campus for those accessing the site through the district parking structure.

UTSA Parcels East of I-10/I-35

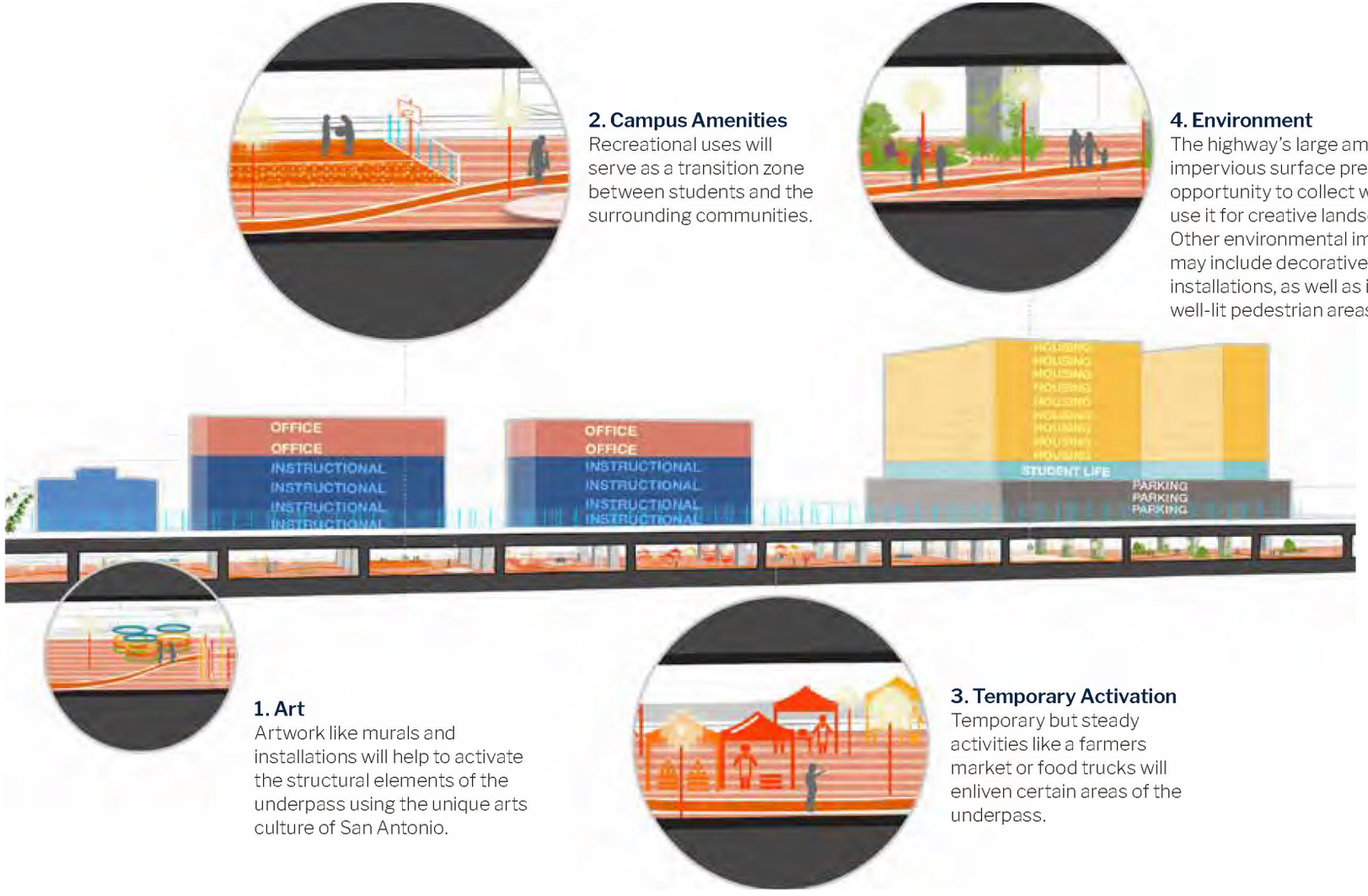
The portion of campus along San Pedro Creek will benefit from the revitalization of the creek into San Pedro Creek Culture Park, a linear urban greenway that runs through downtown, with multi-use paths connecting to the northern edge of downtown and eventually into the Westside Creeks network as well as south to the Mission Reach of the San Antonio River Walk. As facilities are built adjacent to the San Pedro Creek Culture Park, exterior spaces will connect to and open out to the park, augmenting and benefiting from the public open space and access.

Directly adjacent the San Pedro Creek Culture Park will be a building housing the School of Data Science and National Security Collaboration Center to the east and the expanded College of Business and professional education building to the west. On the back side of the College of Business building will be an additional green space that softens the transition to the Casa Navarro State Historic Site. There will also be a green space connector that links Casa Navarro directly to San Pedro Creek and can act as a shared event space for the university and the historic site. Additional development in this district includes a mixed-use site at Santa Rosa Avenue and Dolorosa Street. This parcel will contain active programs along Dolorosa Street, a parking podium, and housing opportunities above. The southeast corner of the parking deck is set back from the Casa Navarro State Historic site to provide a buffer for smaller historic buildings. The Continental Hotel site provides an additional housing opportunity in this district, which will be a joint effort between the university and the City of San Antonio. The 19th century Continental Hotel, situated on West Commerce Street, will be renovated, and the parking lot site behind can be redeveloped into a mid- to high-rise residential building with direct access to the San Pedro Creek Culture Park on the east side.

Improvements along Dolorosa Street and West Nueva Street will be coordinated with the city and are important to provide enhance pedestrian and multi-modal connectivity between the distributed areas of campus. Ample sidewalks and shade from street trees will provide a comfortable environment for large numbers of students and other district occupants using these streets in the future.

The area of the I-10/I-35 underpass, between Bill Miller Plaza and the eastern parcels, will be transformed in stages over time. Currently occupied by surface parking, short-term developments will focus activity around street crossings, first at Dolorosa Street and then at West Nueva Street. These activities may include temporary installations, food trucks, farmers markets, and improved lighting. Later developments will explore permanent and expanded improvements to remove the parking on strategic blocks and transform the underpass into programmed civic space. Landscape opportunities will be implemented where possible, likely in lower-scale forms due to the low-light conditions for much of the area, though certain areas may lend themselves to tree planting.

Figure 4.20 Proposed I-10/I-35 Underpass Section



2. Campus Amenities
Recreational uses will serve as a transition zone between students and the surrounding communities.

4. Environment
The highway's large amount of impervious surface presents an opportunity to collect water and use it for creative landscapes. Other environmental improvements may include decorative lighting installations, as well as inviting and well-lit pedestrian areas.

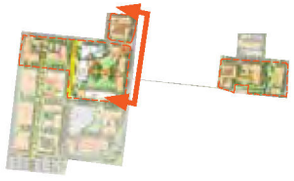
1. Art
Artwork like murals and installations will help to activate the structural elements of the underpass using the unique arts culture of San Antonio.

3. Temporary Activation
Temporary but steady activities like a farmers market or food trucks will enliven certain areas of the underpass.

I-10/I-35 Underpass Improvements

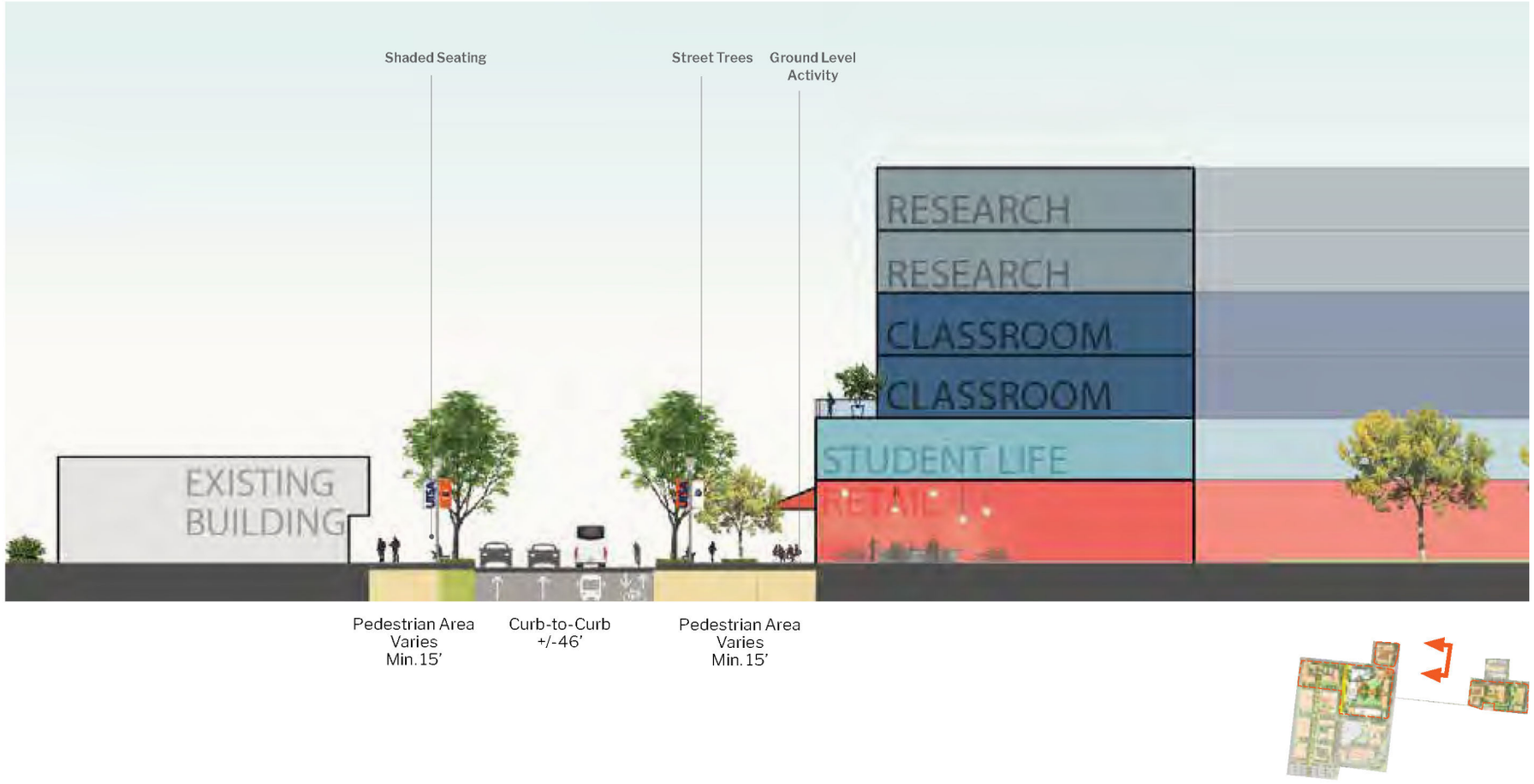
The highway underpass is an opportunity that can evolve along with the campus and district, from an area used exclusively for parking, to a place with temporary and eventually permanent activation.

Near-term improvements should include additional lighting, which may be artistic in nature, that will enliven the area and improve visibility. Sidewalks should be widened and seating added to enhance the pedestrian experience through and within the area. Regular maintenance of the underpass will be necessary to ensure the quality of this public space for all users.



4.5 Campus Districts

Figure 4.21 Proposed Dolorosa Street Section



In collaboration with the City of San Antonio, streetscape improvements along key corridors would provide a more pleasant street environment through:

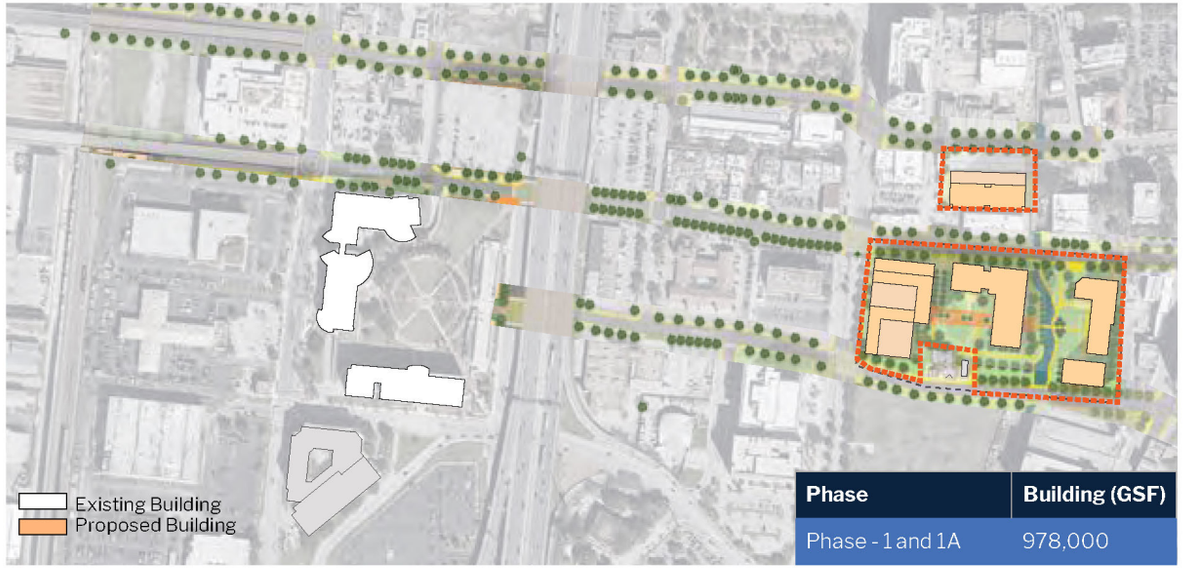
- More generous and safe sidewalks and paths
- Improved lighting
- Planting and shade
- Benches and street furnishings
- More intentional connections between campus areas and other key landmarks
- Improved opportunities for ground level building activity
- Reduced traffic speeds

4.5 Campus Districts

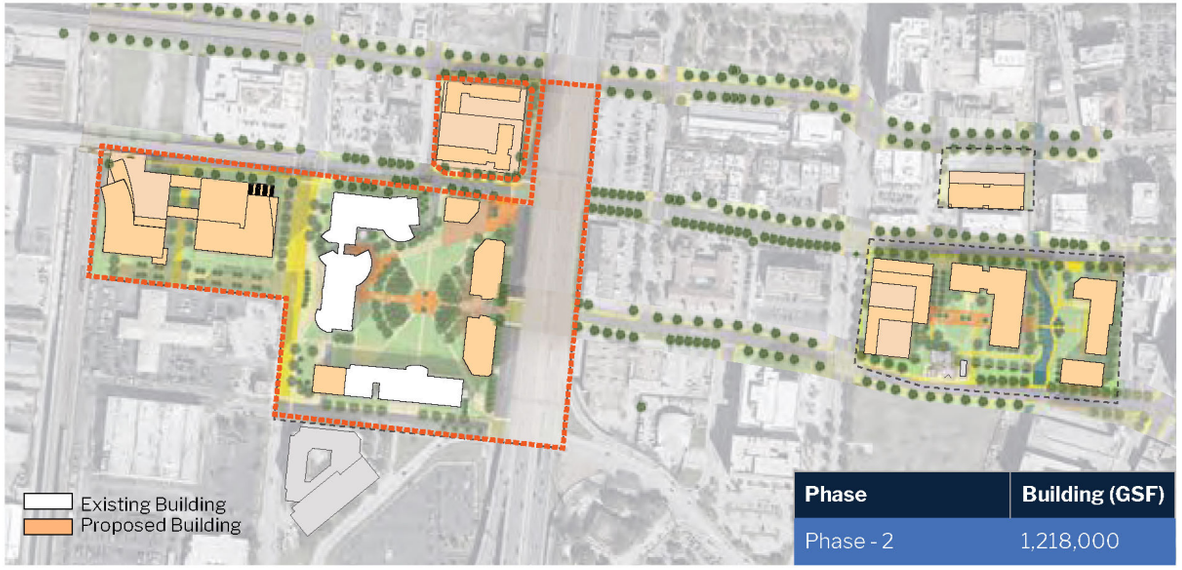
Figure 4.22 Proposed West Nueva Street Section

4.6 Phasing Priorities

Potential Phasing Strategy



Phase	Building (GSF)
Phase - 1 and 1A	978,000



Phase	Building (GSF)
Phase - 2	1,218,000

Phase 1

The initial phase of development for this campus will involve the expansion to newly-acquired parcels east of I-10/I-35. This includes a three-block area surrounding San Pedro Creek Culture Park that will incorporate two academic and research buildings, multiple open spaces, and a mixed-use block with parking, housing, and other uses. This first phase will involve collaboration with the City of San Antonio to implement pedestrian and multi-modal improvements along key streets connecting the existing campus to these new parcels. This phase will also include temporary uses to activate the I-10/I-35 underpass along these key streets.

Phase 1A

A concurrent phase to the university development of phase one will involve a partnership between the university and the City of San Antonio to redevelopment the Continental Hotel site for housing options.

Phase 2

The second phase will focus on the build-out of the remaining parcels currently controlled by the university. This involves a mixed-use development of the Cattleman's Square block, redevelopment in and around Bill Miller Plaza, and the replacement of the Monterey Building with two new facilities. These two facilities allow the creation of a pedestrian bridge connection to the West Side and the beginning of the Medina Promenade to improve connectivity to VIA Centro. The Monterey Building currently houses the College of Architecture, Construction, and Planning, which will require relocation prior to removal of the building. During this phase, further redevelopment of civic programmed space will be explored for the underpass.

4.6 Phasing Priorities

Phase	Building (GSF)
Phase - 3	418,100

Phase 3

Phase three will expand the academic footprint to the south on the TxDOT parcel. This space is currently occupied by a university-leased parking lot, as well as the I-10/I-35 off-ramp. Redevelopment of the block will require realignment of the off-ramp, which allows for two new buildings, a parking structure, and new open space.

Phase	Building (GSF)
Phase - 4	1,671,000

Phase 4

The last projected phase of development for the Downtown Campus involves the current City of San Antonio parcels along South Frio Street. Coordination with the City of San Antonio can yield up to six blocks of development, which is projected to include academic, research, and housing buildings. This phase will also include open spaces and the extension of the Medina Promenade for over three blocks, connecting it to the existing portion of South Medina Street to the south.

5

Implementation

5.1 Continuity and Compliance
5.2 Additional Recommended Studies

5.1 Continuity and Compliance

Introduction

The UTSA campus master plan provides a roadmap for development, investment, and growth. Therefore, future campus modification and expansion should align with the principles and framework established in this planning document.

To ensure the continuity of future development, the university should convene a review body that would include members with strong professional and institutional knowledge who can evaluate the compliance of proposed landscape and building projects through the lens of the master plan.

A recommended review schedule for evaluation of all proposed campus development projects would occur during at least three project phases:

1. Early pre-schematic design
2. End of schematic design
3. End of design development

Additional meetings may be required if substantial design changes are made at a later stage of development. At least one member of the development review committee may be assigned to participate in the design team selection process.

A primary consideration for the selection of architects, landscape architects, and contractors should be their demonstrated understanding and agreement to the master plan principles and framework. This key measure will promote cohesive development of the campuses, even with separate entities participating in the design and implementation of individual components.

5.2 Additional Recommended Studies

There are several additional studies the university may consider in the near term to supplement and support the recommendations of this master plan.

Comprehensive Sustainability Plan

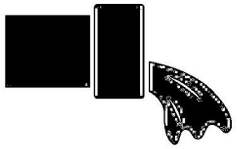
While sustainability and resilience principles were recommended in this master planning effort, the Sustainability Council will next refine these principles and determine a set of specific strategies based on a cost-benefit balance, both financially and in relative impact. This will likely require additional technical studies, particularly involving infrastructure, to ensure the preferred strategies are feasible.

The results of this analysis and ultimate goals and strategies should be compiled into a university-wide comprehensive sustainability plan to ensure future decisions support the university's values for promoting sustainable and resilient campuses. See Section 2.3 to review the sustainability and resilience principles.

Signage and Wayfinding Plan

Many stakeholders provided feedback that the wayfinding and signage at the Main Campus could use improvement, from the lack of hierarchy of the entrances to building and room naming. With the significant and distributed expansion of the Downtown Campus, wayfinding will likely become an increasing concern there as well. With campus naming conventions changing, this study is particularly important.

Therefore, UTSA should undergo a strategic assessment of the existing signage and wayfinding and develop a comprehensive strategy. This plan should include the campus gateways and arrival experiences, internal digital and analog wayfinding for multiple modes, and a sign type family for cohesive and flexible implementation.



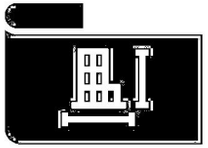
Infrastructure Master Plan

An infrastructure plan will be critical to ensure the efficiency and feasibility of implementing the master plan. It also will help to refine sustainability goals and determine the appropriate development standards required to meet those goals. The plan should assess the existing systems and project future infrastructure needs based on the program proposed in the master plan. Water, sewer, stormwater, electrical energy, thermal energy, data, and security systems should all be included in this analysis.

At a very high level, the plan anticipates a future central plant at the Main Campus to create a redundant loop. This new plant is likely to be located west of the Paseo Verde to support the significant expansion toward the west. The master plan also recommends consolidating main utility lines into corridors, which may follow the paseo system. Defining a clear utility corridor network will increase efficiency and predictability in development.

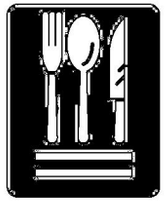
5.2 Additional Recommended Studies

There are several additional studies the university may consider in the near term to supplement and support the recommendations of this master plan.



Design Guidelines

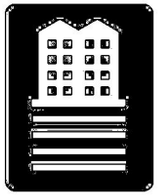
Evaluating and updating design guidelines for landscape and building projects will help the university promote a more cohesive design language for each campus. The design guidelines should be a performative framework while allowing flexibility for future project requirements and budgetary constraints. It is recommended that sustainability requirements be included to ensure sustainability is integral to the design of each project.



Dining Services Study

Through the outreach process, food service options were identified as a priority for students at both campuses. Both the Main Campus and the Downtown Campus will require much more on-campus dining to accommodate growth. A distributed food service strategy was identified as the preferred future model, which will require a variety of dining options scattered around campus along key pedestrian corridors and hubs of activity. Dining options will need the flexibility to serve both the campus community as well as visitors and employees of co-located facilities such as the Tricentennial Innovation Park.

A dining services study will help the university evaluate campus dining options relative to placement, density, and types of services. It will also analyze the size and menu offerings of current venues in relation to the communities they service and provide recommendations for future facilities. It could also incorporate market assessment, meal plan modeling, and financial modeling.



Comprehensive Housing Study

Housing is a significant need at both the Main Campus and the Downtown Campus. While market studies are currently underway for specific projects at each campus, a more comprehensive approach would benefit the university. This study would include outreach to determine the perceived status of current housing facilities and desires for future housing types. Peer benchmarking and financial analysis for different delivery and funding mechanisms would provide guidance for future investments and prioritization.

6.0 Acknowledgments

President's Cabinet

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President

Myron Anderson, Ph.D.
Vice President for Inclusive Excellence

Bernard Arulanandam, Ph.D.
Interim Vice President for Research, Economic Development, and Knowledge Enterprise

Lisa Campos
Vice President for Intercollegiate Athletics and Athletics Director

Mary Diaz
Interim Vice President for University Relations and Chief of Staff to the President

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Associate Vice President for Strategic Communications and External Affairs

Kendra Ketchum
Vice President for Information Management and Technology

Veronica Mendez, MBA
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Karl Miller-Lugo
Special Assistant to the President for Development and Alumni Relations

Anne Peters
Associate Vice President for University Marketing and Special Projects

LT Robinson
Dean of Students and Senior Vice Provost for Student Affairs

6.0 Acknowledgments

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6.0 Acknowledgments

Page Lead Consultant, Planning, Urban Design, Landscape Architecture

Page/Dyal Campus Identity

Work5hop Local Design and Planning Support

DLR Group Athletics Planning

Facility Programming & Consulting Space Needs Assessment

Alliance Transportation Group Mobility & Transportation

Ximenes & Associates Community Outreach

7.0 Index of Figures and Tables

7.0 Index of Figures and Tables


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SOAH DOCKET NO. 473-21-0247
PUC DOCKET NO. 51023

APPLICATION OF THE CITY OF SAN ANTONIO TO AMEND ITS CERTIFICATE OF CONVENIENCE AND NECESSITY FOR THE SCENIC LOOP 138 KV TRANSMISSION LINE IN BEXAR COUNTY	**§**	**BEFORE THE PUBLIC UTILITY COMMISSION OF TEXAS**

CPS ENERGY'S SECOND MOTION TO ADMIT
NEED INFORMATION REQUESTED BY COMMISSIONERS

Attachment 5

Scenic Loop CCN-RFI_Historical_Growth_Rate_Data
(Excel File - Native)

SOAH DOCKET NO. 473-21-0247
PUC DOCKET NO. 51023

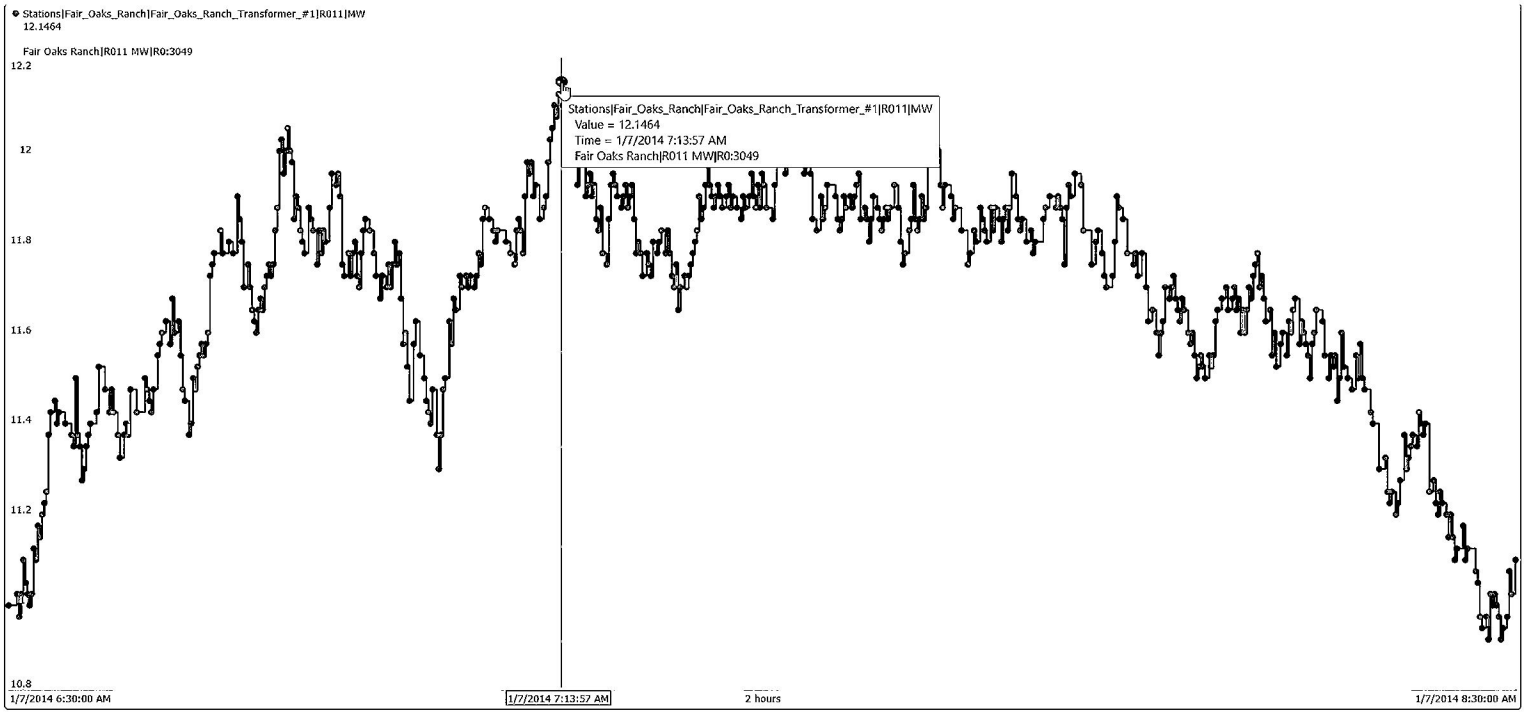
APPLICATION OF THE CITY OF SAN ANTONIO TO AMEND ITS CERTIFICATE OF CONVENIENCE AND NECESSITY FOR THE SCENIC LOOP 138 KV TRANSMISSION LINE IN BEXAR COUNTY	**§**	**BEFORE THE PUBLIC UTILITY COMMISSION OF TEXAS**

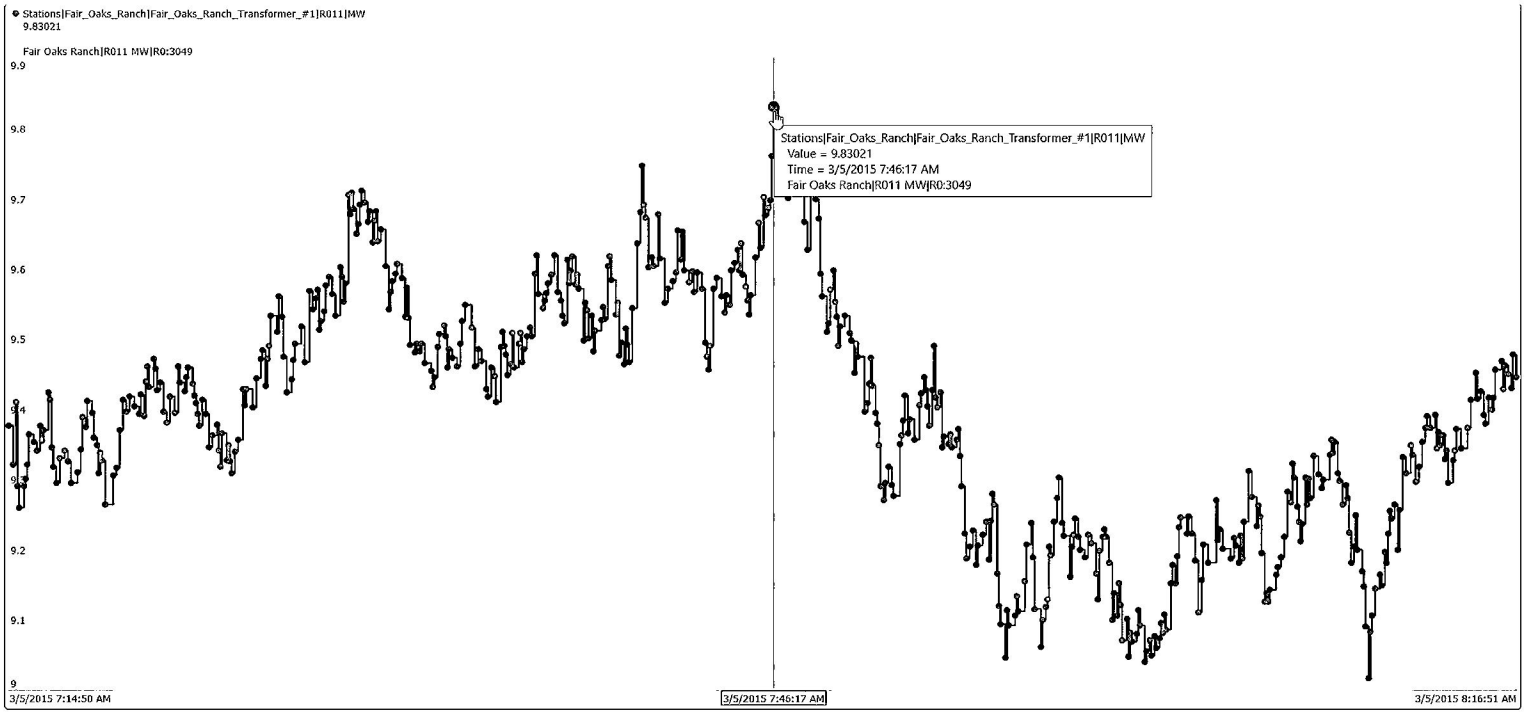
CPS ENERGY'S SECOND MOTION TO ADMIT
NEED INFORMATION REQUESTED BY COMMISSIONERS

Attachment 6

R0 and U1 Feeder Peak Data
(Underlying Feeder Data for Growth Projections)

R011 Circuit 2014-2020 Peaks

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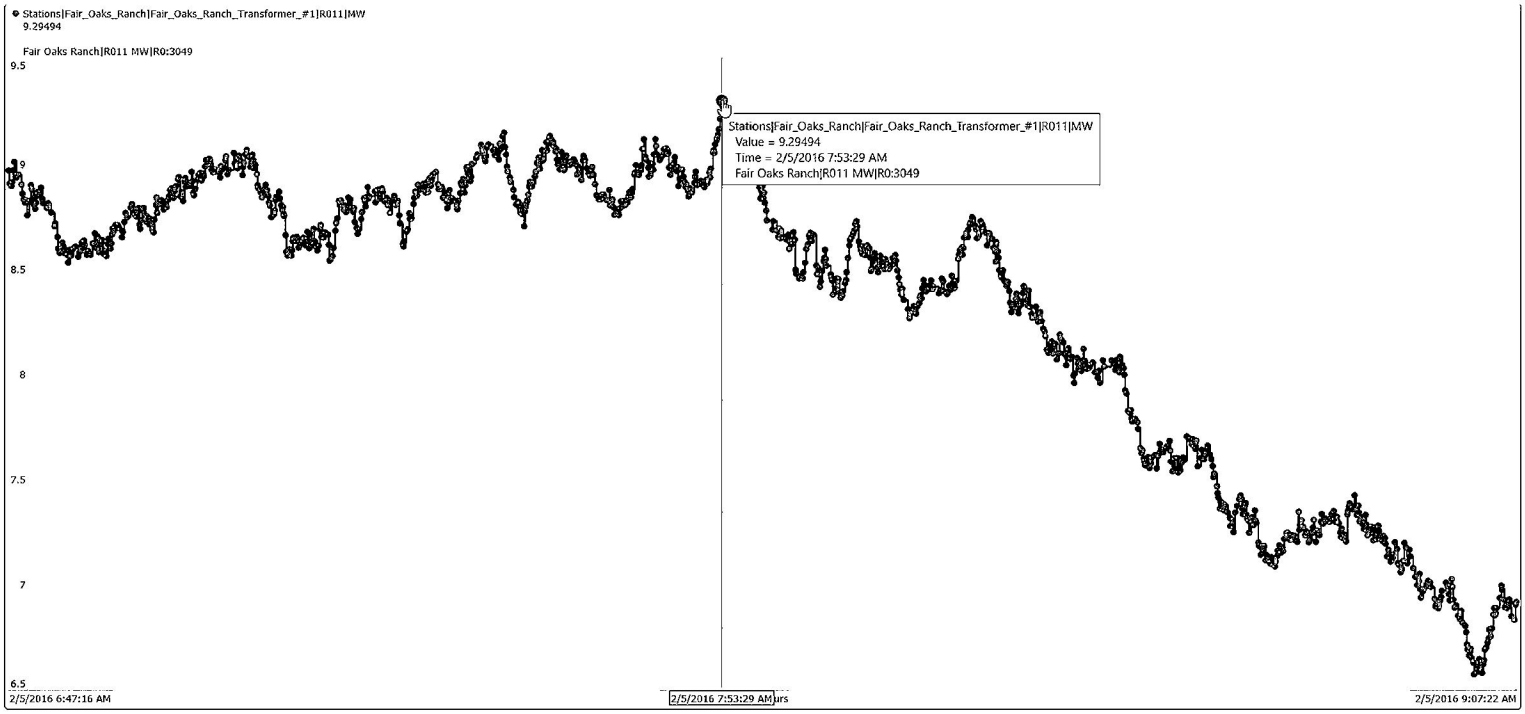
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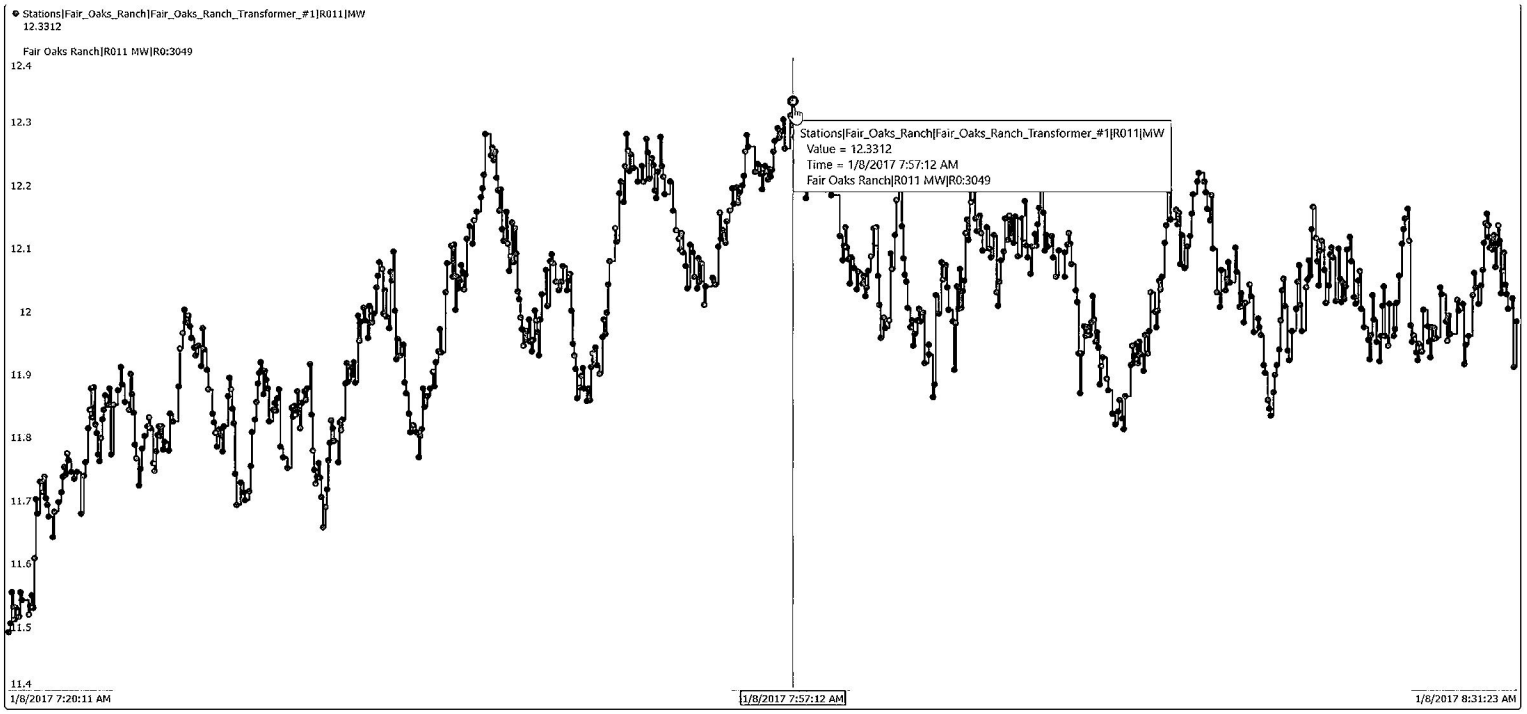
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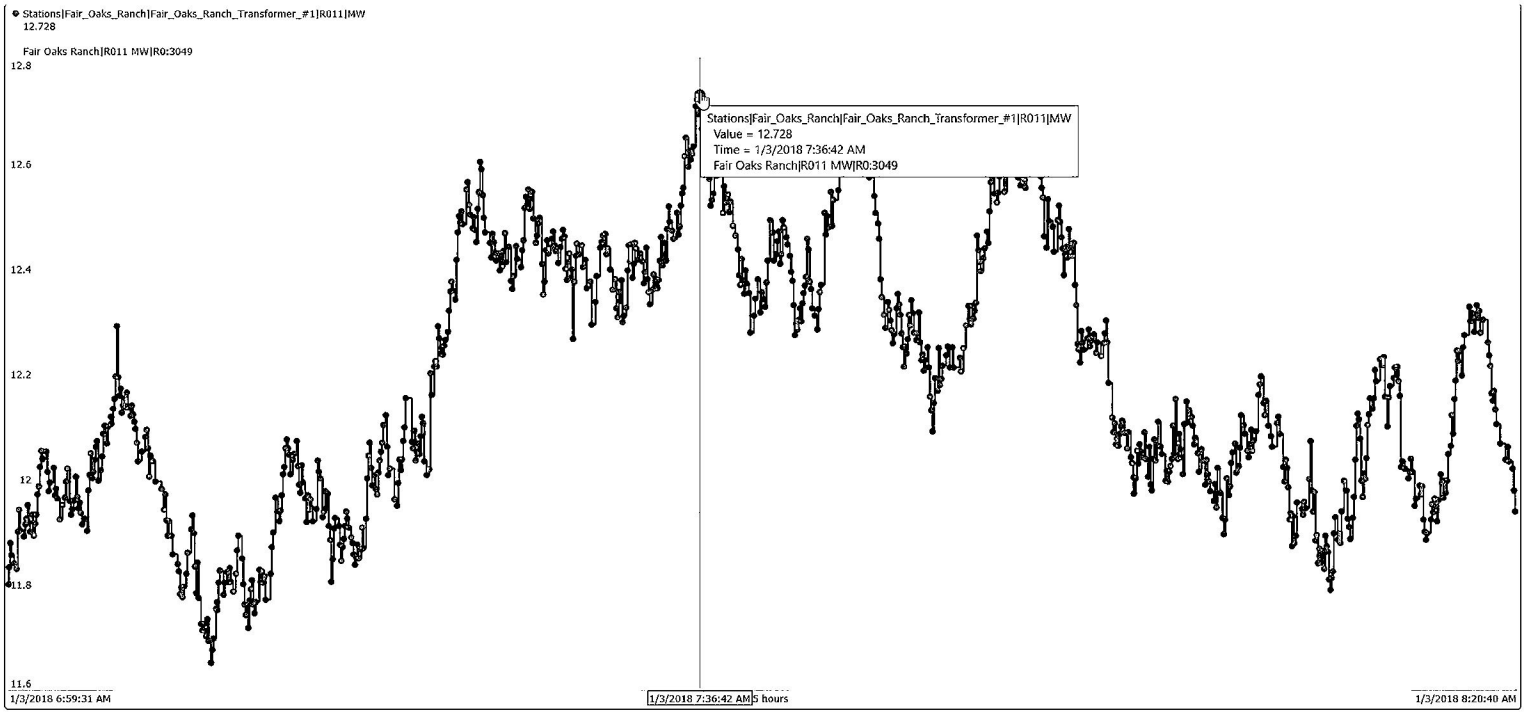
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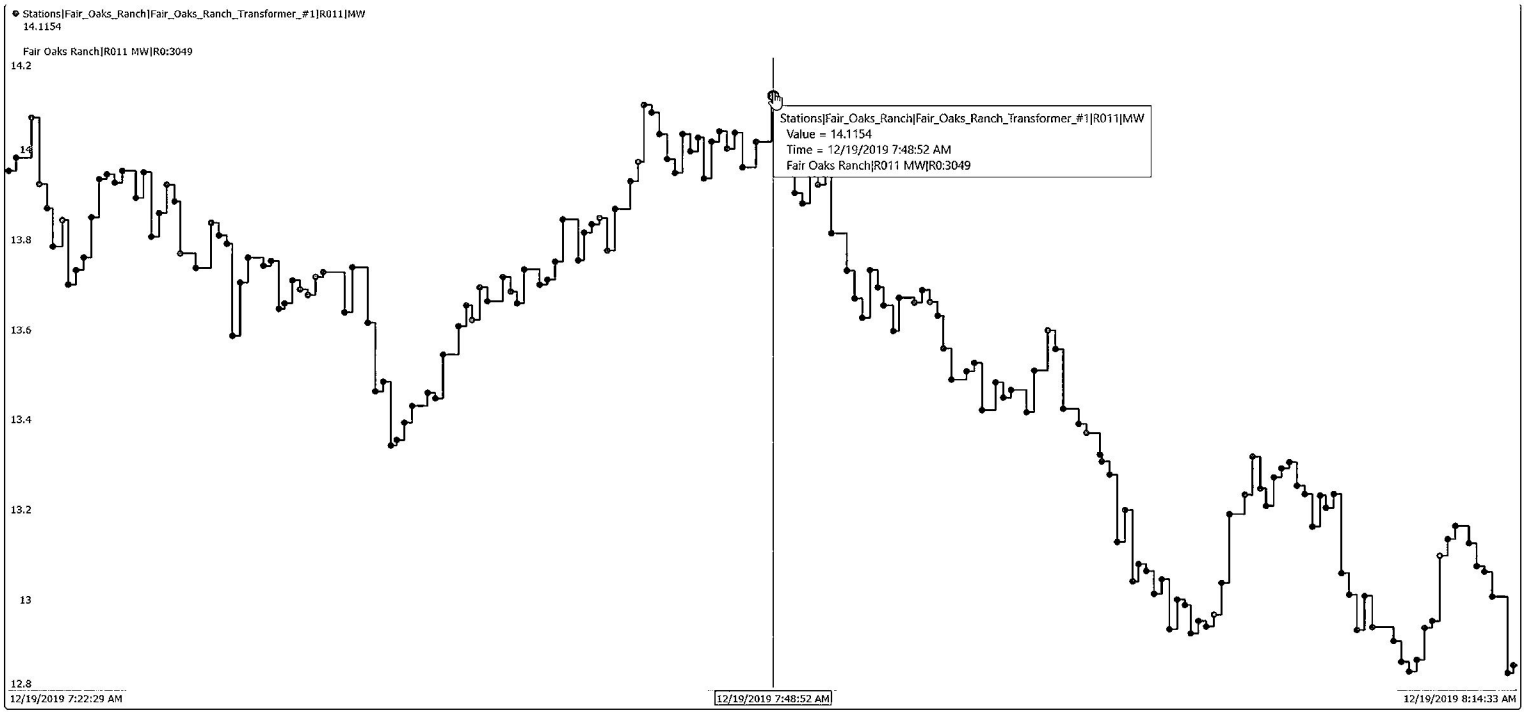
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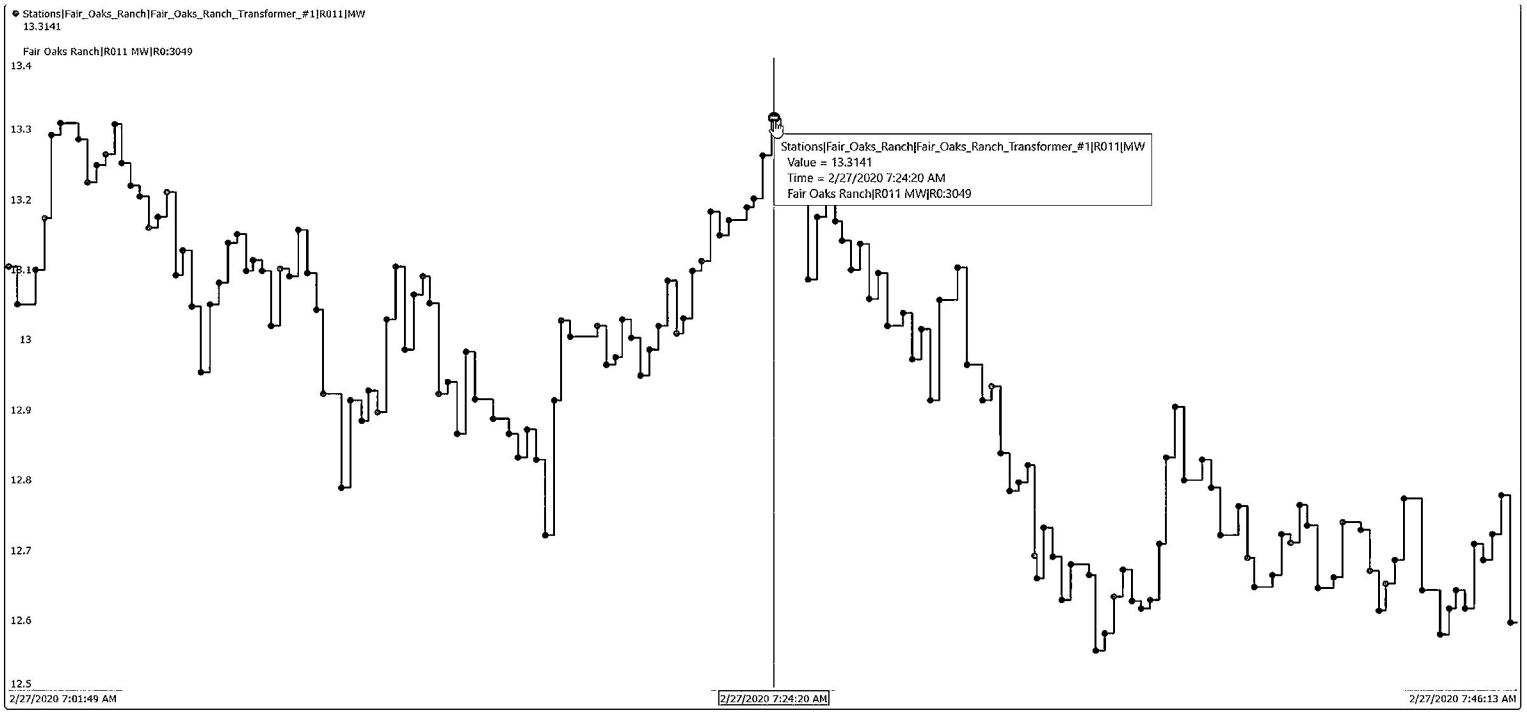
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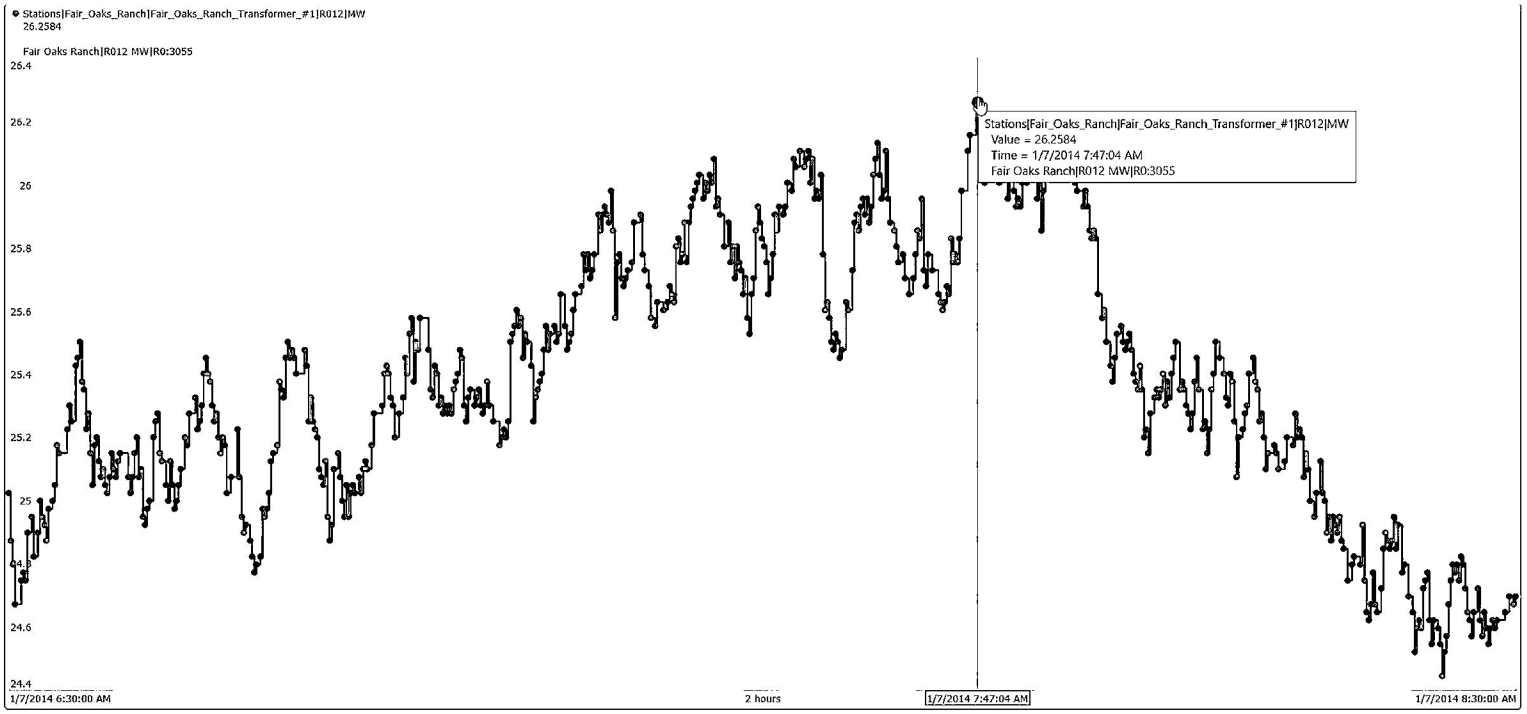
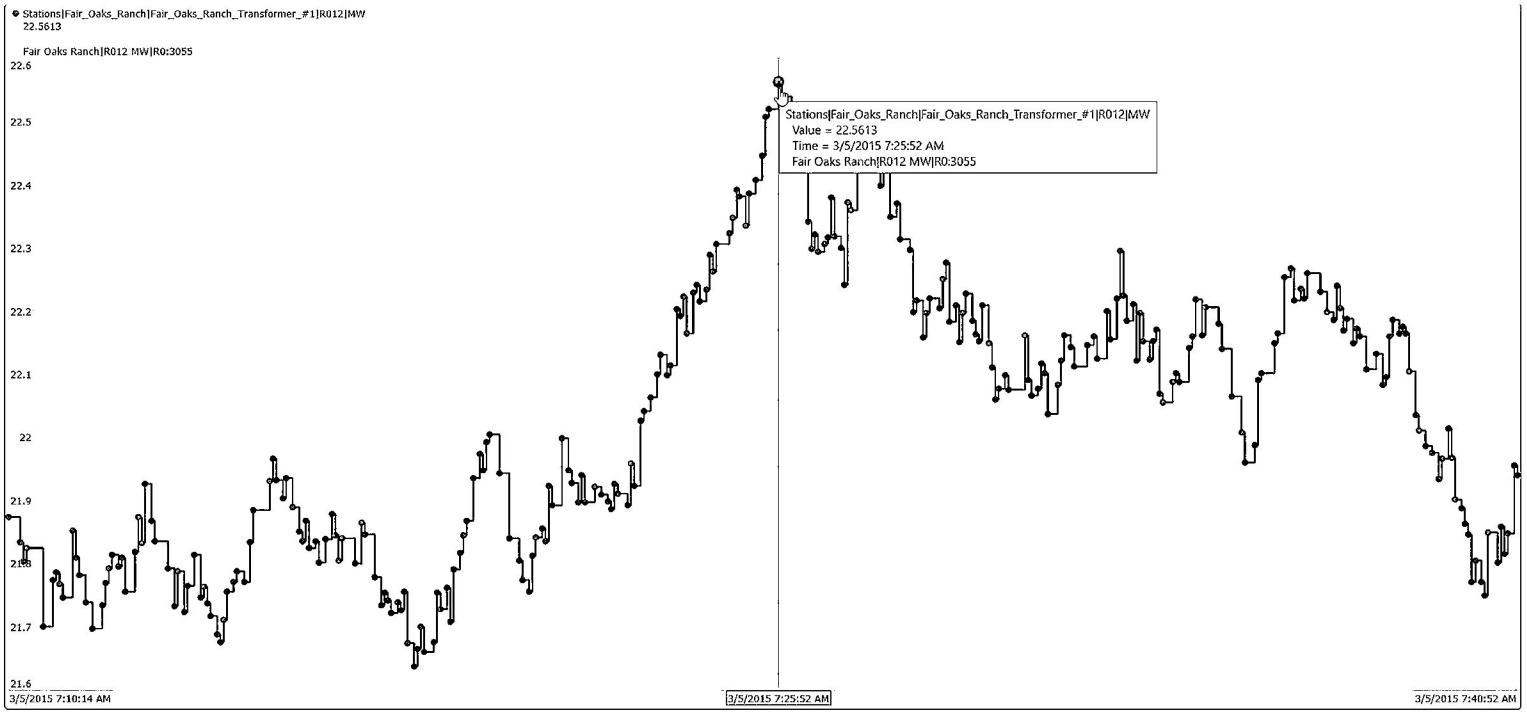
R012 Circuit 2014-2019 Peaks

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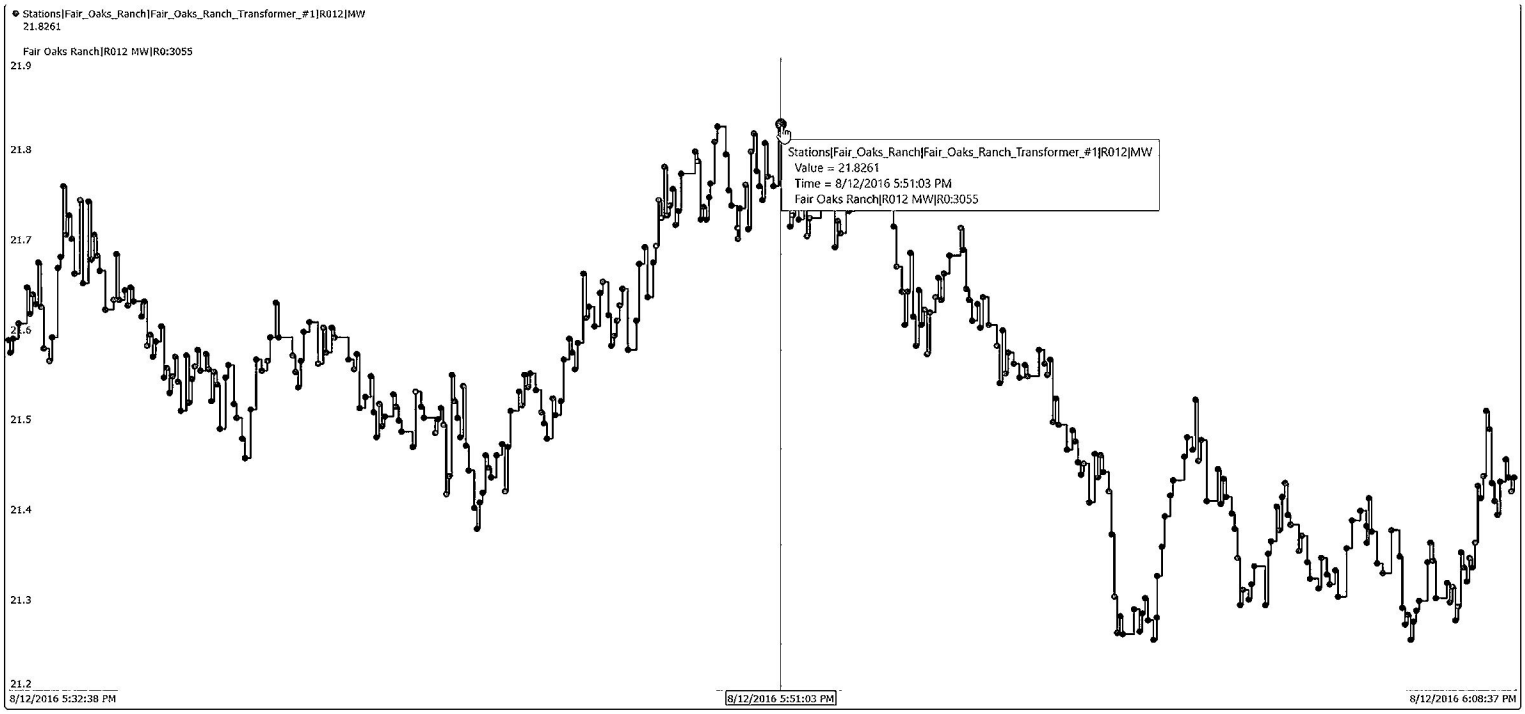
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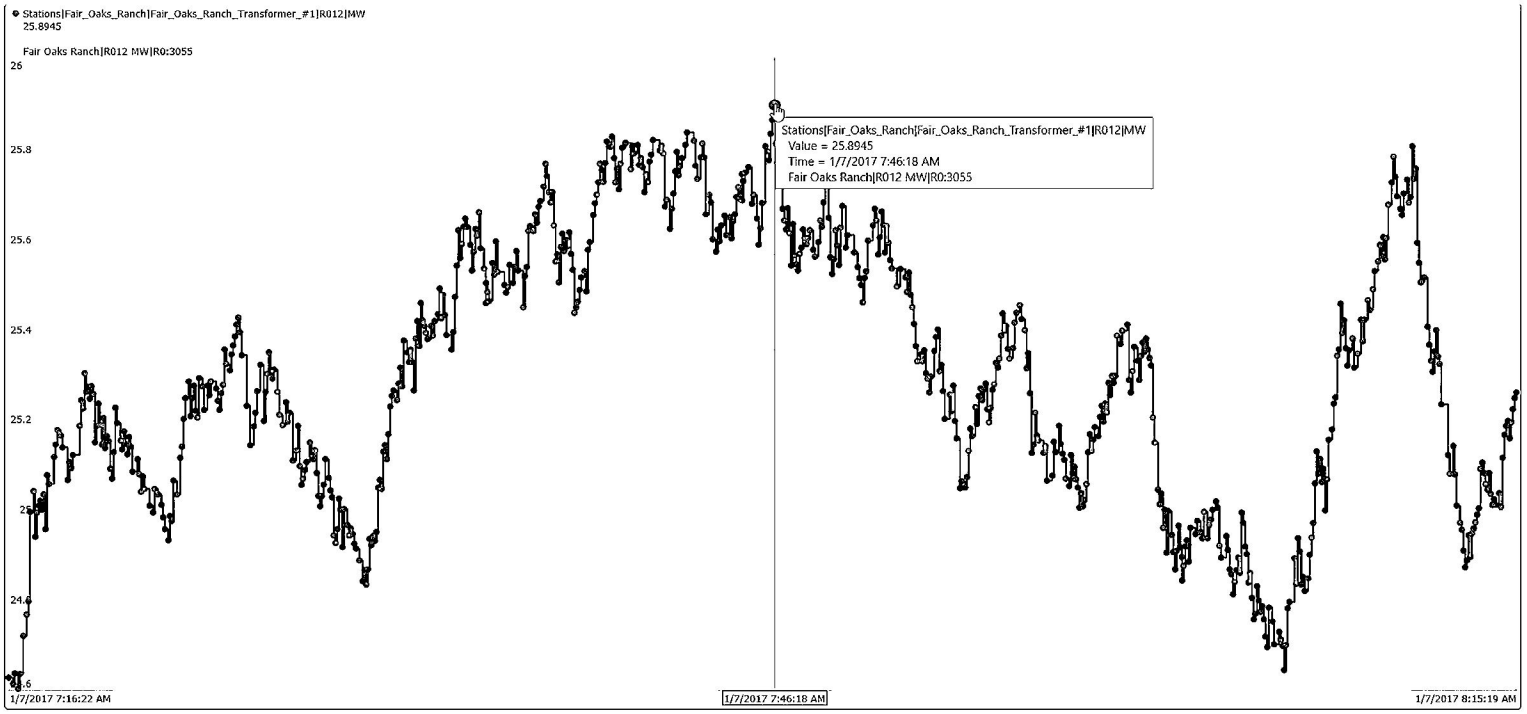
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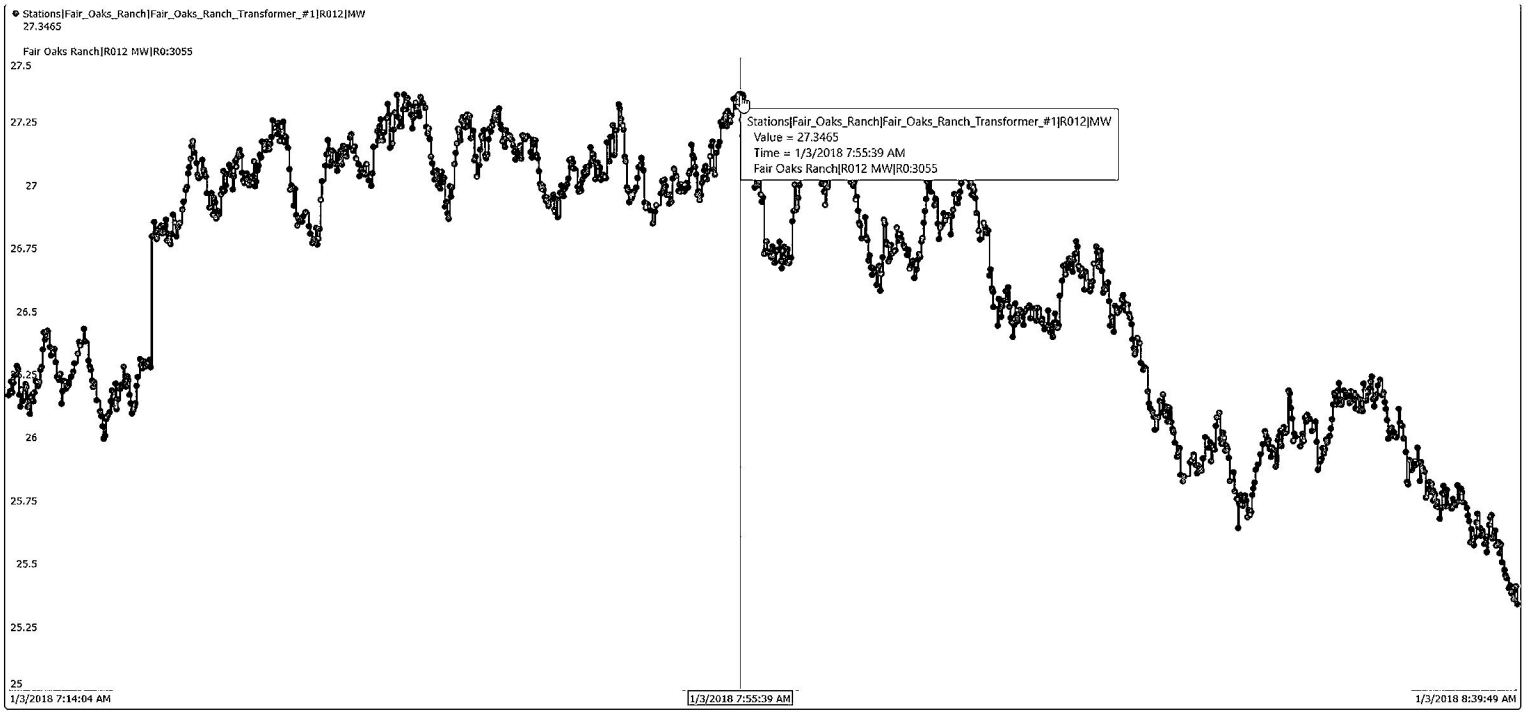
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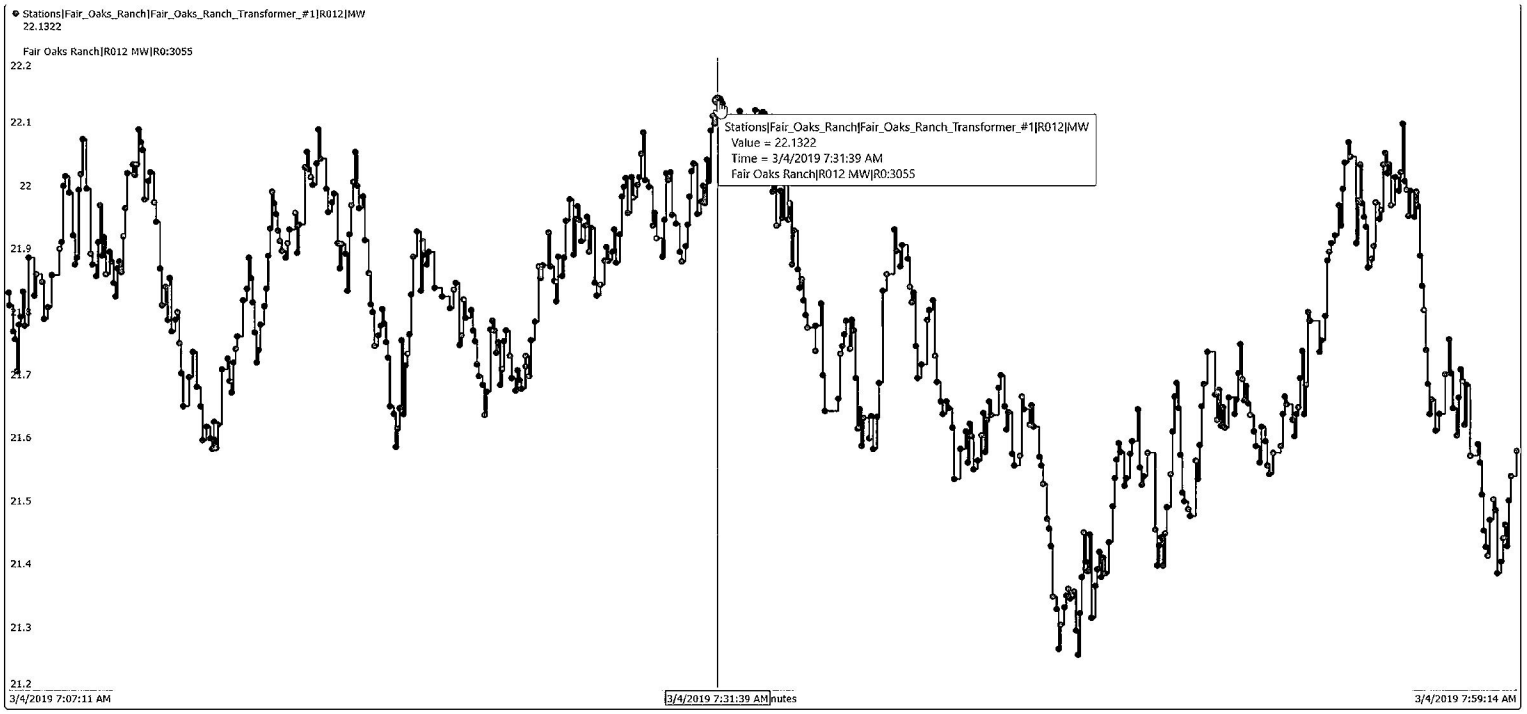
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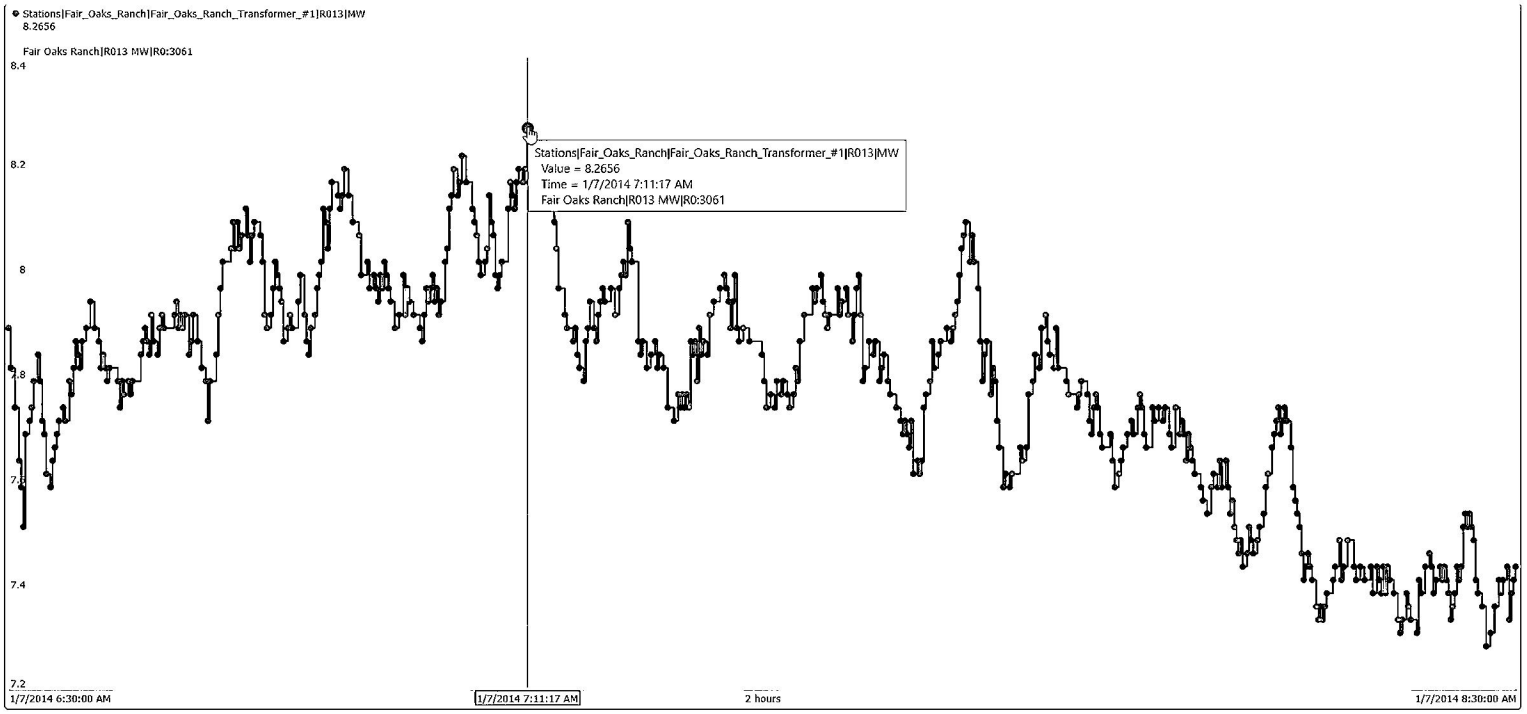
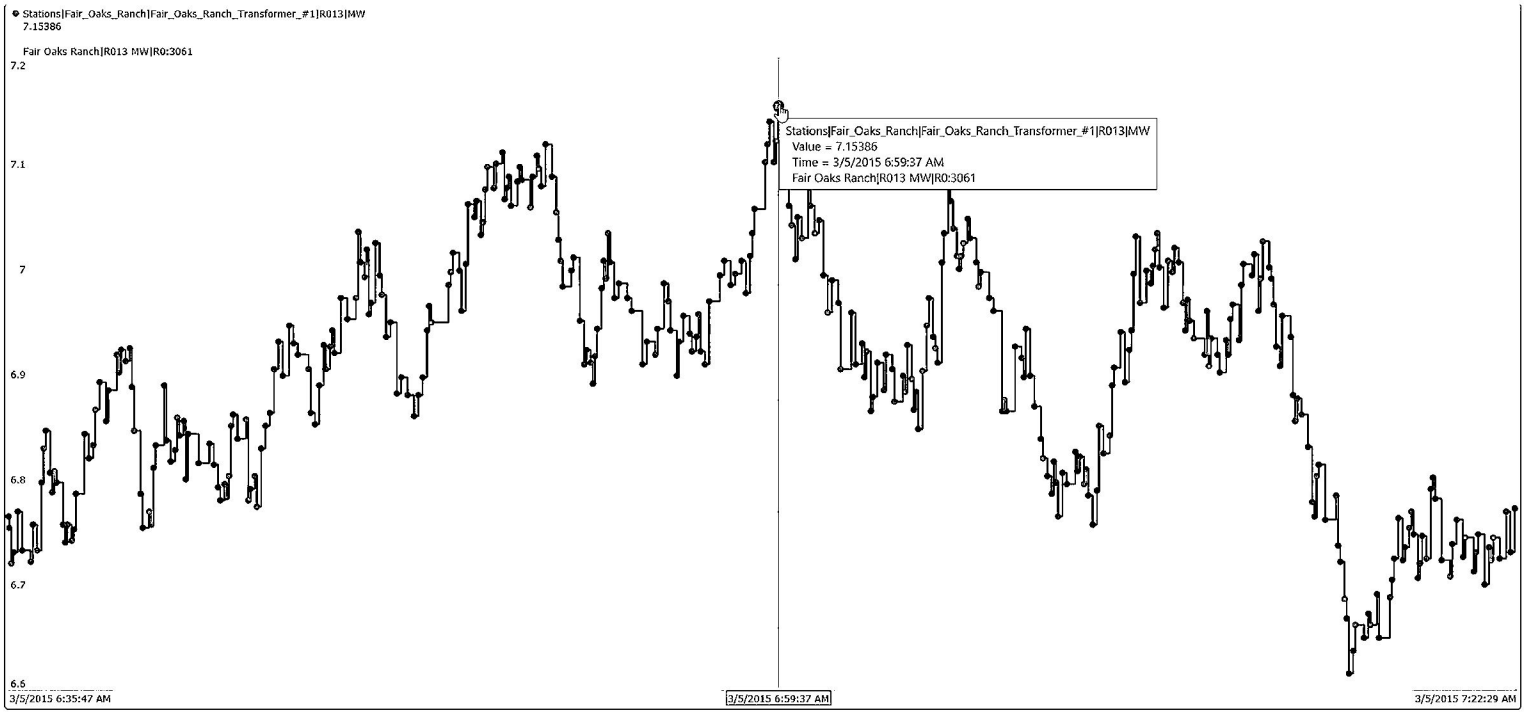
R013 Circuit 2014-2021 Peaks

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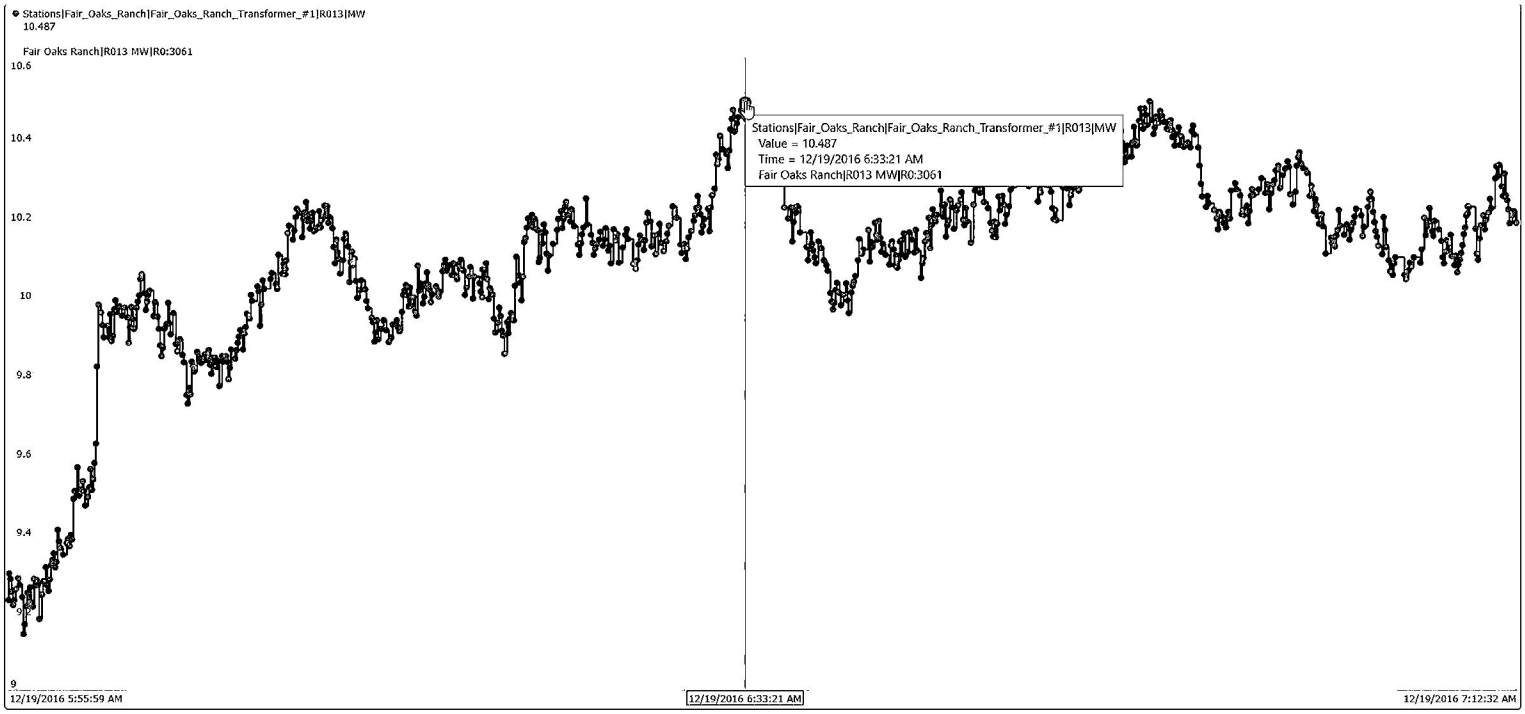
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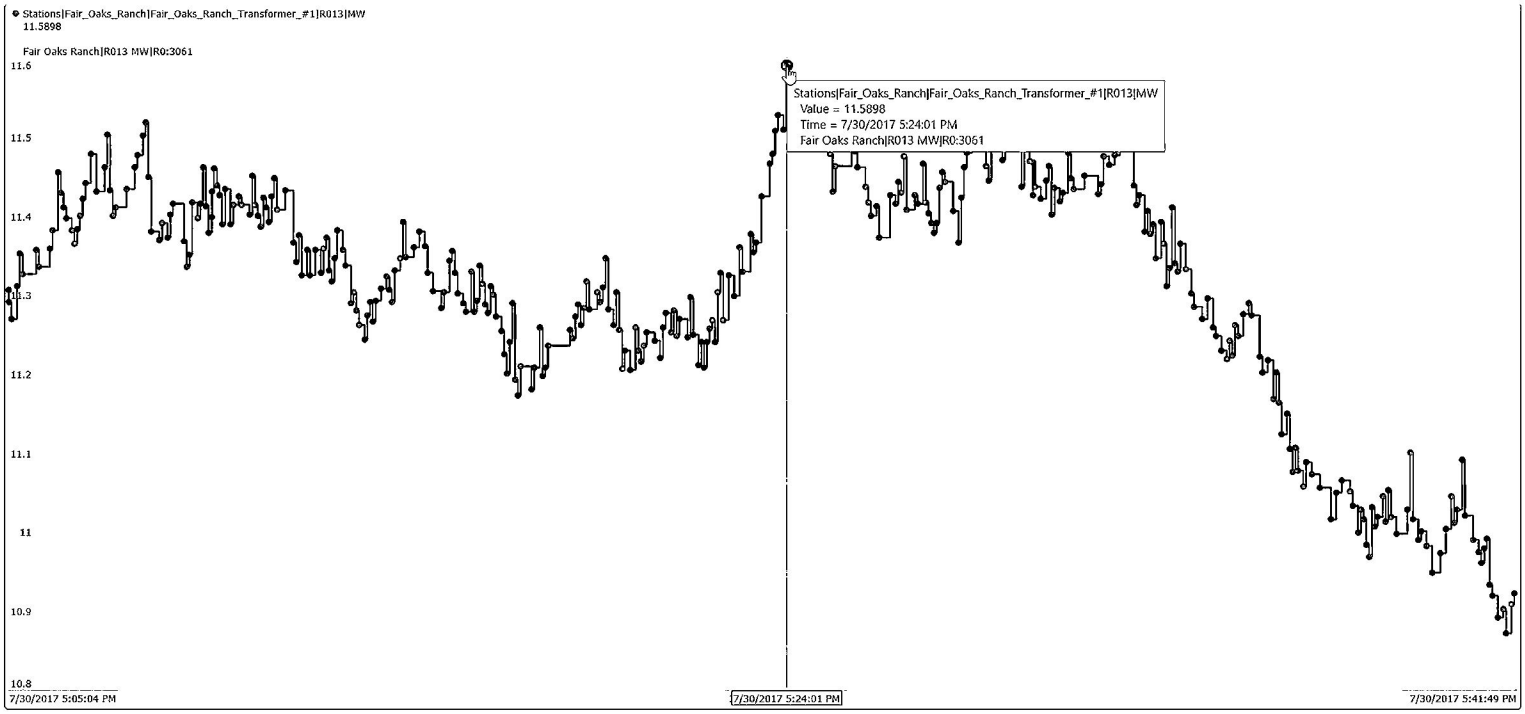
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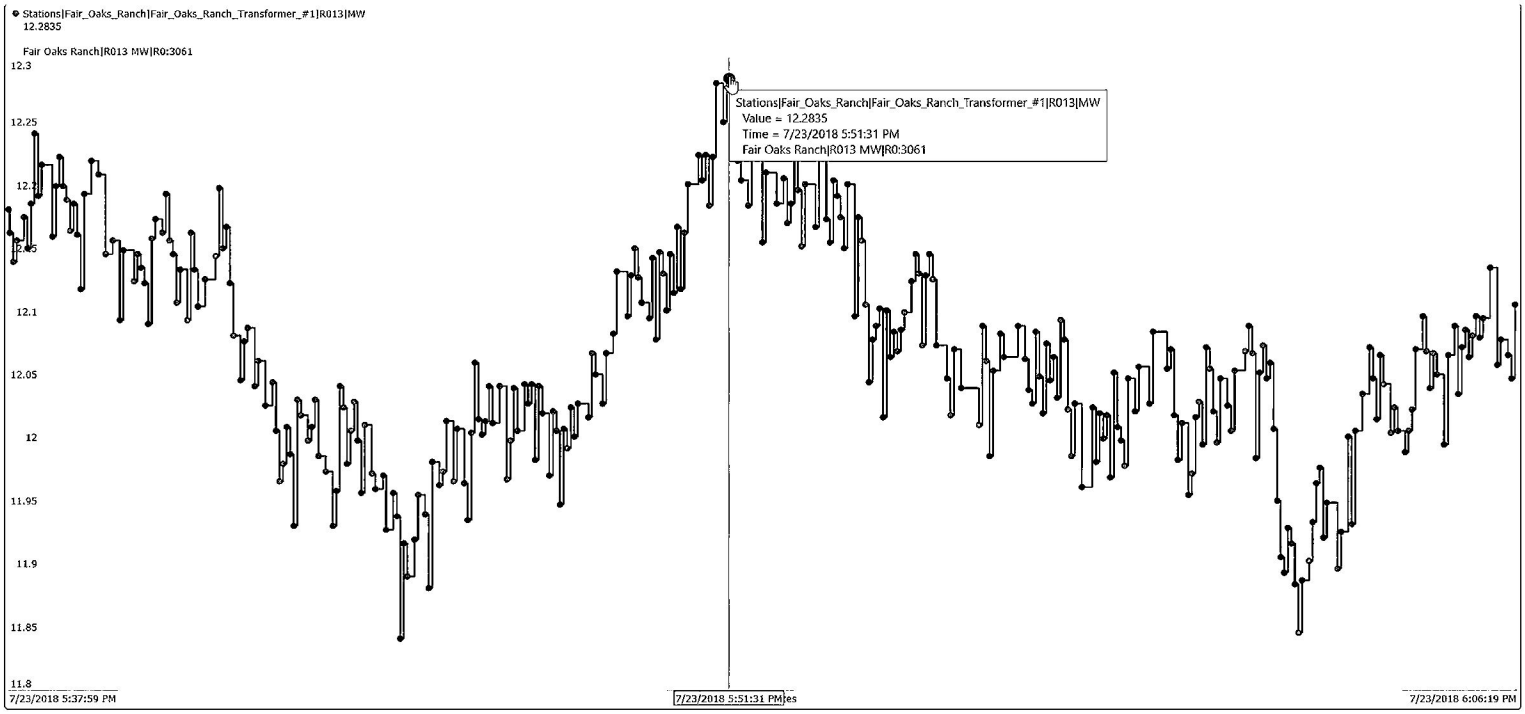
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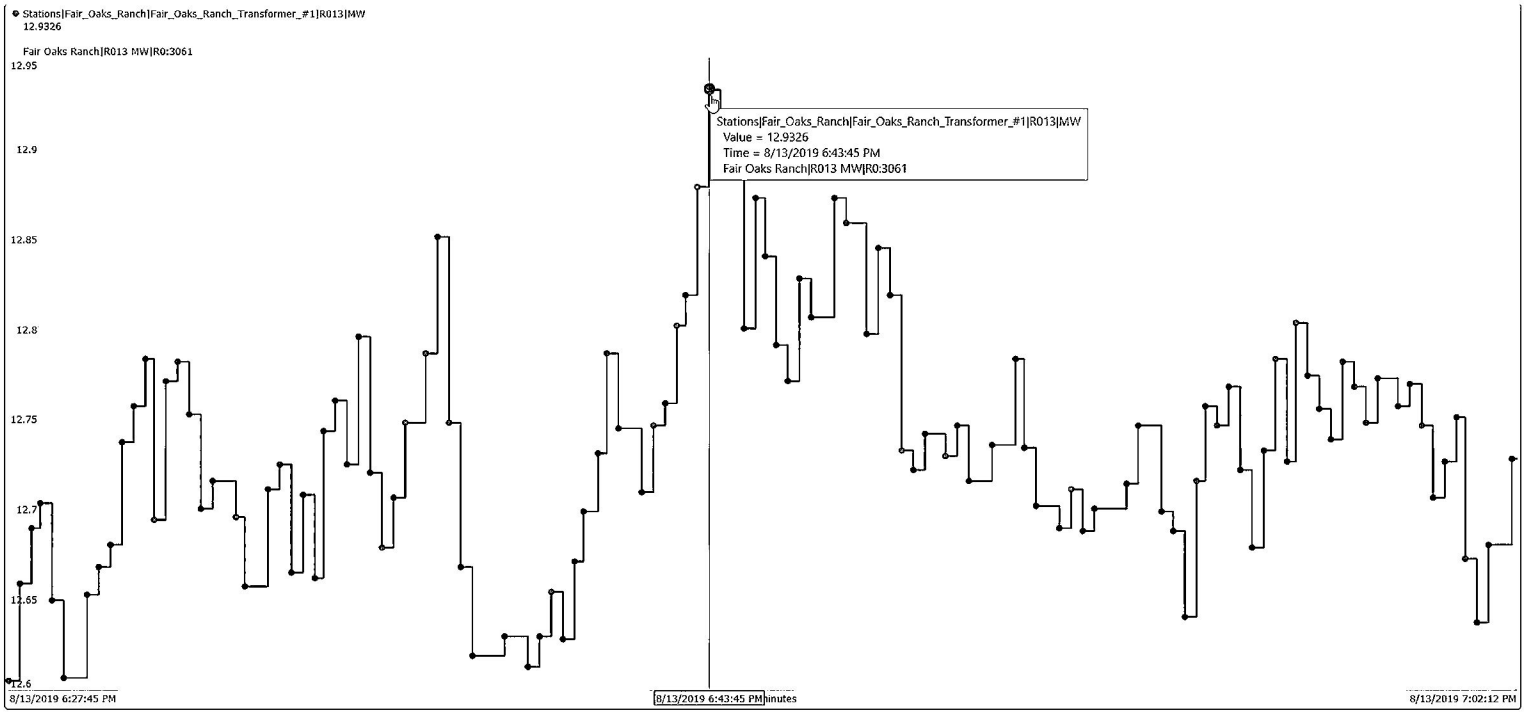
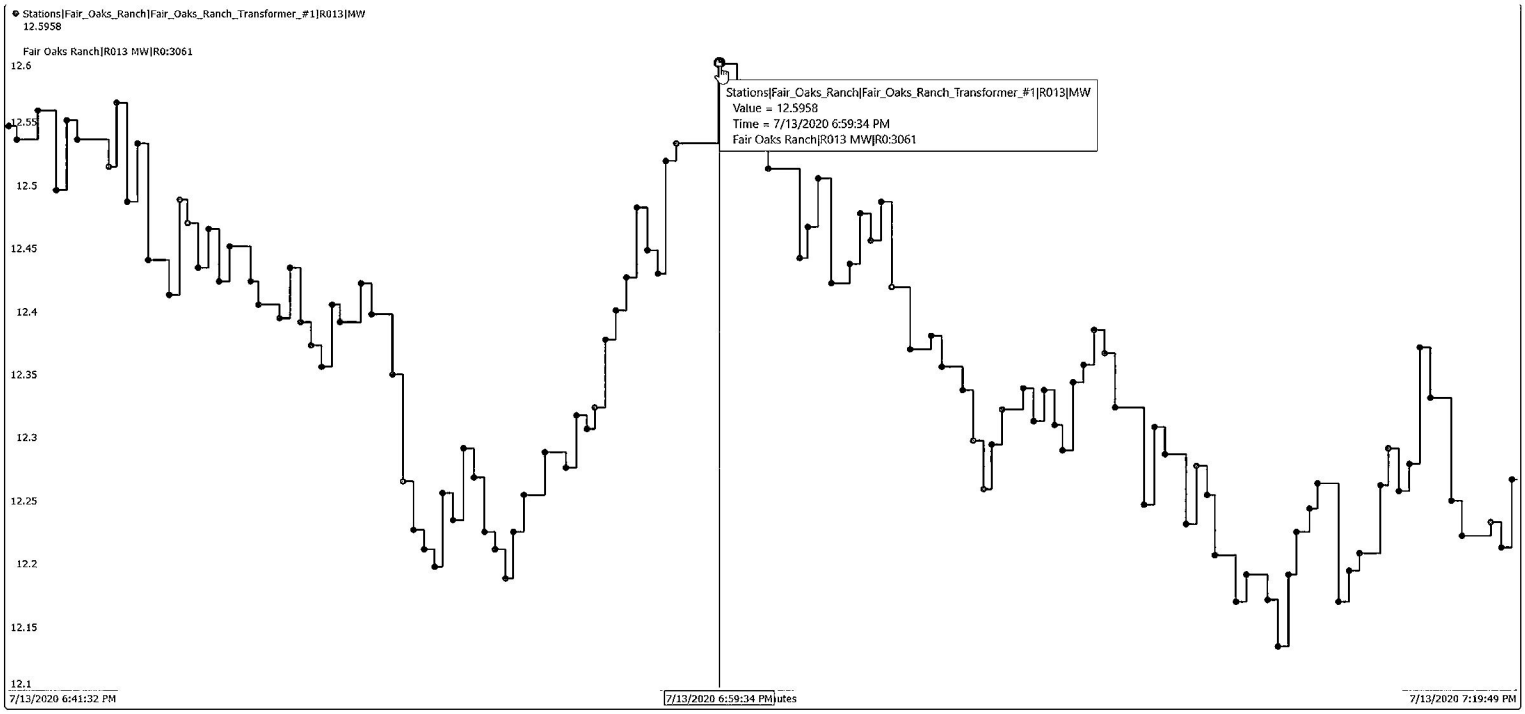
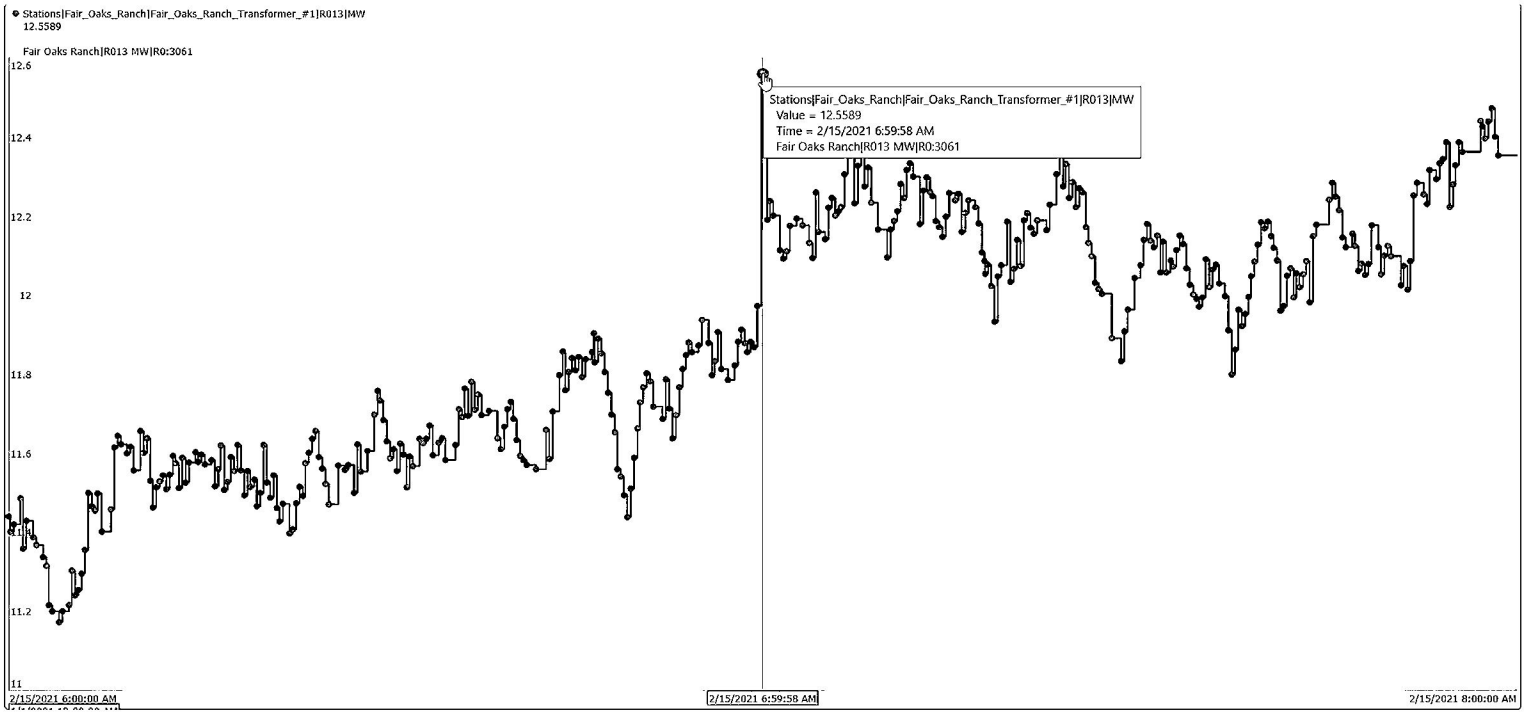
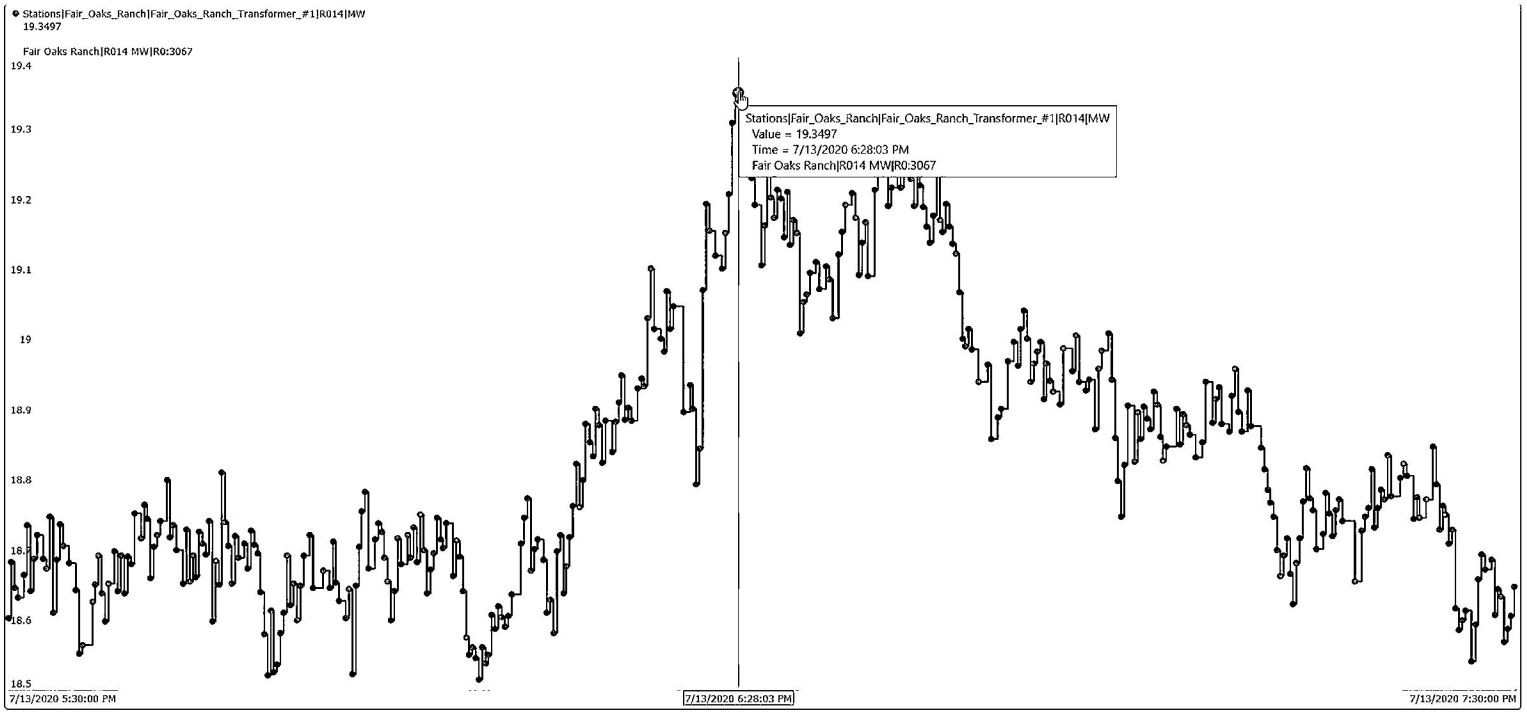
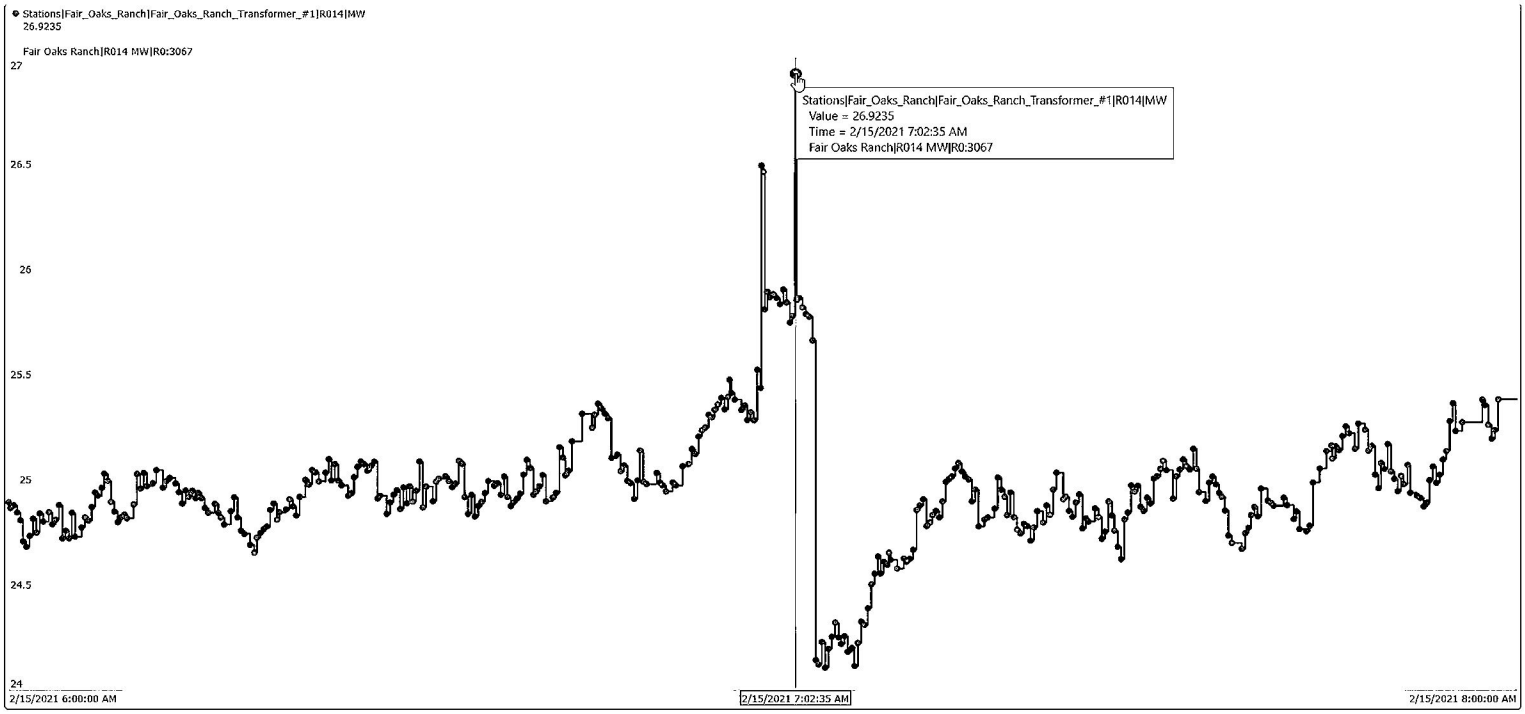

Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#1|R013|MW
12.9326
Fair Oaks Ranch|R013 MW|R0:3061
12.95
12.9
12.85
12.8
12.75
12.7
12.65
12.6
Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#1|R013|MW
Value = 12.9326
Time = 8/13/2019 6:43:45 PM
Fair Oaks Ranch|R013 MW|R0:3061
8/13/2019 6:27:45 PM
8/13/2019 6:43:45 PM
minutes
8/13/2019 7:02:12 PM


Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#1|R013|MW
12.5958
Fair Oaks Ranch|R013 MW|R0:3061
12.6
12.55
12.5
12.45
12.4
12.35
12.3
12.25
12.2
12.15
12.1
Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#1|R013|MW
Value = 12.5958
Time = 7/13/2020 6:59:34 PM
Fair Oaks Ranch|R013 MW|R0:3061
7/13/2020 6:41:32 PM
7/13/2020 6:59:34 PM
utes
7/13/2020 7:19:49 PM

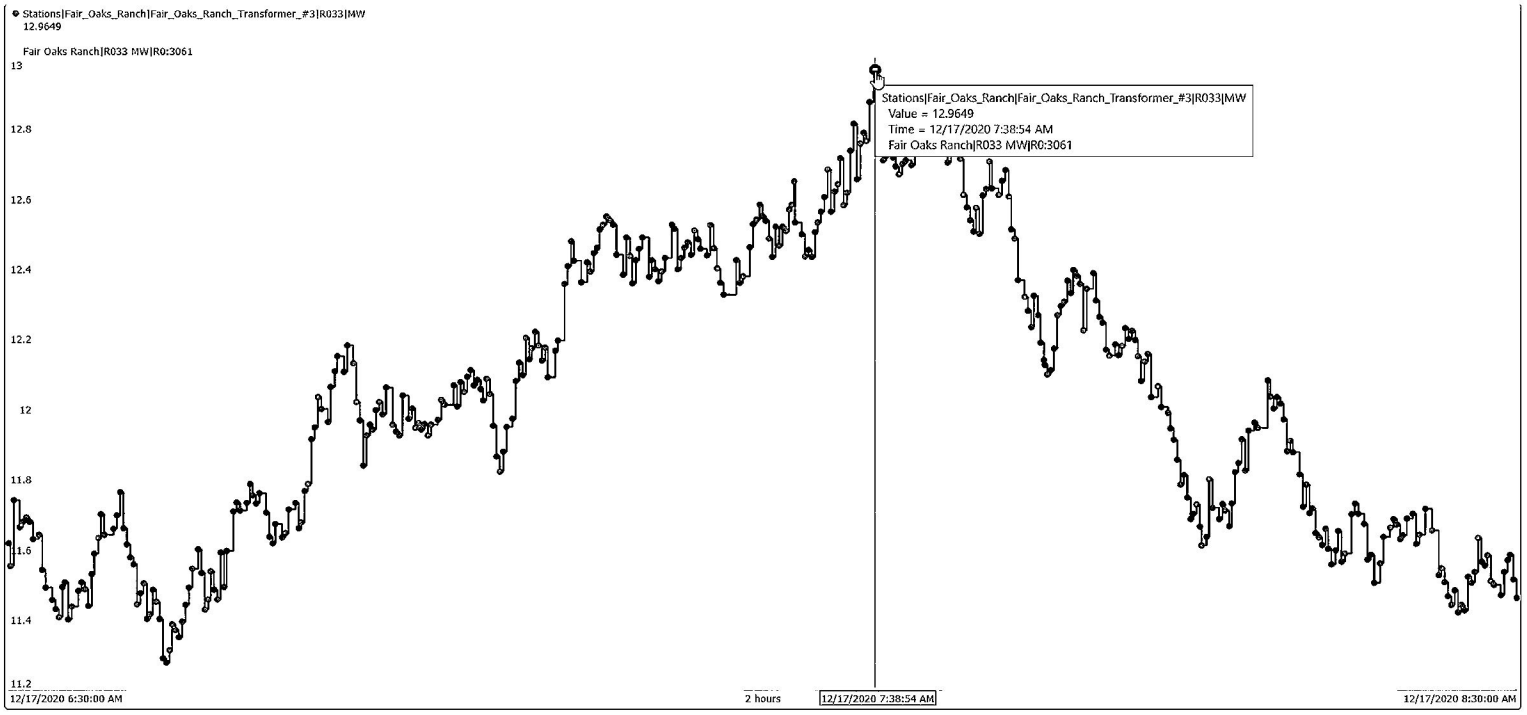

Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#1|R013|MW
12.5589
Fair Oaks Ranch|R013 MW|R0:3061
12.6
12.4
12.2
12
11.8
11.6
11.2
11
Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#1|R013|MW
Value = 12.5589
Time = 2/15/2021 6:59:58 AM
Fair Oaks Ranch|R013 MW|R0:3061
2/15/2021 6:00:00 AM
2/15/2021 6:59:58 AM
2/15/2021 8:00:00 AM

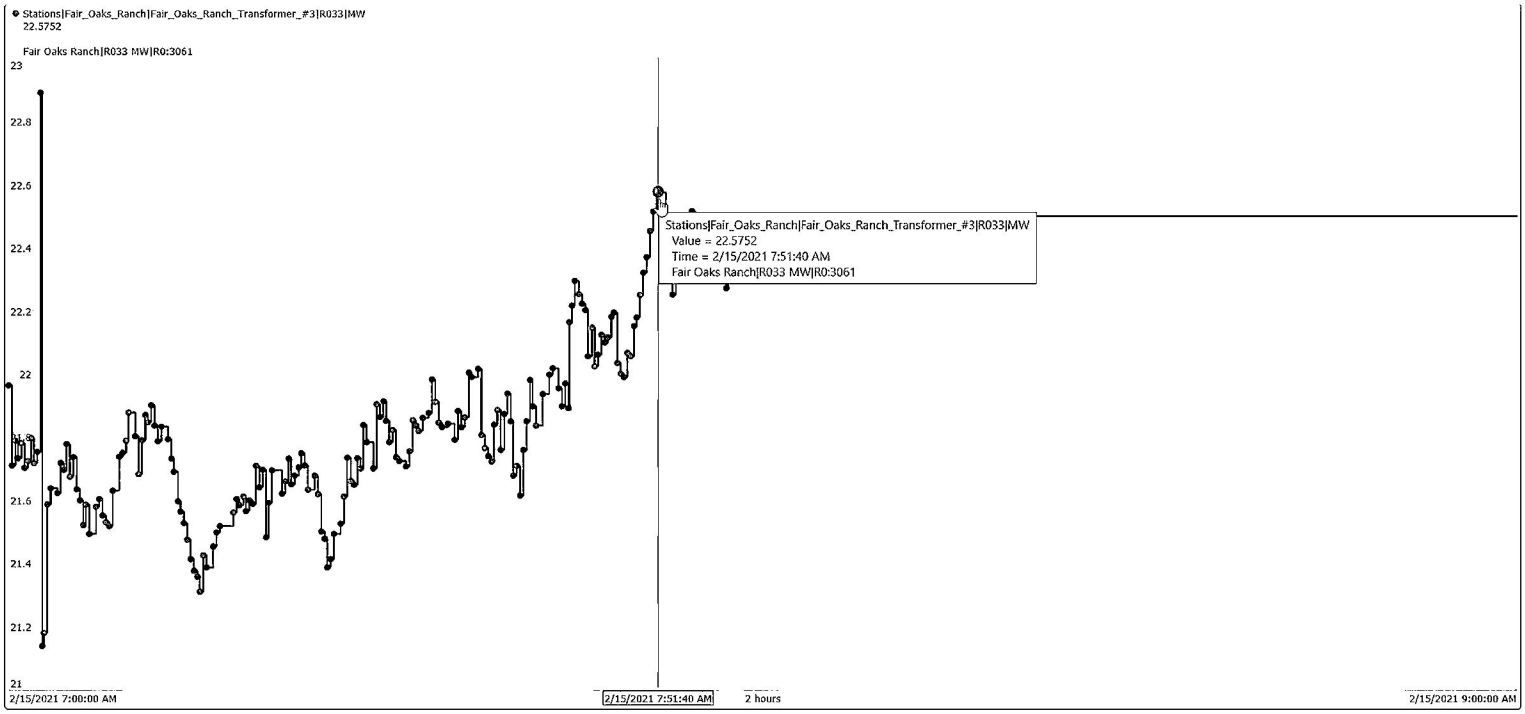
R014 Circuit 2020-2021 Peaks



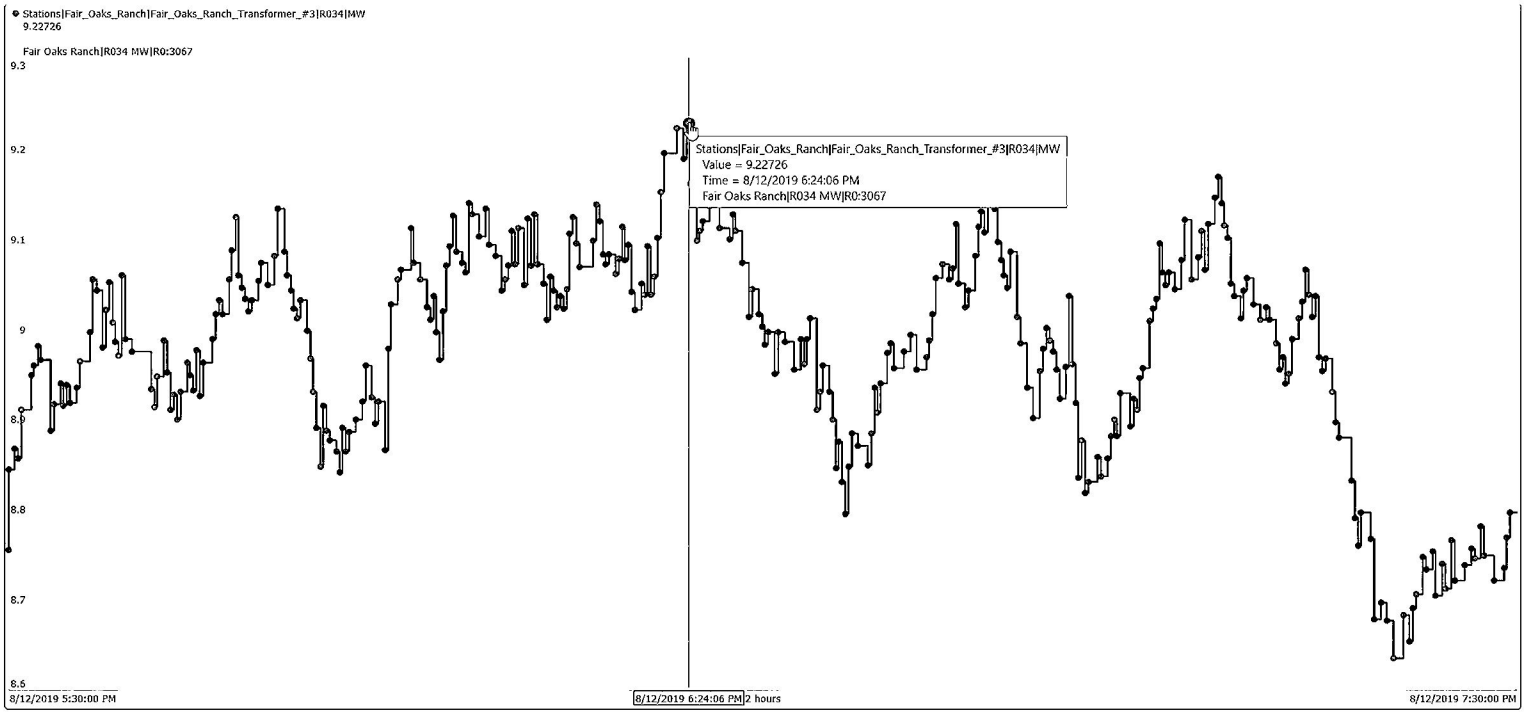

Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#1|R014|MW
26.9235
Fair Oaks Ranch|R014 MW|R0:3067
27
26.5
26
25.5
25
24.5
24
Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#1|R014|MW
Value = 26.9235
Time = 2/15/2021 7:02:35 AM
Fair Oaks Ranch|R014 MW|R0:3067
2/15/2021 6:00:00 AM
2/15/2021 7:02:35 AM
2/15/2021 8:00:00 AM

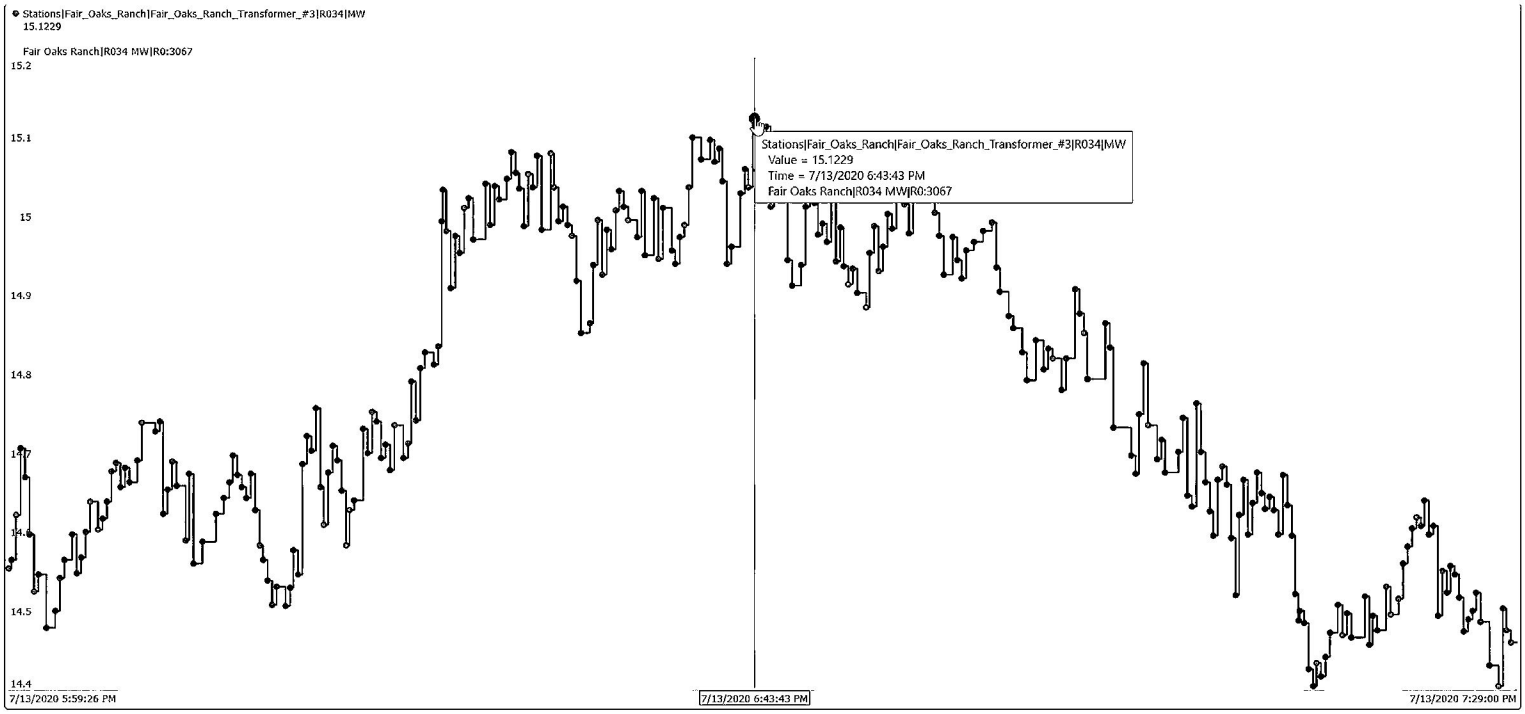
R033 Circuit 2020-2021 Peaks

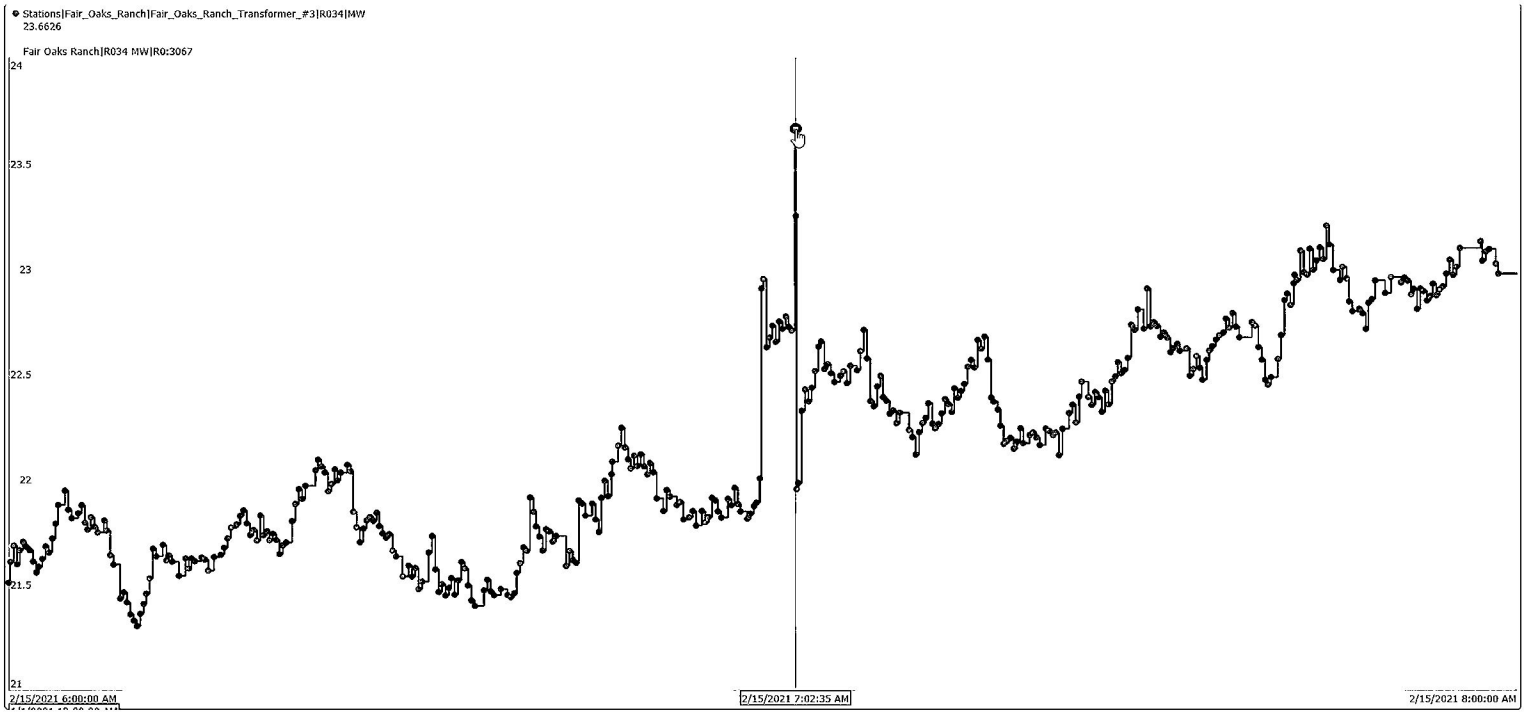



Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#3|R033|MW
22.5752
Fair Oaks Ranch|R033 MW|R0:3061
23
22.8
22.6
22.4
22.2
22
21.8
21.6
21.4
21.2
21
Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#3|R033|MW
Value = 22.5752
Time = 2/15/2021 7:51:40 AM
Fair Oaks Ranch|R033 MW|R0:3061
2/15/2021 7:00:00 AM
2/15/2021 7:51:40 AM
2 hours
2/15/2021 9:00:00 AM

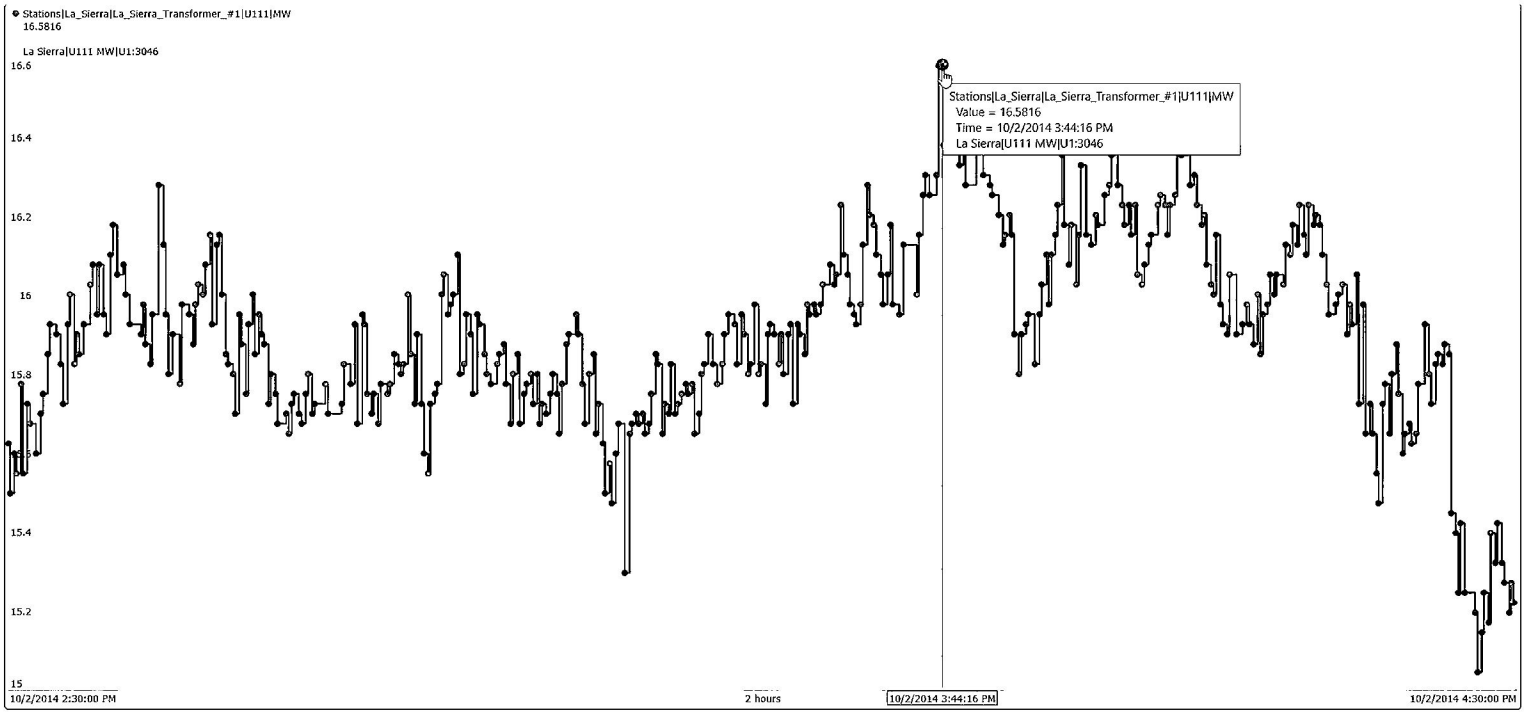
R034 Circuit 2019-2021 Peaks

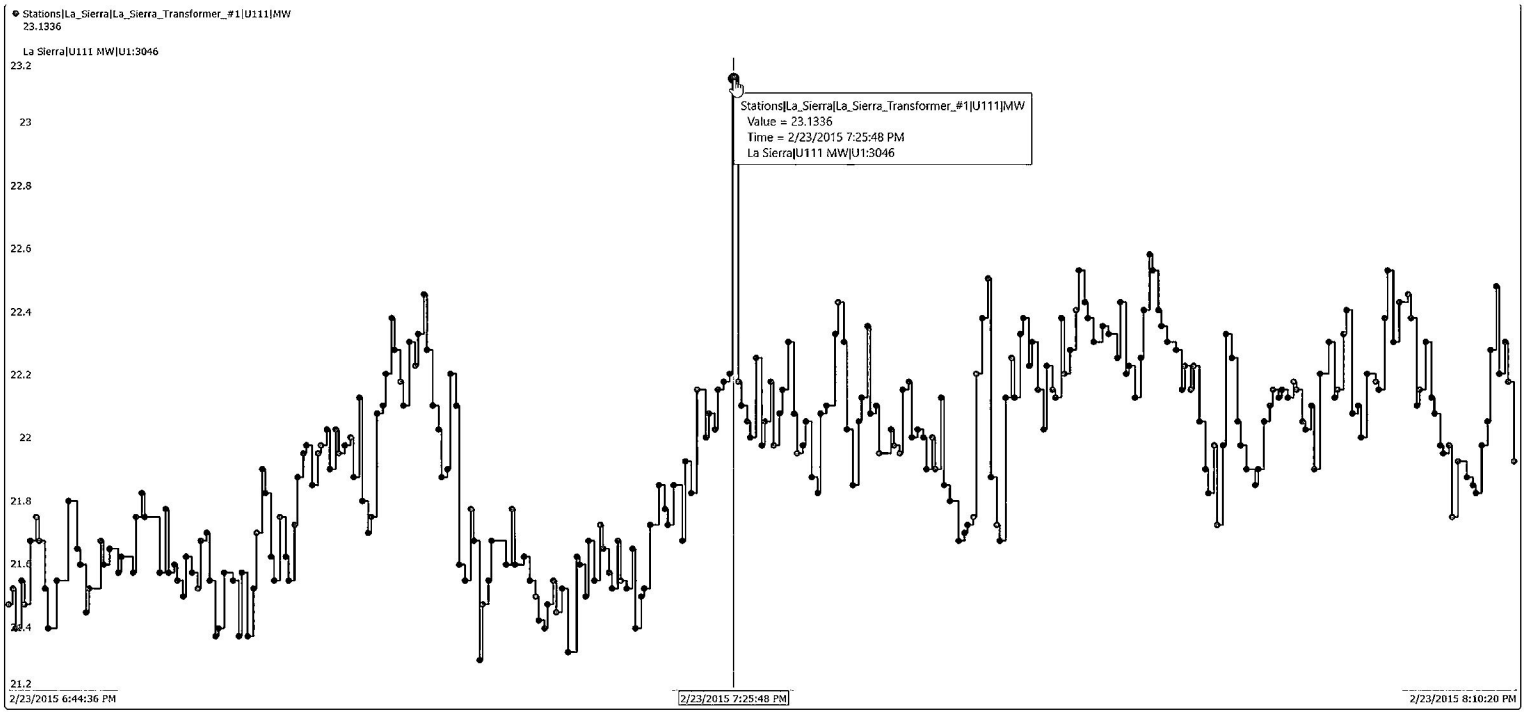


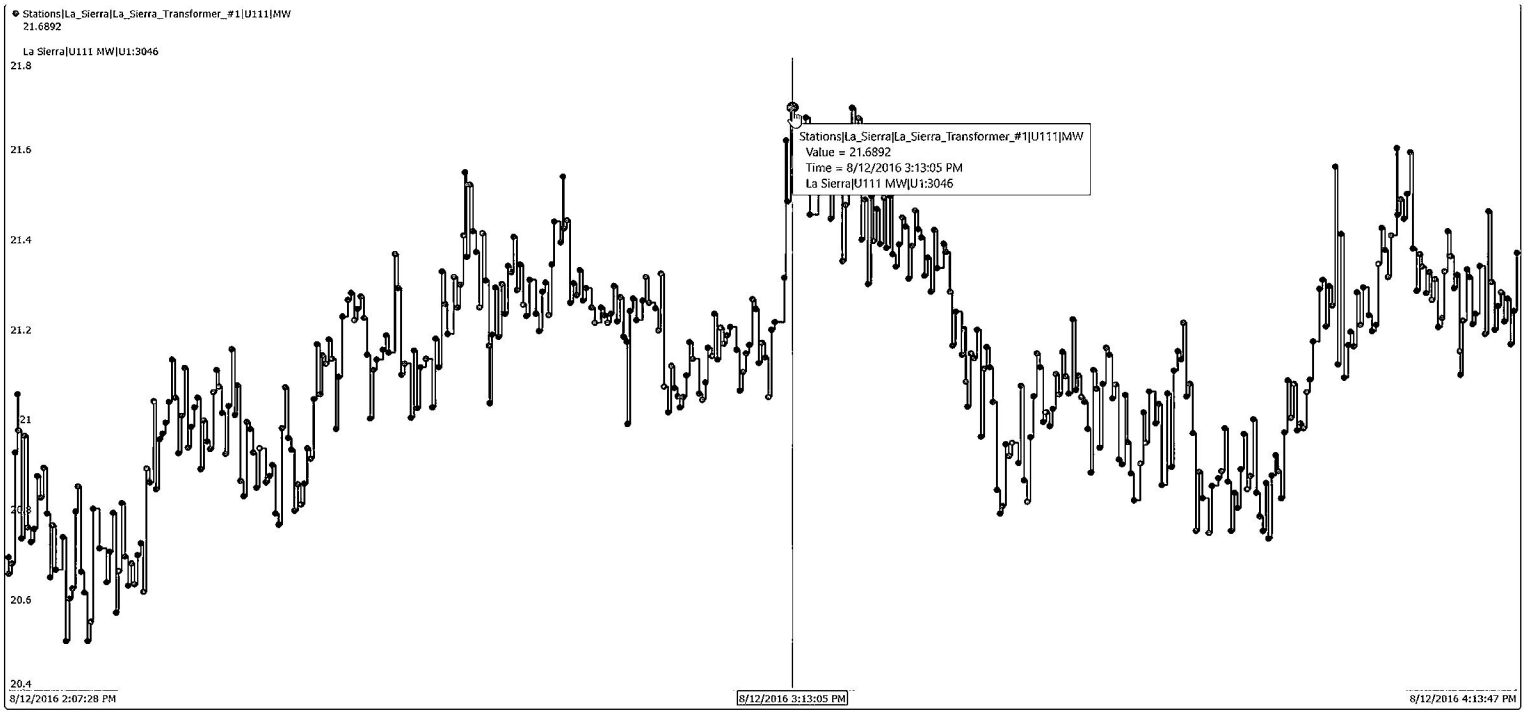

Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#3|R034|MW
15.1229
Fair Oaks Ranch|R034 MW|R0:3067
15.2
15.1
15
14.9
14.8
14.5
14.4
Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#3|R034|MW
Value = 15.1229
Time = 7/13/2020 6:43:43 PM
Fair Oaks Ranch|R034 MW|R0:3067
7/13/2020 5:59:26 PM
7/13/2020 6:43:43 PM
7/13/2020 7:29:00 PM

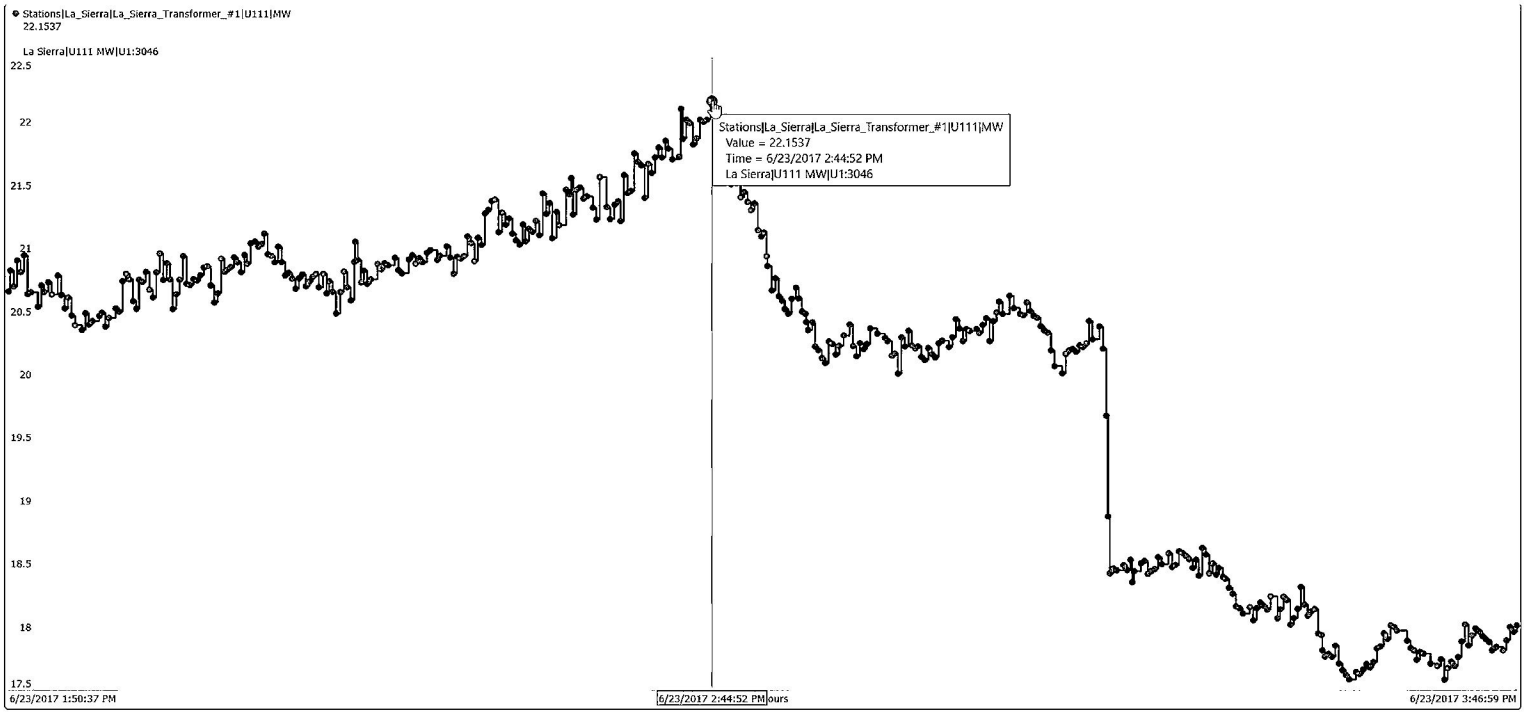

Stations|Fair_Oaks_Ranch|Fair_Oaks_Ranch_Transformer_#3|R034|MW
23.6626
Fair Oaks Ranch|R034 MW|R0:3067
24
23.5
23
22.5
22
21.5
21
2/15/2021 6:00:00 AM
2/15/2021 7:02:35 AM
2/15/2021 8:00:00 AM

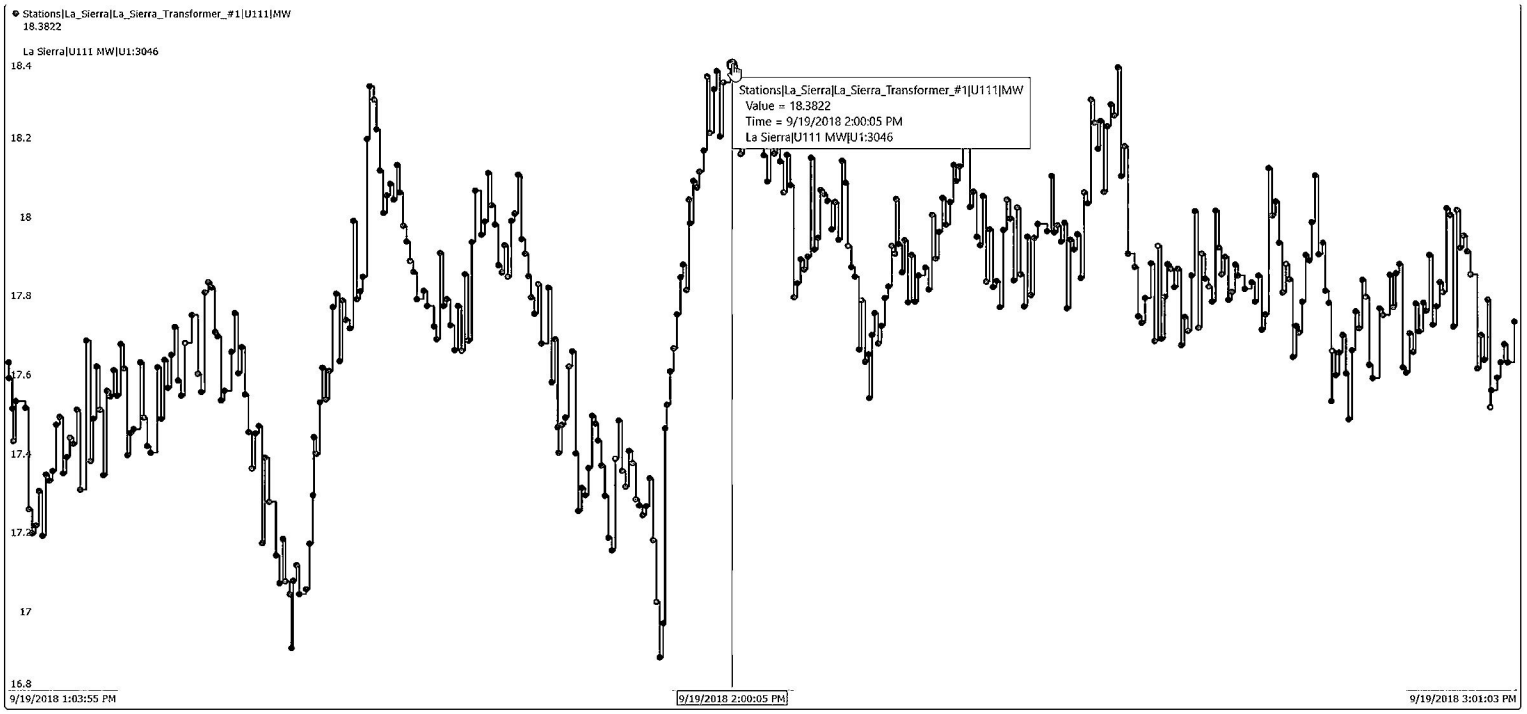
U111 Circuit 2014-2021 Peaks

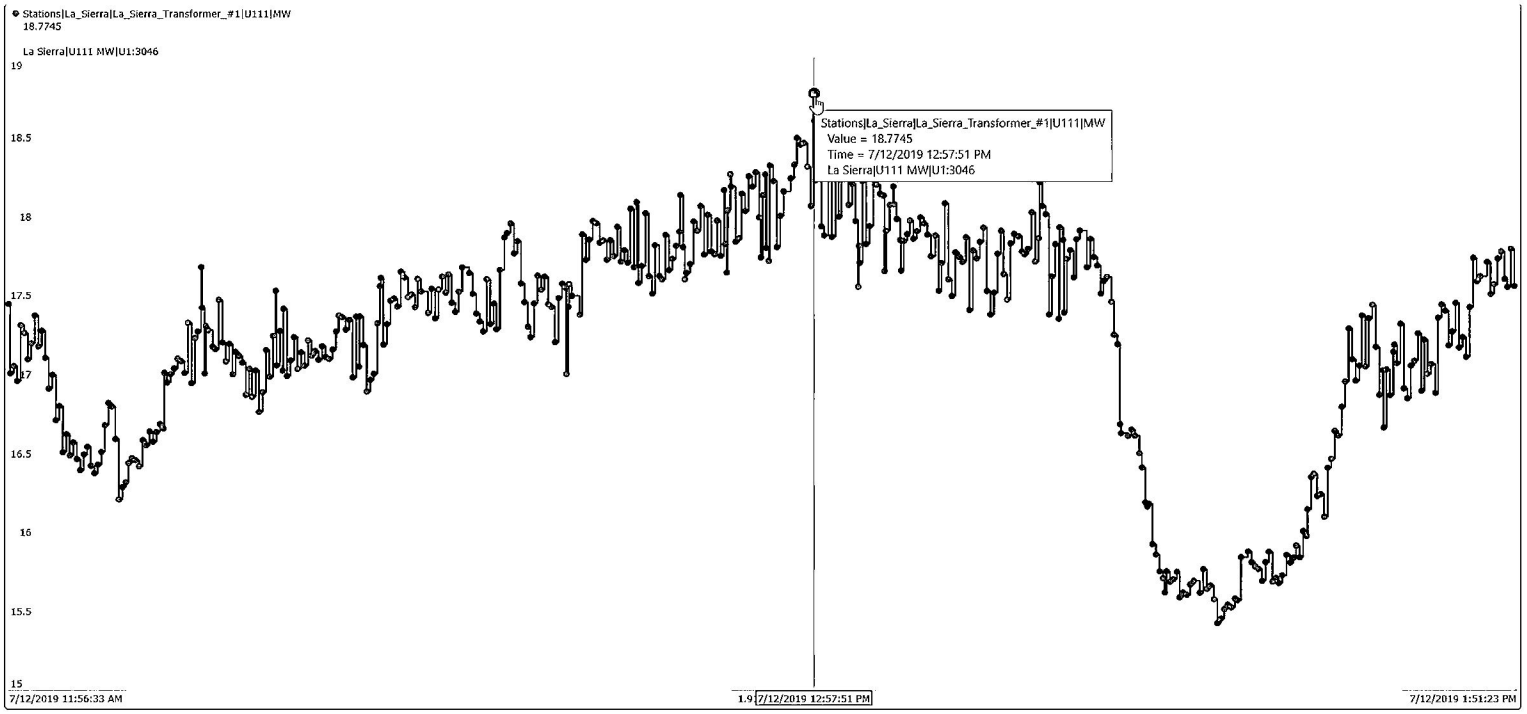


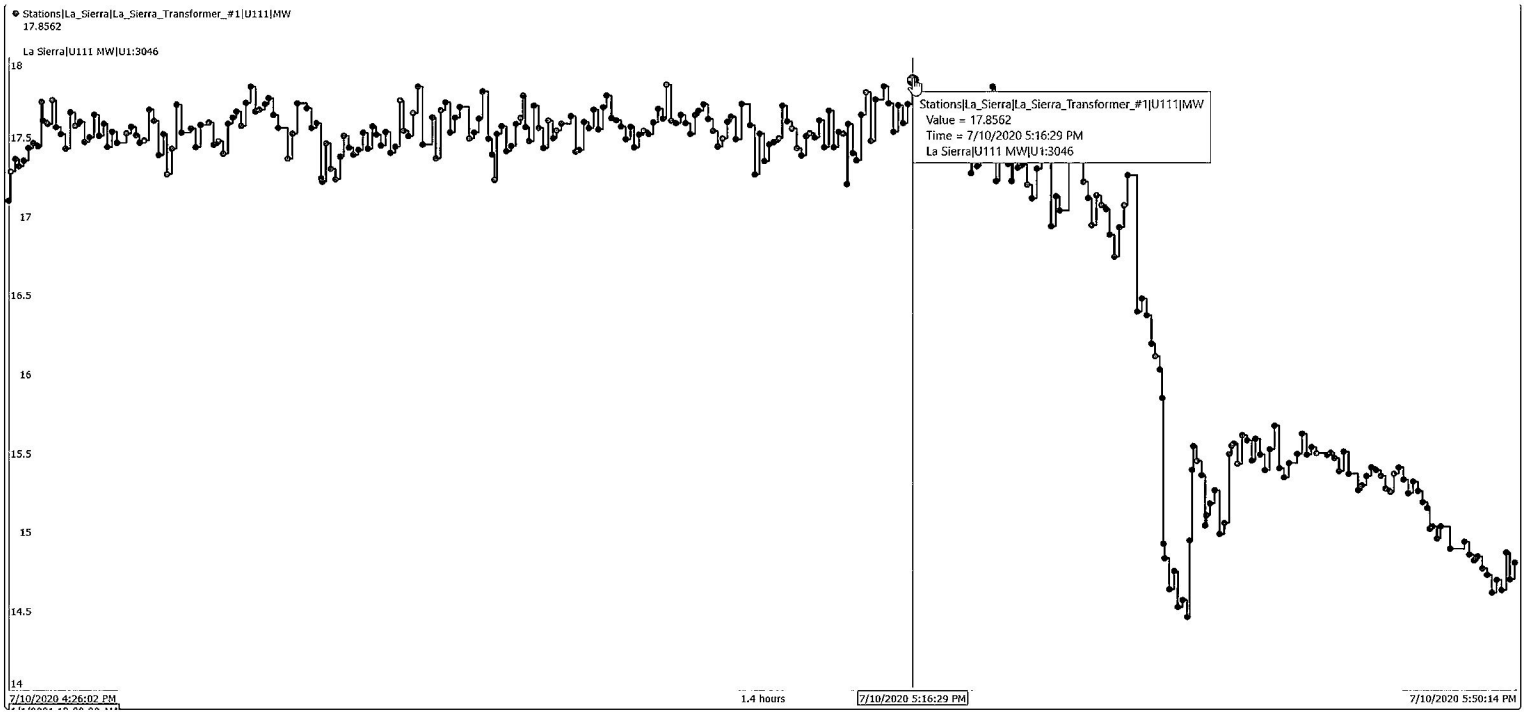

Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
23.1336
La Sierra|U111 MW|U1:3046
23.2
23
22.8
22.6
22.4
22.2
22
21.8
21.6
21.4
21.2
Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
Value = 23.1336
Time = 2/23/2015 7:25:48 PM
La Sierra|U111 MW|U1:3046
2/23/2015 6:44:36 PM
2/23/2015 7:25:48 PM
2/23/2015 8:10:20 PM

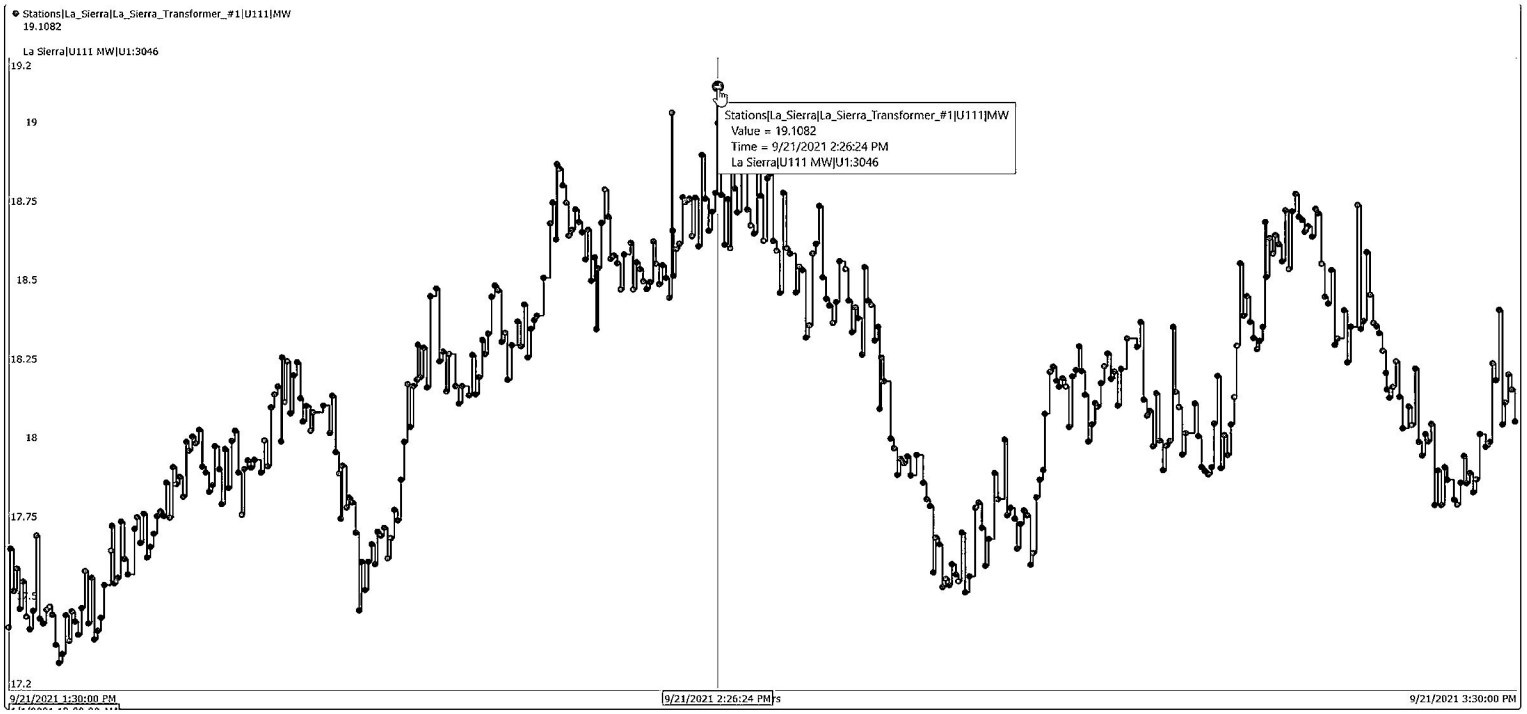

Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
21.6892
La Sierra|U111 MW|U1:3046
21.8
21.6
21.4
21.2
21
20.8
20.6
20.4
Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
Value = 21.6892
Time = 8/12/2016 3:13:05 PM
La Sierra|U111 MW|U1:3046
8/12/2016 2:07:28 PM
8/12/2016 3:13:05 PM
8/12/2016 4:13:47 PM


Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
22.1537
La Sierra|U111 MW|U1:3046
22.5
22
21.5
21
20.5
20
19.5
19
18.5
18
17.5
Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
Value = 22.1537
Time = 6/23/2017 2:44:52 PM
La Sierra|U111 MW|U1:3046
6/23/2017 1:50:37 PM
6/23/2017 2:44:52 PM
ours
6/23/2017 3:46:59 PM


Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
18.3822
La Sierra|U111 MW|U1:3046
18.4
18.2
18
17.8
17.6
17.4
17.2
17
16.8
Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
Value = 18.3822
Time = 9/19/2018 2:00:05 PM
La Sierra|U111 MW|U1:3046
9/19/2018 1:03:55 PM
9/19/2018 2:00:05 PM
9/19/2018 3:01:03 PM


Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
18.7745
La Sierra|U111 MW|U1:3046
19
18.5
18
17.5
17
16.5
16
15.5
15
Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
Value = 18.7745
Time = 7/12/2019 12:57:51 PM
La Sierra|U111 MW|U1:3046
7/12/2019 11:56:33 AM
7/12/2019 12:57:51 PM
7/12/2019 1:51:23 PM


Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
17.8562
La Sierra|U111 MW|U1:3046
18
17.5
17
16.5
16
15.5
15
14.5
14
Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
Value = 17.8562
Time = 7/10/2020 5:16:29 PM
La Sierra|U111 MW|U1:3046
7/10/2020 4:26:02 PM
1.4 hours
7/10/2020 5:16:29 PM
7/10/2020 5:50:14 PM


Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
19.1082
La Sierra|U111 MW|U1:3046
19.2
19
18.75
18.5
18.25
18
17.75
17.2
Stations|La_Sierra|La_Sierra_Transformer_#1|U111|MW
Value = 19.1082
Time = 9/21/2021 2:26:24 PM
La Sierra|U111 MW|U1:3046
9/21/2021 1:30:00 PM
9/21/2021 2:26:24 PM
9/21/2021 3:30:00 PM

U112 Circuit 2014-2021 Peaks