



# 4

## Downtown Campus

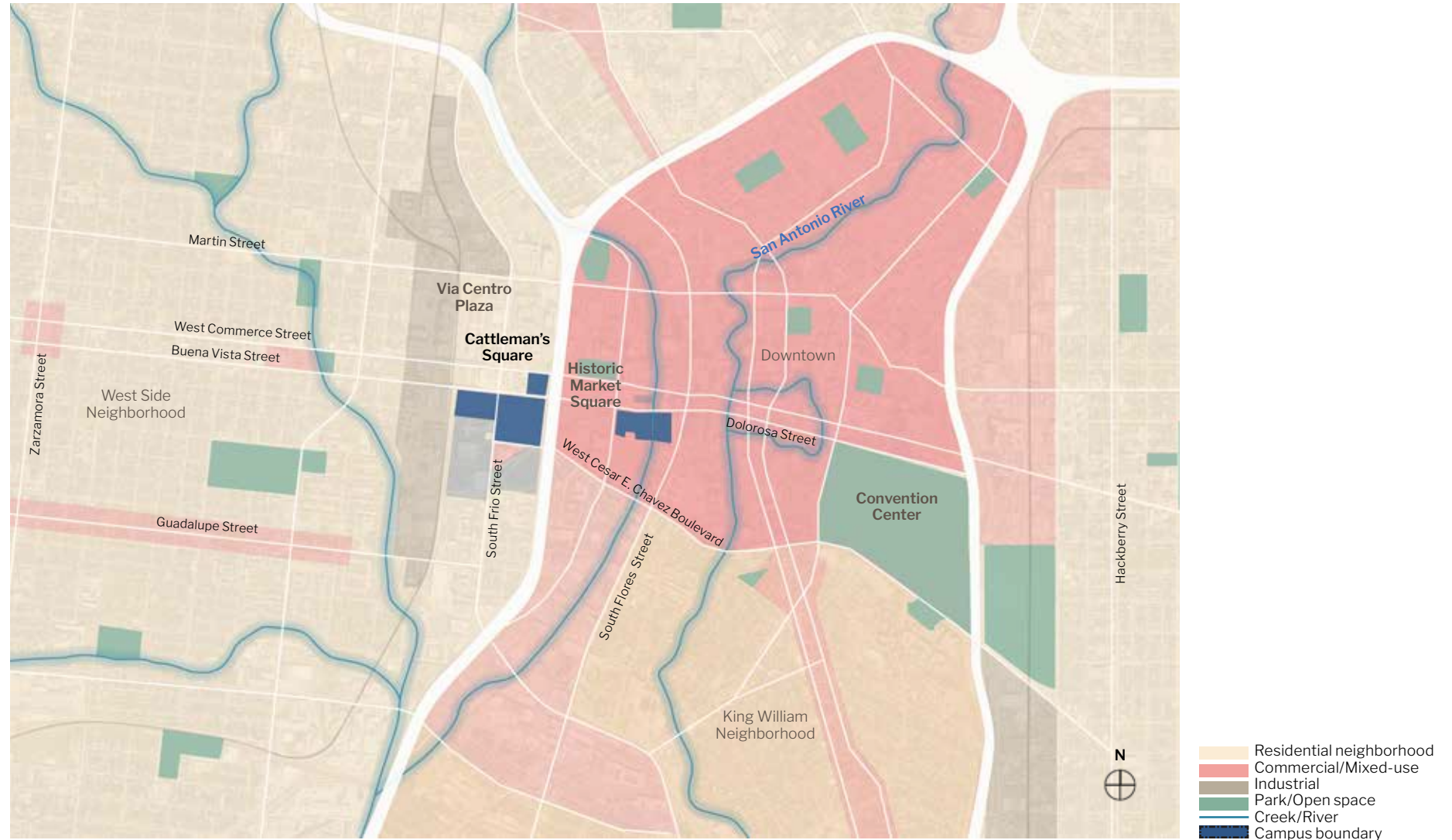
- 4.1 Existing Conditions
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## 4.1 Existing Conditions

### 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



South Frio Street



Frank D. Wing Municipal Court Building



Campus entrance near the Durango Building

## 4.1 Existing Conditions

### Primary Buildings

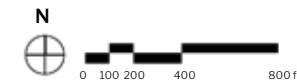
**The original buildings at the Downtown Campus, built in 1997, are architecturally exuberant, reflecting a blend of forms and materials chosen to evoke San Antonio's history and cultural context.**

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



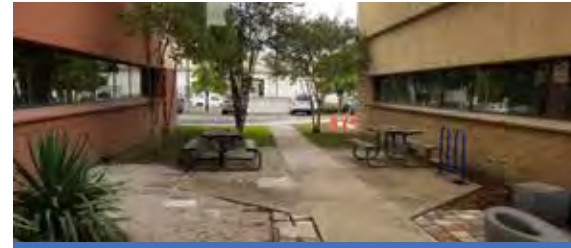
## 4.1 Existing Conditions

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



Frio Street Building



View from the Frio Street Building facing downtown San Antonio



Library inside the Buena Vista Street Building

## 4.1 Existing Conditions

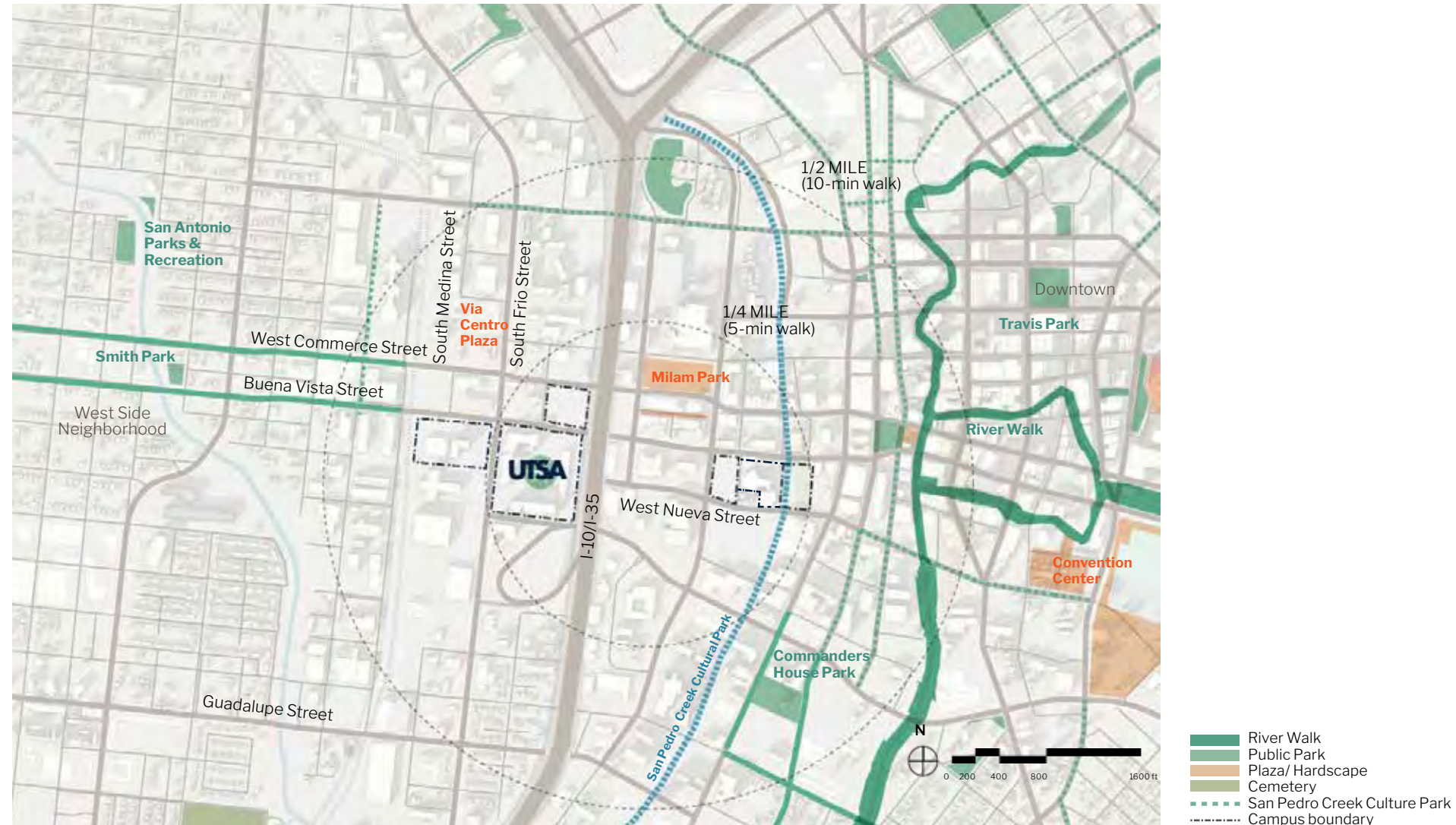
### Open Space

**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



## 4.1 Existing Conditions

### 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

## 4.1 Existing Conditions

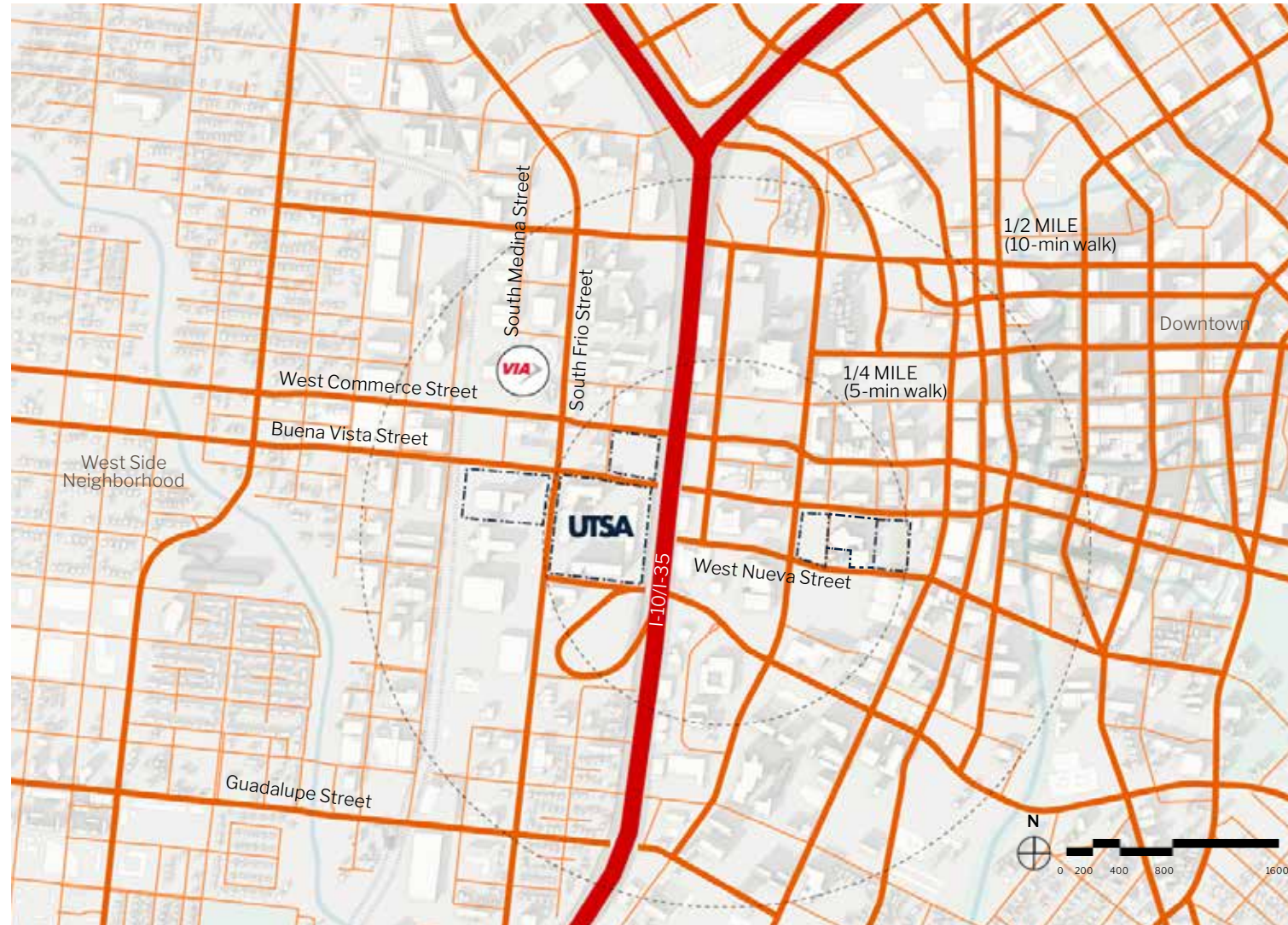
### Circulation

**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



- Highway
- Major road
- Secondary road
- VIA Centro Plaza
- Existing campus boundary



## 4.1 Existing Conditions

Figure 4.5 Existing Downtown Transit Network



— VIA Bus Routes  
— Street 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.

## 4.3 Program

### 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                            |
| <b>Total**</b> | <b>310,654</b> | <b>12,000</b>                     |

\*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                                   |   |
| <b>Subtotal**</b>  | <b>1,423,600</b>                          |   |
| Less Proposed National Security Collaboration Center (NSCC) + School of Data Science (SDS) | (141,700)                                 |   |
| <b>Adjusted Total**</b>  | <b>1,281,900</b>                          | <b>1,972,100</b>                          |

\*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.

## 4.3 Program

### 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.

## 4.4 Planning Framework

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

## 4.4 Planning Framework

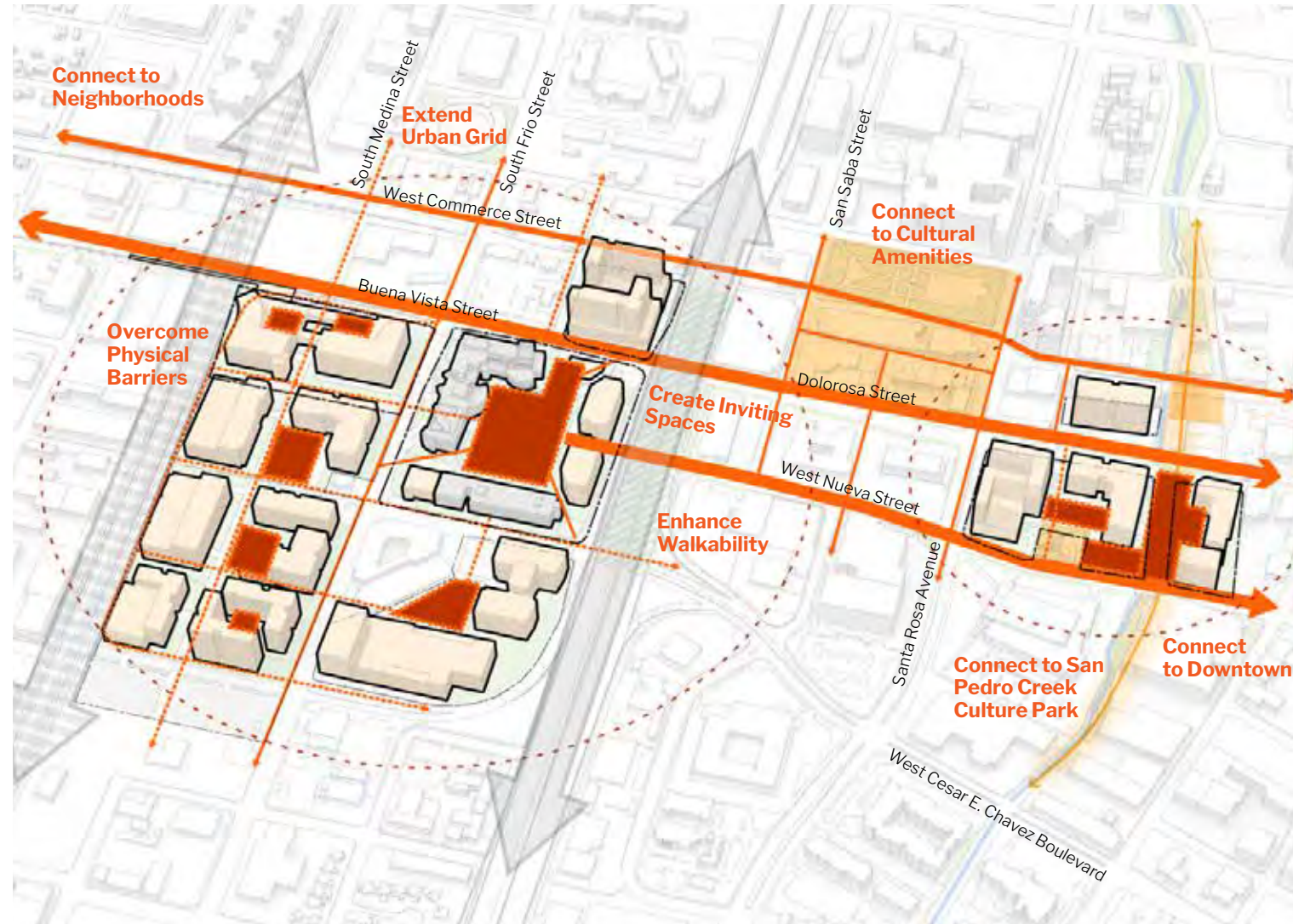
### Framework Design Vision

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



- Cultural Areas
- Existing UTSA building
- Potential new development
- Key open space
- Cultural landmark/ area



Figure 4.11 Downtown Campus Long-Term Vision



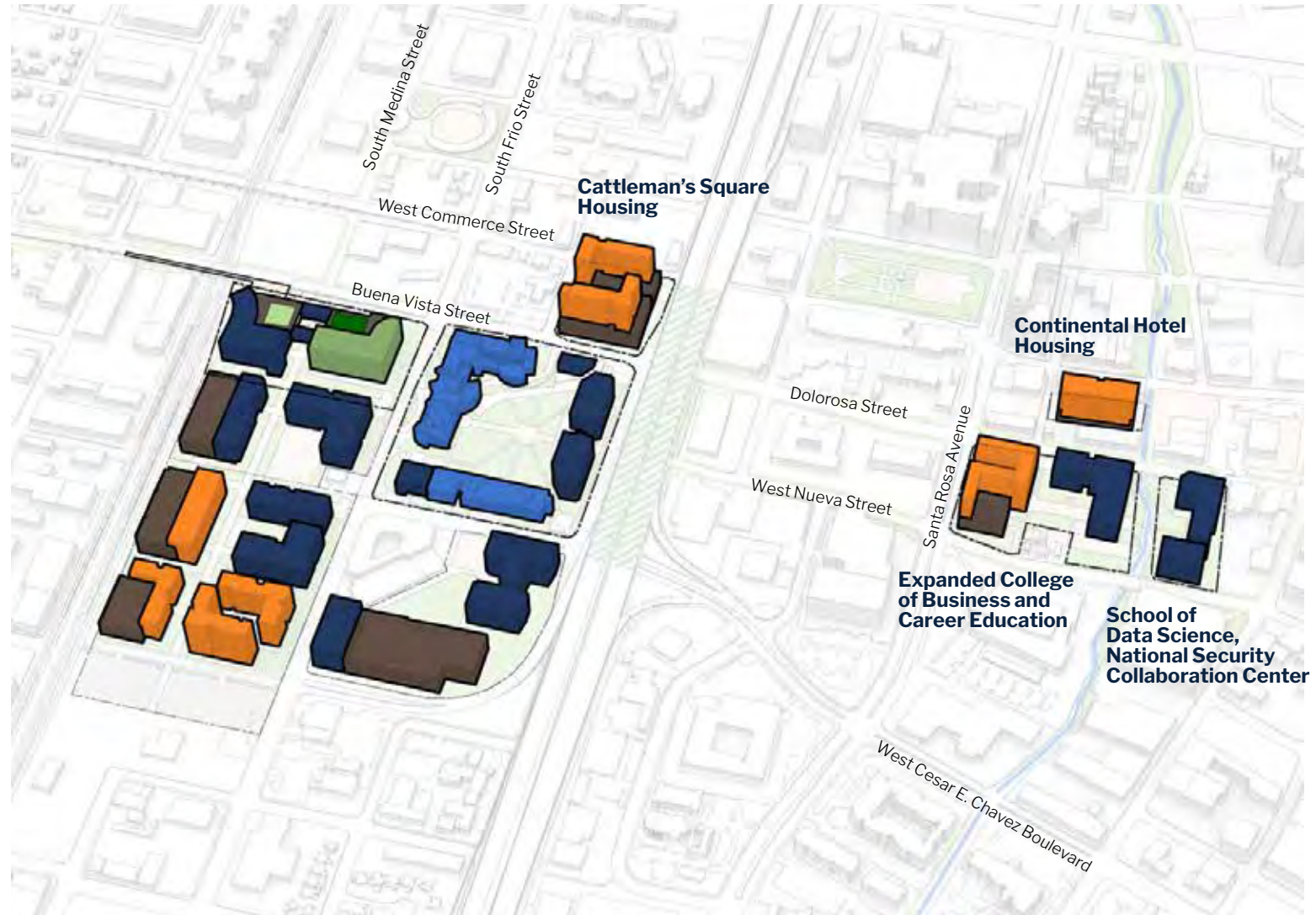
## 4.4 Planning Framework

### 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





## 4.4 Planning Framework

### 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

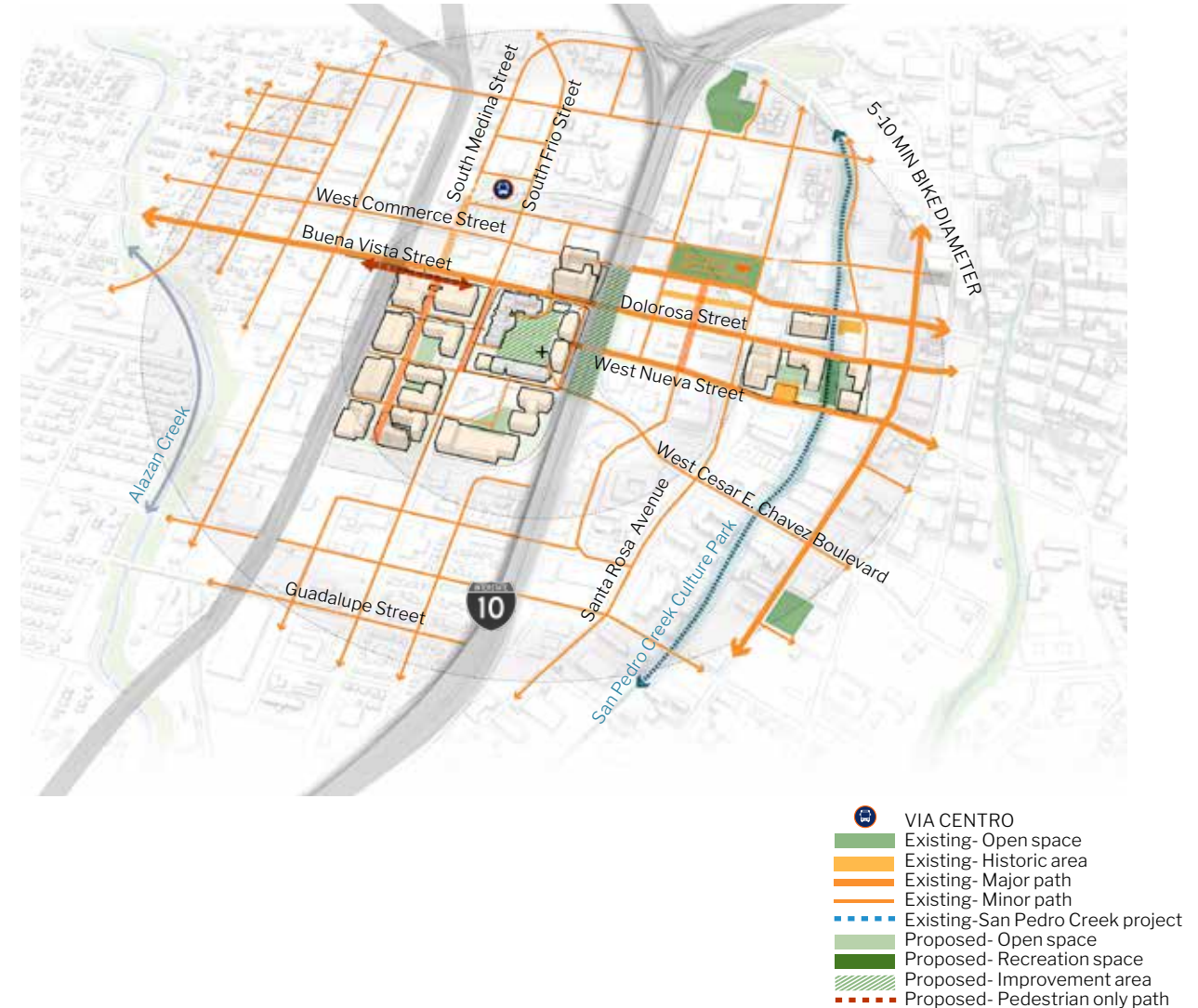
movement while keeping vehicular traffic to the edges of campus. Within the anticipated campus footprint, capacity has been identified for up to 3,200 housing beds, with additional supply anticipated from the private sector. Identified housing sites allow for flexibility in the ultimate number and type 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



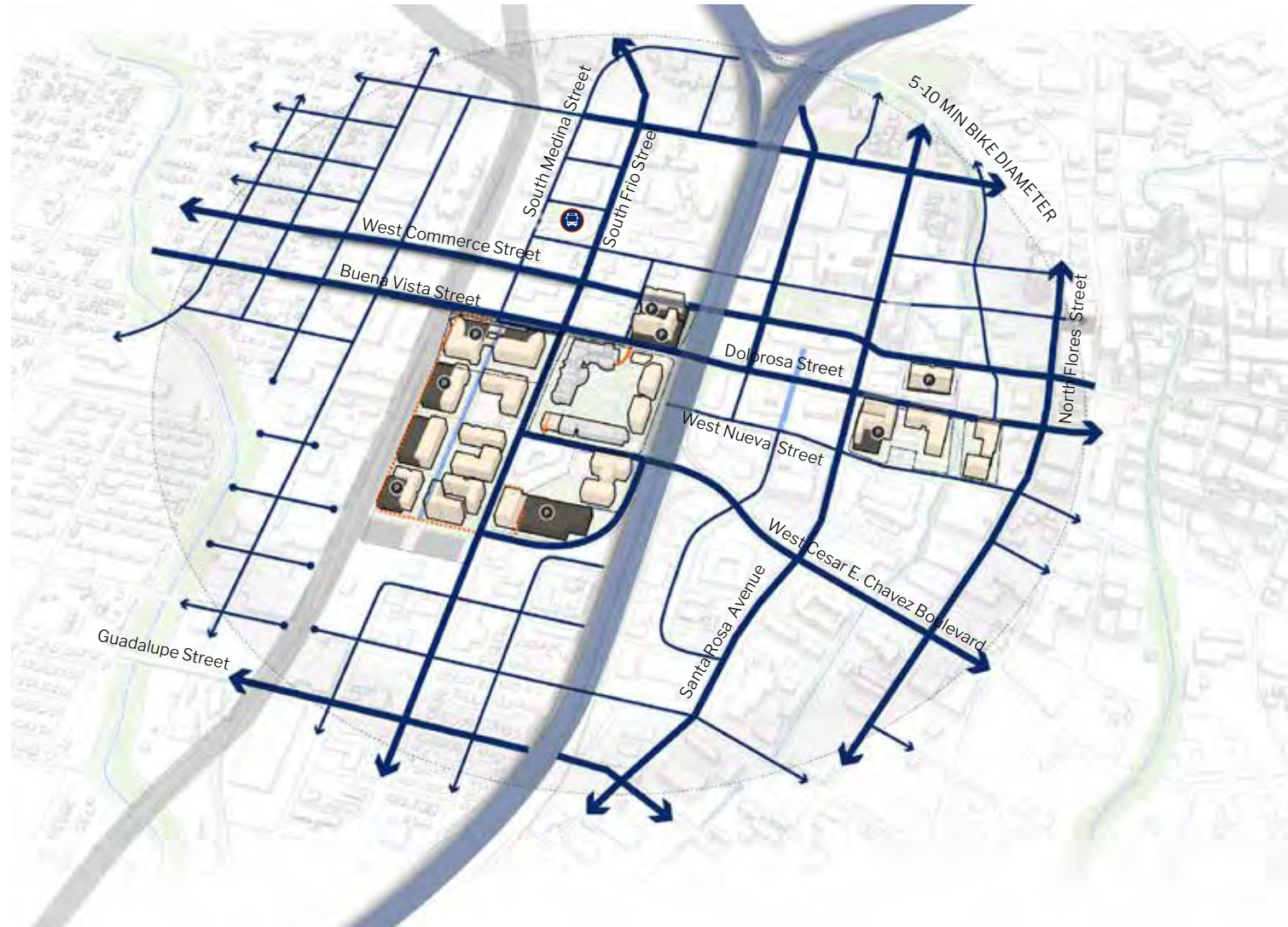
## 4.4 Planning Framework

### 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



-  Existing- VIA CENTRO
-  Existing- Highway
-  Existing- Road
-  Existing- Access road
-  Existing- Service road
-  Existing- Railroad
-  Proposed- Service road
-  Proposed- Access road
-  Proposed- Limited access road
-  Proposed- Parking Garage

## 4.4 Planning Framework

### 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



- Existing- Road
- Existing- Bike route
- Proposed- Bike route

## 4.5 Campus Districts

### 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

Figure 4.16 Proposed Downtown Campus Districts



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 4.17 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.



## 4.5 Campus Districts

### 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

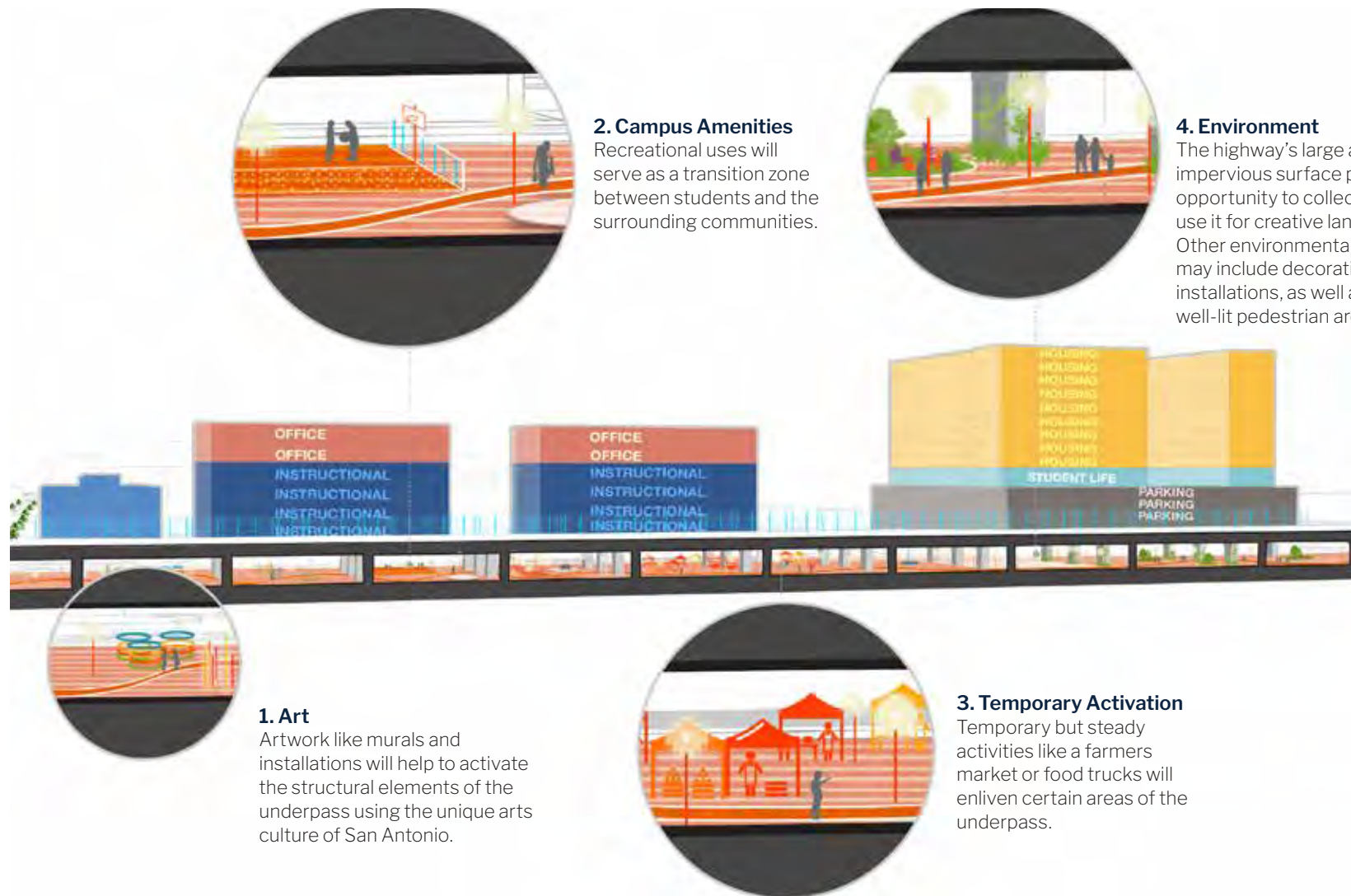


at West Nueva Street. These activities may include temporary installations, food trucks, farmers markets, and improved lighting. Later developments will explore permanent and expanded improvements to remove the parking on strategic blocks and transform the underpass into programmed civic space. Landscape 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.



## 4.5 Campus Districts

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



### 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.

### 2. Campus Amenities

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

### 3. Temporary Activation

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

### 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.

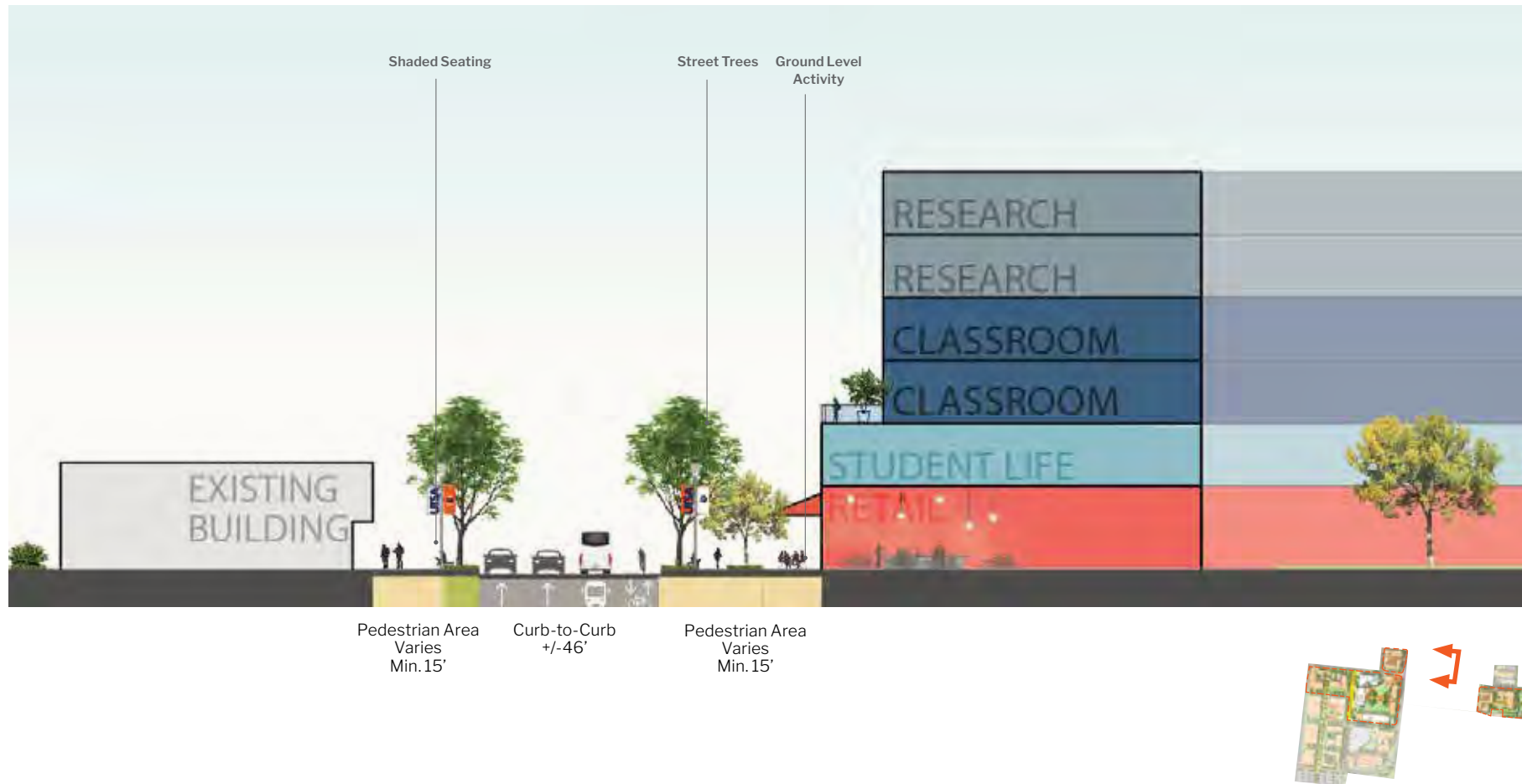
### I-10/I-35 Underpass Improvements

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

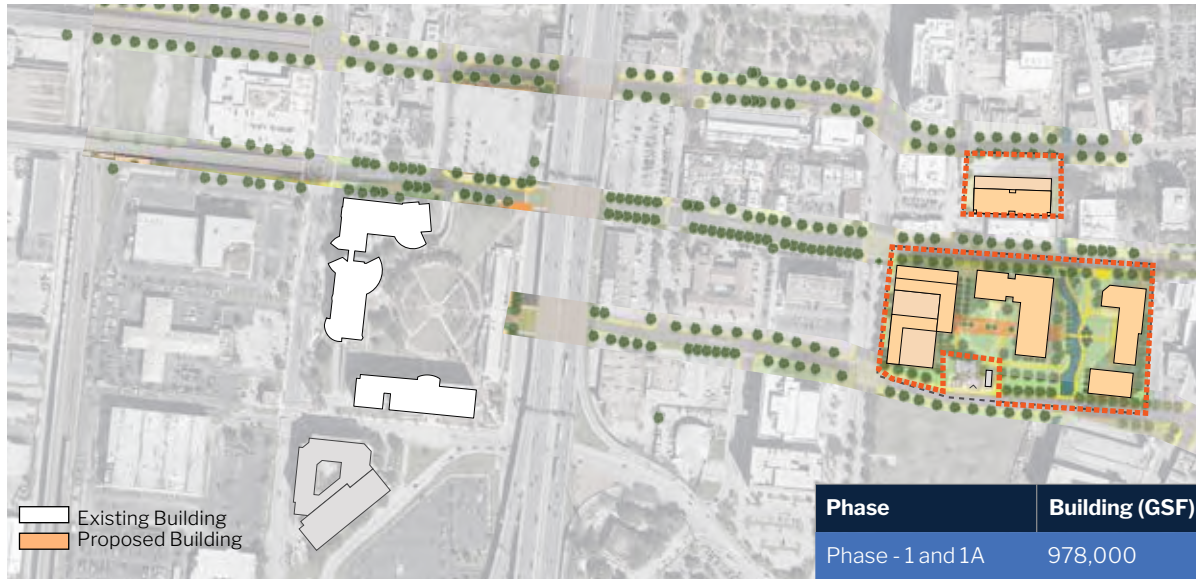
## 4.5 Campus Districts

Figure 4.22 Proposed West Nueva Street Section



## 4.6 Phasing Priorities

### Potential Phasing Strategy



#### Phase 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 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 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.

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