**Program Summary:**
As San Antonio’s first Transit-Oriented Development, this master plan prioritizes efficient multi-modal transportation networks and mixed-use buildings to create a compelling community.

**Program Statement:**
Located just 10 miles from downtown San Antonio, this 97 acre greenfield site is situated in a prime suburban infill location. It is positioned near major arterials and just beyond the extent of the city’s urban grid which lends itself well to be utilized for efficient and sustainable development.

Respecting the city’s intent as the first Transit-Oriented Development (TOD) to be realized in San Antonio, the project prioritizes the creation of a compact, pedestrian-oriented, mixed-use community that is centered around a high-quality transit system. This community makes it possible to live without the dependence on a vehicle for mobility and survival, resulting in a higher quality of life.

The Master Plan shows the village being circumscribed by six character districts. While the architectural vision for each district does not prescribe any particular style, it does intend to reflect the richness of San Antonio’s climate and unique sense-of-place. Each building should contribute to the larger vision of the community and demonstrate a spirit of progressive creativity, cultural connectivity, and ecologic sustainability. The documents created will ensure that the original intent of the community is maintained throughout its construction, thereby stabilizing the historical integrity and functional continuity of the new community.
The design team spent a week on-site for a collaborative design charrette. Team members met with various stakeholders, engineers, and numerous city officials to work through the details of the project. The master plan had to be carefully coordinated with the city and local transit agency to ensure all needs were being met. The team ran through countless iterations in order to arrive at a finalized vision.

The master plan was designed with flexibility in mind in order to react to the ever-changing market demands.

The initial concept plan can accommodate over 3,800 multifamily units, 67 townhome lots, and over 430,000 square feet of commercial/retail space.
This aerial rendering showcases the “cranky” nature of the street and building layout. The design intent behind this was both practical as well as character driven.

Cranky roadway design is used firstly as a traffic calming measure. Forgoing the use of curves and instead utilizing angled roadways encourages drivers to travel at slower speeds. This helps to establish a much more pedestrian oriented atmosphere.

The roadway also helps to create a unique character for the community. This character is reminiscent of European towns like Florence and Venice. Cranks in roadway design generate unique opportunities between buildings for the creation of intimate pedestrian plazas and gathering areas.
The majority of structures within the project are identified as mixed-use buildings. These are generally comprised of predominately residential units with the possibility of ground-floor retail. In addition to the mixed-use buildings, sites have been identified for both a senior living component as well as an office building, both along the W Military Dr. extension. There are several civic structures throughout the community and a commercial structure located within the town plaza. Mansion condos and townhouses are located along the outer edge of the community to transition the development into the surrounding neighborhoods.

The second illustration conveys the conceptual ideas for building heights in the project. Buildings immediately surrounding the town plaza, as well as those fronting Potranco Rd., have the greatest height. As you move both north and east through the community, building heights are gradually reduced in order to better fit within the context of the existing neighborhood.
The master plan provides specific direction regarding frontage build-out throughout the development. Careful consideration to the articulation of façade design can greatly compliment and better engage the public realm.
The vibrant core of the project lies within the centrally located town plaza. This town center will be enclosed by dense residential and bustling commercial activity. Commercial streets will be utilized to frame the town center. The configuration of these streets will create what is referred to as a turbine.

The turbine is composed of an eight foot strip of formal parallel parking along the commercial building frontages. Adjacent to the on-street parking are two, one-way travel lanes. Both travel lanes move vehicles in a counter-clockwise direction around the town plaza. The turbine plaza at the town center is designed to have all vehicles pause before entering. This design feature helps manage speeds to levels comfortable for pedestrians. Scale is also set to suit the walkers and cyclists and keep the drivers moving at reasonable flow rates.

An urban bosque in conjunction with bollards is being utilized around the perimeter of the town plaza. This urban bosque will create a distinct separation between the turbine traffic flow and the pedestrian-only component of the plaza.
The Transit Oriented Development, as defined by the municipality’s Unified Development Code, consists of two subdistricts known as the TOD Core and the TOD Periphery.

The TOD Core corresponds with all areas within a five minute walk of a transit station. This close proximity to public transit allows for a higher density than what is allowed elsewhere in the district.

All areas between one-quarter of a mile and one-half of a mile from a transit station or a major bus boarding location shall be classified as TOD Periphery. Land in this area shall be restricted to lower density development than what is found in the TOD Core.

The dotted line in the diagram to the right indicates the proposed transit routes through the project. Existing Ingram Road and W Military Drive are both intended to be utilized for bus transit with the possibility of light rail service being added in the future. A transit stop, highlighted in orange, has been located within the town plaza. This stop is centrally located within a five minute walk of nearly the entire community.
The comprehensive street network is essential to effective multi-modal travel within, to, and through the community. One classification for streets emphasizes the highly walkable, bikeable and transit friendly streets. These are deemed “A” Streets. The “B” streets are still walkable and mixed-use, but fewer urban design features are applied to their configuration. They are simpler and less expensive to construct. Finally, the “C” Streets form smaller but vital pedestrian ways or may even be simple alleys.

Transportation facilities are planned to help achieve the mixed-use, walkable patterns essential to the active TOD community vision. The function of these streets goes beyond the typical suburban arterial and collector roadways which emphasize vehicle mobility and land access respectively.
Mobility for all modes is the fundamental design assumption. Pedestrian, bicycle, and transit modes are as vital as motor vehicle movement. Generous sidewalks, narrow lanes, curbside parking, street trees, and build-to lines for structures are all important to achieving greater walkability which is primarily achieved by vehicular speed management. Although overall pavement sizes may vary, all streets are almost equal in their functions of providing efficient mobility and access.
Trees provide many functions to aid the mobility and safety of travelers. Cooler shaded places for walking, dining and other gathering activity are greatly enhanced by street trees. Visual sensations of regularly spaced tree trunks passing the driver’s eye afford a clear, rhythmic feedback on vehicle speed, allowing drivers to adjust speed to match urban conditions. Trees also shade parked vehicles and surrounding pavement, countering the heat effect of urban hardscapes.
Great effort was placed on establishing an effective and comfortable pedestrian network throughout the project. Every street within the development was designed to not only allow, but to encourage increased pedestrian activity. Enhanced pedestrian facilities promote non-vehicular modes of transportation which supports active and healthy lifestyles.

The pedestrian network features a robust town square that will be the central location for events, recreation space, farmers market, etc. The new transit center, which is at the heart of the Transit Oriented Development, is strategically located near the town center providing transit riders direct access to all the amenities that the community has to offer.
The master plan encourages the creation of various pedestrian-only passages throughout the community. These passages create unique, intimately scaled experiences that pay homage to classic European cities that prioritize the pedestrian experience.