

BRACKENRIDGE PARK

MASTER PLAN

FEBRUARY 21, 2017



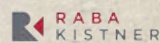
CITY OF SAN ANTONIO
TRANSPORTATION & CAPITAL IMPROVEMENTS



PARKS & RECREATION
SAN ANTONIO



BRACKENRIDGE PARK
CONSERVANCY



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Ann Benson McGlone, LLC



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BRACKENRIDGE PARK

MASTER PLAN

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MASTER PLAN



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Brackenridge Park Conservancy

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INTRODUCTION

BRACKENRIDGE PARK

EXECUTIVE SUMMARY

Executive Summary

The Brackenridge Park Master Plan was commissioned by the City of San Antonio to create a comprehensive plan to shape the future development and rehabilitation of Brackenridge Park for many years to come.

Brackenridge Park is a State Antiquities Landmark and is listed on the National Register of Historic Places. The park is located north of downtown San Antonio, in City Council Districts 1 and 2, bordered by Highway 281 to the west and south, Broadway Avenue to the east and Hildebrand Avenue to the north.

The project was managed by the Transportation and Capital Improvements Department in collaboration with the City's Parks and Recreation Department and the Brackenridge Park Conservancy.

Elements of the Plan

The planning team was charged with the development of a master plan for the park that includes:

- Land use planning to maintain the balance of fee versus free activity space in the park.
- Creation of design guidelines for rehabilitation of existing park elements, and design of new park features.
- Identification, prioritization, and estimated costs for future capital improvement projects for the Park.



The Park is approximately 343 acres and includes several landmark destinations, such as the San Antonio Zoo, Brackenridge Eagle Train Ride, Sunken Garden Theater, Sunken Garden, Japanese Tea Garden, Tuesday Musical Club, First Tee Driving Range, Witte Museum, Brackenridge Golf Course, Lions Field and the San Antonio River. Not to mention the newest entry into the park district, the DoSeum!

Methodology

The planning team implemented a traditional project planning methodology to arrive at recommendations that would ultimately be incorporated into the plan.

- Existing plans, studies and surveys of Brackenridge Park and the surrounding area, as well as master plans for leased properties within the park boundaries and existing funded improvement projects were compiled and reviewed.
- A public input design charrette was held prior to developing any plan recommendations. In addition, the team met with 23 individual stakeholders who are directly involved in, or impacted by, daily activities in the park.
- The first draft plan was developed that incorporated input from the public, analysis of the park and its surroundings, review of previous plans for the park, and review of plans for entities immediately in or adjacent to the park.
- The first draft plan was presented to the client, the 23 identified stakeholders, and to the public.
- Numerous additional public meetings were held throughout the city to elicit responses to the first draft master plan.
- The final plan is a result of the input of all the interested parties.

EXISTING CONDITIONS

BRACKENRIDGE PARK

EXECUTIVE SUMMARY



Fee and Non-Fee Areas Plan

Fee versus Non-Fee Access

Inside the park itself, a significant portion of the land is dedicated to fee-based usage, which encompasses constituent institutions that are some of the park's biggest draws. Both the San Antonio Zoo and the Witte Museum are north of Mulberry, as are the majority of historic buildings that have potential to be re-used as vital park facilities. Visitation is concentrated in the northern half of the park, as lower-density usages like trails along Avenue A and the Brackenridge Park Golf Course dominate the south half of the park.



Greenspace and Impervious Cover Plan

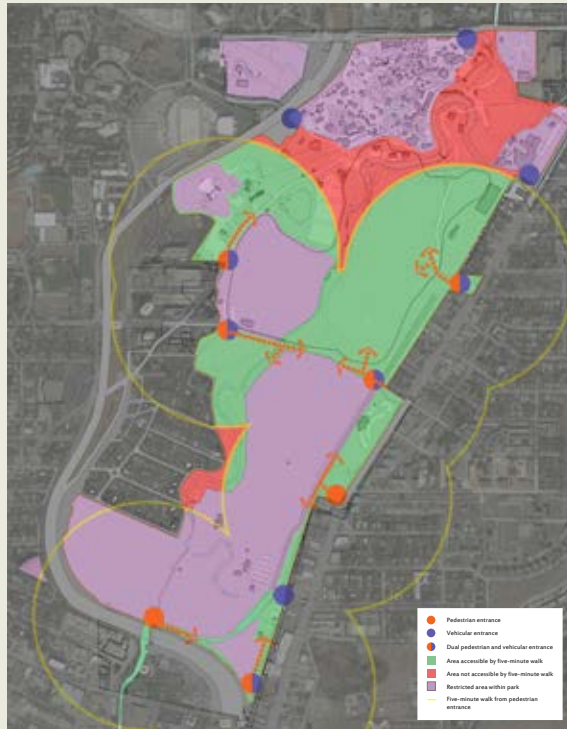
Green Space in the Park

Surprisingly, twenty percent of the park is impervious cover; buildings, paving, and other solid cover. This is a high percentage for a natural area. Taken together with the consensus goals for natural habitat and native vegetation restoration espoused by the public and several other planning efforts, these strategies form a clear basis for an approach to goal setting and recommendations regarding vegetation and impervious surfaces in the park.

EXISTING CONDITIONS

BRACKENRIDGE PARK

EXECUTIVE SUMMARY



Pedestrian Access Plan

Pedestrian Access

Given the importance of park connections to nearby residential areas, including neighborhoods, multifamily developments, and student housing; pedestrian connections should be emphasized. Pedestrian entrances, amenities, and linkages from those areas to destinations within the park are acceptable in some areas, but pedestrian entrances are lacking in the northern part of the park where the heaviest visitation occurs. In the graphic, the red indicates areas un-served by pedestrian entrances, while the yellow circles show five-minute walk radii from the entrances.



Historic Places & Elements (Brackenridge Park Conservancy)

History and Culture

One of the most notable features of Brackenridge Park is its history. The park is home to some of San Antonio's most culturally and historically significant structures, but little prominence has been given to that history in terms of investment, planning, and development. For example, the eastern edge of the park, near the Witte Museum, holds the dam and head of an acequia which watered the agricultural lands around the Alamo. Further north, the Upper Labor Dam (another Spanish Colonial structure) is buried just beneath the surface, and its associated acequia still winds from the site south and west towards and through the San Antonio Zoo. The pump house for San Antonio's first waterworks, the oldest known industrial building in the city, stands on the edge of the river near the Joske Pavilion, itself a historic structure.

PUBLIC PROCESS

BRACKENRIDGE PARK

EXECUTIVE SUMMARY



The public involvement process evolved over the course of the project. At the start of the project, a public design charrette was held to present basic information about the park and elicit a vision for the Master Plan from the community. The planning team identified a list of 23-stakeholders, and individual interviews were held with each entity. In addition to the public, City staff and the Neighborhoods and Livability Council were apprised of the information gathered from the input process and draft Master Plan concepts being developed. The first Draft Master Plan was presented to an assembly of the 23-stakeholder entities, in addition to a separate presentation to the general public.



Individuals from the community, through Council Districts 1 and 2 and the Neighborhoods and Livability Council, requested that additional public meetings be held throughout the city. Seven additional public meetings were held where City staff presented major tenets of the plan and solicited verbal and written feedback.



Entity Stakeholder Meetings:

Council District 1 Roberto Trevino
Council District 2 Alan Warrick
Witte Museum
San Antonio Zoo
Alamo City Golf
DoSeum
Botanical Garden
San Antonio River Authority
San Antonio River Improvement Projects
(Oversight Committee member Tony Cantu)
Headwaters at Incarnate Word
Glenn Huddleston
San Antonio Water System
Acorn School
River Road Association
First Tee
Office of Historic Preservation
Parks and Recreation Department
San Antonio Audubon Society
TCI Departments
VIA Metropolitan Transit
San Antonio Conservation Society
University of the Incarnate Word

In addition to the citywide input process, the Neighborhoods and Livability Committee requested an “activity-based” input process from users in the park. An additional six events were held to test the results of the citywide public meetings. Those events included a range of activities from a mock archaeological dig for children at the Lambert Beach Softball Field, to a guided bike ride through the park to learn about pedestrian/automobile interaction in the park as well as invasive plant species control.

REUNIONES PÚBLICAS PARA DISCUTIR EL MASTER PLAN DE BRACKENRIDGE PARK
TU CIUDAD. TU PARQUE.

Queremos escucharte. Lo invitamos cordialmente a una reunión pública para conocer más acerca del Master Plan de Brackenridge Park y darle la oportunidad de proporcionar sus opiniones y comentarios.

Lions Field Adult and Senior Center	Doris Griffin Senior Center	Guadalupe Cultural Arts Center Theater
2909 Broadway Mueve, 14 de junio 2016 6:00pm - 8:00pm	6107 NW Loop 410, Ste 120 Mueve, 21 de junio 2016 6:00pm - 8:00pm	1201 Guadalupe Lunes, 27 de junio 2016 6:00pm - 8:00pm
Little Carver Civic Center	Phil Hardberger Park Urban Ecology Center	
226 North Hackberry Mueve, 27 de junio 2016 6:00pm - 8:00pm	5400 NW Military Hwy viernes, 1 de julio 2016 6:00pm - 8:00pm	

Si usted no puede asistir a ninguna de estas reuniones, lo invitamos a visitar la página web www.sanantonio.gov/parksandrec en donde podrá ver la presentación preliminar del Master Plan, y tendrá la oportunidad de proporcionar sus comentarios y opiniones.

Envíe sus comentarios a BrackenridgeParkMasterPlan@sanantonio.gov

CITY OF SAN ANTONIO
PARKS & RECREATION

PUBLIC PROCESS

BRACKENRIDGE PARK

EXECUTIVE SUMMARY

Public Meeting Results



What Needs Improving from the Community's Perspective

The results of the public input process, where between 800 and 1,000 citizens voiced their opinions are represented in the adjacent graph. In general the community supports the restoration of natural park features; improvement of water quality in the San Antonio River; restoration, preservation, and articulation of cultural and historic features; the increase of visibility and pedestrian access to and within the park.

PRINCIPLES & GOALS BRACKENRIDGE PARK

EXECUTIVE SUMMARY



This list of goals represents the principles behind the vision for the park laid out in the sections that follow. These principals and goals were derived through public meetings, interviews with park stakeholders, and observations by the planning team. These goals represent a consensus view for transforming the park into a more walkable, enjoyable place, which respects the traditions of the people who use it, and highlights the deep history found in the park.

Integrate the park into its surroundings and clarify the park perimeter.

- The park edge should look like a park wherever it is publicly visible. The dominant park boundaries of US-281, Broadway, and Hildebrand should be treated as park-related public ways, not hard edges containing the park.
- Create additional paths and entrance features to access the park.
- Create clear vehicular entrances to the park and major attractions and institutions coupled with structured parking as the vehicular destination.
- Work with the park's institutional neighbors to create a park district.



Enlarge the park

- Manage invasive species in the park, both flora and fauna.
- Create policies which:
 - Set hard boundaries regarding any future encroachment on current publicly owned/accessible land.
 - Establish the current free area of the park as the minimum free area in the future.
 - Return current fee-based park uses to public and free use where possible.
 - Support the acquisition of land for public purposes.

Strengthen the historic organization of the park along the river and Catalpa-Pershing Channel

- Create a series of pedestrian-focused active and passive use spaces.
- Create a series of view corridors.
- Enhance clear connecting pedestrian pathways.

PRINCIPLES & GOALS

BRACKENRIDGE PARK

EXECUTIVE SUMMARY



Lake Flato Rendering



SAN ANTONIO'S
MUSEUM FOR KIDS



BRACKENRIDGE PARK
CONSERVANCY



Balance active, passive, and cultural uses of the park

- Cultural institutions should be more closely incorporated into the park.
 - Each institution should have a policy in place treating their current boundary as a common park edge, not as a firm boundary of their facility.
- Park institutions should expand beyond the current park whenever possible, like the Witte's expansion across Tuleta into previously privately owned building and parking structure.
- Perimeter institutions like the DoSeum and the San Antonio Botanical Garden should be integrated into the park's perceived boundaries (District)
- Other cultural institutions should be encouraged to locate adjacent to park edges and to integrate their facilities into the park district.
- Create additional activities for daily use, and include park uses needed by the surrounding neighborhoods.
 - Additional playgrounds, athletic fields, health trail, swimming, boating, open space, dog park, etc.
- Enhance event spaces for regional use of the park:

- Outdoor open space for large events, performance spaces, Sunken Garden Theater, etc.
- Respect and enable culturally significant uses like Easter camping to continue and expand.
- Preserve and re-purpose historic structures and resources.

Create community support for the well-being of the park.

- Enhance educational opportunities in the non-fee portions of the park.
- Include neighboring citizens and organizations in planning and implementing park improvements.
- Support other planning and design initiatives that are adjacent to the park (including Broadway corridor improvements, etc.).
- Empower the Brackenridge Park Conservancy to develop a "well-funded strategic management plan" to sustain park programming, development, maintenance, and operations.



RECOMMENDATIONS

BRACKENRIDGE PARK

EXECUTIVE SUMMARY

Recommendations and Items for Future Consideration

The planning process, including extensive community input has reaffirmed Brackenridge Park's importance to the community as a cultural and recreational resource. This land has been a vital part of the region's history for at least 10,000 years and continues to be an important part of everyday life and important cultural events in San Antonio. Three major categories for improvement to Brackenridge Park were identified through the stakeholder meetings and public input:

- Restore Natural Park Features and Improve Water Quality in the San Antonio River.
- Restore, Preserve, and Articulate Park Cultural and Historical Features.
- Increase Visibility and Pedestrian Access to and within the Park.

Within each category there are numerous measures to support the major category.

Both short and long-term recommendations are made in the plan, based on need and potential funding availability. The initial set of recommendations could be funded as part of the upcoming 2017 Bond Election. The following projects were selected for consideration in the 2017 Bond Program:

Near-term Capital Projects

Upper Labor Interpretive Area

In a recent UTSA Center for Archaeological Research investigation, a head gate at the upper end of the Upper Labor Acequia and a significant portion of what remains of the Upper Labor dam were found. Large solid cut limestone blocks placed on top of the Spanish Colonial dam in the late 1800's would be exposed for interpretation. The Upper Labor Acequia channel walls will be repaired and restored to replace missing stone and spalling mortar.

Avenue A Hike & Bike Path

Avenue A south of Mulberry would be closed to vehicular traffic, except for emergency and Parks Maintenance vehicles and golf course maintenance traffic in favor of a more pedestrian- and bicycle-friendly riverside trail. A small parking area would be created directly off Mulberry for access to the path. Invasive plant species along the path would be removed and replaced with appropriate native species.

New Pedestrian Bridge

A new universally accessible pedestrian bridge

is proposed to provide a more direct access between Broadway, the Witte Museum, and the east side of the park near Tuleta Avenue and the San Antonio Zoo and other destinations on the west bank of the river.

San Antonio River Wall Repair

For years, sections of San Antonio River channel walls have been failing. Several Capital Improvement Projects have been initiated to repair wall sections that had failed, or were deemed to be a danger to the general public. Many more hundreds of feet of walls are in need or replacement.

Tuleta Parking Garage

The San Antonio Zoo, Sunken Garden Theater, and other destinations along St. Mary's Street suffer from insufficient parking. A new parking garage on San Antonio Independent School District (SAISD) land would augment parking available in the park as well as support events at Alamo Stadium and SAISD's convocation center.



RECOMMENDATIONS

BRACKENRIDGE PARK

EXECUTIVE SUMMARY

Long-Term Recommendations

The projects not identified as “near-term” are currently unfunded. These projects represent long-range improvements for Brackenridge Park. As future funding sources become available, these concepts should be considered for implementation. The long-range improvements consist of a mix of projects that will restore and improve both the natural and man-made elements of the park; preserve historic uses and create new uses; as well as create policy that will protect the park into the future.

Restore Natural Park Features and Improve Water Quality in the San Antonio River.

Stabilize and restore San Antonio River Banks

- Continued monitoring and evaluation of bank erosion of the San Antonio River channel between Hildebrand Avenue and US Highway 281, in the approximate areas identified on the adjacent exhibit, should continue. Removal of invasive vegetation species and the stabilization of the banks of the San Antonio River, using methods that will result in a natural appearance are recommended.

Restore the Catalpa-Pershing Channel to a natural design to include new pedestrian access to the area.

- The Catalpa-Pershing Channel is another in a series of river channels and tributaries ripe for restoration, and its location between Avenue B and the Wilderness Area makes its restoration both critical and transformative. Avenue B should be reconfigured to accommodate vehicular traffic, more green space, and a north/south-walking trail that could also connect across the Catalpa-Pershing to the Wilderness Area.

Remove invasive plant species.

- For decades non-native plant materials have been introduced to the park either through natural or human means. The Master Plan proposed the development of an invasive plant species removal program coupled with a proposal to develop a re-vegetation plan using primarily native plant species.

Incorporate low impact development features into the park.

- Water quality in the San Antonio River can be improved by implementing Low Impact Development (LID) strategies. LID strategies are stormwater management and planning techniques that are intended to reproduce natural predevelopment conditions by reducing the amount of impervious surfaces and infiltrating, evaporating, and storing stormwater runoff. Unlike the conventional method of quickly discharging stormwater off-site and conveying it to a downstream watershed, LID treats stormwater as a resource on-site.



RECOMMENDATIONS

BRACKENRIDGE PARK

EXECUTIVE SUMMARY



National Heritage Landmark



Long-Term Recommendations

Restore, Preserve, and Articulate Park Cultural and Historical Features.

Establish the park as a National Historic Landmark and become the first National Heritage Area in Texas.

- National Historic Landmark (NHL): This designation helps recognize, preserve, and protect important locations in American history. Designating a property as an NHL may provide it with additional protections from development, and may also make the property eligible for preservation grants and technical preservation assistance. The National Park Service Intermountain Region administers the National Historic Landmarks Program in Texas. NHL sites in this region include the Hoover Dam, United States Air Force Academy, Georgia O'Keeffe Home and Studio to name a few.
- NATIONAL HERITAGE AREA (NHA): Through public-private partnerships, NHA entities support historic preservation, natural resource conservation, recreation, heritage tourism, and educational projects. Leveraging funds and long-term support for projects. National Park Service partners provide technical assistance, and distribute matching federal funds from Congress to NHA entities. NPS does not assume ownership of land inside heritage areas or impose land use controls. Examples of NHA sites include: Abraham Lincoln NHA, Illinois; Northern Rio Grande NHA, New Mexico; Freedoms Frontier, Oklahoma; and Baltimore NHA, Maryland

Restore and interpret Spanish Colonial dams, acequias and water works

- Significant cultural and historic features ranging from prehistoric archaeological sites, to remnants of Spanish Colonial dams and acequias, to structures from San Antonio's first waterworks, to some of the earliest park facilities exist in close proximity to

each other offering an opportunity to interpret those features to park users. Where possible, without risking the resource, expose and interpret the historic features.

Restore historic buildings and structures.

- Historic structures abound in Brackenridge Park. As an example, Pump House #1, built as part of San Antonio's original waterworks, should be restored and renovated for a new use (perhaps a café, coffee shop, or ice cream shop). Other buildings could be restored to their original use (restrooms, storage, swimming changing rooms, etc.), or serve new purposes as defined at another time.
- Over the years changes have been made to the landscape as well. As an example, the non-historic earthen road bridge immediately north of Pump House #1 should be removed and replaced with a pedestrian bridge, as was originally present there, allowing the waterworks channel to enter the Pump House as it did when constructed.

Create outdoor classrooms.

- The opportunity for learning abounds in Brackenridge Park. Formal and informal spaces and amenities should be created to foster use of the park as a place for learning.

Renovate the Sunken Garden Theater.

- A Public/Private partnership should be formed to provide for a major renovation of the Sunken Garden Theater, with the goal of enabling its use as a year-round venue. New parking structures, and utilization of existing parking contracts in private structures provides more than sufficient parking nearby to support capacity crowds while not congesting local streets around the park as has been the case in years past.
- Preserve and enhance Easter camping and daily picnic uses.

RECOMMENDATIONS

BRACKENRIDGE PARK

EXECUTIVE SUMMARY



Long-Term Recommendations

Increase Visibility and Pedestrian Access to and within the Park.

Make park edge and entrance improvements.

The roadways around the park (Broadway, Hildebrand, and US Highway 281) are of different types and sizes. With exception to the few formal entrances to the park, park boundaries are not well defined. All park edges should be designed in a way to highlight the existence of the park through the use of common built elements, planting, lighting, and pedestrian amenities. These actions will enhance perception of the park as one diverse but unified place.

Increase park connections to neighborhoods.

Broadway Corridor: At least two access corridors should be created (via land acquisition) from Broadway into the park. Corridor elements will include architectural features that will visually connect these new spaces to the existing framework of the park boundary. Generous walks, public art, lighting, and appropriate planting will grace the spaces. These connections between Broadway and the park could be accomplished in concert with improvements to Avenue B and the Catalpa-Pershing Channel.

Connections north: From the area of the Upper Labor Dam, a path will be extended north, under Hildebrand

Avenue, to the Blue Hole and the Headwaters at Incarnate Word, a nature preserve which protects part of the headwaters of the San Antonio River.

Connections South: Connections to the south, such as the path recently completed beneath US-281 as part of the San Antonio River Improvements Project, are the primary means of connecting Brackenridge Park to downtown. Additional connections to the restored Catalpa-Pershing Channel, and a revitalized Avenue B will further establish connections to downtown.

Better connection to St. Mary's Street entry to the park.

Better connection from the west along Tuleta Avenue: Vehicular, pedestrian, wayfinding, lighting, and landscape improvements along Stadium Drive and eastward on Tuleta will be used to provide better access from the west, and to reinforce the sense of arrival at the park.

Create multi-use pathways to facilitate safer pedestrian use of the park.

Brackenridge Park was originally conceived as a series of parkways – a park to be enjoyed from a vehicle, with interesting spots to visit. Since then, park use has shifted from vehicle-centric to pedestrian-centric, without much change to the infrastructure to support such a change. Creative ways must be found to integrate the need for higher pedestrian usage (as was accomplished in the Wilderness Area) while not negating the need for vehicular access to park facilities.

II PUBLIC INPUT & PLAN CONTEXT BRACKENRIDGE PARK

MASTER PLAN

Section II: Public Input and Plan Context

This master plan has benefited from a process of public involvement which took place in three distinct stages. Planning recommendations have been extensively revised throughout the course of the project to reflect public input.

Public Input Round 1, Meeting 1

The first public meeting was held at Tri-Point YMCA on July 18, 2015. A media campaign including mailers, social media, and invitations to neighborhood groups was used to ensure public awareness of the meeting.

After a brief presentation of the Brackenridge Park Master Plan Phase 1 Report prepared for the Brackenridge Park Conservancy, the design team charged attendees with generating and prioritizing issues which they felt were most important to the future of the park.

In response to the question “What do you believe are the top three challenges facing Brackenridge Park?” the consensus was that vehicular traffic and parking; access to the park (pedestrian, bike and public transit); and the resolution of environmental concerns were key in their thinking. In addition to the challenges, other items (historic structure preservation, Catalpa-Pershing Channel transformation, river water quality, invasive plant control, and dealing with “encroaching entities”) were identified as issues that should be dealt with in the master plan.

Other specific issues as developed by the attendees were as follows:



1. Add/finish sidewalks along Avenue B
2. Pick up trash on weekends, especially Sunday, to avoid buildup of trash
3. Repair erosion along San Antonio River channel banks, especially on the west bank of the river downstream from Mulberry
4. Create linear trail connection from the park to the headwaters through Incarnate Word to the Olmos basin
5. Curtail Sunday “cruising” through the park
6. Solve the issue whereby the Miraflores and low water crossing bridges obstruct flow and create backwater in big rain events
7. Add interpretation of Dionicio Rodriguez art in the park
8. Avoid gentrification of the park
9. Fix poor pedestrian connections
10. Curtail dumping of animals in the park
11. Create an off-road bike route connecting the Tobin Center, San Antonio Museum of Art, DoSeum, the park, the San Antonio Botanical Center, the McNay Art Museum, and the airport
12. Establish an art committee for the park
13. Create public policy as it relates to the few remaining open, free use areas in the park
14. Create better connectivity within the park to the Japanese Tea Garden; establish better security for the Tea Garden

II PUBLIC INPUT & PLAN CONTEXT BRACKENRIDGE PARK

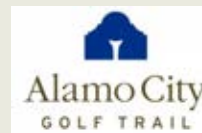
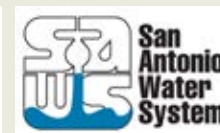
MASTER PLAN

Entity Stakeholder Meetings

With City of San Antonio Staff from various Departments, the planning team identified a list of 23 stakeholder entities. These groups represent entities who operate facilities within the park, City of San Antonio Departments, neighborhood organizations, governmental subdivisions, educational institutions, businesses and private land owners. Over the course of several months, individual meetings/interviews were held with each entity. The outcome of those meetings were recorded and considered during team planning meetings. Notes from those meetings can be found in the appendix of this document.

Entity Stakeholder List

Council District 1 Roberto Trevino
Council District 2 Alan Warrick
Witte Museum
San Antonio Zoo
Alamo City Golf
DoSeum
Botanical Garden
San Antonio River Authority
San Antonio River Improvement Projects
(Oversight Committee member Tony Cantu)
Headwaters at Incarnate Word
Glenn Huddleston
San Antonio Water System
Acorn School
River Road Association
First Tee
Office of Historic Preservation
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San Antonio Audubon Society
TCI Departments
VIA Metropolitan Transit
San Antonio Conservation Society
Incarnate Word University



II PUBLIC INPUT & PLAN CONTEXT BRACKENRIDGE PARK

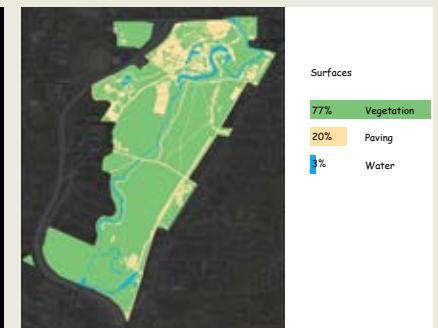
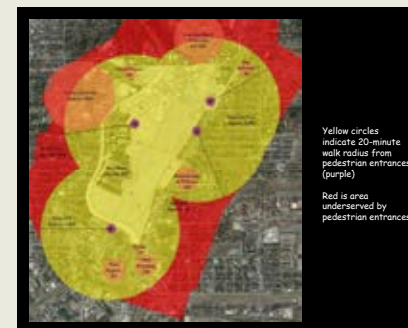
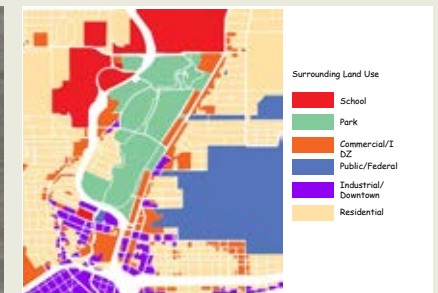
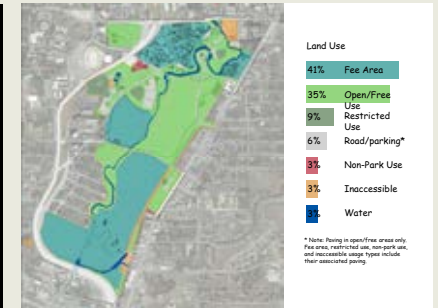
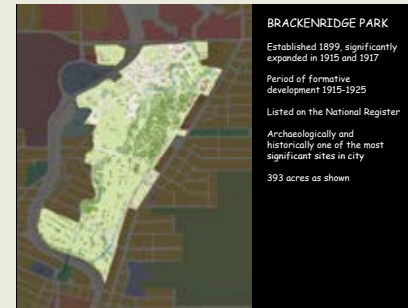
MASTER PLAN

Public Input Round 1, Meeting 2

A second public meeting was held at the San Antonio Garden Center on April 26, 2016. Similar to the first public meeting, mailers, social media, email invitations, and invitations to neighborhood groups were used to publicize the meeting.

After an introduction from the Brackenridge Conservancy and city staff, the design team presented the major points of the draft master plan. The presentation was structured using the areas identified in the draft plan. Conceptual graphics were used to support the presentation.

In the question-and-answer session following the presentation, several themes emerged, including opposing preferences for closing Mulberry and widening it to four lanes, concerns about vegetation depicted in renderings of the Grand Lawn, a desire for parking to remain free within the park, and a desire for additional public input meetings in all council districts.



II PUBLIC INPUT & PLAN CONTEXT

BRACKENRIDGE PARK MASTER PLAN

Public Input Round 2

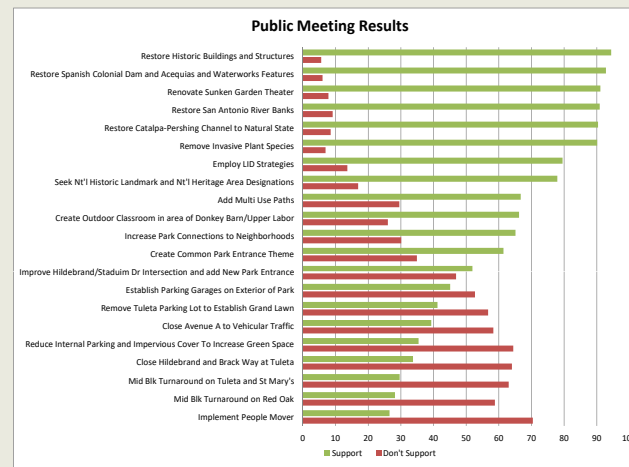
In response to requests from the public to councilpersons, a second round of public meetings was held in order to solicit further input on the goals and recommendations of the draft master plan. Six meetings were held:

- 1) June 14, 2016, at Lions Field Adult and Senior Center
- 2) June 21, 2016, at the Doris Griffin Senior Center
- 3) June 27, 2016, at the Guadalupe Cultural Arts Center theater
- 4) June 28, 2016, at the Little Carver Civic Center
- 5) July 7, 2016, at the Phil Hardberger Park Urban Ecology Center
- 6) July 13, 2016, at the Ramirez Community Center

Each meeting included a presentation of the plan from city staff and responses to questions. The public was invited to provide feedback on the major components of the plan using dots placed on physical presentation boards, mobile digital devices, written comments, or emailed comments. The following is a summary of that feedback for each plan component, ranked in order of highest support to least support.

Public support was over 50% for the following components, listed in order of support:

- 1) Restore historic buildings and structures
- 2) Restore Spanish colonial dam and acequias and waterworks features
- 3) Renovate Sunken Garden Theater
- 4) Restore San Antonio River banks
- 5) Restore Catalpa-Pershing Channel to natural state
- 6) Remove invasive plant species
- 7) Employ low impact development strategies
- 8) Seek National Historic Landmark and National Heritage Area designations
- 9) Add multi-use paths
- 10) Increase park connections to neighborhoods
- 11) Create common park entrance theme
- 12) Improve Hildebrand/Stadium Drive intersection



II PUBLIC INPUT & PLAN CONTEXT BRACKENRIDGE PARK

MASTER PLAN



**BRACKENRIDGE PARK
DRAFT MASTER PLAN**
YOUR CITY. YOUR PARK.

**ENVISION THE FUTURE OF BRACKENRIDGE PARK
DURING FUN, FREE EVENTS!**

BRACKENRIDGE CULTURAL SOIREE
FRIDAY, OCT. 7 @ 5:30 PM
MEET AT KOEHLER PAVILION
Enjoy the scenery of Brackenridge Park as you listen to a flute group and then a classical guitar as Flamenco dancers perform. Learn more about the Brackenridge Park Draft Master Plan and see an exhibition of archeological artifacts found within the park.
All ages

BRACKENRIDGE BY TRAIN
TUESDAY, OCT. 11 @ 5:30 PM
TRAIN DEPOT
And you thought a train ride through Brackenridge Park couldn't get any better! We'll be making stops to hit plateaus, fly kites and more. Registration is recommended as seating is limited. RSVP to BrackenridgeParkMasterPlan@sanantonio.gov
All ages

MONSTERS, INC. AT SUNKEN GARDEN THEATER
SATURDAY, OCT. 22
GATES OPEN AT 6 PM
MOVIE AT SUNSET
Enjoy a costume contest and free showing of Monsters Inc. in the historic Sunken Garden Theater along with a short film on the amazing history of Brackenridge Park. Food trucks will be on hand for an easy dinner. This is an alcohol-free event.
All ages

BRACKENRIDGE NATURE BIKE TOUR
SATURDAY, OCT. 29 @ 9:00 AM - 11:00 AM
MEET AT JOSKE PAVILION
Bring your kids and their bikes for a guided bike tour to explore Brackenridge Park. Learn about controlling invasive plant species and identify ways to improve park flow both internally and externally.
Ages 4+

BRACKENRIDGE COFFEE & PAINTING CLASS
WEDNESDAY, NOV. 9 @ 9:30 AM - 11:30 AM
LIONS FIELD
Enjoy a painting class and coffee along with discussions about the Brackenridge Park Draft Master Plan.
Adults and seniors

BRACKENRIDGE ARCHEOLOGY EXPLORATION
SATURDAY, NOV. 19 @ 10:00 AM
BY LAMBERT SOFTBALL FIELD
We're recreating an archeological dig for children of all ages to uncover replicas of artifacts that would have been found within Brackenridge Park.
All ages

For more info on these events and the Brackenridge Park Draft Master Plan, go to SAParksandRec.com

Public Input Round 3

Results from the second round of public meetings were presented to the City of San Antonio Neighborhoods and Livability Committee, a subcommittee of the City Council. The committee requested a third round of public meetings, this time a series of gatherings in the park which were formatted as activity-based input sessions rather than as standard public meetings.

An additional six events were held to test the results of the citywide public meetings. Those events included a range of activities from a mock archaeological dig for children at the Lambert Beach Softball Field, to a guided bike ride through the park to learn about pedestrian/automobile interaction in the park and other topics including invasive plant species control.

BRACKENRIDGE PARK MASTER PLAN - PUBLIC ENGAGEMENT FALL 2016



This is a summary of the *Event-based Planning* techniques utilized in the development of the Brackenridge Park Master Plan during October and November 2016.

The general aim was to spark new conversations and comments from a large variety of users, from both sporadic and frequent users, being those representatives of all neighborhoods and backgrounds; conducted in an appealing and interactive manner, to foster input and support for further steps on the Master Plan.

This round of public consultation was a Department-wide effort, made by Parks and Recreation, planned and coordinated by the Urban Designer of the Department as project manager, and developed and executed by the areas of Recreation, Parks Operations, Communications, Park Police, Urban Forestry, Volunteer Services, and Trail Stewards; as well as other supporting External Stakeholders, such as the San Antonio Zoo, UTSA, and Brackenridge Park Conservancy.

A key driver was the idea that the venues themselves were representative, of the aimed objectives of the Master Plan, so park users could visualize more easily what those policies could represent for the park, if successful, for those very same locations.

The activities were also crafted in a way in which each activity underlined specific policies from the draft version of the Plan, in order to focus and optimize the input from the public, while creating diversity throughout the entire spectrum of activities. The following matrix shows this correlation:

Policy Group	Sub-policy	1. CULTURAL SOIREE Friday, Oct. 7 th - 5:30 PM	2. TRAIN TRIP Tuesday, Oct. 11 th - 5:30 PM	3. MOVIE AT THE PARK Saturday, Oct. 22 nd - 7:00 PM	4. NATURE BIKING Saturday, Oct. 29 th - 9:00 AM	5. COFFEE AND PAINTING CLASS Wednesday, Nov. 9 th - 9:30 AM	6. ARCHEOLOGY EXPLORATION Saturday, Nov. 19 th - 10:00 AM
1. Restore natural park features and improve water quality							
	1.A. Restore and stabilize San Antonio River banks	✓	✓				
	1.B. Restore Catalpa-Pershing channel to a Natural Design with walks		✓			✓	
	1.C. Remove invasive plant species				✓		
	1.D. Incorporate Low Impact Development features				✓		
2. Restore, preserve and articulate park Cultural and Historical features							
	2.A. Establish park as a National Historic Landmark and become the first National Heritage Area in Texas			✓			✓
	2.B. Restore and Interpret Spanish Colonial dams, acequias and water works	✓					✓
	2.C. Restore Historic buildings and structures	✓		✓			✓
	2.D. Create outdoor classroom		✓				
	2.E. Renovate Sunken Garden Theater			✓			
3. Increase visibility and pedestrian access to/within the park							
	3.A. Create a common park entrance theme		✓		✓		
	3.B. Increase park connections to Neighborhoods / Broadway corridor				✓		
	3.C. Add multi-use pathways to increase pedestrian flow				✓		

BRACKENRIDGE PARK MASTER PLAN - PUBLIC ENGAGEMENT FALL 2016



- The Cultural Soiree, on Friday, Oct. 7th, 2016, consisted of an evening event themed around Spanish history and culture present at the park. It was a display that combined three performances, at Koehler Pavilion:
 - Caña Flamenca, comprised of the guitar player Luis Linares "El Tiburón", and Gabby Rodriguez, and Isabella Longoria, both students with the SA Parks and Recreation Department's Cultural Division.
 - Clint McKenzie, UTSA Center for Archaeological Research, provided a presentation focusing on Spanish Colonial and Riverbank archaeological findings.
 - Andean Fusion, Peruvian pan-flute music group who performed a blend of traditional and contemporary themes.
- The Train Ride, on Tuesday, Oct. 11th, 2016, comprised a chain of ludic activities across the park, following the path of the Zoo train, such as a piñata bash, kite flying, and an obstacle course. The train ride helped to explain many of the elements of the park. And during these activities, attendees were engaged in conversations regarding Master Plan policies, such as creating a common park entrance theme, restoring Catalpa-Pershing channel, or creating an outdoor classroom.
- The Movie at Sunken Garden Theatre, on Saturday, Oct. 22nd, 2016, was a great occasion to showcase the great potential of this unique space in San Antonio, by projecting the movie *Monsters Inc.* on a 26'x16' screen. It was also projected a video –specially made for the occasion by SA Parks and Recreation Department- outlining the rich history of Brackenridge park and what it represents for San Antonians. Due to the proximity of Halloween, the entire event was themed around it, with costume contests for kids and adults. Food trucks rounded out a funny family movie night.
- A Nature Bike Tour was planned for Saturday, Oct. 29th, 2016. It was going to be a guided bike ride for different parts of the park, many of them affected by invasive plant species, led by SA Parks and Recreation's specialists in the subject. Probably due to an unpleasant weather, the turnout that day was low, so the activity was transformed into an informative talk with nearby park users, at Joske Pavilion. Children had the opportunity to do some tree-related crafts, learn about proper tree planning, and debate about native versus invasive tree species. Still, 36 surveys were completed by adults that day. And finally, a tree giveaway gave the chance to all participants to immediately apply what learned at their own homes.
- A Coffee and painting Class was held on Wednesday, Nov. 9th, 2016 at Lion's Center Field. It was an event specifically tailored for adults and seniors, to gather their input about the Master Plan. After an introduction of the draft Master Plan being undertaken, its key elements and the eventual benefits for the park, the focus was put on the importance of having naturalized riverbanks, with an eye put on the adjacent Catalpa-Pershing channel. Attendees had the opportunity to make their own painting of a Brackenridge riverbank, with the guidance of two SA Parks and Recreation Art teachers. Other staff members engaged in one-to-one conversations with participants, around hot coffee and fresh muffins. The artwork was later displayed in an exhibit at Lion's Center Field for approximately two months.
- Finally, and Archaeology Exploration event took place at Lamber Beach softball field on Saturday, November 19th, 2016. Conducted by UTSA's Center for Archaeological Research. Kids became "archaeologists" for a morning and were able to navigate through 4 different stations: and exhibit of prehistoric and colonial artifacts actually found in Brackenridge; a Stratigraphic station, in which kids could reproduce a colored site-in-a-jar stratigraphic profile; mock dig boxes for kids to excavate and find staged replica artifacts; and an area where children and adults could throw arrows with a modern copy of an *atlatl*.

In all cases, the way in which public input was collected was through a comprehensive survey, available both in English and Spanish languages and in the formats of paper and online. A total of 861 residents attended the events, from a reported different 61 zip codes. Of those, 246 provided feedback through completed surveys.

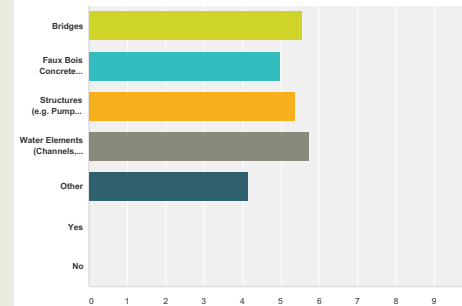
This input has been carefully processed after the set of events and is directly informing the current version of the Master Plan.

II PUBLIC INPUT & PLAN CONTEXT BRACKENRIDGE PARK

MASTER PLAN

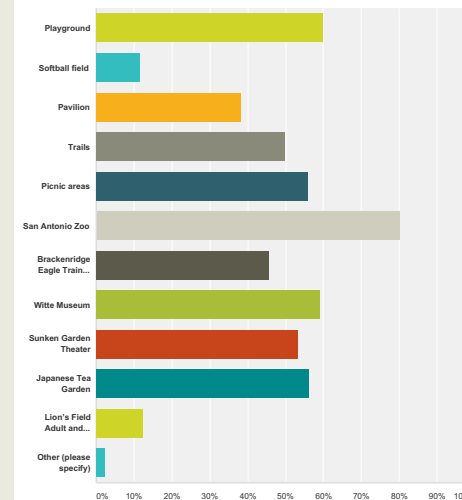
Q12 If yes, please prioritize the historic features within Brackenridge Park:

Answered: 148 Skipped: 89



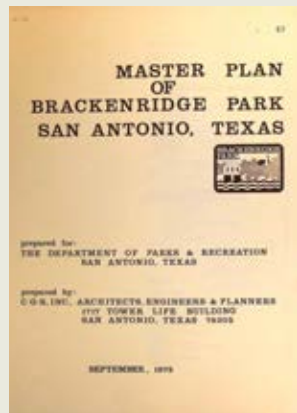
Q17 What amenities do you use within Brackenridge Park? (Check all that apply)

Answered: 232 Skipped: 5



II PUBLIC INPUT & PLAN CONTEXT BRACKENRIDGE PARK

MASTER PLAN



Brackenridge Park Biodiversity Study



Prepared for:
Brackenridge Park Conservancy
P.O. Box 6111
San Antonio, Texas 78209

Sponsored by:
San Antonio River Authority
City of San Antonio Department of
Parks and Recreation
San Antonio Water System
Bexar County

Prepared by:
BIO-WEST, Inc.
1812 Central Commerce Court
Round Rock, Texas 78664

Submitted:
October 2012

Plan Context

Brackenridge Park is properly understood as not just another city park, but as the nexus of a great number of influences: politically, geographically, and socially. The complexity and comprehensiveness of planning documents related to the park, both within and outside the park's borders, is testament to that nature.

Public plans which affect the park, either through direct planning recommendations within the park borders or through changes to areas around the park, include:

- A - 1979 Brackenridge Park Master Plan
- B - 1998 Brackenridge Park Master Plan Update
- C - San Antonio River Improvements Project:
 - 2003 Preliminary Design
 - 2008 Park Segment Feasibility Plan
 - 2012 Vegetation Study
- D - 2012 Brackenridge Park Biodiversity Study
- E - 2011 MidTown Brackenridge TIRZ Master Plan
- F - 2009 Japanese Tea Garden Master Plan
- G - 2008 Miraflores Master Plan
- H - 2011 SA Vision 2020 Plan
- I - 2015 SA Tomorrow Plan
- J - 2006 Sunken Garden Theater Renovation Feasibility Study
- K - 2014 Brackenridge Park Masonry Survey

The 2014 Phase I report prepared for the Brackenridge Park Conservancy contains a complete listing of recommendations from those plans (with the exception of the SA Tomorrow Plan, which was not complete at that time), with notes indicating which of the recommendations are found in other plans and comments on implementation of those recommendations. The guide below indicates the recommendations from each plan which this master plan addresses and supports. Some recommendations which are consistent with this plan are sufficiently site-specific that they do not fall within the purview of this plan and are excluded from analysis.

II PUBLIC INPUT & PLAN CONTEXT BRACKENRIDGE PARK

MASTER PLAN



A - 1979 Brackenridge Park Master Plan

- Restrict vehicular traffic on Avenue A
- Develop pedestrian connections under US-281 along Tuleta
- Clean and repair river banks
- Avoid concrete channelization, and remove it where it exists

B - 1998 Brackenridge Park Master Plan

- Prepare a comprehensive planting plan
- Reduce pesticide use; apply organic gardening methods
- Plant native plants
- Restore Mexican Village as a park amenity
- Build all new structures within traditions in park
- Restore original structures
- Repair surfaces, including eroded top soil, lawn, and damaged paved surfaces

C - San Antonio River Improvements Project

- Restore Catalpa-Pershing Channel to natural banks and incorporate walking and biking paths; divert water to channel
- Remove invasive species; plant native species
- Restore habitat and improve water quality in river
- Build path along Avenue A and restrict vehicular traffic
- Install coordinated signage in park

D - Brackenridge Park Biodiversity Study

- Reduce feral cat densities; move feeding stations away from designated wildlife habitat areas
- Develop vegetation management plan
- Expand riparian buffers
- Prevent further spread or introduction of non-native species
- Improve aquatic health: Fish sampling and water chemistry data should be collected, target fish-count-based ALU upgrade to "high", target benthic microorganism-based ALU upgrade to "exceptional" for all areas
- Target normal levels of small vertebrates by improving habitat and reducing feral cat pressure
- Maintain rock wall streambanks to prevent deterioration
- Retrofit walls to manage drainage runoff which could cause wall failure
- Protect walls in area of high flood flow to prevent behind-wall erosion
- Expand areas of natural vegetation along river as possible north of Witte Museum

II PUBLIC INPUT & PLAN CONTEXT BRACKENRIDGE PARK

MASTER PLAN

E – MidTown Brackenridge TIRZ

- Link neighborhoods to destinations, including Brackenridge Park
- Establish Broadway as a transit boulevard and complete street
- Rebuild Avenue B to be more bike- and pedestrian friendly
- Implement pedestrian improvements under US-281
- Restore riparian habitat along Catalpa-Pershing Channel
- Implement detention at Catalpa-Pershing Channel
- Redevelop streets as green streets
- Install park signage at Hildebrand and US-281
- Assist BPC in improving park access and visibility

F – Japanese Tea Garden Master Plan

- Establish appropriate planting palettes
- Use appropriate site furnishings
- Install signage with historic interpretation
- Renovate Mexican Village for daily and event use

G – Miraflores Master Plan

- Treat Miraflores as a cultural landscape
- Develop pedestrian link between UIW and park at river level
- Remove invasive plant materials
- Recreate/install new features in Miraflores

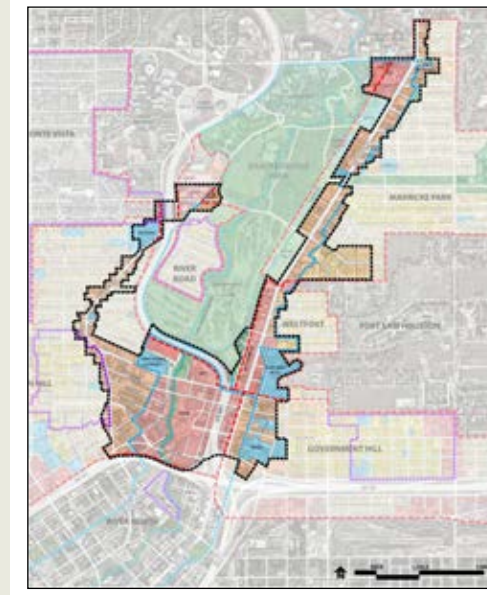
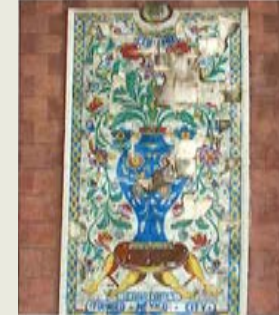


Figure 1. Map Showing Existing Land Uses and MidTown Neighborhoods within the Midtown TIRZ Boundary
MidTown Brackenridge TIRZ



Images: Rehler, Vaughn, & Koone, Inc.

II PUBLIC INPUT & PLAN CONTEXT BRACKENRIDGE PARK

MASTER PLAN



H – SA2020 Vision Plan

- Research and reduce barriers to access existing parks
- Add improvements such as crosswalks, sidewalks, gates, etc. to promote access

I – SA Tomorrow Comprehensive Plan

- Ensure that all residents living in existing and new neighborhoods have safe and convenient access to jobs, housing, and a variety of amenities and basic services including great parks, strong schools, convenient shopping and nearby regional centers
- Connect safe and stable mixed-income neighborhoods with a system of walkable and bikeable streets, trails and pathways that celebrate and link natural greenways and drainage ways
- Conserve, protect, and manage San Antonio's natural, cultural, and historic resources and open space

J - 2006 Sunken Garden Theater Renovation Feasibility Study

K - 2014 Brackenridge Park Masonry Survey

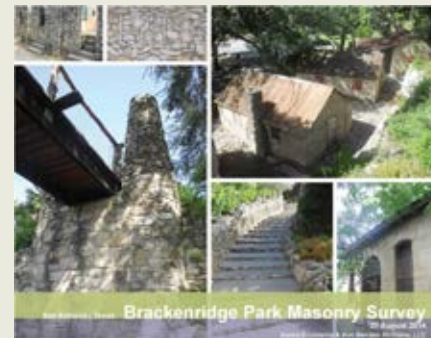


Image: San Antonio Parks Foundation

III RECOMMENDATIONS

BRACKENRIDGE PARK

MASTER PLAN

Park edge on Broadway at Brackenridge Drive



Recommendations and Items for Future Consideration

The planning process, including extensive community input has reaffirmed Brackenridge Park's importance to the community as a cultural and recreational resource. This land has been a vital part of the region's history for at least 10,000 years and continues to be an important part of everyday life and important cultural events in San Antonio. Major categories for improvement to Brackenridge Park were identified through the stakeholder meetings and public input.

INTEGRATE THE PARK INTO ITS SURROUNDINGS AND CLARIFY THE PARK PERIMETER

The park edge should look like a park wherever it is publicly visible. The dominant park boundaries of US-281, Broadway, and Hildebrand should be treated as park-related public ways, not hard edges containing the park.

- **US 281:** This edge is primarily Zoo or Golf Course related edge, but should be treated as an edge of the park wherein they reside. This plan recognizes the need for security of those edges, but the edges do not have to detract from the aesthetic of the park. The current chain-link fence should be replaced with a more aesthetically pleasing material, or be moved in from the property line and planted with materials that would screen it from view. A vocabulary of built elements common to all park edges (stone columns, wall segments, etc.) should punctuate the fence. Where sheer limestone outcrops caused by grading for US 281 exist, facing walls should be built, or the grading should be mitigated on park land to eliminate those eyesores. Signage and Planting should also be added to these park edges.
- **Broadway:** Park edges along Broadway vary, but for the most part there is a low limestone wall and columns that are a common element. This feature should be repeated and enhanced with public art such as exists at the Funston entrance to the park. Other elements that would enhance perception of the park edge would be common pedestrian paving materials, public art, lighting and planting.
- **Avenue B:** The Avenue B edge should be designed in concert with improvements to the Catalpa-Pershing Channel. Architectural elements from other park edges should be repeated here. Planting and lighting should also be a part of the common material palette that surrounds and identifies the park.
- **Hildebrand Avenue:** Much of the Hildebrand park edge is similar to the US 281 edge, bounded with chain-link fence containing the Zoo. These edges should be treated as described in the US 281 section above. In addition a wide sidewalk and pedestrian scale lighting should be added to this street/property section to enhance pedestrian connectivity across the highway. At the Hildebrand entrance to the park the land drops away from the street. In this area enhancements could be made to the bridge railings of the San Antonio River-bridge that would be sympathetic to the aesthetic of the park.

Create additional paths and entrance features to access the park.

- US-281 created an impassable scar through and along the west side of the park. It should be perforated and bridged in multiple places (Stadium Drive, Mulberry, and St. Mary's) to heal the historic patterns of access to the park.
- Hildebrand Avenue traces the northern edge of the park and serves as a barrier. Park features should open up to Hildebrand and vistas and walking access into the park should be established.
- When the park was formed, George Brackenridge retained the strip of land separating the body of the park from Broadway for commercial development. Several breaches have been made in this land barrier but the park is still perceived as beginning at Avenue B. Additional portals from Broadway directly into the park – through both public and private land – should break this barrier.

III RECOMMENDATIONS BRACKENRIDGE PARK

MASTER PLAN

Create clear vehicular entrances to the park and major attractions and institutions, coupled with structured parking, as the vehicular destination.

- St. Mary's Street sees the heaviest traffic in the park, which only will increase as the zoo increases its offerings and popularity rises. Future studies should address this growing problem and the potentially dangerous pedestrian/traffic conflicts inherent in the current arrangement of roads and walks.
- St. Mary's also accesses the SAWS garage. As part of a larger solution to park and zoo parking issues, strategies which encourage parking in the SAWS garage and enable access to the zoo and park should be studied. An agreement is already in place that allows public use of the SAWS garage after business hours and on weekends, as was confirmed during an interview with SAWS staff (see Appendix for Stakeholder Interviews).
- Stadium Drive is the couple to St. Mary's. It can handle more traffic (with an enhanced entrance from Hildebrand) and is a more direct access to the future zoo garage. It should be emphasized as the main access to the zoo. Refer to Section V – Transportation and Parking.

Work with the park's institutional neighbors to create a park district.

Brackenridge Park should be identified as the center of a larger district. The zoo, Witte Museum, DoSeum, Botanical Garden, golf course, and other institutions should promote connections to the park. The park is the anchor of and connective tissue at the center of public institutions and private projects. This identity must be developed and promoted.



Park edges



III RECOMMENDATIONS

BRACKENRIDGE PARK

MASTER PLAN

Park boundaries and Catalpa-Pershing Channel



ENLARGE THE PARK

Manage invasive plant species in the park to enlarge the perceived space in the park.

Lack of attention to the park's natural areas has allowed invasive vegetative species to flourish. These non-native species form walls of vegetation which diminish the perception of space. Refer to Section IV – Environment, Habitat & Standards. Ongoing programs should gradually replace this vegetation with native species, with their associated growing patterns.

Create policies which:

- **Set hard boundaries regarding any future encroachment** on current publicly owned/accessible land. Open space is threatened by the needs of park institutions, surrounding institutions, and parking. No further encroachment of these types on existing open areas should be accepted, without exception.
- **Establish the current free area of the park as the minimum free area in the future.** Only a limited portion of the park is usable for unscheduled free use. No further limitations on free-use areas should be accepted, without exception.
- **Return current fee-based park uses to public and free and/or joint use** where possible. More of the park should be used for free, unscheduled use. Fee-based uses should be returned to free areas when and where possible. Fee-based uses should be moved out of the park as opportunities become available (example: the driving range)
- **Support the acquisition of land for public purposes.** Private land should be acquired and added to the park for open, free, public use. As perimeter parcels are added, access through them into the body of the park should be established as well.

Strengthen the historic organization of the park along the river and Catalpa-Pershing Channel.

Create a series of pedestrian-focused active and passive use spaces.

- Usage areas along the river should be enhanced and added. Structures should be very limited, but spaces for picnicking, walking, and free play should be added.
- Convert Avenue A to a multi-use path with limited golf course maintenance vehicle access.

Create a series of view corridors.

Tailoring planting patterns and managing growth should enhance views to the river and Catalpa-Pershing Channel. The visual presence of these two key features in the park should be enhanced.

III RECOMMENDATIONS BRACKENRIDGE PARK

MASTER PLAN

Enhance clear connecting pedestrian pathways.

- Connections to pathways and existing spaces should be enhanced, and new connections to new spaces should be added. As the Catalpa-Pershing Channel is restored, connections to and across it should be added.
- Upgrade the existing low water crossing between the River Road Neighborhood and the park, to make pedestrian crossing safer and universally accessible.

Balance active, passive, and cultural uses of the park.

Cultural institutions should be more closely incorporated into the park.

- Each institution should have a policy in place treating their current boundary as a common park edge, not as a firm boundary of their facility.
- Park institutions should expand beyond the current park whenever possible, like the Witte's expansion across Tuleta Drive into a previously privately owned building and parking structure.
- Perimeter institutions like the DoSeum and the San Antonio Botanical Garden should be integrated into the park's perceived boundaries (District).
- Other cultural institutions should be encouraged to locate adjacent to park edges and to integrate their facilities into the park district.

Create additional activities for daily use, and include park uses needed by the surrounding neighborhoods.

A number of traditional park uses should be accommodated, including a number which were historically present in the park: additional playgrounds, walking and health trails, swimming, boating, non-structured open space, and a designated area for dogs.

Enhance event spaces for regional use of the park.

Outdoor open space for large events, performance spaces, Sunken Garden Theater, etc.:

A renovated Sunken Garden Theater should be the anchor for an informal complex of spaces for public events which could include small spaces (the Japanese Tea Garden) and large spaces (a temporary venue where the driving range is located, or even the surface parking lot used primarily by zoo visitors).



Below: An edge of the Zoo



III RECOMMENDATIONS

BRACKENRIDGE PARK

MASTER PLAN



Respect and enable culturally significant uses like Easter camping to continue and expand.

The city and the Brackenridge Park Conservancy should continue to cooperate to improve park operations centered around Easter camping in the park. Spaces and facilities should be added to enable and expand this use, and practices such as more regular waste collection and better traffic circulation should be implemented. Holiday campers should be educated to become better stewards of the park by:

- Encouraging them to remove their trash when they leave as is the custom in State and National parks.
- Educating them of the environmental damage caused to the soil, animals, and river by the use of simple items like metal or plastic cascarone (colorful hollow egg) confetti filling left behind.
- Educating them to respect nature, the river's edge, etc.

Easter camping at Brackenridge Park



Establish the park as a National Historic Landmark and become the first National Heritage Area in Texas.

- National Historic Landmark (NHL): This designation helps recognize, preserve, and protect important locations in American history. Designating a property as an NHL may provide it with additional protections from development, and may also make the property eligible for preservation grants and technical preservation assistance. The National Park Service Intermountain Region administers the National Historic Landmarks Program in Texas. NHL sites in this region include the Hoover Dam, United States Air Force Academy, and Georgia O'Keeffe Home and Studio, to name a few.
- NATIONAL HERITAGE AREA (NHA): Through public-private partnerships, NHA entities support historic preservation, natural resource conservation, recreation, heritage tourism, and educational projects, leveraging funds and long-term support for projects. National Park Service partners provide technical assistance, and distribute matching federal funds from Congress to NHA entities. NPS does not assume ownership of land inside heritage areas or impose land use controls. Examples of NHA sites include: Abraham Lincoln NHA, Illinois; Northern Rio Grande NHA, New Mexico; Freedoms Frontier, Oklahoma; and Baltimore NHA, Maryland.



PRESERVE AND RE-PURPOSE HISTORIC STRUCTURES AND RESOURCES

The north end of Brackenridge Park contains some of the park's most significant cultural and historic features ranging from prehistoric archaeological sites, to remnants of Spanish colonial dams and acequias, to structures from San Antonio's first waterworks, to some of the earliest park facilities. These features are quite densely sited, as well – they are all located within easy walking distance of one another. Educational opportunities abound, both informal opportunities or in conjunction with more structured visitation such as school field trips to the Witte Museum. The structures here, together, tell the story of water in San Antonio's history using actual historical features in a way impossible anywhere else in the city. The reality of an interconnected series of vignettes, historical interpretation, and beautifully restored history is close at hand, but it requires thoughtful changes in order to come to life.



III RECOMMENDATIONS BRACKENRIDGE PARK

MASTER PLAN

Lambert Beach

Areas lining the river near Pump House #1 are known as Lambert Beach, after the parks commissioner under whose direction so many of the original features of Brackenridge Park were built. It was a swimming beach until the polio epidemic of the 1950s. Appropriate water-oriented activities in this area represent a return to the original usage of the river and are a goal of this master plan as well.

Pump House #1, the pump house built as part of San Antonio's original waterworks, should be restored and renovated for use as a café, along with possible usage as a meeting facility. The pump house is a focal point of the North End, and walking paths in the area are structured to bring visitors past it as they enter and leave the traffic-free zone. The non-historic earthen road bridge immediately north of the building will be removed and replaced with a pedestrian bridge, as was originally present there.

Upper Labor and Alamo Dams

Nowhere else in San Antonio are two separate Spanish colonial features located so close to one another. While both dams are buried beneath the earth, they offer wonderful opportunities to tell the story of water in San Antonio's history in conjunction with the remaining acequias and waterworks installations. Additionally, a restored sluice feature (likely from the Civil War era tannery) will be installed in conjunction with an outdoor amphitheater for use by school groups.

This area is also the public connection to the San Antonio River, one of the most important factors in the establishment of the city. From the area of the Upper Labor Dam, a path will be extended north, under Hildebrand Avenue, to the Blue Hole and the Headwaters at Incarnate Word, a nature preserve which protects part of the headwaters of the San Antonio River.

Miraflores

One of the forgotten gems of San Antonio's history, Miraflores' own master plan will be used for its restoration and recreation.



Left: Looking across Lambert Beach toward restored Pump House #1

Below left: Outdoor education venue, Upper Labor Dam and Alamo Dam areas

Below right: Pump House #1



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Top and Above Right: Miraflores (Image Credit: RVK)

Above Left: Zoo entry

Certain parts of the Miraflores plan, such as service access from the west side of the river, conflict with current understanding of historical features in the park and will not be implemented, but the existing pedestrian bridge across the river will serve as the primary visitor entrance into Miraflores. Its close proximity to the Upper Labor Dam and the Dionicio Rodriguez walking bridge further enhances the vitality of the area.

San Antonio Zoo

The San Antonio Zoo was founded in 1914 when George Brackenridge placed bison, deer, monkeys, African lions, and bears on land he had deeded to the city. In 1929 the San Antonio Zoo opened the first cage-less exhibits in the United States that offered visitors views of the animals not available in caged exhibits. The zoo is currently accredited by the Association of Zoos and Aquariums. At the writing of this Master Plan, the Zoo was undertaking a Master Plan effort of its own.

Some of the issues that Zoo staff and supporters will need to address, which are common to this plan, are:

- Vehicular access
- Parking
- Pedestrian safety and mobility
- Defining a more attractive edge between their facility, the park, and other edges, taking into consideration their need for animal containment and safety
- Preservation and adaptive re-use of historic structures and resources
- Water quality

Wilderness Area

The origins of Brackenridge Park are the river and the huge live oak trees lining it. The Wilderness Area is the area most similar to those origins in the

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north half of the park. Maintaining and enhancing the character of the Wilderness Area is a critical part of what makes the park special. Changes in this area will be limited to phased conversion of roadways into multi-use paths, management of invasive vegetative species, river channel restoration, and most significantly, restoration of the Catalpa-Pershing channel into a more natural waterway.

Catalpa-Pershing Restoration

Modern understanding of proper stormwater management has changed dramatically from previous decades. No longer is it acceptable to simply line drainageways with concrete, and massive public projects have corrected errors of the past in that regard. The Catalpa-Pershing Channel is another in a series of river channels and tributaries ripe for restoration in this manner, and its location between Avenue B and the Wilderness Area makes its restoration both critical and transformative.

As it exists now, Catalpa-Pershing separates the park from Broadway and areas to the east. With thoughtful restoration, however, it will be a unifying element which creates important new connections from the Broadway corridor to paths in the park. Its restoration will also be a driving force for development around the park, as what was before an unattractive drainage ditch will become a uniquely enjoyable waterway, with path connections both to the park and to Pearl and downtown San Antonio.

Avenue B Improvements (Mulberry to Brackenridge Drive)

Avenue B vehicular traffic will become one-way



Top right: Catalpa-Pershing Channel

Bottom: Proposed improvements to Catalpa-Pershing Channel



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Right: Avenue B

Bottom: Proposed Avenue B Improvements



northbound from Mulberry to Brackenridge Drive. Where possible, parallel parking will be added to the east side of the driving lane, and driveways accessing properties will be honored. West of the driving lane will be a variable width green space which will include a multi-purpose path and native vegetation. This variable-width green space will allow for the undulation (both horizontally and vertically) of the east bank of the Catalpa-Pershing Channel.

Avenue B Improvements (Brackenridge Drive to Tuleta)

From Brackenridge Drive north, Avenue B will serve two-way vehicular traffic. Driving lanes could be as narrow as 10'-6" wide to slow traffic and to preserve a greater amount of the right-of-way width for pedestrians and vegetation. Existing driveways from properties east of Avenue B will be honored. Since the Catalpa-Pershing Channel does not exist west of the roadway, a multi-purpose trail can meander north along the park edge and connect to Tuleta.

New Broadway Connections

To make the park more accessible to pedestrians from neighborhoods east of Broadway, at least two access corridors should be created (via land acquisition) from Broadway into the park. Corridor elements will include architectural features that will visually connect these new spaces to the existing framework of the park boundary. Generous walks, public art, lighting, and appropriate planting will grace the spaces. These corridors will improve visibility of the park from Broadway.

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Sunken Garden Theater and Japanese Tea Garden

Until recent times, these two westernmost features of the park have been neglected. The San Antonio Parks Foundation's work with the Japanese Tea Garden has revitalized that facility, and ongoing work there in accordance with its master plan promises continued improvements. The Sunken Garden Theater is the next opportunity for re-envisioning some of the most significant works of Ray Lambert in the early days of the park.

- **Sunken Garden Theater**

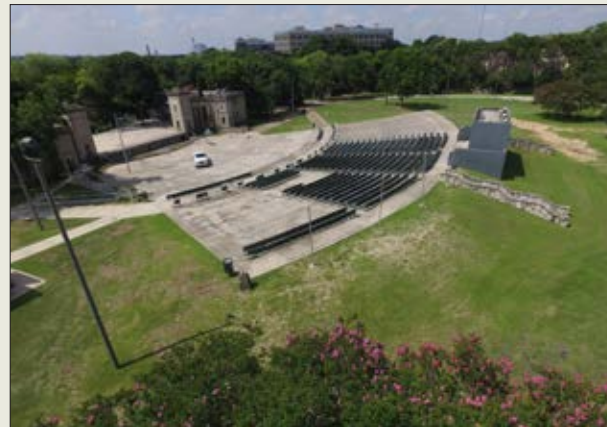
The first heyday of the Sunken Garden Theater is past, but its second – and more durable – lies ahead. The theater should receive a major renovation that will enable its use year-round. To that end, an organization should be identified to sponsor renovation of this resource, and in return be granted the opportunity to generate funding for that entity and the park. New parking structures, and utilization of existing parking contracts in private structures provides more than sufficient parking nearby to support capacity crowds while not congesting local streets around the park as has been the case in years past. The diagram on this page indicates that there could be almost 1,800 parking spaces within walking distance to the theater.

- **Japanese Tea Garden**

One of the jewels of Brackenridge Park, the Japanese Tea Garden has gone through significant renovations and has a list of improvements laid out in its own master plan. That master plan is fully compatible with this comprehensive plan for Brackenridge Park, and elements shown in illustrations here are drawn from that plan.

Golf Course and Southern Areas

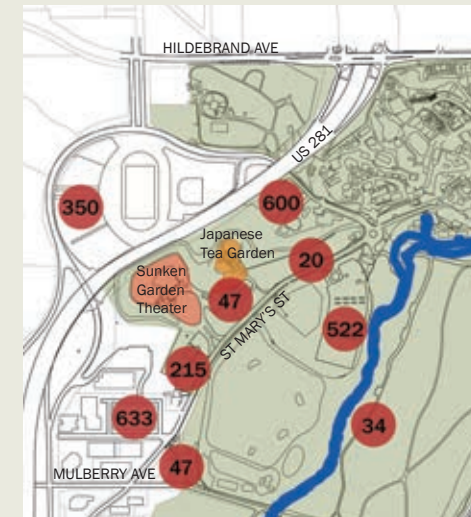
The southern end of the park is dominated by the historic



Top: Historic postcard of Sunken Garden Theater

Above: Sunken Garden Theater

Right: Existing and proposed parking near Japanese Tea Garden and Sunken Garden Theater



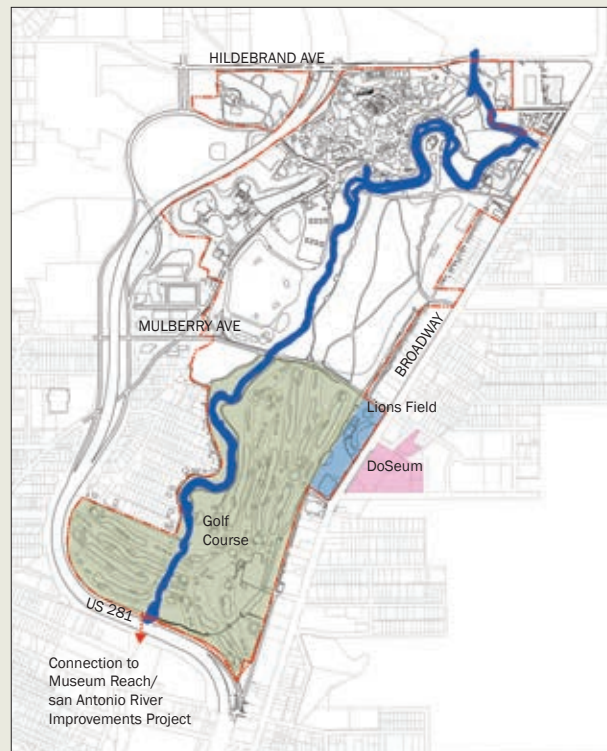
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Below: Historic use of Lions Field playground

Right: Golf Course and Southern Areas



Brackenridge Park Golf Course, which has recently seen its own set of renovations and improvements. Future enhancements in this area will focus on channel restoration – both the main river channel and restoration of the Catalpa-Pershing Channel – and conversion of Avenue A into a multi-use path.

Brackenridge Park Golf Course

Brackenridge Park Golf Course's history and importance make it a keystone of the park. Major changes to the golf course are not contemplated in this plan. Rather, work should focus on ongoing landscape and hardscape maintenance, a gradual improvement of facilities (including restoration work on the clubhouse and aesthetic improvements at maintenance facilities), and improvements to the fencing and perimeter of the golf course in keeping with the improvements recently completed by the San Antonio River Improvements Project.

Lions Field and DoSeum

The park's newest neighbor, the DoSeum is one of the biggest developments near the park in recent years. The DoSeum's location across Broadway poses both challenges, in the form of safely transporting walkers and bikers across Broadway, as well as the opportunity to enlarge the perceived boundaries of the recreational and cultural area anchored by the park itself. Strengthening the physical connection between the park and the DoSeum will only benefit the park and its visitors.

Answers to the issues of connection have already been provided by the Brackenridge MidTown TIRZ master plan. It is critical that the recommendations of the plan for Broadway be implemented quickly and completely, and the graphics in this plan incorporate those recommendations. Improving Broadway along the entirety of the park's length is vital to creating

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a more accommodating and desirable environment for walkers and bikers, and this is more true at the DoSeum and Lion's Field than anywhere else.

Lion's Field itself is an underutilized space. The clubhouse serves important needs for the senior community as well as various public groups, and it will continue to do so. The land south of the clubhouse, though, will be an important part of the restoration of the Catalpa-Pershing Channel, as it is the only location along the channel's length where the land can be sculpted to create a larger area of water without requiring removal of large trees. This meander will be a focal point of the Catalpa-Pershing restoration, and it will also be a visual gateway into the park.

Avenue A and Low-Water Crossing

Land along Avenue A is perhaps the least disturbed of the area along the river in the park. As with the Wilderness Area, the natural character of this parcel should be preserved, maintained, and enhanced. Invasive species should be managed to encourage growth of native vegetation, the banks of the river should be stabilized using techniques which blend with the existing natural character, and only activities compatible with that character should be encouraged.

The San Antonio River Improvements Project proposed removal of the asphalt on Avenue A and replacement by a new multi-use path that would also be used by golf course service vehicles. Public vehicular traffic would be eliminated. Those improvements are compatible with the area and should be completed. They will greatly improve the pedestrian environment and natural habitat while not impinging on activities such as bird watching, walking, and biking.

Connections to southern areas

Brackenridge Park's future is as a regional park that



Left: Low water crossing at Woodlawn Avenue

Below left: Proposed improvements to low water crossing (Credit: Ford Powell & Carson)



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Right: Avenue A at
Mulberry Avenue

Below: Trail connection
under US 281



also serves local residents. As housing density increases along the Broadway corridor, it is important to connect those developments to the park. Connections to the south, such as the path recently completed beneath US-281 as part of the San Antonio River Improvements Project, are the primary means of doing so. Enhancements to the Broadway corridor, additional connections to the restored Catalpa-Pershing Channel, and a revitalized Avenue B will further establish connections between the park and downtown.

CREATE COMMUNITY SUPPORT FOR THE WELL-BEING OF THE PARK

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CONSERVANCY

Enhance educational opportunities in the non-fee portions of the park.

The public should be more engaged in the park. Education about the park's history and its wealth of natural resources in free areas of the park should be accomplished through interpretation, signage, programs, and publications.

Include park users and organizations in planning and implementing park improvements.

As with the extensive public input sessions for this master plan, future project-specific design work and studies should involve all park stakeholders, from individual users to neighboring institutions.

Support other planning and design initiatives that are adjacent to the park (including Broadway corridor improvements, etc.).

Many other planning documents call for improvements adjacent to the park. Those which improve the park environment should be supported and integrated into park improvements.

Empower the Brackenridge Park Conservancy to develop a "well-funded strategic management plan"¹ to sustain park programming, development, maintenance, and operations.

- An overall and Brackenridge-specific plan for park operations (integrating development, maintenance, operations, and programming) should be established, and the Brackenridge Park Conservancy should grow into the role of keeper of that plan.
- Funding sources may include:
 - Operation of some key program area of the park such as the Sunken Garden Theater.
 - Private funds could be raised given the 501(c)3 status of the Conservancy.

¹ Brackenridge Park Master Plan – Phase I Report, August 29, 2014, Ford, Powell & Carson
Architects and Planners



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Section IV: Environment, Habitat, and Standards San Antonio River Channel Restoration

Exposure to significant storm events, and uncontrolled pedestrian access, have caused moderate to severe erosion to the banks of the San Antonio River. The graphic on this page is taken from a report prepared by HDR Engineering identifying some of the more severely eroded areas.

In addition, analyses have also documented shear stresses in some sections of the river that may not be exhibiting erosion at present, but are candidates for erosion. In some of these areas, existing invasive species vegetation is helping to stabilize the bank. Removal of invasive plant species is a recommendation the master plan, however, careful consideration should be given to balance the goals of bank stabilization, removal of invasive species, and habitat restoration.

Where required, channel bank stabilization should be designed to maintain, to the extent possible, the natural appearance of the undeveloped sections of the river in the park. The use of cast-in-place concrete and stone bulkheads should be avoided. Techniques such as vegetated rock slope stabilization, geogrid, soil-filled geo-textile “pillows” and vegetated gabion baskets can be used to stabilize eroded slopes while still maintaining a natural aesthetic. Whichever technique is utilized it is important to extend the “toe” an adequate depth below the river bottom to prevent scour.

There have been numerous technical studies of bank erosion problems, and USA Corps of Engineers permits have been obtained (2004 Rialto Studio/Adams Environmental for the area from Tuleta Avenue to Mulberry Avenue), but to date little has been done to stabilize the banks of the river, while still allowing public access to some areas of the river edges.

Any work on or between the banks of the San Antonio River are controlled by the San Antonio River Authority and the USA Corps of Engineers. The following describes the federal permitting process.



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Federal Permitting: Clean Water Act Section 404 Permits

The San Antonio River is a recognized Water of the U.S., and any placement of fill material within the Ordinary High Water Mark (OHWM) or alteration or replacement of existing river walls will require coordination with the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act (CWA).

Section 404 permits occur in two principle varieties:

- **Nationwide General Permits (NWP)** are general permits that are issued nationally and are valid for 5-year terms. These permits are viable for projects that typically impact less than 0.5 acres of surface waters or less than 300 linear feet of streams. There are currently 50 NWPs that are individually tailored to specific activities in jurisdictional waters. Requirements for USACE notification vary by NWP. Additionally, impacts exceeding 0.10 acres of impact or 300 linear feet of stream may be subject to requirements for mitigation.
- **Individual Permits (IP)** are used for activities that do not qualify for authorization under a NWP, typically because impacts exceed permissible limits designated in NWPs.

For work proposed in association with the BPMP, it is assumed that most activities will be permitted using NWPs. Common NWPs for park projects include the following:

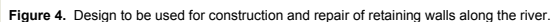
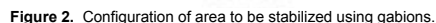
- **NWP12 – Utility Line Activities.** This permit may be used to construct common utility lines such as water, wastewater, gas, fiber optics, etc. PCN and mitigation requirements are specific to utility length and orientation as well as the standard triggers associated with cultural resources (NHPA Section 106 resource or archaeological site), T/E species, and special aquatic sites.
- **NWP 13 – Bank Stabilization.** This permit may be used to stabilize up to 500 linear feet of stream bank (per project) so long as the stabilization methods do not exceed 1 cubic yard per running foot of stream and no material is placed in a manner that will impair surface water flows or erode in high flows. PCN requirements must be evaluated on a project-by-project basis.
- **NWP 14 - Linear Transportation Projects.** This permit may be used to facilitate crossings of the San Antonio River for pedestrian, vehicle, or railroad bridges. A preconstruction notification (PCN) to the USACE may be required if the project exceeds 0.10 acre of surface water losses,

affects a special aquatic site (i.e. wetland) or threatened/endangered (T/E) species, or results in an impact to a cultural resource. Mitigation will be required for permanent losses exceeding 0.10 acre.

- **NWP 18 – Minor Discharges.** This permit authorizes the deposition of up to 25 cubic yards of fill material for general purposes so long as the discharge does not cause the loss of greater than 0.10 acres of surface waters and is not placed for the purposes of stream diversion. A PCN is required if the discharge volume exceeds 10 cubic yard or impacts a special aquatic site.
- **NWP 27 – Aquatic Habitat Restoration, Establishment, and Enhancement Activities.** This permit authorizes activities in Waters of the U.S. associated with the restoration and enhancement. Because the use of this permit results in an improvement of surface waters, it is not limited by acreage impacts. Additionally, mitigation is not required for this permit, though a PCN and restoration plan are required prior to authorization.
- **NWP 39 – Commercial and Institutional Developments.** This permit is a general use permit for features such as building pads, roads, parking lots, garages, yards, utility lines, stormwater management facilities, and recreational facilities such as playgrounds a playing fields. A PCN is required for the use of this permit, and mitigation is required for actions that impact greater than 0.10 acres of surface waters or 300 linear feet of streams.
- In addition to those described above, other NWPs may be available for use on a project-specific bases. Also, please note that the general description of NWPs above is not exhaustive in regards to their application, reporting (PCN) triggers, and mitigation requirements. The use of a NWP must be evaluated on a project-by-project basis in full accordance with all specific and general conditions of the permit.

- As noted above, many NWPs will require coordination with the USACE if their application results in an impact to a NRHP Section 106 resource or archaeological site. Brackenridge Park is currently listed on the National Register and is also one of the most significant archaeological locations in San Antonio. A careful evaluation of potential permitting actions as they may affect cultural resources will be required for any needed Section 404 permits.

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1. Prior to determining if a Section 404 NWP or IP is necessary, the proposed project area should be evaluated for the presence of potentially jurisdictional waters and a Preliminary Jurisdictional Determination (PJD) report prepared to document the type and quantity (delineation) of any surface waters on the project site subject to USACE jurisdiction under the CWA. An evaluation of cultural resources and potential T/E species or T/E habitat should be conducted concurrent with the PJD.
2. If potentially jurisdictional waters are identified and delineated on a proposed project site, the next step is to quantify the impacts in relation to the preliminary design plan. It is important to note that producing a PJD report prior to initiating the design process can greatly reduce or potentially eliminate the need to coordinate with the USACE.
3. Avoidance and minimization of impacts to jurisdictional waters is a necessary component of the 404 permitting process. Effort to avoid or minimize impacts to the maximum extent practicable must be demonstrated or the USACE may not verify a permit for the proposed project.
4. Once avoidance and minimization protocols have been applied to a proposed project, a final calculation of anticipated impacts can be produced. An evaluation of the proposed impacts the design would impart to a surface water determines what type or types of NWP are available. An IP is required for projects that either fail to qualify for use of a NWP or exceed the impact area allowed in the NWP system.
5. Following the identification of available permits for a given project, the next step in the process is to determine what level of USACE coordination, if any, will be required. Permit requirements must be carefully evaluated to determine PCN requirements. It is important to note that

All individual permits must afford the opportunity for a public hearing, and the permitting process can take 12-18 months.

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Water Quality

The discussion of water quality is pervasive throughout this document as it relates to improving habitat for living creatures, the dream some day of swimming in the river as was popular in the history of the park, and certainly regarding how limiting additional impervious cover (roads and parking) and dealing with rain run off should be dealt with through the implementation of Low Impact Design practices.

Decades of neglect and poor management practices have contributed to a condition where there is basically a “NO HUMAN CONTACT” policy regarding interacting with the life blood of San Antonio’s existence. It is the desire of the citizens of San Antonio, the San Antonio Water System, and the San Antonio River Authority that the neglect and poor practices end.

In 2006 the San Antonio River Authority (SARA), Bexar Regional Watershed Management Partnership (BRWMP) and the Texas Commission on Environmental Quality (TCEQ) published the Upper San Antonio River Watershed Protection Plan. The plan identified 25 management measures to reduce the concentration of E. coli bacteria in the river. One of the most important measures was the construction of a Ultra Violet (UV) disinfection facility at the drainage outfall from the San Antonio Zoo into the river, which was constructed in 2014. From late 2013 and through out 2014, the San Antonio River Authority conducted water sampling and testing to determine the effectiveness of the UV disinfection facility, and to look at other factors that contributed to the existence of E. coli in the river.

The results of SARA’s testing indicated that the bacteria disinfection facility made a remarkable difference in the concentration of E. coli immediately downstream of that facility (less than 10 bacteria per 100 ml of water).

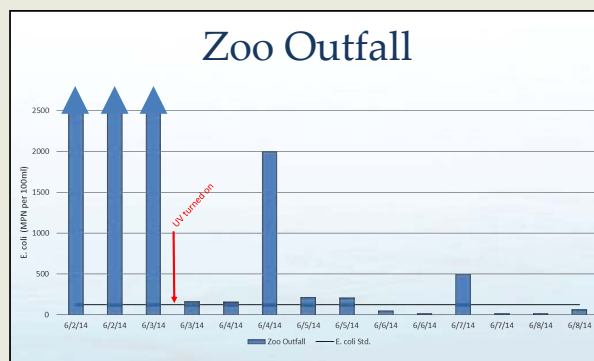
In addition to the sampling at the Zoo outfall, sampling was taken upstream of “Bird Island”, through the park, and past Mission Road on the south side of San Antonio. At the

Brackenridge Park testing sites high levels of E. coli were found between Hildebrand and Mulberry Avenues, even with the UV disinfection facility operating at the Zoo outfall. Upon investigation, it was noted that upstream of the pedestrian bridge near the Joske Pavilion, past Lambert Beach, and through the river segment adjacent to the Witte Museum, there exists a high concentration of water fowl (ducks and geese), and on a seasonal basis (although lately it seems almost year round) a large population of Egrets.

Waterfowl exist in these locations because they are fed regularly by the public, which has been a tradition for generations.

Solutions to “feeding the ducks and geese”, and dealing with migratory bird nesting have to be found in order to realize the goal of re-establishing the potential of human contact with the water of the San Antonio River in Brackenridge Park.

In addition to these natural impacts on water quality, the San Antonio Water System (SAWS) supplies a significant introduction of treated (recycled) water to the San Antonio River that is introduced on Tuleta Avenue near the corner of the Witte Museum. The current level of treatment makes the water safe, but not to the level of quality that would be needed for safe human contact.



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Figure 10. Map of vegetation community types delineated during 2011-2012 surveys.

Invasive species management and habitat restoration and habitat expansion

The recommendations of the 2012 Brackenridge Park Biodiversity Study should be implemented. These include:

The free-flowing stretch of the San Antonio River between Tuleta Drive and Mulberry Avenue should be preserved and enhanced.

- This recommendation is intended to enhance the diversity of aquatic habitat. It should be undertaken in conjunction with expansion of riparian buffers.

Steps should be taken to prevent further spread or introduction of non-native species [fauna].

- Non-native fishes, in particular, are an issue and potentially harmful to native species. Measures to prevent non-native fishes escaping from the Japanese Tea Garden and San Antonio Zoo should be implemented.

Continued seasonal or yearly fish sampling along with collection of additional water chemistry data (particularly, continuous water temperature) should be collected in this segment of the San Antonio River.

- Changes were seen from previous data collections, and information (including both water chemistry and aquatic species counts) should be collected on an ongoing basis to inform management decisions.

Wildlife habitat areas should be designated in appropriate portions of Brackenridge Park and managed to improve overall habitat conditions.

- The report overall found a dearth of small vertebrate species in the park. Part of the strategy to improve habitat conditions is to designate wildlife areas, which then should be managed to allow the development of dense near-ground cover and more dense understory shrub-level vegetation. Likely areas for designation include the Alpine Drive area, the Wilderness Area, and the river corridor along Avenue A.

Reducing feral cat densities within the park, or at least moving feral cat colonies/feeding stations away from designated wildlife habitat areas (and therefore reducing predation pressures), would likely have a positive influence on all small-bodied wildlife within these areas.

- Feline population density was identified as a likely factor in the lack of small vertebrates in the park. Managing the locations of the cat populations in the park (including moving them away from designated wildlife habitat) will mitigate this issue somewhat.

Using baseline data collected during this study, a vegetation management plan should be developed to set specific goals and identify vegetation enhancement and habitat restoration opportunities in Brackenridge Park.

- Sub-goals identified include:
 - Continued monitoring of tree, shrub, and herbaceous vegetation recruitment.
 - Enhancement of riparian buffer and other forested areas by removing invasive species and developing planting plans for native species.
 - Develop and maintain lists of native/non-native vegetation for each area.
 - Restore and enhance grasslands, wetlands, and wildflower slopes.
 - Promote growth of understory, shrub, and herbaceous communities by discouraging disturbance in key areas
 - Identify and prioritize site-specific restoration projects.

Expanding riparian buffers, planting native riparian trees, and modifying river access points are recommended to address bank stabilization in problem areas.

- Multiple areas of erosion were noted. Some are due to runoff, while others are caused by foot traffic. Limiting river access and planting riparian areas (and managing plantings and vegetation growth) will improve this situation.

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Domesticated Species Population Management

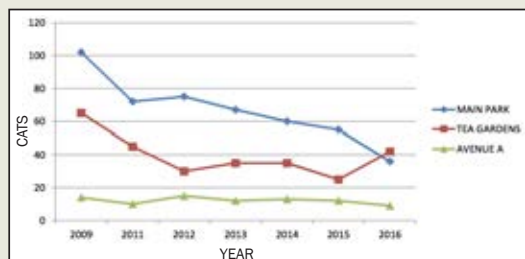
Discussion of feral cat management: issues, strategies, locations for feeding stations and typical appearance/details of feeding stations

Management of the feral cat population has risen in importance from casual feeding to a proper Trap-Neuter-Release (TNR) system managed according to current best practices. This strategy, which removes all adoptable cats from the park and neuters all cats, has reduced the feline population by 51% from 2009 to 2016.

The City of San Antonio officially endorses the TNR strategy for controlling cat populations, and groups working in the Brackenridge Park area have been in the forefront of developing and maintaining standards for feline management. The park has historically been a magnet for animal dumping, both because of the historic presence of the animal shelter (land now occupied by the Paul Jolly Adoption Center) and because of public perception that the park is an acceptable place to dump animals. TNR management should continue in the park, along with efforts to discourage and punish animal dumping in the park.

Part of the TNR strategy includes satellite colonies, where cats are fed, monitored, and (when necessary) trapped. A centralized storage location facilitates feeding and management operations, and is a critical part of a long-term maintenance plan which does not currently exist. In conjunction with the Brackenridge Community Cat Project, a volunteer group which manages most of the recognized colonies in the park, the design team has identified preferred locations for colonies which have been chosen for safety of cats, protection for small vertebrates and birds, and ease of management on the part of volunteers. Additionally, a prototype cat feeding station is presented here, along with design considerations.

In addition to the storage and colony structures, additional signage which informs park visitors about the feline management programs and discourages animal dumping should be installed. This signage should be focused on the colony locations themselves in order to educate people who happen upon the colonies.



Community Cat Project - Facts 2016

Brackenridge Community Cat Project

Total Active Volunteers	20
Total Cats handled	55
Cats Requiring Vetting	38
Percentage requiring vetting	6
Average Cost Per Cat for Vetting	\$227
Number Removed and Adopted	44
Park Residents Handled - Vetted	12
Euthanized	5
Number of Volunteer Fosters Days -2016	1113
Average Foster Days per cat	20
Captured on Witte Grounds	5

Total Park including BPC, Zoo and ACS

Total Animal Events during 2016	101
Zoo Surrenders to ACS	39
Cats Saved from Threatened Park Abandonment	13
Number of Kittens Involved (new arrivals all)	52
Number of Adult New Arrivals Involved	35
Total Estimated New Arrivals	87
Total Cat Population Removed from the Park	88
Net Population Change	-1

Species Involved

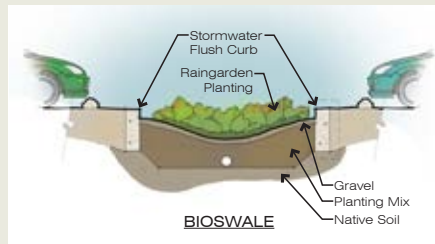
Dogs	4
Roosters	1
Cats	96

Witnessed/Documented Cat Abandonment Cases	10
Convictions	0



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Low-Impact Development

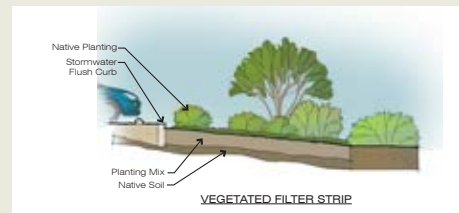
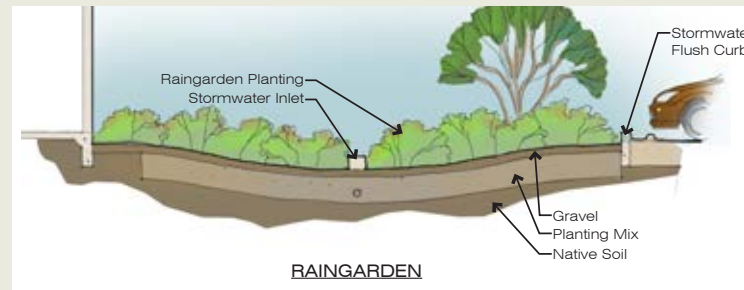
All future development in the park will incorporate low impact development site planning principals described in the San Antonio River Basin Low Impact Development Technical Design Guidance Manual (LID Manual). This includes the protection of existing natural areas and drainage ways such as riparian areas, floodplains, stream buffers, wetlands, and soils with stormwater infiltration potential.

1. General Site Design per LID Manual application
 - a. Protection of natural drainage ways
 - b. Buffers with limited pedestrian access to waterways
 - c. Natural areas/habitat
2. Parking
 - a. Surface Lots
 - i. Conversion of remaining surface parking to pervious surfaces for existing perimeter or lower use parking areas
 - ii. Stormwater landscaping for all interior islands and perimeter landscaping around surface parking
 - iii. Parallel parking can be comprised of permeable pavements and can be separated by stormwater management features in bumpouts
 - b. Parking Structures
 - i. Underground retention for new structures
 - ii. Green roofs for parking structures
 - iii. Tree boxes/Planters for runoff from structures around base of buildings
 - iv. Vegetated screens combined with rain gardens
3. Pedestrian/Biking
 - a. Utilize permeable path treatments wherever possible to reduce new imperviousness
 - b. Utilize vegetated and permeable treatments for crossing areas, safety strips, medians etc.
 - c. Vegetated, stormwater management bumpouts can be used for traffic calming

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4. River/Catalpa-Pershing Channel restoration
 - a. Stream bank and bottom restoration of channelized portions
 - b. Buffers (minimum of 25 feet) of native vegetation with limited pedestrian access and trails
 - c. Greenway along river with pocket practices located along trails with interpretive signage
5. Golf Course
 - a. Erosion remediation along water features and waterways within golf course
 - b. Vegetation Management BMPs as per US Golf Association guidance (Audubon International Environmental Management Practices for Golf Courses).
 - c. Buffers/Natural Area preservation
 - d. Stormwater retention features incorporated into golf course design
6. Dog park
 - a. Treatment features along edges of dog park prior to water features, storm drains
 - b. Waste disposal education/receptacles
7. Entrance/Gateway/Event Spaces
 - a. Bioretention features can be incorporated into vegetated gateway features to better connect surrounding neighborhoods and institutions
 - b. Public art and seating features can include stormwater features
 - c. Event spaces to utilize permeable treatments
8. Zoo/DoSeum connection
 - a. Interpretive raingarden education
 - b. Interpretive wetland education
9. Athletic fields
 - a. Dual use athletic field/stormwater management features for both flood control and water quality.
 - b. Grass covered sand filters/biofilters to reduce sediment and pollution.



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“While public sentiment is currently against two means of dealing with these problems... projects can lessen the visual and environmental impact of roadways and their associated paving without changing carrying capacity or circulation and parking patterns.”



Materials and Standards

Roadways and Parking

Roadways and parking spaces should be rehabilitated to accomplish several things:

- 1) Prioritize the pedestrian over vehicles
- 2) Blend into the park's setting, de-emphasizing paving and incorporating plantings
- 3) Minimize paved area and implement low impact development standards

Traffic in Brackenridge Park is a problem. As developments around the park increase surrounding density, it will continue to worsen. While public sentiment is currently against two means of dealing with these problems (closure of roadways to simplify circulation and implementation of a tram or other circulator), the problems will not go away. Future studies should address this situation, but in the meantime, projects can lessen the visual and environmental impact of roadways and their associated paving without changing carrying capacity or circulation patterns.

Paths/paving

Pathways and non-roadway paving in the park must follow low-impact development standards. They should be made of materials which are durable, stable, and aesthetically consistent with their surroundings. Not all paths in the park should be the same. Paths in natural areas should be less conspicuous in character. Those in more heavily-used areas should be more resilient.

Paths should be sized according to use. Multi-use paths should be eight feet wide. Paths for pedestrian-only traffic should be considerably narrower. Less paving, not more, will best maintain the character of the park.

Restrooms

To the extent possible the existing historic restrooms should be renovated for use. Where new restrooms are desired consideration should be given to complete, manufactured restroom equipment that only need to be plumbed and powered. Prototypes of these manufactured restrooms are being tested in downtown San Antonio and show promise of being safe and sanitary for use by the general public.

Lighting

Park lighting should also reflect the character of the space it is placed: natural or developed. Lighting in natural areas (where present – most natural areas should not have lighting) should be hidden to the greatest extent possible. Lighting in developed areas should follow the standard set by the Park Segment improvements of the San Antonio River Improvements Project.

Seating and furniture

Park furniture should be selected according to the general character of the area in which it is placed: natural or developed. Natural areas should feature furnishings that are unobtrusive and/or natural in character (such as large stones that serve as benches). Developed areas should have furnishings which matches those which have been recently placed in the park.



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Public Art

Public art has long been a feature of Brackenridge Park. Starting in the early 1930's with Dionicio Rodriguez sculpted concrete (faux bois or "false wood") pedestrian bridges, benches, mini-shelters. Other art includes the iron aquatic plant sculpture at the Funston entrance to the park crafted by George Schroeder, cast bronze pecan tree slices by Ann Wallace, and three ceramic sculptures mounted atop limestone river rock columns by Susan Budge. The most recent Mulberry Avenue bridge ceramic sculpture, depicting the evolution of a frog, is by Diana Kersey. This tradition of embracing public art should be continued as the park develops, as it enriches the lives of all who experience it.



Dionicio Rodriguez Sculpture



Susan Budge Ceramic



Playground Equipment

Playgrounds are one of the most used features in the park. When playground equipment is being replaced, or where a new playground is being developed care should be given to select pieces that are durable and safety/accessibility compliant. It is also recommended that equipment be selected from manufacturers that offer physically challenging and artistically styled pieces.

Architectural Guidelines

New buildings in the park should be limited. In fact, this master plan calls for only a handful of new facilities, the majority of which are replacements for existing buildings. New usable square footage will primarily come in the form of restorations and repurposing of existing buildings.

The Department of the Interior's Standards for the Treatment of Historic Properties should be followed for rehabilitation of existing buildings. Not only are those guidelines best practices for work on historic buildings, the status of the park as a National Register-listed property is best protected by adhering to the Department of the Interior's standards.

Generally speaking, new facilities should be designed to complement existing buildings and to blend into their surroundings. Exterior materials should include limestone, with color and size selected to match limestone on older buildings in the park, and tile and metal roofing. Some variance is acceptable to achieve better compatibility with surrounding structures.

In very limited cases, some departure may be made from the material palette of the rest of the park. Such departures should be carefully considered to contrast appropriately with existing materials and to achieve design intent with regard to visibility, prominence, and other considerations.

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Historic Permitting Requirements

Because Brackenridge Park is a designated historic landmark property at local, state, and federal levels, it is subject to certain reviews and approvals prior to the acquisition of permits for any demolition and/or construction in the park. Specifically, (1) the park holds local landmark status with the City of San Antonio, (2) it is listed as a State Antiquities Landmark (SAL) at the State of Texas level and, (3) at the federal level, the park is listed as a historic district in the National Register of Historic Places. Last, the San Antonio River Authority regulates Park river activity/water quality.

Concerning the local level of landmark regulation, all new construction, as well as alterations and demolitions must have approvals from the City of San Antonio's Office of Historic Preservation (OHP) prior to receipt of San Antonio building permits. The park is also a rich archaeological site and prior to any digging, especially near the San Antonio River and the acequias, must have clearance from the City Archaeologist. Last, signage in the park is also regulated by the OHP and must be approved. Thus, even seemingly minor alterations to buildings, sites, objects, and structures should be submitted to the OHP staff. However, the staff may be able to administratively approve and sign off on proposed construction work if it is minor maintenance or repair. If more complicated construction is planned, the project is reviewed and approved by the Historic and Design Commission (HDRC). After the HDRC gives approval, the staff issues a Certificate of Approval (COA). A COA is then used to acquire building permits. The City of San Antonio's website for the Office of Historic Preservation provides specific help in this local review process.

At the state level, the park is a State Antiquities Landmark (SAL). This designation stipulates that a property cannot be removed, altered, damaged, salvaged, or excavated without a permit from the Texas Historical Commission (THC). Before commencing work on an SAL, the property owner must notify the THC of the proposed project. For complex projects, THC staff should be consulted early in the planning or design process in order to avoid delays. If a permit is required, THC staff will respond within 30

days of notification by providing a permit application form and indicating any required attachments and application reports. The Antiquities Permit Application Forms for Archeology, and Historic Building and Structure Permits may also be downloaded from the THC Forms pages. Depending on the nature of the project, an archaeologist or architect with relevant professional qualifications and experience must oversee the permitted work and will be responsible for submitting any required reports. Permits are issued under the signature of the Executive Director of the THC or his representative, and include the terms and conditions governing the project work.

Concerning "federal reviews," because the park is listed in the National Register of Historic Places and is on City or public land, the National Historic Preservation Act (NHPA) of 1966 requires that federal agencies take into account the effects of their undertakings on a historic property like the park. In addition to direct actions of the federal government, federal undertakings are projects involving a permit or license, funding (such as federal grants), or other assistance or approval from a federal agency. Section 106 of the NHPA and its implementing regulations at 36 CFR Part 800 lay out review procedures that ensure historic properties are considered in federal planning processes. Ordinarily, local historic architects, archaeologists, or architectural historians who meet the Secretary of the Interior's Professional Qualification Standards are responsible for completing a "Section 106" review process on behalf of a federal grant recipient or federal development activity, ensuring there is no adverse effect on the park. Like the SAL review process, the Section 106 review process is completed in coordination with the staff of the Texas Historical Commission. The THC website provides specific guidance on this process.

Last, because the San Antonio River flows through Brackenridge Park, any river-related work must be coordinated with the San Antonio River Authority (SARA). The River Authority owns and manages the riverbed and is responsible to environmental and water quality compliances.

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Archaeological Permitting Requirements City of San Antonio Historic and Design Review Commission (HDRC)

It is anticipated that any subsurface disturbances that are to take place as part of planned improvements within the boundaries of the Park will require pre-construction investigations and/or archaeological monitoring during construction. These requirements are initiated by the City of San Antonio's Unified Development Code (Chapter 35). The City of San Antonio's Office of Historic Preservation will be a signatory to any permit allowing such investigations to take place.

Texas Historical Commission (THC)

The overarching authority responsible for the granting of archaeological monitoring and/or pedestrian survey permits is the Archaeological Division of the Texas Historical Commission (THC) and specifically the Antiquities Committee of the THC. If undisturbed cultural deposits are identified during monitoring and/or unearthed during a pedestrian survey, such deposits may require National Register of Historic Places eligibility investigations. Such eligibility testing investigations will also require THC permitting. Coordination between the City of San Antonio Office of Historic Preservation and the Texas Historical Commission will be carried out as part of such investigations.

Finally, if any National Register-eligible or National Register-listed standing structures or historic properties (i.e., D. Rodriguez sculptures) are to be impacted by proposed construction, such potential impact will have to be reviewed by the Historic Programs staff of the COSA OHP and the staff of the Texas Historical Commission.

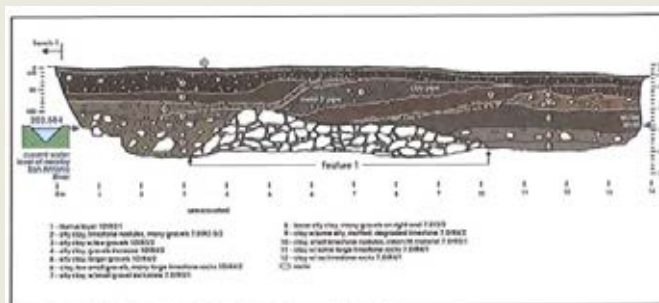


Figure 5-13. Profile of the east wall of BHE 1 showing Feature 1, remnants of the Alamo Dam.



Acequia Madre (Alamo) Dam Excavation near Witte Museum



Early Brackenridge Park Train Ride



Upper Labor Excavation

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Existing and proposed parking garages



Proposed Zoo parking garage on Tuleta Drive



PARKING

There are more than 20 parking lots or roadside parking of various capacities scattered around the Brackenridge Park currently. The capacities of these parking locations vary from under 20 to over 500. The Master Plan proposed a more concentrated parking scheme by replacing many parking lots or roadside parking with a few large parking garages. The table on the facing page shows the existing parking lots, the proposed actions, and estimated future capacity.

Under no circumstances should additional surface parking be added to the park. Too much of the park has been consumed already by surface parking, which is entirely antithetical to the purpose and nature of a park, both in perception and in ecological consequences. In fact, impervious cover should be reduced through removal of excess paving and conversion of paved areas to pervious paving through implementation of low impact development practices.

Ongoing stakeholder and park neighbor parking and traffic issues can be mitigated by increasing parking availability. In the northeast section of the park, the existing Avenue B parking garage should be expanded by adding one and one-half levels to maximize that garage's capacity, but not expand its footprint.

West of the zoo and Paul Jolly Center for Pet Adoption, a parking garage should be constructed on SAISD property for joint use by park visitors and Alamo Stadium event attendees. This will require a joint agreement between the city and SAISD to address ownership and funding issues, but as such a garage addresses the needs of SAISD, the city, and various park stakeholders, the effort is worthwhile.

South of the park, the community should support the construction of a parking garage on DoSeum and city right-of-way. This plan would include the closure of Margaret

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Street and reclamation of that right-of-way for a parking structure which would take in existing parking lots at the DoSeum. As at the Witte Museum and the San Antonio Zoo, the DoSeum has insufficient land for surface parking to be a viable proposition. Structured parking at the museum itself will preserve open space for more appropriate uses.

Together with the University of the Incarnate Word (UIW) and other stakeholders, a new joint-use parking garage should be considered east of Miraflores on AT&T property. Currently, significant numbers of UIW students park within park boundaries and walk to campus. This is far from an ideal situation for a number of reasons, and any parking needs not supplied within the UIW campus for its students should be addressed by parking on private land. The AT&T property offers good access to UIW and, if public access is allowed when full capacity is not needed by UIW, could potentially be used by park visitors.

TRAFFIC ISSUES

In its early days, Brackenridge Park was frequently enjoyed from the seats of that new invention, the automobile. Roads were built specifically to allow people to drive through the park to view the scenery and features. Alpine Drive, roads in the Wilderness Area, and the low-water crossings are all relics of that time.

As visitation to the park has grown, traffic has increased significantly. Much of the traffic is a consequence of the zoo's entrance deep within the park – on days of high zoo visitation, the carrying capacity of St. Mary's is overwhelmed. Elsewhere in the park, roadways fill with traffic as visitors unsuccessfully search for parking spaces.

While modern trends for parks point decidedly towards maximizing vegetated open space and emphasizing walking and non-vehicular modes of transportation within park

Public input in 2016 was generally in opposition to relocating parking, implementing alternate methods of transportation, or closing roadways within the park.

Existing Parking



Existing and Proposed (*) Parking Facilities

Parking Lot	Approximate Capacity
Upper Labor	15
Donkey Barn	35
Lambert Field	27
Lambert Beach Softball Field	61
Lambert Beach/Joske Pavilion	52
Witte North Lot	39
Witte Museum	40
Brackenridge Drive Picnic Tables	16
Zoo Administrative Lot	40
SAISD	110
Japanese Tea Garden Upper Lot	37
Japanese Tea Garden Lower Lot	10
North St. Mary's Street	20
Zoo Lot	522
Brackenridge Drive	50
Red Oak Drive	34
Brackenridge Park/Witte Garage	300
Tuesday Musical Club	215
First Tee/Polo Field	47
Lions Field	89
Brackenridge Park Golf Course	155
Bakery Building	30
River Connection	23
*Proposed Zoo Garage	*600
	-
Total Capacity	2567

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borders, public input was generally in opposition to relocating parking, implementing alternate methods of transportation, or closing roadways within the park. This leaves the current traffic issues unresolvable. It is likely that traffic and parking issues will only increase as areas around the park are redeveloped, adding residential density.

There are some traffic interventions that should be undertaken to ease traffic issues around the park that would also benefit other institutions and people who live and travel near the park. The first of those interventions would be improvements to the Hildebrand Avenue/Devine Road intersection.

Hildebrand Avenue/Devine Road: Peak Hour Traffic Projection

Travel Directions	2014	2017	2022
Northbound Left	31	34	39
Northbound Through	26	28	33
Northbound Right	47	51	60
Southbound Left	230	251	291
Southbound Through	178	195	225
Southbound Right	12	13	15
Eastbound Left	4	4	5
Eastbound Through	643	703	815
Eastbound Right	80	87	101
Westbound Left	222	243	281
Westbound Through	614	671	778
Westbound Right	85	93	108
Average Delay (Seconds/Vehicle)	33.8	49.6	98.1
Level of Service	C (Acceptable)	D (Congestion)	F (Grid Lock)

Right: Brackenridge Park Garage near Witte Museum

Below: Devine Road and Stadium Drive at Hildebrand Avenue



Hildebrand Avenue/Devine Road Intersection Upgrade

When the majority of visitor volumes divert to the Tuleta Drive/Zoo parking garage, the traffic volume at the Hildebrand Avenue/Devine Road intersection will increase significantly. Our research shows that even without the redistribution of the Park/Zoo traffic, the Hildebrand Avenue/Devine Road intersection will operate over capacity in a few years. With the traffic volume counts collected in 2014, and an estimated moderate annual growth rate of 3%, engineers simulated the current and future performance of the intersection. The table at left shows that the intersection's traffic volume will grow out of capacity in the near future.

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Without congestion mitigation improvements, the Hildebrand Avenue/Devine Road intersection will not have sufficient capacity to handle the increasing traffic volume of the Brackenridge Park visitors. We propose the following upgrades for the intersection to increase its capacity:

- Widen roadway and install an eastbound dedicated left-turn lane
- Widen roadway and install a westbound dedicated left-turn lane
 - Upgrade the traffic signal systems to provide protected-permissive phasing for the eastbound left-turn and the westbound left-turn
 - Optimize signal-timing plan to suit the volume changes in different time periods of the day.

Traffic simulation shows that the 2022 peak hour traffic level of service will be improved from F to C with the above upgrades implemented, and the average delay will be reduced from 98.1 seconds/vehicle to 26.5 seconds/vehicle.

In addition to the Park/Zoo visitors, the Hildebrand Avenue/Devine Road intersection upgrade will also benefit Alamo Stadium, Trinity University, Incarnate Word High School, and University of Incarnate Word. The project could require land acquisition. The detailed traffic signal plan, pavement marking plan, cost estimates, and coordinated funding plan among multiple stakeholders should be prepared after completion of the Master Plan.

Bus (School and Charter) Considerations

The Zoo, Witte Museum and Botanical Garden generate a large number of school and charter bus trips annually, mostly concentrated during the 9-month school year. The DoSeum, a relatively new entity adjacent to Brackenridge Park, also generates bus traffic, and has not completely geared up its programming that could generate additional bus traffic. Refer to Stakeholder Meeting Notes in the Appendix of this document for discussions about bus counts.

All of these institutions would benefit from there being a common bus holding area away from their facility. The SAISD parking lot on Tuleta adjacent to US 281 has been identified as a potential bus holding area. It is easily accessed from each of the institutions mentioned. A joint use agreement would need to be put in place between the involved parties and SAISD. Minimum facilities (restrooms, shade structure, benches/seating, lighting, etc.) could be provided to accommodate the waiting bus drivers.



Left: Tuleta Drive near US 281

Below: Proposed bus staging area on Tuleta Drive



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WATER, WASTEWATER & DRAINAGE

SAWS Potable Water Supply



SAWS Recycled Water Supply



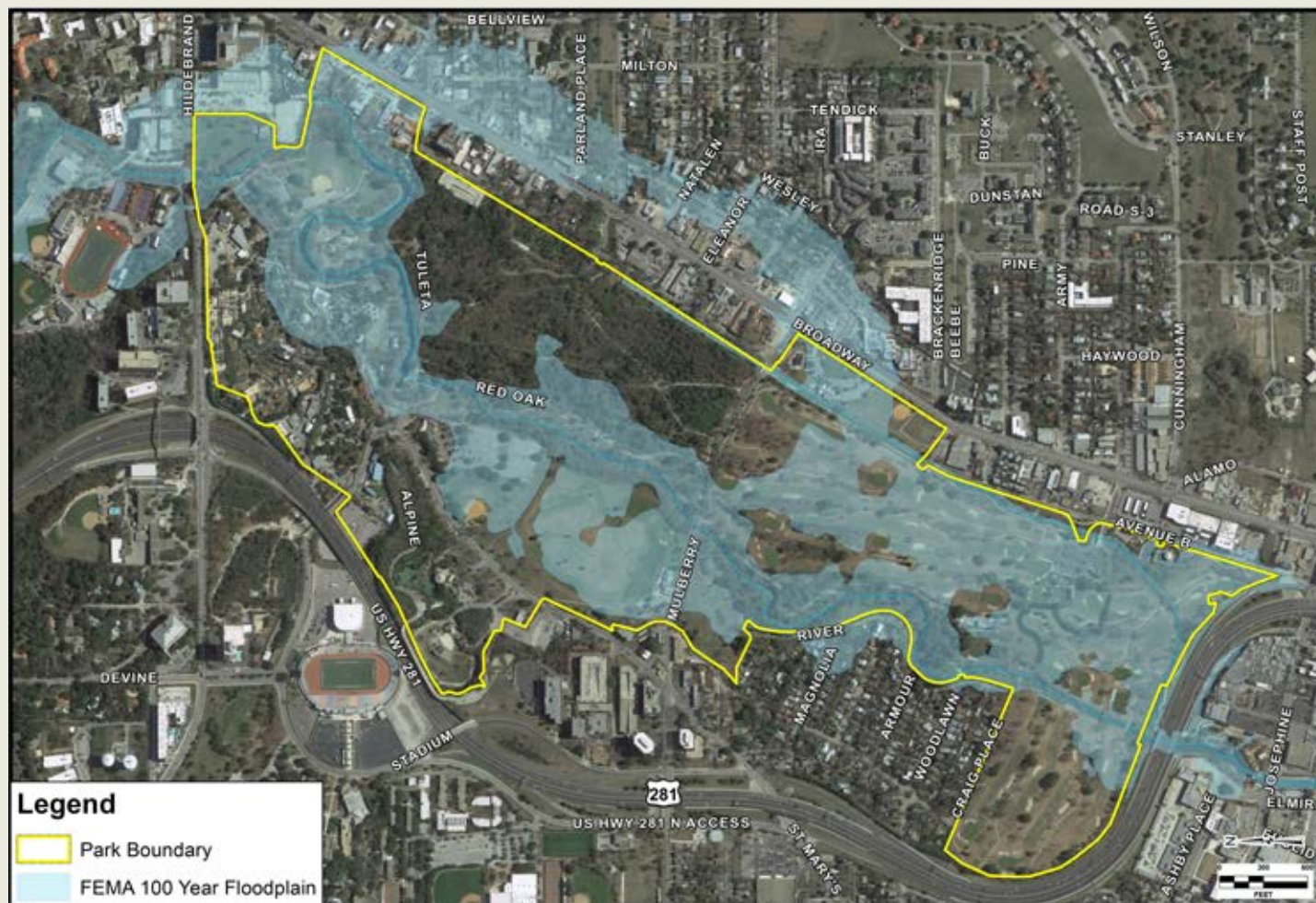
SAWS Sewer Network



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**VI
OTHER SYSTEMS**

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ELECTRICAL & MECHANICAL

The majority of the electric service equipment to park structures is old and non-compliant with present electric service standards. While the equipment is serviceable in the near term, its size, location, and configuration may not be suitable for any planned reuse. Therefore, we recommend to plan for new electrical distribution equipment at strategic locations as park improvement projects are phased in.

A CPS Energy underground primary circuit extending along North St. Mary's Street currently serves pad mounted transformers at several locations that serve Brackenridge Park buildings and San Antonio Zoo. Services from this electrical circuit include the Sunken Garden Theater, Japanese Tea Gardens, Jingu House, Tony Martinez Field, and Zoo parking lot lighting.

A CPS Energy overhead primary circuit extending from East Hildebrand Avenue south on Brackenridge Drive currently serves electrical service meters feeding through pole mounted service transformers within the northeast area of the park. Services from this electrical circuit include Lambert Beach Field, Joske Pavilion Trail facilities, Upper Pump House, and the Brackenridge Park Parking Garage.

A thorough evaluation of electrical service requirements should be commissioned as part of the programming phase for park improvements. As facility programming is developed, it will be possible to plan infrastructure improvements that coordinate with future requirements. The resulting evaluation should result in a framework or guide that may be used in planning phased improvements of electrical distribution. The design team's electrical engineer of the park improvements will need to coordinate this work closely with CPS Energy to establish new points of electric service to match program needs.

CPS Energy Electrical Network



CPS Energy Gas Network

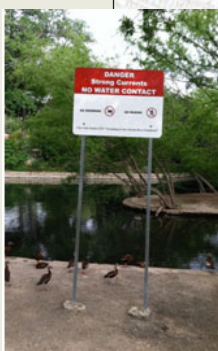


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EXAMPLES OF REPLACED SIGNAGE



Signage Zones

GRAPHICS & WAYFINDING FOR BRACKENRIDGE PARK

During the past 4 years, the existing directional and informational signage throughout Brackenridge Park has been replaced with a new comprehensive wayfinding system. The program was designed to direct and orient visitors, identify trails and amenities, provide information, and inform visitors about the history, geography, archeology, hydrology and early settlements in the area. The majority of the old signage has been replaced; but with ongoing modifications to the trails, pathways, streets, parking and green spaces, signage will need to be added to the system.

New signage will continue to build upon the current aesthetic and will function similarly. Maps will need to be updated to reflect the changes to the park, and messages on the signs will need to be revised to reflect new destinations, pathways, BCycle locations, parking areas, amenities, green spaces and connections to trails and roads.

The system currently includes the following sign types:

- trailhead pylons with orientation maps
- vehicular and pedestrian directional signs
- orientation map units
- interpretive graphics
- regulatory signs
- amenity identity signs

(See photos)

Additional Opportunities

Area 1: North End History & Walking Area

- Add an interpretive feature or exhibit that highlights the Prehistoric Archaeological sites, Spanish Colonial Dams & Acequias, Upper Labor, Miraflores, Pump House, Lambert Beach, Waterworks, Donkey Barn and Rodriguez bridge. Many of these currently have their own interpretive panels, but it would be very informative to

VI OTHER SYSTEMS

BRACKENRIDGE PARK

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bring these topics and histories together in one location, possibly near the Donkey Barn.

- Provide informational, identity, regulatory signage for planned amenities, changing rooms, restrooms, water activities, etc.
- Add directionals from the planned joint-use parking garage to the Miraflores Bridge, to park paths, and to the Blue Hole path under Hildebrand.
- Update park maps to include new BCycle stations.
- Consider incorporating Donor Recognition into surfaces of the proposed amphitheater.

Area 2: Heart Of The Park

- Provide map units and directional signs from proposed parking areas at the Tuleta/Stadium Drive entrance to the Park & Zoo.
- Add vehicular directional signs to guide buses to drop-off points and to direct vehicles to parking lots & garages.
- Provide vehicular & pedestrian directionals to the Japanese Tea Garden & Sunken Garden Theater.

Area 3: Wilderness Area

- Engage visitors along the wilderness trails by adding nature-related markers, i.e., small interpretives or elements that bring attention to specific park features, vegetation, birds, insects and wildlife. These can be very discreet, but designed to encourage observation and connection to the environment.
- Provide Trailhead units at the proposed connections at the Broadway to Catalpa-Pershing trail links.
- Provide vehicular/pedestrian directionals and interpretives along the proposed multi-use trail parallel to the Avenue B park road.

Area 4: Sunken Garden Theater & Japanese Tea Garden

- Provide vehicular directionals to direct traffic to parking lots, VIP parking and parking structures; and pedestrian directional/map units to direct visitors to various



Park map

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NEW SIGNAGE



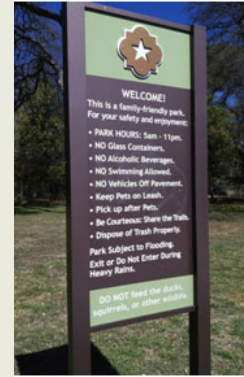
Facility and amenity identity sign



Directional at parking area



Trailhead pylon



Regulatory/information sign



Interpretive unit



Interpretive unit



Interpretive unit

venues.

- Provide Donor Recognition opportunities to support improvements to the Sunken Garden Theater and Tea Garden.
- Incorporate changeable banners or large "poster" structures at key locations on St. Mary's or in parking areas to promote events at the Theater, Tea Garden, and Great Lawn.

Area 5: Golf Course & Southern Areas

- Provide additional signage, as noted above, along the improved Avenue B road and along multi-use trails.
- Update maps to show connections, parking, BCycle stations and Tram-circulator routes to the DoSeum.
- Provide pedestrian maps or small directionals at the proposed Avenue A multi-use trail, as well as other regulatory/information at the low-water connection to the adjacent River Road neighborhood.
- Existing signage already exists that connects the southern pathways around the golf course, under US-281 to the Tunnel Inlet Park and the Museum Reach.

Opportunities for Donor Recognition signage should also be incorporated into the landscape plans, especially in the larger public venues.

Signage should also be developed to include some of the miscellaneous regulatory signs throughout the park. Many of these were not included in the updated signage system, and it would help expand visual consistency throughout the

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NEW SIGNAGE

park.

In addition to these signage improvements, digital apps for informative and educational purposes might be developed as a means of reaching a wide range of audiences, literacy levels, and non-English speakers. According to the Pew Research Center, nearly two-thirds of adult Americans own a smartphone of some type, while nearly 85% of younger Americans ages 18 – 29 use smartphones. Access to events information, parking, BCycle rentals, history and archaeology, hydrology, seasonal and cultural highlights, etc. could be developed on the Park website and accessed through QR codes on maps or on select signage. This is an inexpensive and universal means of providing content and changeable information, as well as audio information for limited-sight visitors. Digital message boards could be used at key roadway intersections during big events to help direct traffic to parking, or to guide visitors to particular venues.

Signage will need to be maintained and maps will need to be updated over time, so it is important that budgets are created for this, and that records of sign locations and messages are updated in order to promote a safe and enjoyable visitor experience. By building upon the existing signage program, the goal is to create a cohesive sense of Brackenridge's amenities, while reinforcing its extensive trails and connections to the greater surrounding area.



Large vehicular directional



Small vehicular directional



Pedestrian directional



Pedestrian site map

VII IMPLEMENTATION

BRACKENRIDGE PARK

MASTER PLAN

The master plan identified a number of projects for full implementation. This section captures those projects, identified by timeline: near-term, ongoing, and long-term. In addition to these projects, park institutions have capital project initiatives specific to their campuses; those projects are not listed here.

NEAR-TERM CAPITAL PROJECTS

Several of the projects identified by the master plan are appropriate for completion in the near term, whether through city bond funding, private fundraising, city budget dollars, or other sources.

Upper Labor Interpretive Area

In a recent UTSA Center for Archaeological Research investigation, a head gate at the upper end of the Upper Labor acequia and a significant portion of what remains of the Upper Labor dam were found. Large solid cut limestone blocks placed on top of the Spanish Colonial dam in the late 1800s would be exposed for interpretation. The Upper Labor acequia channel walls will be repaired and restored to replace missing stone and spalling mortar. The project would also include improvements to nearby parking areas and roads.

Avenue A Hike & Bike Path

Avenue A south of Mulberry Avenue would be closed to vehicular traffic, except for emergency and parks maintenance vehicles and golf course maintenance traffic in favor of a more pedestrian- and bicycle-friendly riverside trail. A small parking area would be created directly off Mulberry for access to the path. Invasive plant species along the path would be removed and replaced with appropriate native species.

New Pedestrian Bridge

A new universally accessible pedestrian bridge is proposed to provide a more direct access between Broadway, the Witte Museum, and the east side of the park near Tuleta Drive and the San Antonio Zoo and other destinations on the west bank of the river.

San Antonio River Wall Repair

For years, sections of San Antonio River channel walls have been failing. Several capital improvement projects have been initiated to repair wall sections that had failed, or were deemed to be a danger to the public. Many more hundreds of feet of walls are in need of replacement.

Zoo Parking Garage

The San Antonio Zoo, Sunken Garden Theater, and other destinations along St. Mary's Street suffer from insufficient parking. A new parking garage on San Antonio Independent School District (SAISD) land would augment parking available in the park as well as support events at Alamo Stadium and SAISD's convocation center.

Work should also include several related projects:

- 1) reconstruction of the Hildebrand/Stadium Drive park entrance to accommodate future traffic;
- 2) construction of a bus staging area for use by park-serving institutions which receive heavy bus traffic; and
- 3) Alpine Drive should be transformed into a multiuse path which will connect the new garage with the Sunken Garden Theater.

Restore Pump House #1

Pump House #1 is potentially the oldest industrial structure in the city. Built as part of the Lacoste water works in the late 1800s, then incorporated into George Brackenridge's water works, the structure is a key part of the park's history. It is sited ideally for public-oriented uses which could include a café or coffee shop, meeting space, or an interpretational facility. Work should include restoration of the structure itself, following the Secretary of the Interior's Historic Preservation guidelines, restoration of the waterworks channel and installation of a historically-appropriate pedestrian bridge, and associated site improvements.

ONGOING PROJECTS

Fundraising and project planning are ongoing for projects in several specific areas: Miraflores, the Japanese Tea Garden, and the San Antonio Zoo perimeter. Fundraising and project implementation should continue for these projects on an ongoing basis.

Miraflores Improvements

Miraflores has its own master plan which identifies a set of significant capital improvements, including access enhancements, restoration of many of the Dionicio Rodriguez works in the site, reconstruction of some of the now-demolished historic elements, and re-establishment of the axes in the park. These improvements should continue to be implemented as funding is available, with the exception of the portions of the master plan which are superseded by separate improvements in the area of the Upper Labor dam and acequia.

VII IMPLEMENTATION

BRACKENRIDGE PARK

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Japanese Tea Garden Improvements

The Japanese Tea Garden also has a site-specific master plan, of which many elements have already been accomplished through a combination of private fundraising and public dollars. Work on those features should continue, in some cases (as with the improvements on Alpine Drive) in conjunction with other projects. Full implementation of the Japanese Tea Garden master plan is in concordance with this master plan.

Zoo Perimeter Enclosure Improvements

The zoo perimeter along St. Mary's Street and Hildebrand Avenue is currently treated as the back of the facility, but those are important park edges which must be treated as improved edges. As work on the currently-underway zoo master plan continues, strategies for improvement of those edges should be designed and implemented.

LONG-TERM PROJECTS

Some of the projects identified by this master plan must be implemented on longer timelines, either because of coordination issues or cost. These projects are identified below, grouped into sets of larger projects as appropriate.

Restoration of the Catalpa-Pershing Channel

The single largest project identified by the master plan is restoring the Catalpa-Pershing Channel to a more natural appearance, including removing the concrete lining, construction of multi-use paths both along and across the channel, restoration of native species, and establishment of new connections to Broadway and into the park. Reconstruction of portions of Lion's Field should occur at the same time.

The overall project scope was identified in the San Antonio River Improvements Project, though construction of other projects in the interim has changed what will be possible with this project. Raising water levels through check dams, implementation of a bypass from the San Antonio River to ease flooding issues and to keep water in the channel full time, and related improvements should all still be part of the project.

Renovate/Re-envision Sunken Garden Theater

The Sunken Garden Theater should be renovated to allow for a measure of all-weather protection from the elements for some areas (at least for the stage and a designated seating area) and shade for the entire seating area. Backstage facilities should be restored and improved, and access and parking issues should be addressed.

Construction of a New Playground

Brackenridge Park's two playgrounds are the city's most heavily utilized. A third playground should be located in the park, likely near the future Zoo Parking Garage to take advantage of that parking pool and the visitation to the zoo.

Path Connection to Headwaters

The San Antonio River Improvements Project identified the possibility of a trail connection below Hildebrand Avenue into the Incarnate Word University/Headwaters at the Incarnate Word area, and potentially further north into the Olmos Basin. Work on this connection – designation of its location and development of cooperative agreements with partners – should continue.

Project Advocacy

In addition to projects which are within park land, the master plan also identifies several projects which can directly affect the park but which are not on park land. The city and the Brackenridge Park Conservancy should advocate for and explore these projects in conjunction with partners. The projects include:

- Construction of a joint-use parking garage on private property
- Broadway improvements, including streetscape improvements, planting, parking, and other enhancements
- Construction of a parking garage at the DoSeum on the east side of Broadway, potentially incorporating public right-of-way



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BRACKENRIDGE PARK

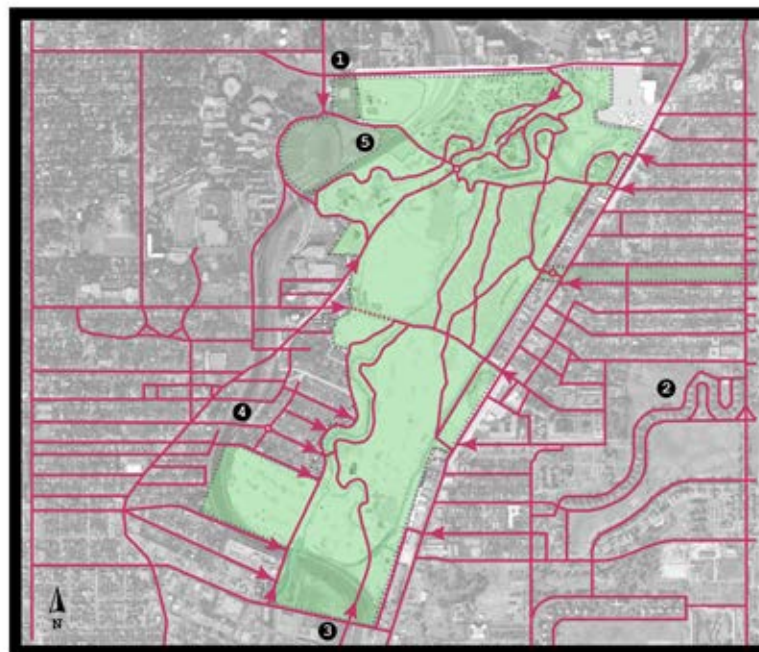
MASTER PLAN



APPENDIX A: Park Design and Access

When Brackenridge Park opened in 1899 it was a park along the San Antonio River, a place where people could take a leisurely carriage ride and escape the nineteenth-century city. With the addition of Koehler Park, the park grew to 343 acres and by 1920 the park had a small zoo, the first golf course in Texas, and the Japanese Tea Garden. The Witte Museum was added in 1926 and Sunken Garden Theater Garden in the 1930's. These additions provided active uses for the park, established it as a district of civic institutions, and complemented the original vision maintaining the overall organization of the park as a series of experiences and activities along the river generally organized south to north. (See the Pre-US 281 map)

1. Similar to today, Divine Road terminated at Stadium Drive and Tuleta but these streets connected to Alpine Drive.
2. With Fort Sam Houston open to the public its streets where part of the city's street grid. The park's entrances at Tuleta, Funston, Mulberry, Brackenridge Avenue, and Millrace connected to the Fort's street grid supporting access to the park from the east. N. New Braunfels Ave. supported these entrances by providing another major north-south street east of the park parallel to Broadway.
3. There were two major park entrances on Josephine Street, River Road and Ave. B. A remnant of the River Road entrance still exists. Both roads ran along the river terminating at Mulberry.
4. Streets from the neighborhoods west of the park intersected N. St. Mary's St, River Road, and Ave. B providing numerous access points to the park.
5. Without Hwy. 281, Alamo Stadium was visibly connected to the park and its parking lots could be used for park events, particularly events at Sunken Garden Theater.

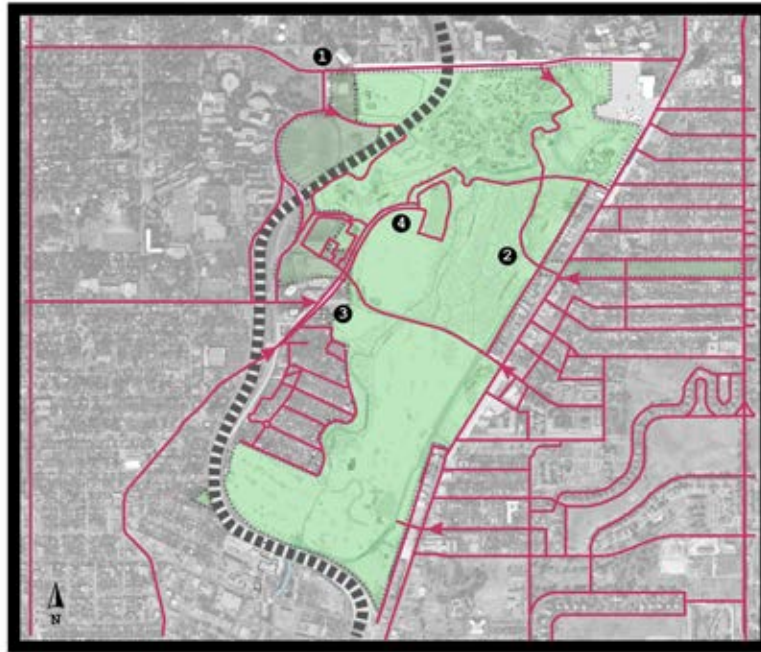


BRACKENRIDGE PARK CONNECTIVITY - PRE-HWY 281

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BRACKENRIDGE PARK CONNECTIVITY - 1979 ADOPTED MASTER PLAN

The construction of Highway 281 in the 1970's drastically altered the park's design eliminating the southern entrances and the park roads through the golf course while concentrating the many neighborhood connections along the west side of the park to a singular entrance at N. St. Mary's Street that was also an exit and entrance ramp from Hwy. 281.

The city adopted 1979 Brackenridge Park Master Plan solved the problems created by Highway 281 by dramatically changing the park's road configuration and entrances. N. St. Mary's Street was reimagined as the park's main entrance replacing the entrances on Josephine Street eliminated by Highway 281. Only the remaining segment of Brackenridge Drive remained as a through street with Mulberry, Alpine, and Tuleta terminating in parking lots. (See the 1979 Master Plan map)

1. Devine Road was maintained as an entry. On the north it connected to Tuleta then Alpine Drive which terminated in the Sunken Garden parking lot. Tuleta was removed from Alpine to N. St. Mary's St. A new entrance was created connecting Alpine Drive to Stadium just south and east of Hwy. 281-Stadium Dr. overpass.
2. From the east, Brackenridge Drive was maintained as a road connected to Hildebrand Ave. but all other north-south park roads west of Brackenridge Drive were eliminated.
3. Mulberry Street was realigned at N. St. Mary's Street to eliminate it as a through road. From the east, Mulberry terminated in the same parking lot as Alpine. From the west, Mulberry terminated in N. St. Mary's Street strengthening it as the front entrance to the park.
4. N. St. Mary's St. terminated in the zoo parking lot as did Tuleta from the east.

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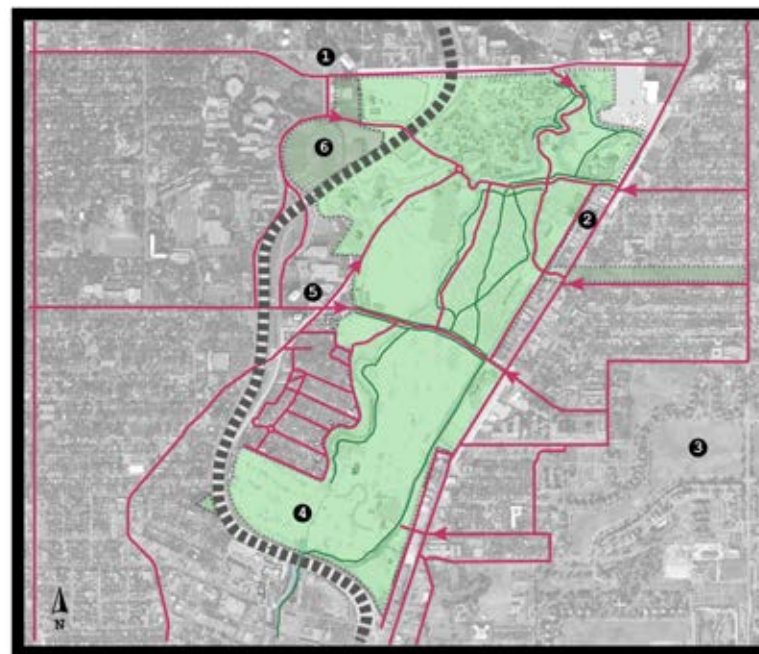
BRACKENRIDGE PARK

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The resulting diagram created three park parcels no longer connected north-south along the river. The parcel north of Tuleta and west of N. St. Mary's contained the park's civic institutions and attractions: the zoo, Sunken Gardens Theater, Japanese Tea Garden, and the Witte Museum. Vehicular paths were only allowed along the perimeter of this district except for Brackenridge drive that defined the eastern section of the park associated with the Witte Museum and Joske Pavilion. The middle section combined the wilderness area and the Polo Grounds into a contiguous area and the golf course was segregated to the southern parcel.

Parts of the 1979 master plan have been implemented but none or the major road projects were initiated. The resulting park lacks visual organization and connectivity. Without an overall concept, some areas of the park like Sunken Garden Theater seem forgotten and lost to public use while others are over-used and congested. A hike and bike trail system has replaced some of the carriage paths of the original park design but the overall impression is of park as a beloved but worn place, stressed on major event days any many weekends with its incredible history and importance invisible to the average patron. (See the Present map).

1. Devine remains an important entry to the park but Alamo Stadium no longer has it's landscaped edge and other civic features. The current condition of Tuleta reinforces the idea that it is a service drive to back-of-house uses rather than the park's primary entrance from the north.
2. Generally, buildings and parking lots along Broadway connect to both Broadway and Ave. B and could provide informal connections from Broadway to the park. Some parcels could also be purchased and donated to the park to better connect the park to Broadway.
3. Following 9-11, Fort Sam Houston was closed to public use and the fort's streets removed from the city's street grid. Historic city routes to the park that went through Fort Sam were severed and N. New Braunfels could no longer serve as a connector to the south or alternate route for Broadway. The only path from the fort to the park is now Cunningham Street.
4. The golf course continues to be a destination only accessible at Millrace.
5. With on and off ramps from Hwy 281, N. St. Mary's is the easiest path into the park for most residents and visitors.



BRACKENRIDGE PARK CONNECTIVITY - PRESENT

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BRACKENRIDGE PARK CONNECTIVITY ISSUES - PRESENT

Stress Points and Community Input

The issues that the 1979 master plan attempted to solve remain issues today but the park is under even more stress. With San Antonio's predicted growth rate, the city will have a million more residents in twenty-five years. Current city policies are to concentrate growth into regional centers rather than low density sprawl. Park institutions serve the entire city and the park is also the major neighborhood park for two of the regional centers. The zoo and Witte are successful growing institutions that will also attract more visitors and the institutions surrounding (Trinity University, University of the Incarnate Word, etc.) the park are successfully growing too. The growing use of the park and the community's understanding of its historic importance particularly stresses 7 areas. (see the Connectivity Issues - Present map)

- A. The 1979 Master Plan already identified the intersection of N. St. Mary's St and Tuleta as a major conflict point in the park. With parking on one side of the intersection and the zoo entrance on the opposite side, the intersection backs traffic out of the park on busy days and creates a conflict point between pedestrians and vehicles. Tuleta is frequently closed to vehicles providing a pedestrian path from the parking lot to the zoo entrance but many people filter across N. St. Mary's. Parking for the zoo and Sunken Gardens should not be expanded inside of the existing park boundary and needs to be on the west side of N. St. Mary's Street not on the west side. The zoo's future master plan should

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BRACKENRIDGE PARK

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consider ways of dimensioning pedestrian-vehicular conflict at this intersection.

- B. Spanish Colonial Dam site. One of the most archaeologically rich sites in San Antonio is along the river just south of Hildebrand. This area is a unique place to tell the story of 10,000 years of human habitation and the many ways water has sustained the local population. The intersection of Brackenridge Drive and Hildebrand is also the most difficult vehicular exit from the park. Lacking a traffic signal and with short sight lines for cars traveling east on Hildebrand, it is a difficult intersection to exit the park and travel west or enter the park from the east. While Brackenridge Drive is mostly used as a park road it quickly becomes a major connector when there is a disruption in traffic on either Hwy. 281 or Broadway. This area of the city needs an additional north-south connector like reopening N. New Braunfels to help eliminate incompatible vehicular traffic through the park. The entire area must be redesigned to highlight its cultural importance, create a safer vehicular intersection, and to connect the park's pedestrian paths north along the river to the blue hole.
- C. The Brackenridge Park parking garage located on Avenue B is a free public garage built with Tax Increment Reinvestment Zone funds for use by the park, the Witte, and businesses along Broadway. It is a great example of how any future parking demands should be accommodated although the consulting team advocates for garages built at the edges of the park on land not currently designated as park land. Many people expressed concern during the community involvement process that parking most remain free for park patrons and were concerned that garages would mean a change to paid parking.
- D. The community cherishes their ability to use the park as a place to take a quick break during the day, have family picnics, and celebrate special occasions in the park, especially the tradition of Easter camping. Picnic tables, small dispersed parking areas, the Joske Pavilion, and Lambert Beach Field have vehicular access from Red Oak, the eastern portion of Tuleta, and Brackenridge Drive. Any future changes to these park roads need to respond to the community's desire to keep direct vehicular access to these places.
- E. The DoSeum, San Antonio's children's museum, is the newest civic institution on the edge of the park. It's a model for future additions to the park since it has been built outside of the park's boundary and is an appropriate addition to the park and expands the perceived edge of the park. As a highly successful activity center, it also is a great example of future issues and opportunities. The building already needs more parking and a safe pedestrian crossing to the park. While future institutions and the expansion of existing institutions will increase park use, safe pedestrian paths need to connect all of the institutions in and around the park. A well-executed park-district parking strategy should be developed that minimizes the need for additional parking lots by fully using all parking areas and reduce the need for park patrons to drive from one parking area to another to enjoy park institutions
- F. The future of the golf course was frequently discussed in community meetings. The golf course has been in the park for 100 years and is an important part of the park's history and character but it occupies more park land than the zoo or the Witte and is used by far fewer people. Finding a way for more members of the community to enjoy the golf course needs study.
- G. Like the DoSeum, Alamo Stadium is outside of the park boundary but very much a part of park district. As clearly seen in historic photographs, before the construction of Hwy. 281, it was part of the park's landscape and landform. If it could be visually reconnected to the park, it would provide an additional events venue for park activates and provides a large parking field that could be used for park events. The City of San Antonio, San Antonio independent School District, the Brackenridge Park Conservancy, and Trinity University should discuss ways of utilizing this asset every day of the week every week of the year.
- H. With modest growth in park attendance, the Hildebrand and Divine intersection will soon become a highly congested intersection with cars waiting through multiple traffic light cycles to go through the intersection. Upgrading the intersection to provide better vehicular service is fairly simple but the design should enhance the park entry sequence and be designed to accommodate pedestrians and cyclists. This should not be just an intersection with more lanes and a better sequenced traffic signal, it is an opportunity to improve the experience of entering the park.

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BRACKENRIDGE PARK

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APPENDIX B: Increase Open Space

All great parks have a central focus around which everything else revolves. Whether it is a 100-year old tree, a pond, a folly, a majestic fountain, or a massive sculpture, that focus serves as a gathering space that organizes the rest of the park. Brackenridge park is without such an organizing feature, and perhaps that is a good thing. Since it's inception the park has been loosely structured open space, in its early years to serve as a natural area away from the city where motorists could take a drive to observe nature and quiet. As the city has grown, the driving experience has become less important, and a focus on experiencing the park as a pedestrian has become more central to the parks use. In 2006 roads in the Wilderness Area, between Tuleta and Mulberry, were converted to wide walking trails. Picnic facilities were added as was public art, and the slightest amount of lighting.

As population becomes denser around the park, as is a pattern that is currently being observed, pressure will come to bear on moving the automobile even further away from the center of the park to create more open space. This will require the community to find new solutions to how the park is accessed and what the land uses will look like.

The 1979 Brackenridge Park Master Plan advocated for the increase of open space by decking over the top of the currently open Catalpa-Pershing Channel and adding enough soil to support vegetation growth. The rationale was that the huge cost of such an undertaking to regain usable land would be less expensive than acquiring the same amount of land adjacent to the park. At the time, parcels north of Mulberry along US 281 were not developed and were available for acquisition, but for a high price. That land has since been developed as prime office space removing that option from consideration. Another notion put forward in the 1979 plan was the joint use of spaces like the driving range. Given the need for more free-to-the-public open space, developing the opportunity for multiple uses of open space is a sound idea.

During the process of developing what will now be referred to as the 2017 Brackenridge Park Master Plan; park supporters, environmentalists, landscape architects, architects, and engineers have observed the evolution of the park, studied how other cities major parks have evolved as population becomes more dense around them, and came to the conclusion that impervious cover in the park should be reduced in favor of open space. This reduction in paved and built space could come in the form of more efficient road and path widths, the removal

of large surface parking lots in favor of parking structures on the perimeter of the park, and limiting the construction of new buildings. By implementing these strategies not only is park open space increased, the ability of the land to absorb more rainfall and grow trees and grass is increased, and water quality in the waterways can be improved.

A new open space was envisioned. By removing most or all of the parking lot traditionally used by Zoo visitors (and supporting the construction of a parking garage on adjacent San Antonio Independent School District land) new open space could be created. This new open space could serve as open free play space, additional picnic space, unstructured field game play space, and event space used separately or in conjunction with other park facilities (Sunken Garden, Sunken Garden Theater, SA Zoo, etc.).

Other thoughts relative to creating more open space aggregated with the parking lot conversion were relocation of The Tony "Skipper" Martinez softball field to a place just south of its current location, and relocation of the Train Station Café to a place closer to Cypress Pavilion and in better context with the SA Zoo who operates that facility.

As logical as all of this sounds, a faction of the community responded negatively in such a manner as to force the discussion of these issues to another time in the future.



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APPENDIX C: Stakeholder Notes MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: April 9, 2015

Location: San Antonio Area Foundation Offices (The Pearl)

Organization: NA

Planning Team Attendees: Jim Gray

Organization Attendees: Tom Christal, many others

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

Jim Gray attended a meeting hosted by Tom Christal with invited guest speaker John Boone (biologist, and biostatistics for free-roaming dogs and cats).

The purpose of the meeting was to discuss measures taken to date primarily by private individuals. Tom gave a brief history of cats and volunteers in Brackenridge Park. Since 2007 cat populations have been significantly reduced, but high populations continue to be a problem as the park is used as a dumping ground for unwanted cats.

John Boone discussed the need to develop a systematic approach to cat

population management that first identifies the goals, priorities, and desired outcomes. Mr. Boone explained there is a need to “clarify what is possible, develop an approach and timeline to cat population management, create an appropriate monitoring plan, and finally continue to analyze the progress”.

Members of the meeting group stated that there is a need citywide to educate the public about the harms done by abandoning animals. There may be a need to enact laws that would include persecution of people found guilty of abandoning animals. One attendee said that the “cat issue” should be brought to the table as the City undertakes update of the City’s Comprehensive Plan.

Tom indicated that the cost to trap/neuter/return (range \$15 to \$75 per animal) is less costly than trapping and removing (range \$100 to \$200 per animal) animals. This system would work to eventually virtually eliminate feral cats from the park. The issue revolves back to immigration and abandonment.

There was a concern stated by the group that the current Brackenridge Park Master Plan effort would propose eradication of cats from the park. Their contention is that eradication is virtually impossible, and second there would be unintended consequences by the eradication. There needs to be a balance achieved that is tolerable by all.

End of Meeting Notes

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BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 8, 2015

Location: Council District 2 Offices

Organization: City Council District 2 – Alan Warrick II

Planning Team Attendees: Jay Loudon, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Councilman Alan Warrick, Derek Roberts

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The Master Plan team explained the purpose and timeline of the Brackenridge Park Master Plan, and that this meeting was part of an extensive stakeholder meeting process that would play out over the course of the next several weeks.

Councilman Warrick discussed several issues that he was aware of regarding the park as follows:

- That the Catalpa-Pershing drainage ditch is a visual eyesore that

needs improving.

- That there are users of the park on adjacent property that would like to see a sidewalk developed along Avenue B from Mulberry to Tuleta.
- That there should be more programmed activities in the park that invite all San Antonians to use the park and consider it theirs.
- That drainage and flooding is an issue along Broadway and in the park.
- That there is new City funding for Low Impact Development elements on public projects that will improve environmental quality (air, water, and earth).
- That the RIO 1 Zoning Overlay should be reviewed and updated.
- That parking is a big issue in the park, and that there may be an opportunity for a Public-Private partnership to build a parking garage (or garages) that would serve multiple entities within the park. The Councilman asked about the potential for using Lion's Field for parking garage.
- Better access to the park for the Acorn School

The group also discussed the need for more and better playground elements (not necessarily off the shelf equipment) in the park.

The group also discussed the potential of developing a Splash Park, and the reintroduction of paddleboats and kayaks to the river.

End of Meeting Notes

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BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 8, 2015

Location: Council District 1 Offices

Organization: City Council District 1 – Roberto Trevino

Planning Team Attendees: Jay Loudon, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Councilman Roberto Trevino

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The Master Plan team explained the purpose and timeline of the Brackenridge Park Master Plan, and that this meeting was part of an extensive stakeholder meeting process that would play out over the course of the next several weeks.

Councilman Trevino discussed several issues that he was aware of regarding the park as follows:

- That the River Road Association has concerns regarding traffic and

parking in the park, erosion on the river bank edges, the closure of Avenue A to public vehicle traffic, and use of the golf course edges for walking/jogging/etc.

- That parking is a big issue, and that his office is working on a new strategy for a people mover such as Lyft/Uber for parking in and around the park.

Brackenridge Park receives City funding from bond programs, the general fund and the Maintenance & Operations budget. The group discussed the need for additional funding for the park, but no specific ideas were put forth.

The group discussed the consumption of alcoholic beverages in the park, but no specific information was exchanged.

The Councilman indicated that he has two architectural interns in his office that might be available for involvement in the Master Plan. He indicated that he would have his Chief of Staff contact the Master Plan Team to determine what the interns might be available to do.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 8, 2015

Location: Acorn School Offices

Organization: Acorn School

Planning Team Attendees: Jim Gray

Organization Attendees: Rich Lange, Jo Mrvinchin, Wendy Starnes

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

Acorn School officials indicated the following concerns/observations/wishes:

- There are conflicts between school buses, charter buses, and Acorn School drop off and pick up traffic.
- They are opposed to bus (school or charter) parking in the park green spaces.
- They would like a walk along Avenue B (out in the park, not along the ROW) from Tuleta to Mulberry. In support of this notion they made the following statement: "Some of our families walk or ride bikes to school and share the road with traffic. A walking path along the edge of Avenue B would make all pedestrians and cyclists safer. This type of foot and bike traffic has increased due to the additional use of the Witte parking garage and the Kiddie Park renovation. We expect to see even greater volume as people connect with Lion's Park and the

new Children's DoSeum. There is also an art school, Walden Pond, on Avenue B, that uses Avenue B to pick up and deliver children to The Acorn on foot. We also see local college cross country teams running along Avenue B as well."

- They would like a curb along both sides of Avenue B.
- They would like for the CPS poles to go away, they are a visual blight, especially since additional structure was added to stabilize the existing poles.
- They are opposed to parking garages that would be taller than the tree canopy of the park.
- They encourage everyone to look for ways to accommodate parking outside of the park green space.
- They mentioned that feral cats are a problem, but has gotten better in the last two years. They do not want cat colonies near the school (sanitation issue for kids playing in their sand boxes).
- The Acorn School Drop Off and Pick Up schedule is as follows:
 - 8:25 – 9:05 am Morning Class Drop Off, approx. 64 cars
 - 11:25 – 12:15pm Morning Class Pick Up, approx. 64 cars
 - 12:15 – 1:15pm Afternoon Drop Off, approx. 44 cars
 - 1:45 – 2:15pm Afternoon Pick Up (T,W,T), approx. 45 cars
 - 3:25 – 4:00pm Afternoon Pick Up, approx. 44 Cars
- They also put me in contact with Roxanna from Walden Pond Art School whose business is on Avenue B, and in support of Acorn School's views.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 14, 2015

Location: Brackenridge Park Golf Course

Organization: Alamo City Golf Trail (ACGT)

Planning Team Attendees: Jay Loudon, John Mize, Lynn Bobbitt, Irby Hightower, Jim Gray

Organization Attendees: James Roschek, President and CEO

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The first item discussed was Avenue A. John Mize explained that the SARA/Bexar County Venue Tax project was going to construct a trailhead and gate in the vicinity of the intersection of Avenue A and Mulberry Avenue. ACGT said that they were in favor of the gate and that in their opinion Avenue A should be closed to public access. They need access for their employees who work in the maintenance division. They also need access for 18-wheel trucks for delivery of materials, but that is infrequent.

All course and facility maintenance is paid for through ACGT (no City funding). They are anticipating a replacement of their maintenance barn within the next 3 to 4-years.

ACGT uses recycled water to wash the course maintenance equipment.

The course is played roughly 45,000 rounds per year. This translates to roughly 300-cars per day for golf.

In addition to golf the ACGT hosts special events on the property. An example of special events would be a night run that they host (up to 800 runners per event). Events like the night run add to the parking numbers cited above.

ACGT indicated that they did not want dividers for bicycles on Avenue B as

they make the vehicle travel lane too narrow. ACGT asked if they could use space for parking off Avenue B on golf course side.

The Borglum Studio is not actively booked for events. There is an ADA issue with the restrooms that restricts use of the facility.

The Pavilion is lightly used, perhaps 15% of weekends.

ACGT acknowledged that bank erosion of the river is an issue. The erosion impacts the golf course.

There is an ongoing issue with individuals who live in the adjacent River Road neighborhood using the golf course for recreational purposes (walking, jogging, etc.), other uses such as bicycling can be destructive to the course. This access is currently not encouraged. Attempts to limit access have been met with the control devices being moved/removed by the residents.

ACGT was asked about their view on modifications to the Catalpa-Pershing channel that runs adjacent to the east side of the golf course. ACGT indicated that because of the historic nature of the golf course, little to no modifications should be made to the channel.

First Tee is under the ACGT lease for golf facilities. The funds derived from First Tee are used in ACGT's general fund, and no portion is turned over to the City for any other type of use.

ACGT "wish list":

- Funding to resolve accessibility issues at the Borglum Studio
- Repair fencing between the golf course and Avenue A
- Address flooding issues and erosion on the river channel
- Clubhouse restroom renovations
- Clubhouse windows leak and are in need of replacement.
- Outdoor kitchen on the pavilion
- Interpretive signage explaining the history of the golf course

End of Meeting Notes

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BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 15, 2015

Location: Witte Museum Offices

Organization: Witte Museum

Planning Team Attendees: Jay Louden, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Marise McDermot, Ralph Voight, Serita Rodriguez, Kim Biffle, Bruce Shakleford, Brian Bailes, Pasqual Tejedas

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

Marise began the meeting by providing the foundation for the Witte's existence. The Witte was established at its location at the bend of the San Antonio River as the third formal entrance to Brackenridge Park. The mission of the Museum is to connect people to the land, water, and sky through its presentation of Natural History. The Witte embraces the San Antonio River, the starting point of the Acequia Madre, and its close proximity (and future physical connection) to the "Upper Labor Acequia". Their focus is on native plants, animals, and their human interface (unlike the SA Zoo whose focus is on exotic animals). Brackenridge Park is the extended outdoor laboratory of the Museum. The Witte employs a broad array of scientists who are resources to support the Witte's mission. They have recently garnered support from the East Wildlife Foundation whose mission it is to connect people back to the natural environment (wildlife) and environmentally sensitive ranching. Marise provided the Brackenridge Park Master Plan Team with the Witte's 2014 Educators' Guide.

The Witte's biggest challenge with regard to its interface with the Broadway corridor and the park is school and Charter bus staging and parking.

During the school year (and some during the summer) approximately 17 school buses per day (2,000 per year) drop off (between 9:00 and 10:00 am) and pick up (between 1:00 and 2:30 pm) students who are visiting the Museum. They project in the future that they will host 20 to 25-school buses with the completion of facility expansion that they are currently undergoing.

In addition, they host 60 to 90-tour buses per year. These buses typically stay near the Museum for 2 to 4-hours (duration of the event). When the new Mays Event Center open, this number will increase, as the City and the Witte will promote the facility to convention groups. The events will take place both at lunchtime, and in the evening.

The Witte's description of the ideal bus holding area contains the following:

- Enough space to stage the buses
- A place for drivers to occupy with comfortable/durable seating, shade, restrooms, etc.
- Centralized and available to the Witte, Zoo, DoSeum, etc.

The second issue for the Witte is vehicle parking. Those challenges are particularly evident during special events, and on Tuesdays (100,000 visitors per year) when admission to the Museum is free. The Witte is talking to ATT about using their nearby parking garage for special event parking. It was also stated that the existing Park parking garage on Avenue B is often full; but could be expanded by one and one-half floors, which might yield an additional 150 parking spaces.

Should an additional parking garage be constructed to support the entities in the park, the Witte recommended that Park Police and Bike Police be housed in that facility. It is believed that the presence of these police entities will encourage use of the facility, and will make the area safer.

Witte is working with the SA Zoo to cross-sell admission tickets, and is also discussing the use of the Brackenridge Eagle train as a means of transportation between the two facilities. One issue that has to be addressed as part of that being successful is dealing with strollers and other non-pedestrian means of mobility. It was mentioned that in the 1960s the train was used as a connection between the various places in the park.

The Witte has a parking study that they will make available to the Brackenridge Park Master Plan team.

There was brief mention of the VIA Culture Bus as perhaps part of a solution to parking for the major places in the park.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 21, 2015

Location: SARA Guenther Offices

Organization: San Antonio River Authority

Planning Team Attendees: Jay Louden, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Gloria Rodriguez, Robert (Bob) Perez, Lee Marlow, Steven Schauer, Karen Bishop, Rebecca Reeves, Suzanne Scott

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

Suzanne Scott began the meeting with a statement regarding SARA's investment in the San Antonio River in the Brackenridge Park area. SARA has either funded or participated in funding and conducting several studies including a Biodiversity Study, the Midtown Master Plan, Watershed Master Plan, and Water Quality monitoring with SAWS.

SARA indicated that they believe that the River in the area of Avenue A (where there is bank erosion) needs a lot of attention, but for current project funding the only items that are going to be constructed through the Bexar County Venue Tax funding are a trailhead, and gate where Avenue A joins Mulberry Avenue.

In the past SARA has tried to get the US Army Corps of Engineers to fund an ecosystem restoration and bank stabilization project, but to date that project has not received support.

Water quality is an issue. SARA supports the notion of some day being able to allow swimmers to utilize the Lambert Beach area again. Currently there are

two conditions that disallow reaching this goal. They are the inordinate number of ducks and geese (fed by park users) that inhabit the area east of the Joske Pavilion, and the Egret Rookery that inhabit the large trees to the north of the Joske Pavilion. Levels of e-coli bacteria in river water in this area can exceed 2000 ppm, which is 10 to 15 times the allowable concentration. SARA has developed a Water Quality presentation that is meant for public consumption (provided to design team post meeting).

Over use of the riverbank edges is another challenge that SARA sees. Extreme use pressure such as at Easter causes significant erosion. SARA would like to be able to educate the user public about the need to establish native plant species that will help stabilize the river banks (and as a result take those areas out of use).

Other Easter Sunday related issues are educating the public about the detrimental effects of things like cascarones filled with metallic glitter. This material gets into the soil and water and degrades the environment. They would like to see year-round messaging for recycling not just at Easter time.

SARA believes that a signage campaign might help curb or eliminate some of the human activities that contribute to environmental degradation.

The Upper Labor, dams, and a connection to the Blue Hole are important. Looking further north, SARA has funded an improvement project along Olmos Creek, north of the Blue Hole.

SARA supports the Brackenridge Park Master Plan, and will assist where they are able. All of the reports and programs listed above have been delivered to the Master Plan Team.

End of meeting notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 28, 2015

Location: San Antonio Zoo Offices

Organization: San Antonio Zoo

Planning Team Attendees: Jay Louden, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Tim Morrow, CEO/Executive Director

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The Zoo Director indicated that he, and the Directors of the Witte Museum, and the DoSeum have informally created a coalition to advocate for Brackenridge Park and their respective organizations in and around the park.

He agrees that parking is perhaps the biggest challenge facing the park. The Zoo typically draws upward of 6,000 visitors on a Saturday, and because of that the available parking is full by 11:00 am. Some visitors leave as a result of the lack of parking. From that time on there are traffic jams caused by the lack of parking and the continued stream of visitors coming the Zoo throughout the rest of the day.

The Zoo has an agreement with SAWS to use their near-by parking garage on weekends, but the public resists using the facility because they perceive that it is too far to walk to the Zoo entrance.

The Zoo is also in discussions with the City and San Antonio Independent School District regarding building parking garage on SAISD land north west of the Zoo. They have also been in discussions with Incarnate Word University regarding building a parking garage on Hildebrand behind the historic Donkey Barn building.

The Zoo will soon start a physical Master Plan process to look at all of its facilities, and might consider moving the Zoo Entrance to better facilitate access to the Zoo from one of these parking garage locations.

The Zoo is also considering using the Brackenridge Park Eagle Train system as a

means of transportation instead of just an amusement ride. That might benefit the Witte and other sites in the park. The Zoo has considered taking the train across Mulberry to Lion's Field to create a stop and make a connection to the DoSeum. Typically the zoo runs 3 trains on Saturdays, 2 on Sundays and only 1 on off days.

Bus staging and parking is also an issue for the Zoo. In the spring and during the school year they can have as many as 20-buses. This is an issue because the Zoo does not pre-sell these visitors; therefore they are not scheduled, and just show up en-mass. This is also a contributor to traffic congestion. The issues of bus holding areas are also a problem for them.

Other issues for that park were identified as follows:

- The Zoo sometimes has issues with loud music coming from activities taking place in the Sunken Garden Theatre. In addition those events take up parking for Zoo patrons and create traffic jams.
- The lack of trash collection in the park on weekends is problematic.
- There is opportunity to celebrate the history of the Zoo and Park through interpretative devices that is not being taken advantage of currently.
- Feces from ducks and geese in the park and long the river is an issue that needs to get dealt with. The problem impacts usable space in the park by making certain areas inaccessible due to the buildup of feces, and also elevates the contamination level in river water.
- There is a perception that Brackenridge Park is too far away from the rest of San Antonio (particularly the far northwest development of the city).

Other observations made:

- The Zoo continues to pump water from the Edwards Aquifer into the San Antonio River.
- There seems to be little vandalism in and around the Zoo.
- The Zoo is working with a Houston consultant on animal exhibit design to move away from the "Noah's Ark" perception that some have of the Zoo. This plan should be complete in the next 6-months.
- By comparison, the Dallas Zoo receives approximately \$14 million a year from the City of Dallas; the Houston Zoo receives \$10 million from the City of Houston, Fort Worth Zoo, \$10 million from the City of Fort Worth; and San Antonio Zoo receives \$360,000 from the City of San Antonio

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 28, 2015

Location: Rialto Studio Offices

Organization: Headwaters at Incarnate Word (HIW)

Planning Team Attendees: Jay Louden, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Helen Ballew, Executive Director

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The HIW would like to see a connection between the trails along the San Antonio River south of Hildebrand with the “Blue Hole” site at Incarnate Word. It would be viewed as a “scaled-down” version of the SARIP trails. It was suggested that this area could be called “The Spirit Reach”.

HIW has drawings that depict a potential routing of the walk. This connecting walk would also connect further north into the Headwaters Sanctuary area where paths already exist.

HIW indicated that the SAWS recycled water line crosses Olmos Creek a number of times and pondered the opportunity to add water from that line into Olmos Creek to support the ecosystem/riparian restoration project that is funded by SARA.

The need for interpretation of the Headwaters was discussed. This could be accomplished in a couple of ways. First, signage matching the SARIP interpretative panels could be placed along a trail and in key locations along the “Spirit Reach”. A more elaborate story could be told in a display that could be housed in the Donkey Barn (adjacent Zoo facility), space allowing. There should be more consistency in the story told about the Headwaters of the River and how it is part of the overall story of human development along the river.

HIW is considering discussing the development of a parking lot under US Hwy 281 and Olmos Drive. The City of Alamo Heights currently has a lease with TxDOT to utilize the property.

HIW is undertaking a Mammal Survey of the Sanctuary property.

SARA has been asked to look at a sediment problem upstream of the Blue Hole that is causing large storm event rainwater to overflow into the Blue Hole.

HIW has a number of aerial photographs of the general area of the Blue Hole and the Sanctuary with graphics that illustrate trails, utilities, etc. Those graphics were shared with the Brackenridge Park Master Plan Team.

End of Meeting Notes

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BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 29, 2015

Location: San Antonio Botanical Garden Offices

Organization: San Antonio Botanical Garden

Planning Team Attendees: Jay Louden, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Bob Brackman

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

Bob Brackman stated that the Botanical Gardens has historically been and is currently under the purview of COSA Parks & Recreation, but is moving towards privatization in the next 3 years.

The Botanical Gardens site is part of the original George Brackenridge lands; and as a result a more emotional and psychological connection to Brackenridge Park is desirable. Mahnke Park is the logical green belt connection between the park and the Botanical Gardens. Related to this, Brackman wants to have a presence on Broadway and is in conversation with the Mahnke Park neighborhood and COSA Parks about this. Installation of a banner announcing the Botanical Gardens is planned.

More signage within the park directing park visitors to the Botanical Gardens would be helpful. Currently there is only one sign installed by the River Improvements Project at the northeast corner of Brackenridge Drive and Avenue B directing visitors to the Gardens.

Parking is a critical issue for the Gardens. The planned expansion of the Gardens across Funston will eliminate 5 acres of overflow parking. The Gardens is talking with AT&T about use of their lot for special events which would provide an additional 437 spaces. Shuttle buses would carry visitors between the Gardens and AT&T.

Brackman said a key issue for the Gardens is how to engage residents in and around the Pearl. He sees the restoration of the Catalpa-Pershing as important for connectivity between the Gardens and neighborhoods to the south.

In response to a question, Brackman stated that water quality is not really an issue for the Gardens. The Gardens does not have a bird problem, but the cat population seems to be growing.

The split between local and out-of-town visitors to the Gardens is about 50/50. An upgraded Brackenridge Park would draw more out-of-town visitors to both the park and the Gardens but the park is not a tourist draw in its current condition. He acknowledged that the VIA Sightseer Special No. 7 bus is not really beneficial as it is not time-friendly.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 29, 2015

Location: DoSeum Offices

Organization: DoSeum, San Antonio's Museum for Kids

Planning Team Attendees: Jay Loudon, John Mize, Lynn Bobbitt, Irby Hightower, Jim Gray

Organization Attendees: Vanessa Hurd (CEO), Ryan Smith, Lisa Brunsvold, Pamela Hanna

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The DoSeum site was selected in part because of its proximity to Brackenridge Park. There was a desire to be part of the San Antonio Museum of Modern Art/ Witte Museum corridor. They created a strong streetscape on Broadway to begin to suggest a sense of place to the Broadway corridor. They have met with VIA about a designated bus from Downtown to connect the cultural institutions on Broadway.

The DoSeum wants a stronger connection to Brackenridge Park and the facilities contained therein. The DoSeum concerns itself with the Physical Sciences, and would like to extend their educational content out into the park. They would like for the park to be "the glue that binds the Zoo, Witte Museum, and the DoSeum". There is opportunity for interaction with the Park i.e. sending school groups to the Park for picnic after a visit to the DoSeum, etc.

There was a significant discussion about different ways to make visual and physical connections such as creating portals to give a sense of arrival; finding a way to extend the Brackenridge Park Eagle Train to serve more as a means of transportation; create a safe way for people to use bicycles or walking as a means of moving around in the park. If the train is used as a people mover, there should be consideration to accommodate families with strollers and car seats.

The need for the creation of more publicly accessible open space as "places to

play, picnic, etc." was discussed.

The need to promote better use of the existing event space in the park was discussed.

The importance of the historic aspects of the park (waterworks, etc.) and the need to interpret that history were discussed.

The need for more public art in the park was discussed.

The DoSeum's visitorship has been 40% above projections (projected to be between 400,000 and 500,000 visitors in their first 12-months of operation). I think Vanessa said that visitor ship was about 160,000 more than one year at downtown location. They are projecting that their visitor-ship will likely decrease by perhaps 20% moving forward. This is something that they can control by offering more of fewer group (scheduled) visits and events.

Parking for cars and buses has become one of the DoSeum's greatest challenges. School visits generate bus activity that exceeds the capacity of 4 to 6-busses that exist at the DoSeum. There is also a significant deficiency of parking for cars. In response to these challenges the DoSeum has reached out to adjacent landowners and is considering land acquisition, and are looking at other options such as bus parking on SAISD land north of Brackenridge Park. They have also considered opening discussions with Fort Sam Houston regarding vacant land on Post that is adjacent to the DoSeum. . They are also exploring a partnership with the building owner at Broadway and Brackenridge for car parking.

The DoSeum is also concerned about the Broadway/Mulberry intersection as a safety issue for pedestrians and bicyclers. They would like to find a safer way for pedestrians to move between the park and the DoSeum across Broadway. They have asked City Traffic Department for an esplanade in the center of Broadway similar to the one on McCullough near the Methodist Hospital.

In terms of expansion, the DoSeum has the ability to build one additional building pod to the south of the existing buildings. The down side of the expansion is that it would reduce the amount of on-site parking.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

Minutes from Master Plan Meeting with BPC and Architectural Team August 5, 2015 Submitted by Lynn O. Bobbitt

Attendance:

BPC: Joe Calvert, Mary Fisher, Ramiro Cavazos, Tom Christal, Corinna Holt Richter, Kim Wolf, Maria Pfeiffer, Ethel Runion, and Lynn Bobbitt. Architectural Planning Team: Jim Gray, Rialto Studio; John Mize, Ford, Powell and Carson; Irby Hightower, Alamo Architects; Jay Loudon, Work5shop 5.

Absent: Tim Tuggey, Duke Barnes, Andrew Casillas, Dean Hobbs, Katie Harvey, Robin Howard, Suzanne Mathews, and Guillermo Nicolas

Bobbitt reviewed the purpose of the Master Plan process, which will take about one year to complete. The objective is to identify issues/challenges, prioritize projects and estimate costs for future capital improvement projects to be included in the 2017 Bond Package. The BPC, as stated in the MOU with the City, is to serve as an active participant and leader in the development of the Master Plan. The BPC will act as a liaison to the stakeholders/entities and help build consensus among all the interested parties about the development and adoption of a comprehensive plan for the Park. Bobbitt has attended all of the stakeholder meetings to date. The one-on-one meetings will continue through the fall.

The renewal of the MOU is on the City Council agenda for August 13, 2015. The agreement is for three years with two, one year extensions (extensions to be approved by Parks & Recreation staff and will not require further City Council action unless BPC or the City wish to make amendments). The lease for office space in an existing Park building is combined into the MOU.

Cavazos recommended that BPC request that the item be pulled by District 1 Councilman Trevino and/or District 2 Councilman Warrick so that we can thank the City for the opportunity to collaborate with all partners to develop a plan for the Park's future and state the intention of BPC to be a catalyst for ensuring the Park is an integral part of the Broadway Corridor revitalization.

Bobbitt will make the request to pull the MOU from the consent agenda to Councilmen Trevino and Warrick in whose districts the Park is located. Subsequently, Bobbitt will develop talking points for address to City Council, distribute remarks to the BPC Board members and invite the Board to attend

the City Council Meeting.

Additional discussion occurred as follows:

Fisher: There is encroachment on the open/non-fee based land and the land needs to be protected.

Runion: A speaker at the public workshop stated that the Park should not be gentrified and asked for discussion about what gentrification means for the Park.

The BPC/Architectural Planning Team consensus was that the Park is public property and belongs to all citizens. There is a difference between gentrification, increased property values in neighborhoods due to renovation, and improvements in a public park. Improvements and maintenance are not intended to remove a specific demographic from the Park.

After the meeting, Christal shared an excerpt from an article from Project for Public Spaces about "gentrificationphobia" after the meeting (Article is attached):

"These benefits are often obscured in public debates surrounding Placemaking. Critics have voiced concerns, again and again, that Placemaking provides amenities that are geared toward a specific demographic—that its aim is to make "less desirable" areas more aesthetically palatable, and that it works to accelerate (or even initiate) gentrification by increasing property values and driving long-term residents out of their neighborhoods. Because of such fears, which urban critic Matt Yglesias has termed "gentrificationphobia," neighbors often resist improvements to the public realm, from the installation of bike lanes to the development of long-vacant properties."

Christal: The Park's purpose needs to be clarified. Is it an amusement park or a natural area? The BPC should be in the driver's seat to identify projects for the Master Plan and be the catalyst for developing the political will to fund and implement the projects.

Wolf: The City budget allocation for Brackenridge Park has not kept pace with the heavy use. What amount is budgeted for the Park?

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

Hightower: The City Manager would be happy if the BPC took control of the Park—the city does not have the funds or will to invest heavily in infrastructure and management. BPC can take a lead role in raising funds dedicated to the Park and explore what current funds can be directed to the Park such as pavilion and softball rentals. Land acquisition is an opportunity. Explore raising \$100,000 from 10 individuals/organizations for a project.

Cavazos: BPC should explore available funding mechanisms that could generate revenue for the Park; Mid-Town TIRZ, general revenue bonds, public/private development. BPC should bring substantial private funds to the table that will give BPC a position of strength.

Christal: BPC should explore a special tax zone for the Park.

Pfeiffer: There are three top challenges, including lack of infrastructure, need for appropriately located parking garages so that surface lots can be reclaimed as green space, and staff management dedicated specifically to Brackenridge Park.

Runion: BPC should explore the purchase of property along Broadway

that could be developed to generate revenue. The entrances to the Park need to be better defined. The Hildebrand entrance is dangerous and needs to be improved.

Mize: Design standards for the Park exist and they should be used in any future plans to give the Park a more unified sense of place.

Pfeiffer: BPC had a Park-user survey done several years ago and should do another soon. The survey goal should be to gather user zip codes and City Council districts and develop an overall number of Park users, including the visitors to the Zoo, Witte, Golf Course and First Tee.

Cavazos: BPC should create a map of vacant and occupied land surrounding the Park which will inform us about potential revenue generating projects.

The group resolved that BPC needs a short-term and long-term plan.

End of Meeting Notes.

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: August 11, 2015

Location: SAWS Offices

Organization: San Antonio Water System (SAWS)

Planning Team Attendees: Lynn Bobbitt, Irby Hightower, Jim Gray

Organization Attendees: Ken Deihl, Pablo Martinez

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

SAWS has potable water, waste water, and recycled water in Brackenridge Park. An aerial photo was provided that maps the rough location of the above-described utilities.

SAWS has a discharge permit to put recycled water into the San Antonio River at a volume of 4,200 acre-feet per year. The criteria for that amount of water is based on achieving an average river flow of 10 cubic feet per second as measured at Mitchell Street in south San Antonio. Water is released from the recycled water system into the River at Tuleta Street behind the Witte Treehouse.

The San Antonio River below Hildebrand Avenue is “recreationally impaired” according to SAWS due to an extreme e-coli level in the water. In addition, there is a City Ordinance prohibiting swimming in the River.

SAWS monitors water quality in the Brackenridge Park stretch of the River. The area near Lambert Beach continually tests 10 to 15-times above the allowable e-coli levels in the water. Monitor stations upstream of the Zoo, and downstream of the UV treatment plant south of the Zoo routinely test in an acceptable level for e-coli.

The cause of the high e-coli concentration in the Lambert Beach area is the existence of and Egret Rookery in large trees upstream of that area, plus

the existence of a large number of ducks and geese in the same area. It is believed that the Rookery exists in this location because food is readily available in close proximity. The ducks and geese exist because this is where people come to feed the ducks, thus encouraging them to stay.

In addition to the sanitation issues caused by the waterfowl, access by people is limited because of the high concentration of feces on sidewalks and grass areas.

SAWS’s long-term plan is to continue monitoring the water quality and adjusting their e-coli reduction plans as time passes.

The City has a contract with SAWS for recycled water delivery for use in irrigating turn and landscape. The City does not use its full allotment of recycled water. This is partly due to the fact that a portion of the allocation was to be used in the Sunken Gardens. Because of the existence of a fault in the Edwards Aquifer across that site, recycle water cannot be introduced into the sometimes porous water body in the garden.

SAWS challenged the Brackenridge Park Master Plan team to think about what our plan is for recycle water in the park. The plan could go beyond thinking about how recycled water can be used for the support for landscape. It was stated that currently SAWS recycle water “is the river”, because Edwards Aquifer flow can no longer provide that flow.

SAWS was asked about their parking garage in terms of its availability for public use in evenings and on weekends. SAWS indicated that the garage has four levels. SAWS vehicles occupy the first level, and three levels are available for special events during non-operation hours. In later communication SAWS staff indicated that there are 843-spaces in the parking garage. Of that, 24-spaces are Handicap Accessible, and roughly 205 are occupied by SAWS vehicles. That would leave approximately 638-spaces available for special event use during non-operation use by SAWS.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: August 25, 2015

Location: Brackenridge Park Conservancy Office

Organization: River Road Association (RRA)

Planning Team Attendees: Jay Loudon, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Jim Cullum, Chairman

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

RRA indicated that traffic and parking are among the most severe issues seen for Brackenridge Park. When traffic on Mulberry is heavy, it is difficult for RRA members to get into or out of their neighborhood. Some use Huisache as an alternative to River Road as access to the area from St. Mary's Street. In terms of Park parking RRA indicated that the area behind the Tuesday Musical Club (which is already paved) could be a site for a parking garage.

Closing Avenue A to private vehicles is a priority for RRA. They would like to see that area of the park only open to pedestrians and bicycles. John Mize explained the intent of the current SARA project to build a trailhead and small parking area near Mulberry on Avenue A, and restrict the rest of the vehicle access to Golf Course Maintenance vehicles. The group discussed the potential to move golf course maintenance facilities, but not exact location was discussed.

San Antonio River bank erosion in the RRA area is seen as a second significant issue. There is an area that they refer to as "Mud Island" that is causing the riverbanks on the east and west sides to erode, and there is fear that River Road, or Avenue A could be consumed by the erosion.

There was also a discussion regarding finding a way to divert storm water from the San Antonio River channel to the Catalpa-Pershing channel, thus reducing the amount of flow that goes through the RRA neighborhood.

The boundary between RRA and the golf course could be upgraded. Currently the fences are not kept in good condition. RRA believes that non-golfers should be able to walk on the edge of the golf course without interrupting plan or being in danger themselves. RRA does not see the need for formal rules regarding this issue, as it seems that the use occurs, and is tolerated. RRA does not believe that bicycles should be allowed on or through the golf course.

RRA is in favor of preserving the traditional uses of the park. Walking, running, bicycling, cruising, Easter weekend camping/picnicking, picnicking, etc. are some of those traditional activities. These activities are for every citizen, and should be kept accessible.

There was a brief discussion about the renaming of "Davis Park" to "Allison Park".

BPC Executive Director brought up the issue of funding for work in Brackenridge Park. RRA representative mentioned that the Central Park (NY) Conservancy Executive Director had been to San Antonio to discuss strategies for funding from the perspective of a similar not-for-profit organization point of view.

RRA indicated that "every bit of green space in the park is precious", and that there should be no more attempts to put elements like parking garages in the park. It was also indicated that RRA opposed the Avenue B parking garage that was build just south of Tuleta.

There was a discussion about ways to protect the park in the future from unwanted development. It was suggested that Policies should be created to protect the park similar to those that were developed for the San Antonio River back in the 1990's. Those policies would apply to everyone doing work in or using the park including SAWS, CPS, COSA Departments, and individuals.

It was mentioned that the park is on the National Register for Historic Places, and as such has some additional protections from development.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: September 1, 2015

Location: COSA One-Stop Building

Organization: Office of Historic Preservation

Planning Team Attendees: Jay Louden, John Mize, Lynn Bobbitt, Jim Gray, Irby Hightower

Organization Attendees: Shanon Miller, Kathy Rodriguez, Kay Hindes, Corey Edwards

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The Master Plan team explained the purpose and timeline of the Brackenridge Park Master Plan, and that this meeting was part of an extensive stakeholder meeting process that would play out over the course of the next several weeks.

OHP indicated that the Park is on the National Register of Historic Places (NRHP) as a Historic Landscape, and as such even trees and plant masses are considered in the context of the place as historic. This suggests that the Texas Historical Commission (THC) would be entitled to review changes in the park, that are normally attributed to built elements (walls, sculpture, buildings, etc.), to any element in the park including trees and landscape elements.

Brackenridge Park contains historic elements that are from Prehistoric times, and almost the entire park could contain remnants of that history.

OHP indicated that there are three projects that they believe would be excellent candidates for future City of San Antonio (COSA) Park Bond Projects. Those projects are: the Upper Labor interpretation, reestablishing the Sluce feature that was removed from an area south of the Zoo, and a Rehabilitation of the Water Works building.

In addition to the above-mentioned Bond Project candidates, the historic San Antonio River walls are in dire need of reconstruction, but because this would be considered “maintenance” cannot be considered as part of a Bond Project

Potential archeology is pervasive in the park. OHP suggested that instead of placing signs all over the park to explain the history that perhaps a smart phone application could be developed that would guide a walking tour of the park and explain the history and the archeology (similar to what is being done for the Mission Trails sites in south San Antonio).

OHP was asked about how other COSA Departments working in the park respected the historic and archaeological nature of the site. OHP said that in general the larger projects were respectful and coordinated their work with OHP and THC. Smaller projects or tasks that could be considered maintenance seem to be less concerned with the fragile nature of the park.

Miraflores, which is also on the NRHP, was discussed. A pedestrian bridge was constructed across the San Antonio River connecting the park and Miraflores, but still does not have a connecting path on the Miraflores side.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: September 1, 2015

Location: COSA One-Stop Building

Organization: Office of Historic Preservation

Planning Team Attendees: Jay Louden, John Mize, Lynn Bobbitt, Jim Gray, Irby Hightower

Organization Attendees: Shanon Miller, Kathy Rodriguez, Kay Hindes, Corey Edwards

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The Master Plan team explained the purpose and timeline of the Brackenridge Park Master Plan, and that this meeting was part of an extensive stakeholder meeting process that would play out over the course of the next several weeks.

OHP indicated that the Park is on the National Register of Historic Places (NRHP) as a Historic Landscape, and as such even trees and plant masses are considered in the context of the place as historic. This suggests that the Texas Historical Commission (THC) would be entitled to review changes in the park, that are normally attributed to built elements (walls, sculpture, buildings, etc.), to any element in the park including trees and landscape elements.

Brackenridge Park contains historic elements that are from Pre-History times, and almost the entire park could contain remnants of that history.

OHP indicated that there are three projects that they believe would be excellent candidates for future City of San Antonio (COSA) Park Bond Projects. Those projects are: the Upper Labor interpretation, reestablishing the Sluce feature that was removed from an area south of the Zoo, and a Rehabilitation of the Water Works building.

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OHP was asked about how other COSA Departments working in the park respected the historic and archaeological nature of the site. OHP said that in general the larger projects were respectful and coordinated their work with OHP and THC. Smaller projects or tasks that could be considered maintenance seem to be less concerned with the fragile nature of the park.

Mira-Flores , which is also on the NRHP, was discussed. A pedestrian bridge was constructed across the San Antonio River connecting the park and Mira-Flores, but still does not have a connecting path on the Mira Flores side .

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: September 3, 2015

Location: Municipal Plaza, TCI 5th Floor Conf. Room

Organization:

Attendees: Xavier Urrutia, Jamaal Moreno, Homer Garcia III, Rodney Dziuk, Irby Hightower, Jay Loudon, John Mize

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The purpose of the meeting was to brief TCI on project status and schedule.

John Mize began the meeting with a summary of the current project status:

- 16 stakeholder meetings held to date
- 2 meetings are scheduled through next week
- 3 meetings are pending acceptance of invitations
- 4 groups have not contacted as yet: San Antonio Parks Foundations, San Antonio Conservation Society, Incarnate Word University and TxDot.
- SAISD is on the list of upcoming stakeholder meetings.

It was suggested that a meeting with the Mahnke Park Homeowners Association be included on the list. Also, when meeting the San Antonio Parks Foundation, a representative from the Japanese Tea Garden Committee be included.

The stakeholder meeting with TCI will include the following departments: Traffic Engineering, Stormwater, Right-of-Way & the Office of Sustainability.

It's the master planning team's goal to wrap up the initial round of stakeholder meetings during September. Work on the initial conceptual master plan draft will begin later this month, with a draft submitted to the COSA in early December.

Any necessary follow-up or new stakeholder meetings will be held in late October/early November.

Following the receipt of COSA comments on the conceptual master plan draft, work on the draft master plan will start in mid-December with the draft plan

submitted in mid-February.

The 2nd and final public meeting will be held late February/early March.

The final draft plan is scheduled for submittal in late April, with the final plan scheduled for early to mid-June.

Following is a list of issues consistently mentioned in the stakeholder meetings held to date:

1. Parking & Traffic. Lack if available parking for park visitors, bus traffic to & from the Witte, the Children's Museum & the zoo. Future parking facilities should be accommodated outside current green space, as "every bit of green space in the park is precious". It was noted that any bond funding for parking within the park boundaries must be in conjunction with a reduction in impervious cover.
2. Water Quality. e-coli counts exceed allowable limits due to large populations of egrets and ducks & geese. Public feeding of the ducks & geese contribute to the problem.
3. Walking trail along Avenue B.
4. Bank Erosion along the river, including through the golf course due to flood events and heavy public use.
5. Closure of Avenue A to traffic.
6. The COSA budget allocation for the park has not kept pace with park usage, park infrastructure in disrepair.
7. More interpretation of the history of the park.
8. Maintain the traditional uses of the park, i.e. Easter weekend.

Bill Pennell stated that meetings with COSA Parks & Recreation Departments have been scheduled for Wednesday, September 9th from 8:30 to 11:30. The master plan team has a scheduled meeting with the Audubon Society at 9:30 but we may try and reschedule that one.

COSA Parks will forward a copy of a previous traffic study.

It was suggested that the master plan team research funding comparisons between San Antonio to Houston, Austin & Dallas parks.

Discussion on possible relocation of the Lambert Beach and/or the Martinez softball fields.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: September 29, 2015

Location: Wulff House on King William Street

Organization: San Antonio Conservation Society (SACS)

Planning Team Attendees: Jay Louden, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Bruce McDougal, Janet Dietel, Nancy Avello, Stella de la Garza

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The Master Plan team explained the purpose and timeline of the Brackenridge Park Master Plan, and that this meeting was part of an extensive stakeholder meeting process that would play out over the course of the next several weeks.

The group discussed traffic and parking issues in the park that have been identified by numerous stakeholder groups, and the need to remedy current problems and stave off any future problems. The Conservation Society expressed their concern about what they termed “Institutional Encroachment” as a means to alleviate problems external to the park. The planning team indicated that one of the goals of the master plan is to change the perception that this institutional encroachment is acceptable. The team noted that of the roughly 400-acres of parkland, only 130-acres are accessible by the public without paying a fee.

The planning team also indicated that it is a goal of the master plan to support the reduction of surface parking in the park in favor of other means of parking.

Other items discussed were:

- SACS mentioned that they would like to see funding for the renovation of Miraflores sought, and asked if the Brackenridge Park Conservancy would consider a joint fund-raiser. There is a concern for the safety of Miraflores visitors as the site is currently in disrepair, and is generally unmaintained.
- SACS raised the question of land ownership of the parcel that is behind the Donkey Barn. This is an issue that the planning team needs to investigate.
- SACS stated that in their opinion the historic elements in the park cannot be “touched”, and that no significant new elements should be added.
- The group discussed the land adjacent to the Zoo and across US Highway 281. It is believed that the Zoo manages this land.
- There was some discussion about the San Antonio Independent School District land being subject to Texas Historical Commission regulation.
- The group discussed how land adjacent to the park might be purchased/leased to support park activities and operations and maintenance.
- SACS stated that if parking structures are constructed on parkland there should be a perpetual operations and maintenance benefit to the park beyond the use of the facility.
- SACS indicated that the SAWS parking can (and in some cases does) support functions at the Sunken Garden Theater.
- SACS suggested that the planning team add AT&T to the stakeholder list, to see what they might contribute to master plan outcomes.
- The group discussed the Catalpa-Pershing channel and ways to make it more functional from a flood control perspective, as well as enhancing the aesthetic of the area that it sits in.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: September 29, 2015

Location: City Hall Basement Conference Room 2

Organization: City of San Antonio, Office of the City Manager

Planning Team Attendees: Jay Loudon, John Mize, Lynn Bobbitt, Jim Gray, Irby Hightower

Organization Attendees: Lori Houston, Assistant City Manager

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The Master Plan team explained the purpose and timeline of the Brackenridge Park Master Plan, and that this meeting was part of an extensive stakeholder meeting process that would play out over the course of the next several weeks.

The group discussed the concept of a parking garage on San Antonio Independent School District property on Tuleta. Ms. Houston indicated that

she had been contacted by Jane Macon (attorney, and Zoo Board Member) to discuss the notion of City of San Antonio financial participation in such a parking facility. Ms. Houston indicated that a discussion with Jane Macon could shed some more light on the garage.

Complete Streets (Broadway) were discussed as a way to help with pedestrian and bicycle access to the park.

Other items discussed were:

- The desire by the Brackenridge Park Conservancy to disallow encroachment on parkland for the benefit of outside entities.
- Parking fees are not customary in Brackenridge Park, therefore there should be a fee structure built into the admission price of the entities that benefit from the parking.
- The group briefly discussed the current method of funding operations and maintenance in the park versus finding another way through events, rentals, etc. that would go toward park needs rather than to the City's General Fund.

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: September 30, 2015

Location: Rialto Studio Office

Organization: University of Incarnate Word (UIW)

Planning Team Attendees: Jay Loudon, John Mize, Lynn Bobbitt, Jim Gray, Irby Hightower

Organization Attendees: Lou Fox

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

The Master Plan team explained the purpose and timeline of the Brackenridge Park Master Plan, and that this meeting was part of an extensive stakeholder meeting process that would play out over the course of the next several weeks.

Lou Fox currently chairs the Midtown TIRZ and believes that there may be a way for the TIRZ to benefit the Park. He suggested a meeting or discussion with John Dugan (COSA TIRZ Director).

Mr. Fox indicated that they were in discussion with two entities to develop parking garages to serve the student population at UIW.

- The first garage discussed was one to be located on San Antonio Zoo property behind the Donkey Barn off of Hildebrand. The garage would hold approximately 400-cars. The current thought is that UIW would fund the construction of the structure. Mr. Fox stated that it is likely that parking for Zoo patrons would be free of charge. The group discussed the need to be thoughtful about the impact that the facility would have on Brackenridge Park. Lynn Bobbitt (Brackenridge Park Conservancy) indicated that the BPC could not support a garage on parkland.
- The second parking garage would be located on San Antonio Independent School District property adjacent to Alamo Stadium and the Convocation Center on the north end of Tuleta. This facility would hold approximately 300-cars and house UIW occupied dormitory space. Meetings have been held between SAISD, SA Zoo, and UIW.

Other items discussed were:

- UIW is in talks with SAWS to contract for recycled water on the main campus.
- UIW leases part of the existing surface parking lot on AT&T property on the south side of Hildebrand and adjacent to Miraflores.
- There was a general discussion about way to fund operations and maintenance of the park. The group agreed that it would be advisable to attend an upcoming TIRZ Board Meeting (late October or Early November).

End of Meeting Notes

VIII APPENDIX C

BRACKENRIDGE PARK

MASTER PLAN

MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: October 8, 2015

Location: Rialto Studio Offices

Organization: City of San Antonio, Animal Care Services (ACS)

Planning Team Attendees: Jay Louden, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Kathy Davis, Director ACS, Tom Christal (Brack Cat Pack)

The following is our record of the subject meeting. We assume the information to be correct unless we are notified to the contrary.

Mr. Christal explained that a Grant Application has been made to the San Antonio Area Foundation to continue the Trap, Neuter and Return program for cats in Brackenridge Park.

The group discussed a recent joint meeting of the Bexar County Audubon Society and San Antonio Audubon Society meeting where meeting attendees were calling for the trapping and eradication of cats in Brackenridge Park. This view is not shared or supported by COSA ACS.

COSA ACS Director indicated that TNR is proven to be effective based on evidence available nation wide, and based on unscientific evidence gathered in Brackenridge Park. The cat population in the park has decreased in the past several years, even though the abandoning of cats in the park still occurs.

It was stated that COSA has not law against feral cats. COSA ACS practices TNR throughout the city, to comply with the community's desire to reduce the number of animals that are euthanized.

There are laws against abandoning domestic animals on public property. If caught and convicted there are fines and potential jail time as punishment. Enforcement is an ongoing problem, as there are not enough enforcement officers, video cameras, etc.

The Brack Cat Pack indicated that their TNR program would benefit from the following:

- A secure and weatherproof place in the park to store traps, and miscellaneous items that they use on a regular basis in the park to assist with care of cats.
- Feeding sites that are designed to store and dispense food and water, structured to minimize vandalism, keep out wild animals, and be able to support the installation of still or video cameras (for security surveillance and to collect data on the animals feeding at that location).

There was discussion about finding ideal feeding station locations that would support the needs of the cats, but not infringe on the human use of the park. It was pointed out that it is not as simple as just moving the food and water, cats are territorial, and moves have to be carefully thought through.

COSA ACS indicated that the City has just hired two people who will assist the one existing COSA employee whose job it is to educate the public about domestic animals in the city. Education is seen as one means to create better pet owners, and reduce the abandoned or mistreated pet population.

It was stated that the Brackenridge Park Master Plan should include statistics about what the Brack Cat Pack and others have done to reduce the number of cats in the park, and to keep the cats that are there healthy so that there is no health threat to park visitors.

End of Meeting Notes