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BRACKENRIDGE PARK MASTER PLAN

DRAFT MASTER PLAN REPORT

MARCH 1, 2016

City of San Antonio

Rialto Studio
Ford, Powell & Carson Architects & Planners
Alamo Architects
Work5hop

1 **Section 1: Introduction**

2 **Executive Summary**

3 To be completed after remainder of text is finalized

4 *Heavily illustrated, with illustrations selected from the body of the document as*
5 *appropriate*

6
7 **Introduction**

8 To be completed after remainder of text is finalized

9 *Limited illustrations, perhaps including some from Phase I report*

10
11 **Principles and Goals**

12 *Limited illustrations, perhaps including some from Phase I report*

13 This list of goals represents the principles behind the vision for the park
14 laid out in the sections that follow. It was derived through public
15 meetings, sessions with park stakeholders, and observations by the
16 planning team. These goals represent a consensus view for transforming
17 the park into a more walkable, enjoyable place which respects the
18 traditions of the people who use it and the deep history found in the park.

19
20 **Integrate the park into its surroundings and clarify the park perimeter**

21 The park edge should look like a park wherever it is publicly visible

22 The dominant park boundaries of US-281, Broadway, and Hildebrand
23 should be treated as park-related public ways, not hard edges to
24 containing the park

25 Create additional paths and entrance features to access the park

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

27
28 **Enlarge the park**

29 Replace surface parking lots with parking garages and reclaim former
30 parking areas for green space

31 Manage invasive species in wilderness areas, using removal to create view
32 corridors

33 Create policies which:

1 Set hard boundaries regarding any future encroachment of currently
2 publicly accessible land

3 Establish the current free area of the park as the minimum free area in
4 the future

5 Return current fee-based park uses to public and free use

6 Support the acquisition of land

7

8 **Strengthen the historic north-south organization of the park along the**
9 **river by creating a series of pedestrian-focused spaces along the river**

10 Create a series of active uses, view corridors, and clear pedestrian
11 pathways along the San Antonio River

12 Create clear vehicular entrances to major attractions and institutions
13 coupled with parking garages and a pedestrian circulator to eliminate the
14 need to drive through the park

15 Create a pedestrian circulator linking parking garages and park
16 destinations. The circulator should go to surrounding institutions like
17 the DoSeum and Botanical Center as part of the goal of creating a park
18 district

19

20 **Balance active, passive, and cultural uses of the park**

21 Cultural institutions should be more closely incorporated into the park

22 Each institution should have a policy in place treating their current
23 boundary as a common park edge, not as a firm boundary of their facility

24 Park institutions should expand beyond the current park whenever
25 possible, like the Witte's expansion across Tuleta into previously privately
26 owned property

27 Perimeter institutions like the DoSeum and the San Antonio Botanical
28 Garden should be integrated into the park's perceived boundaries

29 Other cultural institutions should be encouraged to locate adjacent to
30 park edges and to integrate their facilities into the park

31 Create additional activities for daily use and include park uses needed by
32 the surrounding neighborhoods: Additional playgrounds, athletic fields,
33 health trail, swimming, boating, great lawn, dog park

1 Enhance event spaces for regional use of the park: Outdoor lawn space for
2 large events, performance spaces, Sunken Garden Theater
3 Respect and enable culturally significant uses like Easter camping
4 Preserve and re-purpose historic structures and resources
5

6 **Create community support for the wellbeing of the park by:**

7 Enhancing educational opportunities in the non-fee portions of the park.
8 Including neighboring citizens and organizations in planning and
9 implementing park improvements.

10 Support other planning and design initiatives that are adjacent to the
11 park.

12 Empowering the Brackenridge Park Conservancy to develop a “well-funded
13 strategic management plan”(1) to sustain park programming,
14 development, maintenance, and operations.
15
16

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

1 **Section 2: Physical Plan**

2

3 **Introduction to Areas**

4 In order to completely describe the changes called for by this master plan,
5 the overall park has been addressed as a series of interconnected areas,
6 separated by identity. Like many great parks, Brackenridge Park is not a
7 homogenous place: its different areas have a great variety of characters
8 and are used in many different ways.

9 *Plan: Overall rendered site plan*

10

11 **Area 1: North End History and Walking Area**

12 The north end of Brackenridge Park contains some of the park’s most
13 significant cultural and historic features ranging from prehistoric
14 archaeological sites, to remnants of Spanish colonial dams and acequias,
15 to structures from San Antonio’s first waterworks, to some of the earliest
16 park facilities. These features are quite densely sited, as well – they are all
17 located within easy walking distance of one another. Educational
18 opportunities abound, both informal opportunities or in conjunction with
19 more structured visitation such as school field trips to the Witte Museum.
20 The structures here, together, tell the story of water in San Antonio’s
21 history using actual historical features in a way impossible anywhere else
22 in the city.

23

24 These areas are currently broken up by roadways and parking. They are
25 disconnected from one another, and in some cases features are hidden
26 underground or are not apparent to casual visitors. The pedestrian
27 environment is difficult; cars dominate the landscape and pose safety
28 issues for walkers. The reality of an interconnected series of vignettes,
29 historical interpretation, and beautifully restored history is close at hand,
30 but it requires thoughtful changes in order to come to life.

31

32 Pleasant walks and peaceful spaces will connect the features, and public
33 traffic will be removed from areas north of Tuleta to make the entire area

1 a pedestrian space. These changes will be phased in over time, beginning
2 with the closure of the entrance from Hildebrand. A new pedestrian
3 bridge will be built across the river, connecting Tuleta directly to a multi-
4 use path on the west side of the river.

5 *Plan: Enlarged rendered site plan of north end area*
6

7 **Lambert Beach**

8 Areas lining the river near Pump House #1 are known as Lambert Beach,
9 after the parks commissioner under whose direction so many of the
10 original features of Brackenridge Park were built. It was a swimming
11 beach until the polio epidemic of the 1950s. The San Antonio River
12 Authority endorses a long-term goal of improving water quality in the
13 river to the point that swimming is once again possible here. While this
14 presents technical challenges, water-oriented activities in this area
15 represent a return to the original usage of the river and are a goal of this
16 master plan as well.

17
18 Pump House #1, the pump house built as part of San Antonio's original
19 waterworks, should be restored and renovated for use as a café, along
20 with possible usage as a meeting facility. The pump house is a focal point
21 of the North End, and walking paths in the area are structured to bring
22 visitors past it as they enter and leave the traffic-free zone. The non-
23 historic earthen road bridge immediately north of the building will be
24 removed and replaced with a pedestrian bridge, as was originally present
25 there.

26 *Rendering: Looking across Lambert Beach toward restored Pump House #1*

27 *Alternate: Looking toward pump house along waterworks channel, showing*
28 *removed bridge and new pedestrian bridge*
29

30 **Upper Labor and Alamo Dams**

31 Nowhere else in San Antonio are two separate Spanish colonial features
32 located so close to one another. While both dams are buried beneath the
33 earth, they offer wonderful opportunities to tell the story of water in San

1 Antonio's history in conjunction with the remaining acequias and
2 waterworks installations. Additionally, a restored sluice feature (likely
3 from the Civil War era tannery) will be installed in conjunction with an
4 outdoor amphitheater for use by school groups.

5
6 This area is also the public connection to the San Antonio River, one of
7 the most important factors in the establishment of the city. From the area
8 of the Upper Labor Dam, a path will be extended north, under Hildebrand
9 Avenue, to the Blue Hole and the Headwaters at Incarnate Word, a nature
10 preserve which protects part of the headwaters of the San Antonio River.

11 *Plan: Enlarged rendered site plan of Upper Labor Dam and Alamo Dam areas*

12 13 **Miraflores**

14 One of the forgotten gems of San Antonio's history, Miraflores' own
15 master plan will be used for its restoration and recreation. Certain parts
16 of the Miraflores plan, such as service access from the west side of the
17 river, conflict with current understanding of historical features in the
18 park and will not be implemented, but the pedestrian bridge across the
19 river will serve as the primary visitor entrance into Miraflores. Its close
20 proximity to the Upper Labor Dam and the Dionicio Rodriguez walking
21 bridge further enhances the vitality of the area.

22 *Diagram: Future access to Miraflores*

23 24 **Transportation, Pedestrian Areas, and Entrances**

25 **Closure of Hildebrand entrance**

26 The Brackenridge Drive entrance from Hildebrand has long created
27 difficult, congested, and potentially unsafe conditions. It must be closed
28 for the North End to become a safe and secure walking area. As the San
29 Antonio Zoo completes their own master plan and shifts service traffic
30 within zoo boundaries, a service entrance may be created into the zoo
31 from Hildebrand. Such a non-public entrance will not have the safety
32 issues of the Brackenridge Drive intersection and will greatly reduce
33 service vehicle traffic within public portions of the park.

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Diagram: Elimination of paving, closure of Hildebrand entrance

Pedestrian/biking-only areas: Removal of traffic from the current roads will enable removal of the roads themselves and replacement with generous walking and biking paths. The paths will be paved with hard surfaces and will also serve as service access ways. Paths will be wide enough to be dual-use: both walking and bicycling. Design speeds for bicycling will focus on pleasure biking, as point-to-point bicycle traffic will stay on city roadways.

Diagram: Highlight pedestrian-only areas in north end

Service drives: Significant service traffic (much of which is associated with the San Antonio Zoo) currently uses the extension of St. Mary's west of the river as well as Brackenridge Drive. Service vehicle traffic will be greatly reduced when those roads are converted to multi-use paths and as the zoo completes projects which will enable their service vehicles to stay within the boundaries of the zoo.

Diagram: Highlight service access and circulation in north end

Parking: Together with the University of the Incarnate Word (UIW) and other stakeholders, the master plan supports the construction of a new joint-use parking garage east of Miraflores on private property. As the north end of the park becomes pedestrian-focused, this parking facility will become a significant entry point into the park. It will additionally help resolve ongoing issues with non-park patrons parking inside the park and expand parking availability for UIW and other stakeholders.

1 **Area 2: Heart of the Park**

2 All great parks have a central focus around which everything else
3 revolves. Whether it is a pond, a folly, a majestic fountain, or a massive
4 sculpture, that focus serves as a gathering space which organizes the rest
5 of the park. Brackenridge Park’s focal space will be the Grand Lawn, and
6 the area surrounding it will be the very heart of Brackenridge Park.

7 *Plan: Enlarged rendered site plan of western middle section of park*

8
9 **Grand Lawn**

10 For the first time, Brackenridge Park will have a grand public space at its
11 heart. The Grand Lawn will be one of the most important new public
12 spaces in San Antonio in decades. Together with improvements to traffic
13 circulation and an emphasis on walkability, establishment of the Grand
14 Lawn will transform the heart of the park into a focused public space
15 which can be used for major events just as easily as for daily recreation
16 and relaxation. Tree-lined allées will lead to a large open space, giving
17 way to a sculpted series of landforms terracing down to the river.

18 *Rendering: Looking from St. Mary’s to river across Grand Lawn*

19 *Alternate: Looking from St. Mary’s traffic circle towards Grand Lawn*

20
21 In order to create the Grand Lawn a number of changes will occur in the
22 area:

23 The existing zoo surface parking lot will be removed and replaced with a
24 new parking structure on SAISD property, located on Tuleta just west of
25 the existing zoo entrance

26 The Tony “Skipper” Martinez softball field will be relocated just south of
27 its current location (just south of the Brackenridge Eagle track)

28 The Train Station Café will be relocated north, closer to Cypress Pavilion

29 A new playground will be constructed on the northern edge of the Grand
30 Lawn

31 Safe connections to the river will be created across the Brackenridge Eagle
32 tracks, and other stretches of the track will be protected with suitable
33 barriers

1 Utility infrastructure to support outdoor events will be developed

2
3 **San Antonio Zoo**

4 *Plan: Enlarged rendered site plan of zoo entrance and new parking garage*

5
6 **Transportation, Pedestrian Areas, and Entrances**

7 Hildebrand/Stadium entrance

8 Vehicular access to the northwest region of the park (including the San
9 Antonio Zoo, the Great Lawn, and people mover access) will be directed to
10 the US Highway 281 north and southbound Hildebrand exits. From those
11 exits, traffic will be directed westward to the Stadium Drive/Devine Road
12 intersection. Vehicular, pedestrian, wayfinding, and landscape
13 improvements along Stadium Drive and eastward on Tuleta will be used to
14 reinforce the sense of arrival at the park.

15 *Plan: Enlarged rendered site plan of Hildebrand/Stadium entrance*

16 *Perspective rendering of this new park entrance*

17
18 Tuleta Parking Garage

19 The City of San Antonio should participate in the construction of a new
20 parking garage on SAISD property (currently a surface parking lot) just
21 east of US Highway 281 on Tuleta. The parking garage should include
22 enough parking to offset the removal of surface parking that now exists in
23 the future Grand Lawn area, plus spaces to anticipate future growth
24 needs. The parking garage design should echo the design of the
25 Brackenridge Park parking garage south of the Witte Museum by including
26 simple and regional construction materials, using vegetated screens and
27 other methods to blend the structure into the landscape. The new garage
28 should take advantage of the surrounding topography to both conceal the
29 structure and to provide access from the garage to the park and zoo to the
30 north, as well as to Alpine Drive, the Sunken Garden Theater, and the
31 Japanese Tea Garden.

1 Vehicular parking and traffic issues extend further than just personal
2 vehicles. The park and its stakeholders see significant visitation from
3 tour and school groups, most of which come in buses. This visitation is
4 only expected to increase in the future. A unified facility for bus staging
5 will serve those needs as well as relocate buses away from the most public
6 areas of the park and stakeholder institutions. An agreement with SAISD,
7 allowing bus parking in the SAISD parking lot just west of US Highway
8 281, should be pursued. A restroom and waiting area should be
9 constructed as part of the Tuleta Parking Garage.

10 *Diagram: Potential parking garage locations*

11 *Rendering of the parking garage and pedestrian connection to the park*

12
13 Road closures at St. Mary's and Tuleta

14 Tuleta will continue past the proposed parking garage and the Paul Jolly
15 Center for Pet Adoptions. It will then terminate at a bus drop-off and
16 turnaround near the current zoo entrance. Similarly, St. Mary's will be
17 closed from roughly the area of the Koehler Park gates north to the
18 proposed zoo bus drop-off and turnaround. This will eliminate cut-
19 through traffic, make the area safer for pedestrians, reduce overall traffic
20 load on St. Mary's, and help resolve traffic issues on Mulberry and further
21 west on St. Mary's.

22 *Diagram: Roadway changes at Hildebrand/Stadium/St. Mary's/new parking garage*

1 **Area 3: Wilderness Area**

2 The origins of Brackenridge Park are the river and the huge live oak trees
3 lining it. The Wilderness Area is the area most similar to those origins in
4 the north half of the park. Maintaining and enhancing the character of
5 the Wilderness Area is a critical part of what makes the park special.
6 Changes in this area will be limited to phased conversion of roadways into
7 multi-use paths, management of invasive vegetative species, river channel
8 restoration, and most significantly, restoration of the Catalpa-Pershing
9 channel into a more natural waterway.

10 *Plan: Enlarged rendered site plan of eastern middle section of park*

11
12 **Catalpa-Pershing Restoration**

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

20
21 As it exists now, Catalpa-Pershing separates the park from Broadway and
22 areas to the east. With thoughtful restoration, however, it will be a
23 unifying element which creates important new connections from the
24 Broadway corridor to paths in the park. Its restoration will also be a
25 driving force for development around the park, as what was before an
26 unattractive drainage ditch will become a uniquely enjoyable waterway,
27 with path connections both to the park and to Pearl and downtown San
28 Antonio.

29 *Rendering: Looking from Lions Field south along Catalpa-Pershing*

30 *Diagram: Catalpa-Pershing restoration section or section perspective*

31
32 **Transportation, Pedestrian Areas, and Entrances**

33 Road closures

1 The Wilderness Area will continue its progress towards a pedestrian zone
2 through conversion of roadways into multiuse paths. This will be a long-
3 term process – it isn't necessary to close proposed portions of Red Oak and
4 Brackenridge Drive in the near term. Rather, the timing and extent of
5 closures should depend on other projects. Restoration of the Catalpa-
6 Pershing Channel is the primary trigger for changes at Brackenridge
7 Drive. Closure of Red Oak is a long-term project, perhaps beyond the
8 horizon of this master plan, and should be dependent on circumstances in
9 the park at that time.

10 *Diagram: Roadway closures in Wilderness Area*

11 New Broadway connections

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

19 *Diagram: New connections to Broadway and improvements on Broadway*

20 Avenue B Improvements (Mulberry to Brackenridge Drive)

21 Avenue B vehicular traffic will become one-way northbound from
22 Mulberry to Brackenridge Drive. Where possible, parallel parking will be
23 added to the east side of the driving lane, and driveways accessing
24 properties will be honored. West of the driving lane will be a variable
25 width greenspace which will include a multi-purpose path and native
26 vegetation. This variable-width greenspace will allow for the undulation
27 (both horizontally and vertically) of the east bank of the Catalpa-Pershing
28 Channel.

29 *Diagram: Plan and section of proposed improvements*

30 Avenue B Improvements (Brackenridge Drive to Tuleta)

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

8 *Diagram: Plan and section of proposed improvements*

1 **Area 4: Sunken Garden Theater and Japanese Tea Garden**

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

8 *Plan: Enlarged rendered site plan of SGT/JTG area*

9
10 **Sunken Garden Theater**

11 The first heyday of the Sunken Garden Theater is past, but its second –
12 and more durable – lies ahead. The theater will receive a major
13 renovation which will enable its use year-round. New parking structures,
14 the circulator tram, and utilization of existing parking contracts in private
15 structures provides more than sufficient parking nearby to support
16 capacity crowds while not congesting local streets around the park as has
17 been the case in years past. The close proximity of the new Grand Lawn
18 creates opportunities for synergistic multi-stage events for the first time in
19 the park’s history.

20 *Rendering: Renovated Sunken Garden Theater*

21 *Diagram: Parking adjacencies for Sunken Garden Theater*

22
23 **Japanese Tea Garden**

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

29 *Rendering: Japanese Tea Garden – from JTG master plan?*

1 **Area 5: Golf Course and Southern Areas**

2 Plan: Enlarged rendered site plan of southern half of park
3 The southern end of the park is dominated by the historic Brackenridge
4 Park Golf Course, which has recently seen its own set of renovations and
5 improvements. Future enhancements in this area will focus on channel
6 restoration – both the main river channel and restoration of the Catalpa-
7 Pershing Channel – and conversion of Avenue A into a multi-use path.

8
9 **Brackenridge Park Golf Course**

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

18 *Diagram: Parking adjacencies for Sunken Garden Theater*

19
20 **Lions Field and DoSeum**

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

28
29 Answers to the issues of connection have already been provided by the
30 Brackenridge MidTown TIRZ master plan. It is critical that the
31 recommendations of the plan for Broadway be implemented quickly and
32 completely, and the graphics in this plan incorporate those
33 recommendations. Improving Broadway along the entirety of the park’s

1 length is vital to creating a more accommodating and desirable
2 environment for walkers and bikers, and this is more true at the DoSeum
3 and Lion's Field than anywhere else.

4
5 Lion's Field itself is an underutilized space. The clubhouse serves
6 important needs for the senior community as well as various public
7 groups, and it will continue to do so. The land south of the clubhouse,
8 though, will be an important part of the restoration of the Catalpa-
9 Pershing Channel, as it is the only location along the channel's length
10 where the land can be sculpted to create a larger area of water without
11 requiring removal of large trees. This meander will be a focal point of the
12 Catalpa-Pershing restoration, and it will also be a visual gateway into the
13 park.

14 *Plan: Enlarged rendered site plan of Lions Field, DoSeum, and*
15 *Mulberry/Broadway*

16 *Diagram: Parking garage and tram at DoSeum*

17 18 **Avenue A and Low-Water Crossing**

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

26
27 The San Antonio River Improvements Project proposed removal of the
28 asphalt on Avenue A and replacement by a new multi-use path which
29 would also be used by golf course service vehicles. Public vehicular traffic
30 would be eliminated. Those improvements are compatible with the area
31 and should be completed. They will greatly improve the pedestrian
32 environment and natural habitat while not impinging on activities such as
33 bird watching, walking, and biking.

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Plan: Enlarged rendered site plan of Avenue A improvements

Rendering: View along Avenue A or low-water crossing

Connections to southern areas

Brackenridge Park’s future is as a regional park which 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.

Diagram: Broadway corridor + connections to areas to south

1 **Section 3: Environment, Habitat, and Standards**

2 **Channel restoration**

3 Discussion of need, locations, and strategy for natural channel
4 restoration, repair/ongoing maintenance of channel walls, and related
5 issues (including prioritization of channel repair/restoration areas)

6 *Diagram: Specific locations and types of channel restoration required*

7 Discussion of water quality and improvements

8 Federal permitting (ADAMS ENVIRONMENTAL SCOPE)

9
10 **Invasive vegetative species removal**

11 Establishment of principles for invasive vegetative species management
12 (natives versus non-natives which offer animal habitat, general
13 approach); areas for removal; general strategy for initial removal and
14 ongoing maintenance

15 *Diagram: Highlight areas for invasive removal*

16
17 **Domesticated species population management**

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

20
21 Management of the feral cat population has risen in importance from
22 casual feeding to a proper Trap-Neuter-Release (TNR) system managed
23 according to current best practices. This strategy, which removes all
24 adoptable cats from the park and neuters all cats, has reduced the feline
25 population by XX% in the last two years.

26
27 The City of San Antonio officially endorses the TNR strategy for
28 controlling cat populations, and groups working in the Brackenridge Park
29 area have been in the forefront of developing and maintaining standards
30 for feline management. The park has historically been a magnet for
31 animal dumping, both because of the historic presence of the animal
32 shelter (land now occupied by the Paul Jolly Adoption Center) and
33 because of public perception that the park is an acceptable place to dump

1 animals. TNR management should continue in the park, along with
2 efforts to discourage and punish animal dumping in the park.

3
4 Part of the TNR strategy includes satellite colonies, where cats are fed,
5 monitored, and (when necessary) trapped. A centralized storage location
6 facilitates feeding and management operations, and is a critical part of a
7 long-term maintenance plan which does not currently exist. In
8 conjunction with the Brack Cat Pack, a volunteer group which manages
9 most of the recognized colonies in the park, the design team has identified
10 preferred locations for colonies which have been chosen for safety of cats,
11 protection for small vertebrates and birds, and ease of management on the
12 part of volunteers. Additionally, a prototype cat feeding station is
13 presented here, along with design considerations.

14
15 In addition to the storage and colony structures, additional signage which
16 informs park visitors about the feline management programs and
17 discourages animal dumping should be installed. This signage should be
18 focused on the colony locations themselves in order to educate people who
19 happen upon the colonies.

20 *Diagram: Locations of feral cat stations*

21 *Diagram: Cat station prototype*

22 23 **Low-impact development (TETRATECH SCOPE)**

24 All future development in the park, whether by city or by member
25 institutions, to incorporate low-impact development standards

26 *Diagram: Potential areas for LID incorporation*

27 Discussion of LID standards as they apply in this case

28 *Diagrams: LID standards*

29 30 **Materials and standards**

31 Paths/paving

32 *Photos: Types of path materials*

33
34 Entrances

1 *Rendering: Typical entrance feature*

2

3 Seating and furniture

4 *Photos: Recommended seating and furniture*

5

6 Lighting

7 *Photos: Recommended lighting*

8

9 Roadways

10 *Diagram: Recommended standards for roadway development*

11

12 Architectural Guidelines

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

18

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

24

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

31

32 In very limited cases – primarily new structures built as part of the Grand
33 Lawn, and new bridges – some departure may be made from the material

1 palette of the rest of the park. Such departures should be carefully
2 considered to contrast appropriately with existing materials and to
3 achieve design intent with regard to visibility, prominence, and other
4 considerations.

5 *Diagrams and photos: Recommended building standards*

6

7 **Historic Permitting Requirements (MCGGLONE SCOPE)**

8 HDRC

9 THC

10

11 **Archeological Permitting Requirements (RABA KISTNER SCOPE)**

12 HDRC

13 THC

14

1 **Section 4: Transportation and Parking**

2 (PAPE-DAWSON COLLABORATION)

3 Tram/pedestrian circulator

4 *Diagram: Tram route and stops, including highlighting parking and major*
5 *attractions*

6 *Rendering: Tram stop*

7 A circulation mechanism is key to turning the park into a more enjoyable
8 place for walking by reducing vehicular traffic. A new tram route will
9 enable removal of selected roadways while maintaining access deep into
10 the park. While it would be ideal to be able use the Brackenridge Eagle for
11 park circulation, its limitations (including lack of flexibility and
12 accessibility, difficulty and expense in crossing major roadways, speed,
13 and inability to handle large volumes) mean that a different system is
14 required.

15
16 The tram will stop at a series of attractions, circulation nodes, and
17 parking facilities. It will feature equipment designed for easy access for
18 families and the handicapped. Specifics of operations must be determined
19 through a dedicated study, but availability must coincide with times of
20 heaviest usage, including special events. The tram route connects to city
21 transit routes, including any future mass transit on Broadway.

22
23 Parking garages

24 Under no circumstances should additional surface parking be added to the
25 park. Too much of the park has been consumed already by surface
26 parking, which is entirely antithetical to the purpose and nature of a
27 park, both in perception and in ecological consequences. In fact, this
28 master plan sets out a program of surface parking and impervious cover
29 removal in order to reduce the impacts of paving on runoff and to increase
30 the amount of vegetated area in the park.

1 Ongoing stakeholder and park neighbor parking and traffic issues can be
2 mitigated by linking the tram circulation system to structured parking as
3 follows:
4

5 In the northeast section of the park, the existing Avenue B parking garage
6 should be expanded by adding one and one-half levels to maximize that
7 garage's capacity, but not expand its footprint. Witte Museum leadership
8 has indicated that a study is underway to determine the feasibility of such
9 an addition. If that strategy proves infeasible, parking along the tram
10 route should provide any additional parking required.
11

12 West of the zoo and Paul Jolly Center for Pet Adoption, a parking garage
13 should be constructed on SAISD property for joint use by park visitors and
14 Alamo Stadium event attendees. This will require a joint agreement
15 between the city and SAISD to address ownership and funding issues, but
16 as such a garage addresses the needs of SAISD, the city, and various park
17 stakeholders, the effort is worthwhile.
18

19 South of the park, the community should support the construction of a
20 parking garage on DoSeum and city right-of-way. This plan would include
21 the closure of Margaret Street and reclamation of that right-of-way for a
22 parking structure which would take in existing parking lots at the
23 DoSeum. As at the Witte Museum (and in the future, the San Antonio
24 Zoo), the DoSeum has insufficient land for surface parking to be a viable
25 proposition. Structured parking at the museum itself, in conjunction with
26 a tram route stop, will preserve open space for more appropriate uses.
27

28 Together with the University of the Incarnate Word (UIW) and other
29 stakeholders, a new joint-use parking garage should be considered east of
30 Miraflores on AT&T property. Currently, significant numbers of UIW
31 students park within park boundaries and walk to campus. This is far
32 from an ideal situation for a number of reasons, and any parking needs
33 not supplied within the UIW campus for its students should be addressed

1 by parking on private land. The AT&T property offers good access to UIW
2 and, if public access is allowed when full capacity is not needed by UIW,
3 could potentially be used by park visitors.
4

5 The construction of these facilities would make it possible to virtually
6 eliminate vehicular traffic and parking in the park, creating a safer, more
7 enjoyable pedestrian environment.

8 *Diagram: Parking garages and lots with sizes overlaid, including paths to*
9 *major attractions and roadway access from surrounding circulators*
10

11 Road closures and traffic patterns

12 In its early days, Brackenridge Park was frequently enjoyed from the seats
13 of that new invention, the automobile. Roads were built specifically to
14 allow people to drive through the park to view the scenery and features.
15 Alpine Drive, roads in the Wilderness Area, and the low-water crossings
16 are all relics of that time.
17

18 As visitation to the park has grown, and as ways of enjoying parks have
19 changed, roadways have been progressively de-emphasized in the park.
20 That trend will continue as residential developments continue to densify
21 in areas near the park and visitation increases. This master plan
22 represents the culmination of that trend: many of the roadways and much
23 of the parking that now dominate visitors' experiences of the park will be
24 removed in favor of paths for bikers and walkers.
25

26 As this represents a significant change to the park as it exists now, it is
27 possible that there will be resistance to many of the changes. Even the
28 now well-used trails in the Wilderness Area were opposed when they were
29 first converted from roads into trails. But modern trends for parks point
30 decidedly towards maximizing vegetated open space and emphasizing
31 walking and non-vehicular modes of transportation within park borders.
32 The need for those kinds of spaces will only become more pronounced as
33 San Antonio continues to grow.

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Not all of the closures need or should be implemented immediately. In fact, the closures should be phased in over the lifetime of this master plan. Certain changes, like the closure of the existing road entrance at Hildebrand, near the Donkey Barn, should happen immediately. Others, like the conversion of Avenue A to a multi-use path, should happen as soon as the project can be implemented. Other changes, like those at Tuleta and St. Mary's near the zoo, cannot happen until other projects are completed (construction of the Tuleta Parking Garage and closure of the zoo parking lot, in this case). The remainder of the changes are not particularly project- or timeline-dependent and can be phased in as appropriate.

Diagrams: Individual areas of proposed closures

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Section 5: Other Systems

Water, wastewater, and drainage (PAPE-DAWSON SCOPE)

Diagram: Existing utilities and areas of major improvements

Electrical and mechanical (CNG SCOPE)

Diagram: Existing utilities and areas of major improvements

Graphics and wayfinding (MAREK HILL SCOPE)

Diagrams: Standards for future graphics

1 **Section 6: Implementation**

2
3 Identify small projects with big impacts (if any)

4
5 Project Sequence By Area

6 **Area 1: North End**

7 Sequence 1

8 Closure of Hildebrand/Brackenridge entrance

9 Construction of Upper Labor Dam interpretive area

10 Removal of asphalt at Donkey Barn

11 Construction of amphitheater and sluice interpretation

12 Construction of turnaround near Lambert Beach softball field

13 Removal of roadway from turnaround to Hildebrand; replacement with
14 multi-use paths

15
16 Sequence 2

17 Rebuild river walls in Lambert Beach area

18 Restore Pump House # 1

19 Remove road bridge north of Pump House # 1

20 Build new walking bridge north of Pump House # 1

21
22 Not Sequenced

23 Continue improvements at Miraflores

24 Improve zoo perimeter enclosure

25 Construct connection beneath Hildebrand to Headwaters at Incarnate

26 Word

27 Support construction of a joint-use parking garage on private property

28
29
30 **Area 2: Heart of the Park**

31 Sequence 1

32 Construction of Tuleta Parking Garage

33 Construction of bus staging area on west side of US-281

- 1 Closure of Tuleta at zoo entrance and construction of new entrance plaza
- 2 Closure of St. Mary's at Koehler entrance gates
- 3 Removal of zoo parking lot
- 4 Reconstruction of Hildebrand/Stadium Drive entrance
- 5 Relocation of Tony "Skipper" Martinez softball field
- 6 Relocation of train depot
- 7 Construction of Grand Lawn
- 8 Construction of new playground

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11 **Area 3: Wilderness Area**

- 12 Sequence 1
- 13 Convert roadways into multiuse paths
- 14 Restore Catalpa-Pershing Channel
- 15 Construct Avenue B improvements
- 16 Construct new paths connecting Avenue B to trails in Wilderness Area

17

18

19 **Area 4: SGT and JTG**

- 20 Not Sequenced
- 21 Continue construction of improvements at JTG
- 22 Complete major renovations at Sunken Garden Theater
- 23 Transform Alpine Drive into multiuse path connecting Tuleta Parking
- 24 Garage with Sunken Garden Theater

25

26

27 **Area 5: Golf Course and Southern Areas**

- 28 Not Sequenced
- 29 Convert Avenue A into multiuse path and construct SARIP improvements
- 30 on Avenue A
- 31 Advocate for Broadway improvements
- 32 Advocate for construction of parking garage at DoSeum

1 Reconstruct Lion's Field area as part of Catalpa-Pershing Channel
2 restoration

3

4 Phasing and timeline

5 Catalytic projects must be in the 2017 bond issue

6 *Diagrams: Catalytic projects*

7 Establish phasing plan for major components of plan

8 *Diagrams: Phasing plans (3) for short- medium- and long-term projects*

9 Synchronize project phasing with major city initiatives such as the
10 Brackenridge Mid-Town TIRZ master plan, SA2020, and others

11 *Diagrams: Show linkages between Brackenridge projects and surrounding*
12 *infrastructure projects*

13

14 Funding

15 Funding for deferred maintenance projects

16 Identify additional funding sources for regular maintenance and activities

17 Brackenridge Park Conservancy (operational, not maintenance; excess
18 funding/fundraising is donated to park)

19

20 Cost and budget (AG|CM SCOPE)

21 *Diagram: Plan keyed to individual projects in cost estimate*

22

23

Section 7: Public Input

Public 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. The 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 over weekends
- 3) Repair erosion along San Antonio River channel banks, especially on the west bank of the river downstream from Mulberry
- 4) Create linear bike trails 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 to nearby attractions (DoSeum, Botanical Center)
- 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

1 13) Create public policy as it relates to the few remaining open, free
2 use areas in the park

3 14) Create better connectivity within the park to the Japanese Tea
4 Garden; establish better security for the Tea Garden

5
6 List of attendees

7

8

9 **Public Meeting 2**

10 Documentation of meeting and feedback from public

11 List of attendees

12

13

1 Proposed illustrations are shown in *italics* throughout this draft.
2 Implemented illustrations will change depending on draft development.
3 Guide to nomenclature:

4
5 Site plan: Rendered site plan with both major and minor elements of new plan
6 shown. A single overall site plan will be created at high resolution. Cropped and
7 enlarged pieces of it will then be used for specific areas.

8
9 Rendering: Hand- or computer-rendered perspective. Techniques will vary from
10 image to image.

11
12 Diagram: Simplified and abstracted plan showing either specific areas or specific
13 components of larger areas. A master file derived and simplified from the
14 rendered site plan with multiple layers showing different components will make
15 diagrams consistent. Also refers in some instances to drawings created to explain
16 a feature or concept in section, elevation, or isometric form.

17