





## VIII APPENDIX A

### BRACKENRIDGE PARK

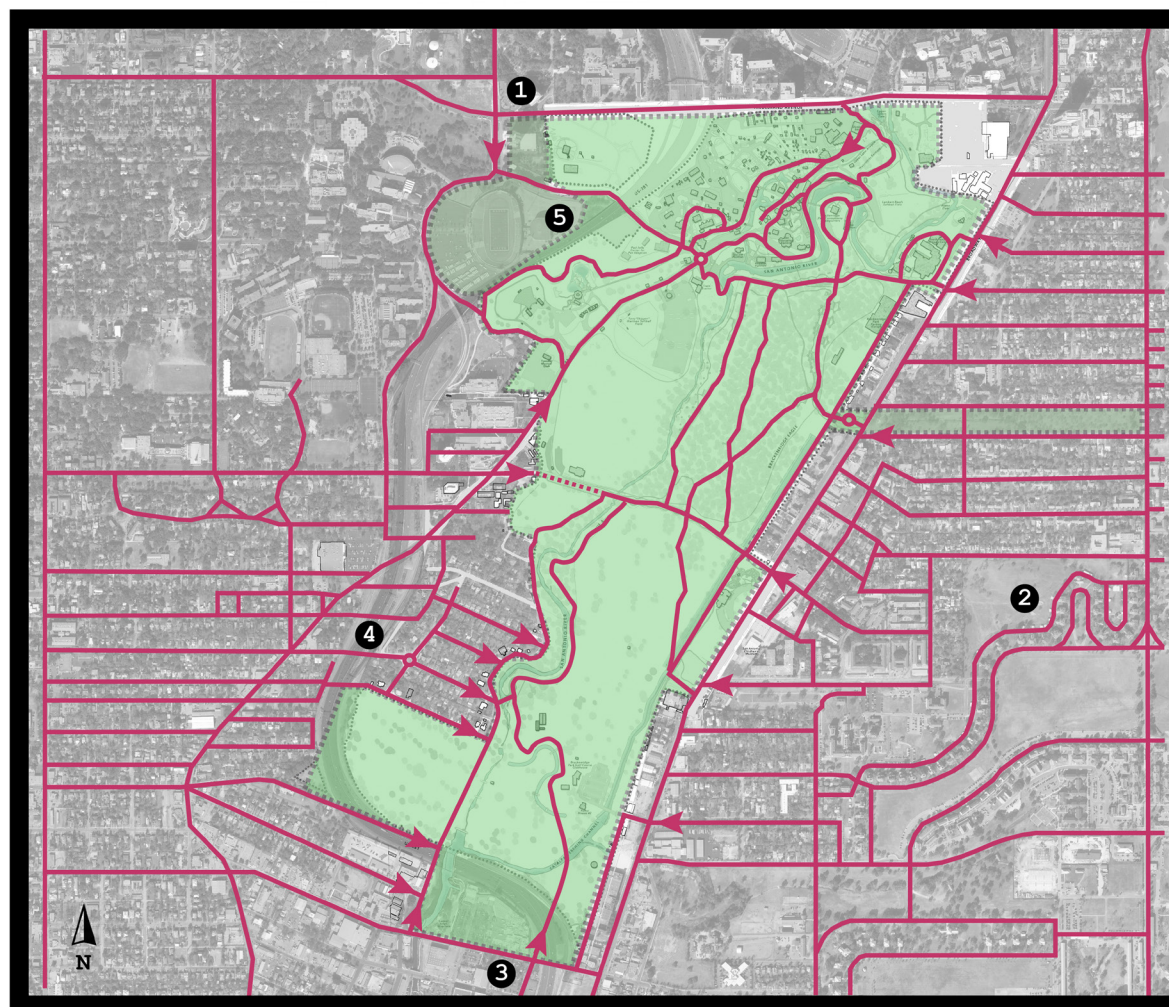
MASTER PLAN



#### 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.



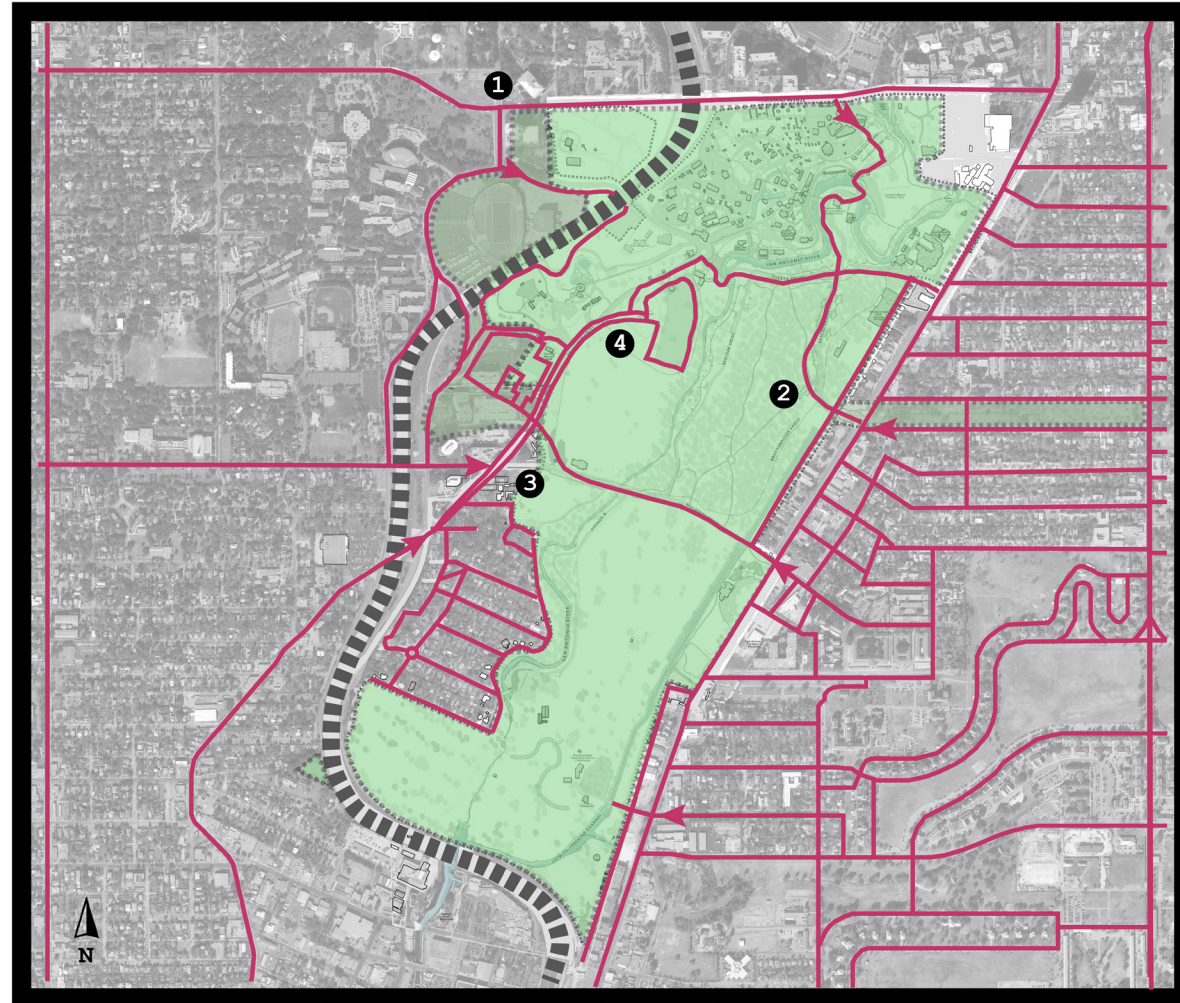
BRACKENRIDGE PARK CONNECTIVITY - PRE-HWY 281



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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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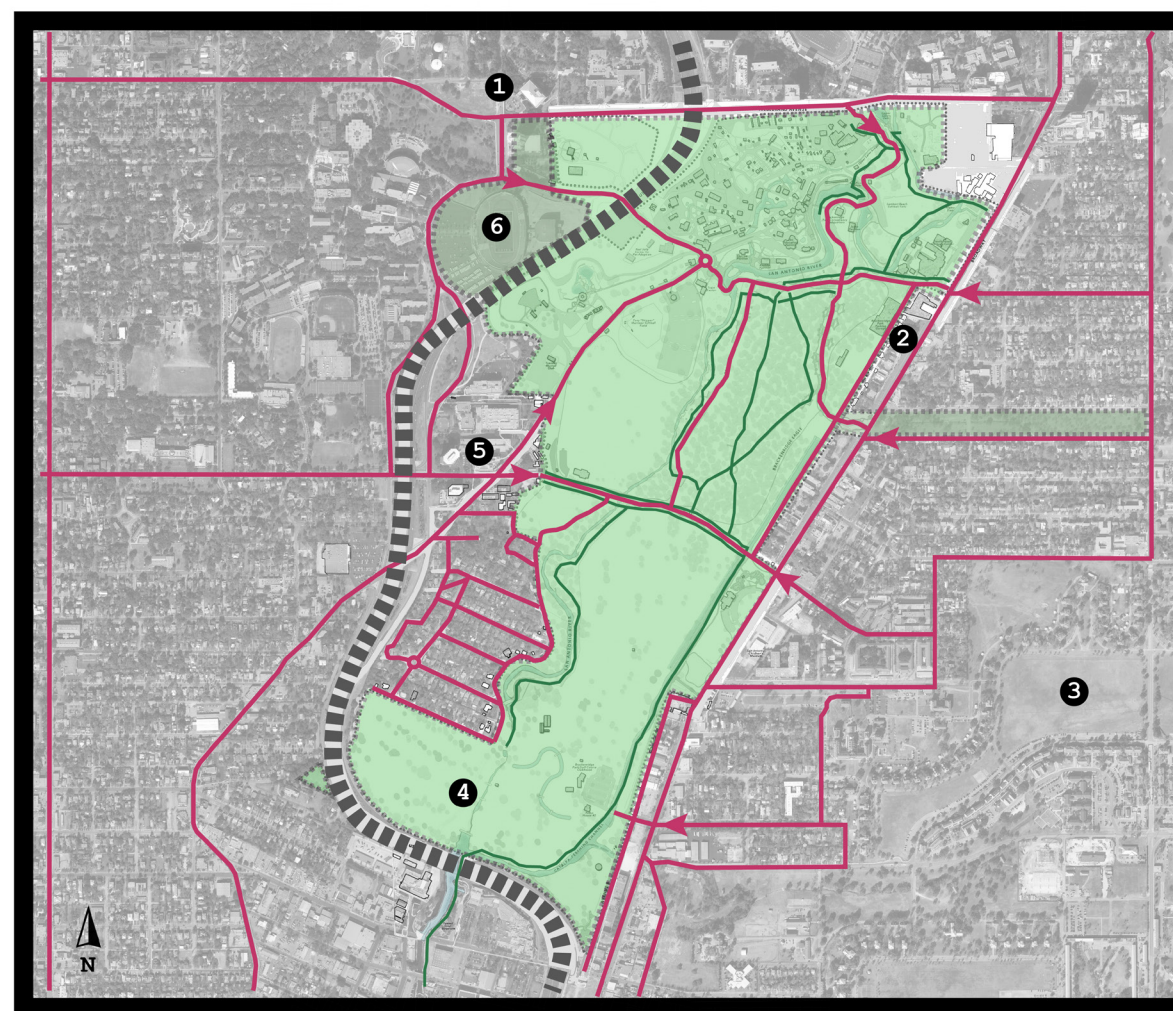
### BRACKENRIDGE PARK

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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.



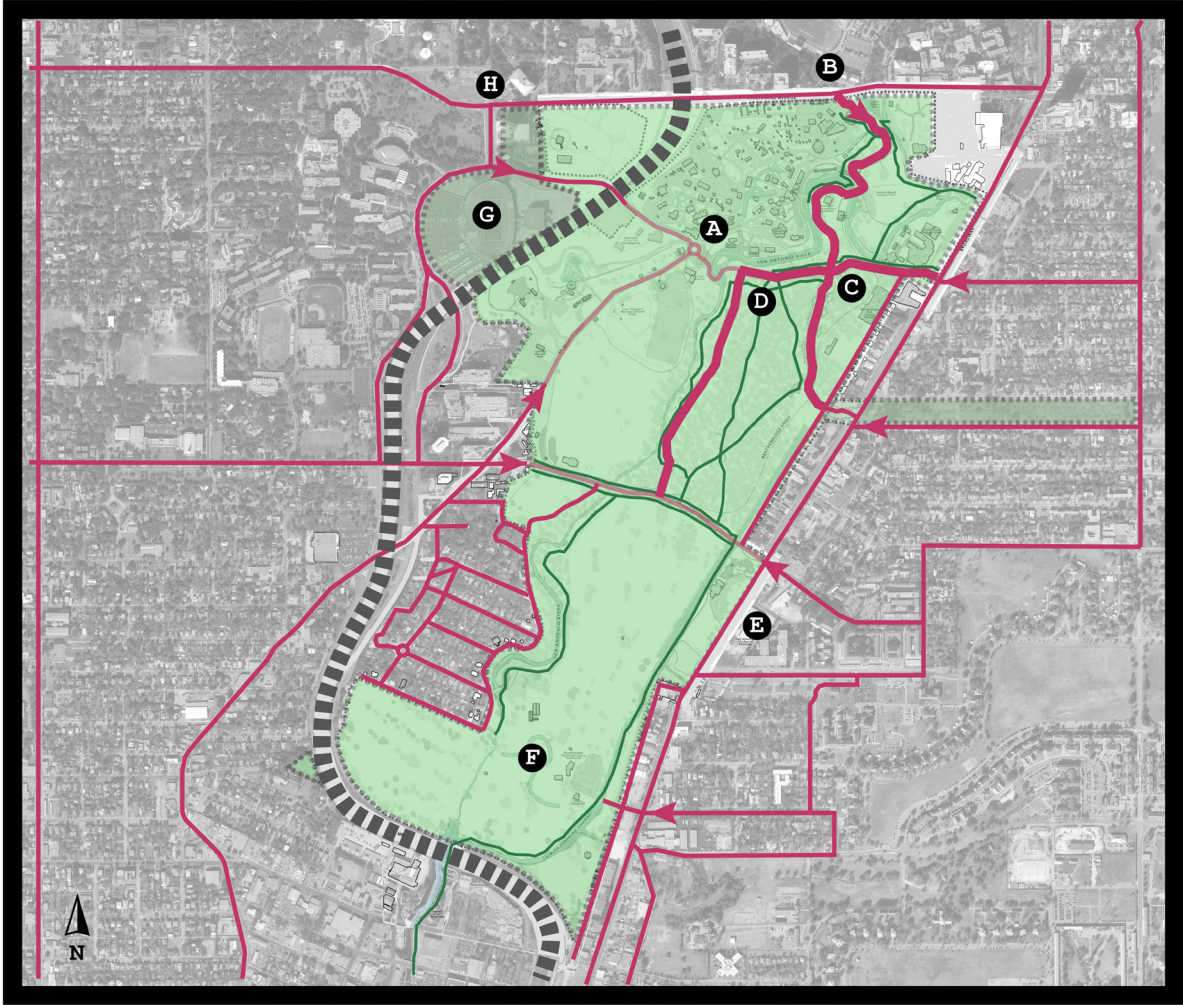
BRACKENRIDGE PARK CONNECTIVITY - PRESENT



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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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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.



## VIII APPENDIX B

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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 the 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

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#### 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 Louden, 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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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 Louden, 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



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#### 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



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MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 14, 2015

Location: Brackenridge Park Golf Course

Organization: Alamo City Golf Trail (ACGT)

Planning Team Attendees: Jay Louden, 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 a 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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#### 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



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#### MEETING MINUTES – BRACKENRIDGE PARK STAKEHOLDERS

Date: July 21, 2015

Location: SARA Guenther Offices

Organization: San Antonio River Authority

Planning Team Attendees: Jay Loudon, 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 Loudon, 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

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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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APPENDIX C

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



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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 Louden, 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 Louden, John Mize, Lynn Bobbitt, Jim Gray

Organization Attendees: Jim Cullum, Chairman

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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 Loudon, 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.

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

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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 Loudon, 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 Louden, John Mize, Lynn Bobbitt, Jim Gray, Irby Hightower

Organization Attendees: Lori Houston, Assistant City Manager

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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 Loudon, 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