BRACKENRIDGE PARK MASTER PLAN

DRAFT MASTER PLAN REPORT

MARCH 1, 2016

City of San Antonio

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Section 1: Introduction

Executive Summary

To be completed after remainder of text is finalized

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

Introduction

To be completed after remainder of text is finalized

Limited illustrations, perhaps including some from Phase I report

Principles and Goals

Limited illustrations, perhaps including some from Phase I report

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

Integrate the park into its surroundings and clarify the park perimeter

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

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

Create additional paths and entrance features to access the park

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

Enlarge the park

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

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

Create policies which:

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

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

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

Support the acquisition of land

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

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

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

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

Balance active, passive, and cultural uses of the park

Cultural institutions should be more closely incorporated into the park

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

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

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

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

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

Enhance event spaces for regional use of the park: Outdoor lawn space for large events, performance spaces, Sunken Garden Theater

Respect and enable culturally significant uses like Easter camping

Preserve and re-purpose historic structures and resources

Create community support for the wellbeing of the park by:

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

Including neighboring citizens and organizations in planning and implementing park improvements.

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

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

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

Section 2: Physical Plan

Introduction to Areas

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

Plan: Overall rendered site plan

Area 1: North End History and Walking Area

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

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

Pleasant walks and peaceful spaces will connect the features, and public traffic will be removed from areas north of Tuleta to make the entire area a pedestrian space. These changes will be phased in over time, beginning with the closure of the entrance from Hildebrand. A new pedestrian bridge will be built across the river, connecting Tuleta directly to a multi-use path on the west side of the river.

Plan: Enlarged rendered site plan of north end area

Lambert Beach

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

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

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

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

Upper Labor and Alamo Dams

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

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

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

Miraflores

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

Diagram: Future access to Miraflores

Transportation, Pedestrian Areas, and Entrances

Closure of Hildebrand entrance

The Brackenridge Drive entrance from Hildebrand has long created difficult, congested, and potentially unsafe conditions. It must be closed for the North End

to become a safe and secure walking area. As the San Antonio Zoo completes their own master plan and shifts service traffic within zoo boundaries, a service entrance may be created into the zoo from Hildebrand. Such a non-public entrance will not have the safety issues of the Brackenridge Drive intersection and will greatly reduce service vehicle traffic within public portions of the park.

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.

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Area 2: Heart of the Park

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

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

Grand Lawn

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

Rendering: Looking from St. Mary's to river across Grand Lawn

Alternate: Looking from St. Mary's traffic circle towards Grand Lawn

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

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

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

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

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

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

Utility infrastructure to support outdoor events will be developed

San Antonio Zoo

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

Transportation, Pedestrian Areas, and Entrances

Hildebrand/Stadium entrance

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

Plan: Enlarged rendered site plan of Hildebrand/Stadium entrance

Perspective rendering of this new park entrance

Tuleta Parking Garage

The City of San Antonio should participate in the construction of a new parking garage on SAISD property (currently a surface parking lot) just east of US Highway 281 on Tuleta. The parking garage should include enough parking to offset the removal of surface parking that now exists in the future Grand Lawn area, plus spaces to anticipate future growth needs. The parking garage design should echo the design of the Brackenridge Park parking garage south of the Witte Museum by including simple and regional construction materials, using vegetated screens and other methods to blend the structure into the landscape. The new garage should take advantage of the surrounding topography to both conceal the

structure and to provide access from the garage to the park and zoo to the north, as well as to Alpine Drive, the Sunken Garden Theater, and the Japanese Tea Garden.

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

Diagram: Potential parking garage locations

Rendering of the parking garage and pedestrian connection to the park

Road closures at St. Mary's and Tuleta

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

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

Area 3:Wilderness Area

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

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

Catalpa-Pershing Restoration

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

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

Rendering: Looking from Lions Field south along Catalpa-Pershing

Diagram: Catalpa-Pershing restoration section or section perspective

Transportation, Pedestrian Areas, and Entrances

Road closures

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

Diagram: Roadway closures in Wilderness Area

New Broadway connections

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

Diagram: New connections to Broadway and improvements on Broadway

Avenue B Improvements (Mulberry to Brackenridge Drive)

Avenue B vehicular traffic will become one-way northbound from Mulberry to Brackenridge Drive. Where possible, parallel parking will be added to the east side of the driving lane, and driveways accessing properties will be honored. West of the driving lane will be a variable width greenspace which will include a multi-purpose path and native vegetation. This variable-width greenspace will allow for

the undulation (both horizontally and vertically) of the east bank of the Catalpa-Pershing Channel.

Diagram: Plan and section of proposed improvements

Avenue B Improvements (Brackenridge Drive to Tuleta)

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

Diagram: Plan and section of proposed improvements

Area 4: Sunken Garden Theater and Japanese Tea Garden

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

Plan: Enlarged rendered site plan of SGT/JTG area

Sunken Garden Theater

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

Rendering: Renovated Sunken Garden Theater

Diagram: Parking adjacencies for Sunken Garden Theater

Japanese Tea Garden

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

Rendering: Japanese Tea Garden – from JTG master plan?

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Area 5: Golf Course and Southern Areas

Plan: Enlarged rendered site plan of southern half of park

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

Brackenridge Park Golf Course

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

Diagram: Parking adjacencies for Sunken Garden Theater

Lions Field and DoSeum

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

Answers to the issues of connection have already been provided by the Brackenridge MidTown TIRZ master plan. It is critical that the recommendations

of the plan for Broadway be implemented quickly and completely, and the graphics in this plan incorporate those recommendations. Improving Broadway along the entirety of the park's length is vital to creating a more accommodating and desirable environment for walkers and bikers, and this is more true at the DoSeum and Lion's Field than anywhere else.

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

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

Diagram: Parking garage and tram at DoSeum

Avenue A and Low-Water Crossing

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

The San Antonio River Improvements Project proposed removal of the asphalt on Avenue A and replacement by a new multi-use path which would also be used by golf course service vehicles. Public vehicular traffic would be eliminated. Those improvements are compatible with the area and should be completed. They will

greatly improve the pedestrian environment and natural habitat while not impinging on activities such as bird watching, walking, and biking.

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

Section 3: Environment, Habitat, and Standards

Channel restoration

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

Diagram: Specific locations and types of channel restoration required

Discussion of water quality and improvements

Federal permitting (ADAMS ENVRIONMENTAL SCOPE)

Invasive vegetative species removal

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

Diagram: Highlight areas for invasive removal

Domesticated species population management

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

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

The City of San Antonio officially endorses the TNR strategy for controlling cat populations, and groups working in the Brackenridge Park area have been in the forefront of developing and maintaining standards for feline management. The park has historically been a magnet for animal dumping, both because of the

historic presence of the animal shelter (land now occupied by the Paul Jolly Adoption Center) and because of public perception that the park is an acceptable place to dump animals. TNR management should continue in the park, along with efforts to discourage and punish animal dumping in the park.

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

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

Diagram: Locations of feral cat stations

Diagram: Cat station prototype

Low-impact development (TETRATECH SCOPE)

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

Diagram: Potential areas for LID incorporation

Discussion of LID standards as they apply in this case

Diagrams: LID standards

Materials and standards

Paths/paving

Photos: Types of path materials

Entrances

Rendering: Typical entrance feature

Seating and furniture

Photos: Recommended seating and furniture

Lighting

Photos: Recommended lighting

Roadways

Diagram: Recommended standards for roadway development

Architectural Guidelines

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

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

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

In very limited cases – primarily new structures built as part of the Grand Lawn, and new bridges – some departure may be made from the material palette of the rest of the park. Such departures should be carefully considered to contrast appropriately with existing materials and to achieve design intent with regard to visibility, prominence, and other considerations.

Diagrams and photos: Recommended building standards

Historic Permitting Requirements (MCGLONE SCOPE)

HDRC

THC

Archeological Permitting Requirements (RABA KISTNER SCOPE)

HDRC

THC

Section 4: Transportation and Parking

(PAPE-DAWSON COLLABORATION)

Tram/pedestrian circulator

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

Rendering: Tram stop

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

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

Parking garages

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

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

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

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

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

Together with the University of the Incarnate Word (UIW) and other stakeholders, a new joint-use parking garage should be considered east of Miraflores on AT&T property. Currently, significant numbers of UIW students park within park boundaries and walk to campus. This is far from an ideal situation for a number of

reasons, and any parking needs not supplied within the UIW campus for its students should be addressed by parking on private land. The AT&T property offers good access to UIW and, if public access is allowed when full capacity is not needed by UIW, could potentially be used by park visitors.

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

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

Road closures and traffic patterns

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

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

As this represents a significant change to the park as it exists now, it is possible that there will be resistance to many of the changes. Even the now well-used trails in the Wilderness Area were opposed when they were first converted from roads into trails. But modern trends for parks point decidedly towards maximizing vegetated open space and emphasizing walking and non-vehicular modes of

transportation within park borders. The need for those kinds of spaces will only become more pronounced as San Antonio continues to grow.

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

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

Section 6: Implementation

Identify small projects with big impacts (if any)

Project Sequence By Area

Area 1: North End

Sequence 1

Closure of Hildebrand/Brackenridge entrance

Construction of Upper Labor Dam interpretive area

Removal of asphalt at Donkey Barn

Construction of amphitheater and sluice interpretation

Construction of turnaround near Lambert Beach softball field

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

Sequence 2

Rebuild river walls in Lambert Beach area

Restore Pump House #1

Remove road bridge north of Pump House #1

Build new walking bridge north of Pump House #1

Not Sequenced

Continue improvements at Miraflores

Improve zoo perimeter enclosure

Construct connection beneath Hildebrand to Headwaters at Incarnate Word

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

Area 2: Heart of the Park

Sequence 1

Construction of Tuleta Parking Garage

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

Closure of Tuleta at zoo entrance and construction of new entrance plaza

Closure of St. Mary's at Koehler entrance gates

Removal of zoo parking lot

Reconstruction of Hildebrand/Stadium Drive entrance

Relocation of Tony "Skipper" Martinez softball field

Relocation of train depot

Construction of Grand Lawn

Construction of new playground

Area 3: Wilderness Area

Sequence 1

Convert roadways into multiuse paths

Restore Catalpa-Pershing Channel

Construct Avenue B improvements

Construct new paths connecting Avenue B to trails in Wilderness Area

Area 4: SGT and JTG

Not Sequenced

Continue construction of improvements at JTG

Complete major renovations at Sunken Garden Theater

Transform Alpine Drive into multiuse path connecting Tuleta Parking Garage with Sunken Garden Theater

Area 5: Golf Course and Southern Areas

Not Sequenced

Convert Avenue A into multiuse path and construct SARIP improvements on Avenue A

Advocate for Broadway improvements

Advocate for construction of parking garage at DoSeum

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

Phasing and timeline

Catalytic projects must be in the 2017 bond issue

Diagrams: Catalytic projects

Establish phasing plan for major components of plan

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

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

Diagrams: Show linkages between Brackenridge projects and surrounding infrastructure projects

Funding

Funding for deferred maintenance projects

Identify additional funding sources for regular maintenance and activities

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

Cost and budget (AG|CM SCOPE)

Diagram: Plan keyed to individual projects in cost estimate

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

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

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

List of attendees

Public Meeting 2

Documentation of meeting and feedback from public

List of attendees

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

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

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

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