



APA Community Planning Workshop 2006  
APA National Conference  
San Antonio, Texas

2020 Vision for the Union Stockyard District  
College of Architecture  
The University of Texas at San Antonio

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# I. Introduction

## UTSA Graduate Architecture Seminar

In the Spring of 2006 Dr. Richard Tangum's architecture graduate class (ARC 6233) Design and Development of Multicultural Communities at The University of Texas at San Antonio conducted a planning and design study of San Antonio's Union Stockyard District. The graduate students first undertook a background analysis of the District examining demographics, circulation, and land use patterns. The results of this research are presented in IV Background for Planning. The maps were used by participants in the APA workshop. In the seminar the graduate students were organized into four teams. Each team prepared a concept plan for the District. Four concepts one through four are presented in III 2020 Visions for the Union Stockyard District.

## The APA Workshop

Each year at the American Planning Association (APA) national conference planners from across the nation sign up to lend their expertise for an entire day to assist an underserved community in the host city with a planning issue. The APA's professional institute, the American Institute of Certified Planners (AICP), sponsors the one-day pro-bono community planning workshop through its Community Assistance Program. (<http://www.planning.org/cap/>)

Preparation for the community workshop began over a year before the national conference. The APA community workshop project site was chosen in the summer of 2005. Dr. Richard Tangum's architecture graduate students at the University of Texas San Antonio spent the fall semester gathering background information, studying the district around the APA community workshop site, and designing redevelopment schemes for the larger area. Their knowledge of the area and expertise was greatly appreciated as they participated in all aspects of the all-day community workshop devoted to the Swift property.

During the 2006 national APA conference in San Antonio, residents, invited local resource experts, nearby property owners, University of Texas architecture graduate students, and planners with all types of backgrounds spent a Saturday touring, evaluating, and discussing what should be done with the vacant, contaminated, former Swift meat packing property owned by the San Antonio Housing Authority. The Swift site is adjacent to the Union Stockyards which no longer services the cattle industry but is used for warehousing. The site required solutions to environmental, transportation, housing, economic development, social, neighborhood, and urban design issues.

After participants had a bus tour of the neighborhood, a walk around the Swift property, heard neighborhood residents talk about the area's history and their vision for the community, and viewed background maps and materials they worked in one of five workgroups to identify site development opportunities and constraints and come to a consensus on a conceptual site plan and recommendations for site development. After listening to each of the 5 workgroups present their ideas, all participants listed the common ideas and the unique ideas that should be considered in a final concept plan. Participants were then assigned to help expand one of the six common development themes or draw a composite conceptual site plan.



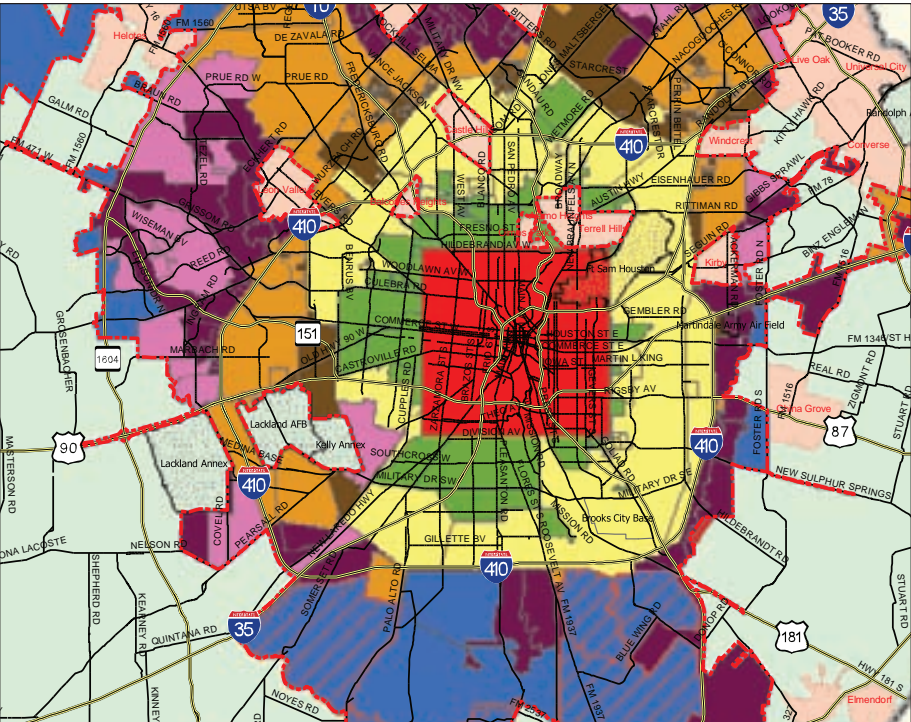
# History of the Union Stock Yard District

The Union Stockyard District is located in the near southwest area of San Antonio. It is bounded by San Pedro Creek to the north, Brazos and Frio City Road to the west, Highway 90 to the south and Interstate 35 to the east.



City of San Antonio (District Shown in Black)

The historic area in San Antonio, Texas, known as the Union Stockyard District, is as old as the city itself. It was included in the original 36-square mile area granted a town charter by the Republic of Texas in 1837, before Texas became a territory of the United States. Used as a pasture and farmland, the area was platted into rectangular parcels measuring 270 by 540 varas (approximately 720' x 1440') by City Engineer Francois Giraud in 1849. The San Antonio City Council then ordered the land to be sold.



Original City of San Antonio Boundary Shown in Red

The Union Stockyards were built at the intersection of The Galveston, Harrisburg & San Antonio Railroad with The International & Great Northern Railroad tracks. Most of the cattle and other livestock were brought in by freight rail and the most accessible point was at this crucial intersection.

Once the Stockyards were built in 1889, the residential development in the District began in the early part of the twentieth century. The western edge of the Union Stock Yard District was the first to be platted and developed. Modest single family homes on narrow lots accomodated the increase in population.



District Area and San Antonio Parks

Due to the Union Stock Yard District's proximity to downtown, the residents enjoyed a good quality of life. However, with the arrival in the 1950s of Interstates 10 and 35 to the east and Highway 90 to the south, the District was cut off from downtown and adjacent neighborhoods.

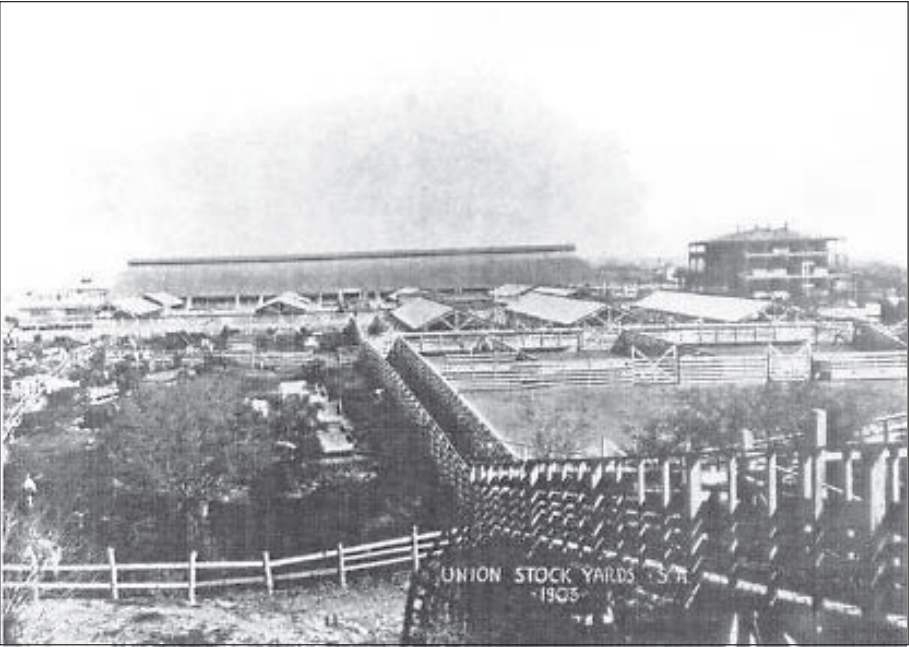
Today the Union Stock Yard District is defined by the railroad's hard edge on the west, the Interstates on the east, and the Highway on the south. The District presently suffers from a high crime rate.

Currently, the area can be characterized as lower-income, predominantly Hispanic, with a wide range of age groups. Most of the houses date from the 1920s through the 1940s with very little new construction. The only designated green space, a linear park, located near the Public Library and the Collins Gardens Elementary School, is underutilized. Many of the streets lack sidewalks, lighting, and street trees.

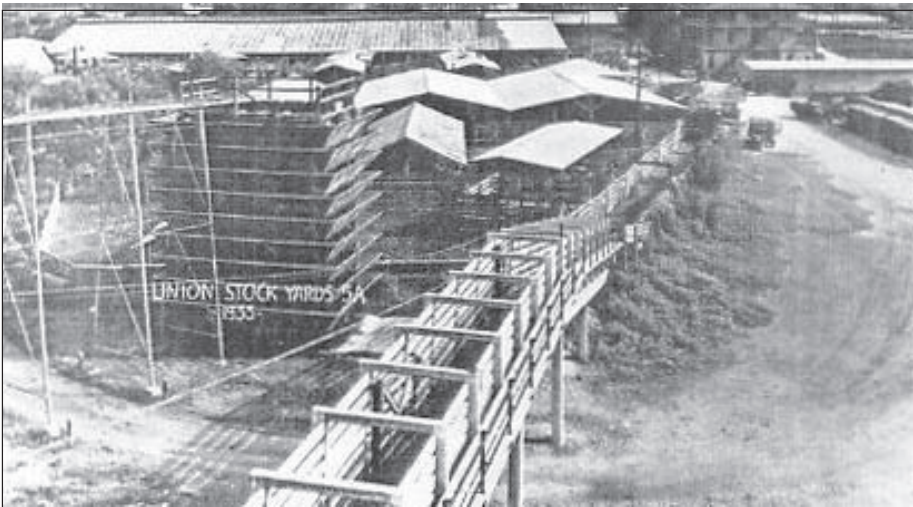
# Union Stockyards

The livestock market is one of San Antonio’s earliest industries. Following the Civil War, San Antonio supplied cattle drives originating in South Texas along the Chisholm Trail to railheads in Kansas.

San Antonio’s strategic location in the heart of a vast agricultural empire made it an ideal focal point for longhorns driven along the trails to Fort Dodge, Kansas, where large stockyards were located. Spanish ponies and Texas mustangs were driven to San Antonio to be broken and then driven to Kansas, making trails that would lay the foundation for San Antonio’s streets.



View of Stockyards with Exchange Building in background, 1903



Along San Marcos Street, 1933

In San Antonio cattle were traded on the western edge of town and on Military Plaza. With the arrival of the railroads, the San Antonio Stock Yards moved to its present location on San Marcos Street.

Founded by South Texas ranchers and trail drivers, the Stock Yards relied on the railroad until the 1930’s, when truck shipments started taking over. The interstate highways took over the shipment routes yet the Stock Yards survived. Interstates 35 and 10 are conveniently located adjacent to the stockyards, providing a smooth transition to interstate shipments.

The interstate, however, brought about rapid development to San Antonio, displacing ranchers and discouraging rural ranchers due to the increase in traffic. The Stock Yards, once an empire covering 35 acres, was reduced to merely 9 acres before it closed in 2001. Currently, warehouses cover the remaining site, the cattle all gone.

## Time Line

- 1876

The first demonstration of barbed wire held at San Antonio’s plaza, ending the open range and creating huge cattle ranches.
- 1877

The Galveston Harrisburg & San Antonio Railroad arrives in San Antonio.
- 1881

The International & Great Northern Railroad arrives in San Antonio.
- 1880s

The first known enclosed pens, or corrals, were built, starting the San Antonio Stockyards.
- 1889

The San Antonio Stock Yards Company formed to provide one common concentration and sales point where competitive buying would give cattlemen advantage over direct trading.
- 1891

The Livestock Exchange Building, including a cowboy hotel on third floor, is built.

- 1893

JW Kothmann and Sons, the oldest commission at the Stockyard opens.
- 1894

San Antonio Stockyards renamed Union Stock Yards San Antonio and reorganized with Dr. Amos Graves Sr. (chief surgeon of the Galveston, Harrisburg and San Antonio railroad) and Associates taking control, rebuilding the yards, and acquiring more land.



Dr. Amos Graves, Sr., c 1900

- 1901-2

The Southern Pacific Railroad tracks are built adjacent to the Stockyards.
- 1930s

Most cattle are trucked out of the yards.



Livestock Exchange Building, c1900

1938 Current Livestock Exchange Building is built, replacing the old wooden Exchange.

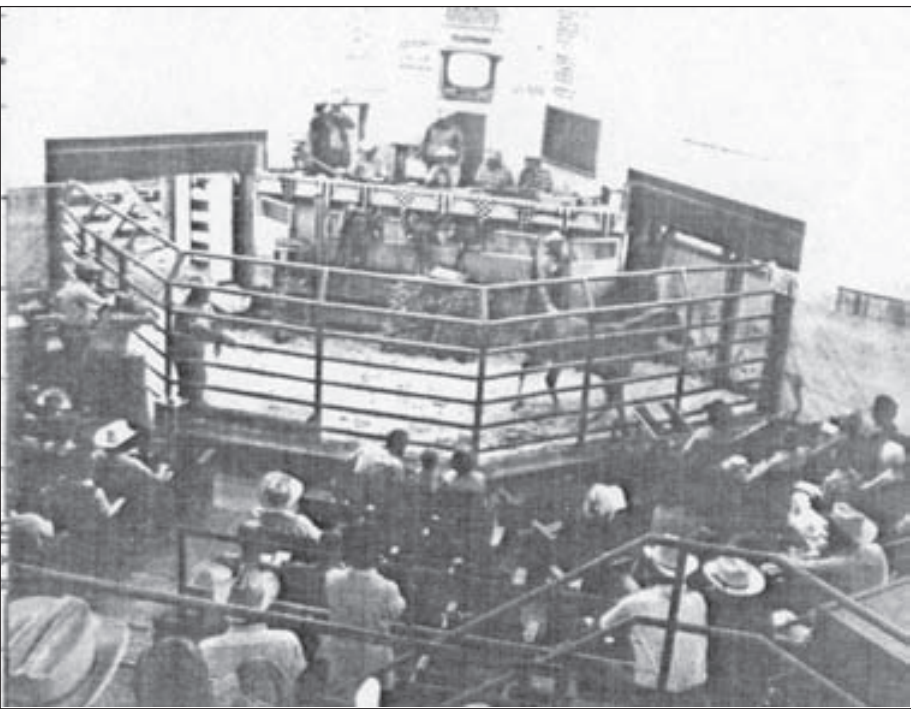


The Current Exchange Building and Stockyard Cafe

1950 The Stockyards act as a transit point for one million head of cattle, hogs, sheep, and goats.

1959-60 The method of buying switches from private transactions to auction.

1960 An auction room is added to the stockyard, replacing the outdoor tent previously used.



Auction, c1972

1970 The Union Stockyards is a transit point for 450,000 head of cattle, hogs, sheep, and goats.

1972 The last time cattle are hauled by railroad to the Union Stockyards.

1984 The Union Exchange Building is ringed by truck stops, ranch supply houses and packing houses.



Aerial of the Union Stockyards, c 1966 (Exchange Building in foreground)

- 1986 The giant longhorn is fabricated as a parade float for small town shows.
- 1986 The weakest financial year at livestock market since 1958.
- 1986 The Union Stockyards is a transit point for 266,000 head of cattle, becoming the second largest in Texas, 15th largest in U.S.
- 1987 A fire causes about \$18,000 worth of damage.
- 1989 San Antonio Community Development Council receives \$10,000 grant to study the Stock Yards, the first comprehensive study of the stockyards/produce market area.
- 1989 Economic Development Administration gives San Antonio Community Development Council a \$830,217 grant.
- 1992 The Texas Livestock Marketing Association closes its commission operation.
- 1995 The giant longhorn moves to its present day location.

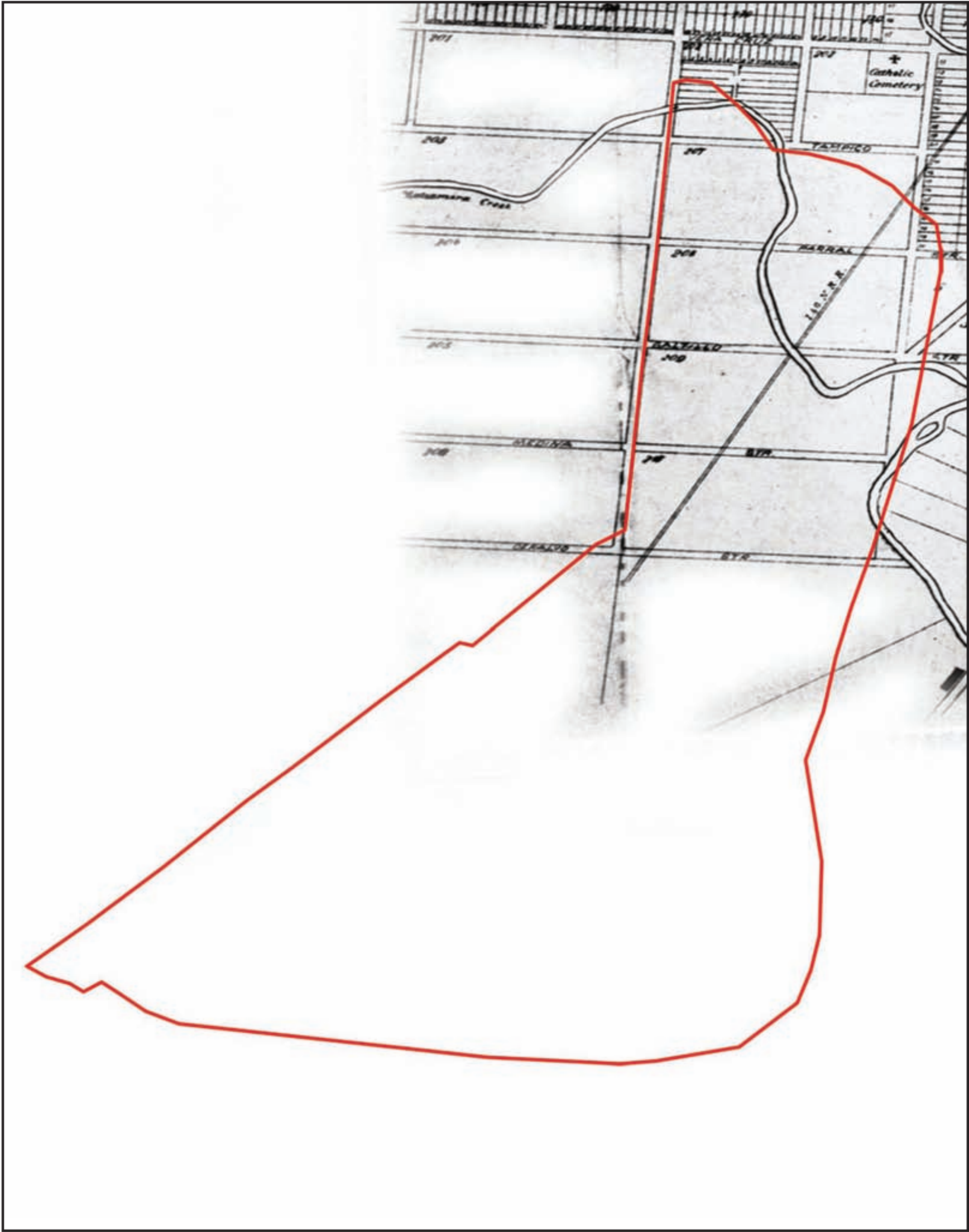


Existing Union Stockyards Signage

- 1996 The Union Stockyards no longer accepts livestock other than cattle.
- 2000 The Union Stockyards is a transit point for 82,000 head of cattle.
- 2001 The Union Stockyards closes and portable metal warehouses are constructed on the site.



Current Warehouses Available for Rent



Development Patterns Stockyard District 1883

Legend: — Study Area Boundary

Source: Morrison & Ourmy's Revised Map of City of San Antonio 1883





Development Patterns Stockyard District 1890

Legend: Source: John D. Rullman Map 1890

Study Area Boundary



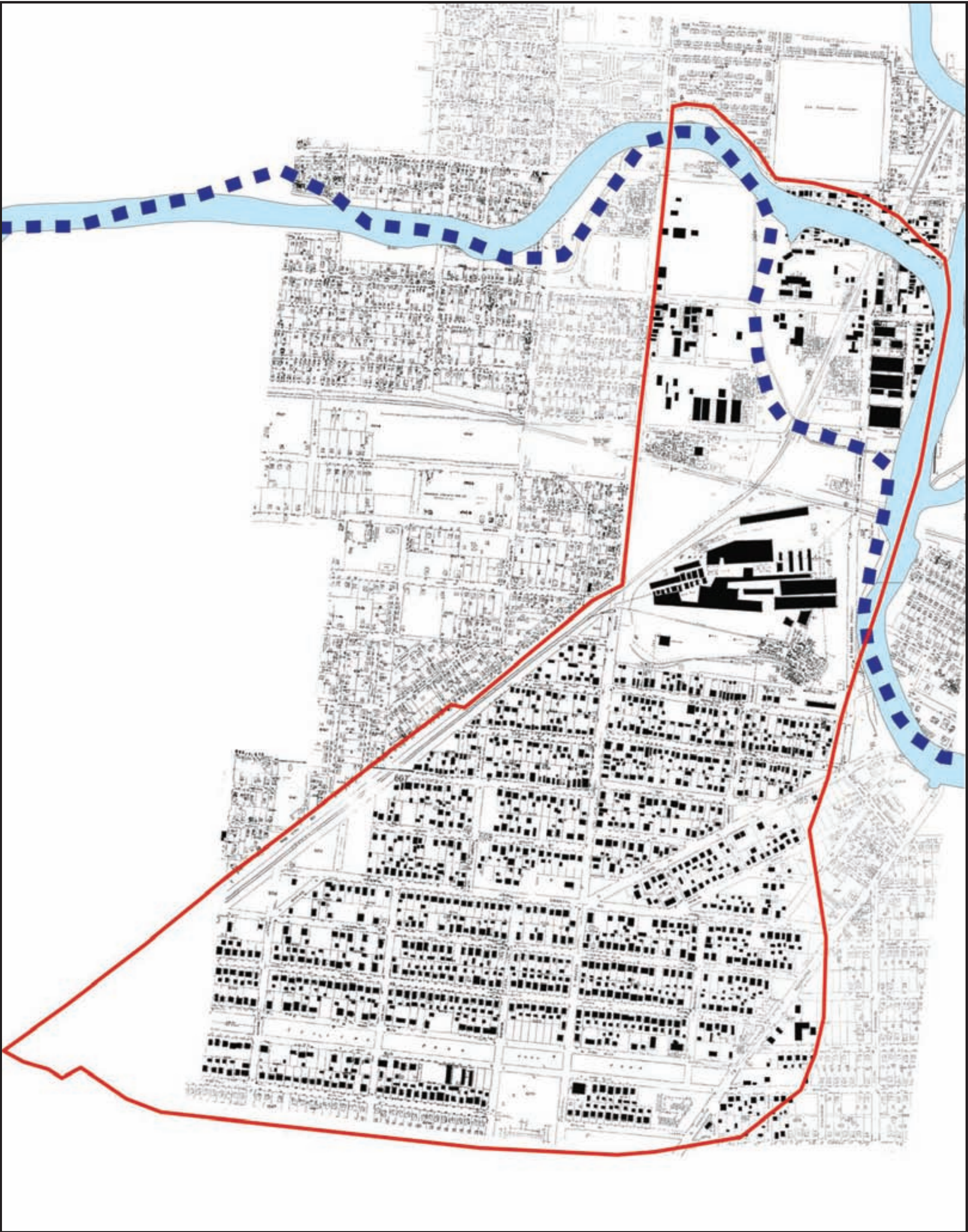


Development Patterns Stockyard District 1924

Source: Digital Sanborn Maps  
Volume 4 : 1912  
Volume 6 : 1924

- Legend:
- Study Area Boundary
  - Original Channel
  - Altered Channel After 1951





# Development Patterns Stockyard District 1951

Source: Digital Sanborn Maps  
Volume 4 : 1912-Mar.1951  
Volume 6 : 1924-June1950

- Legend:
- Study Area Boundary
  - Original Channel
  - Altered Channel After 1951

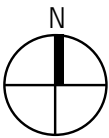




# 1952 Aerial Mosaic - Union Stockyards District

Source: City of San Antonio Enterprise GIS, Bexar Appraisal District

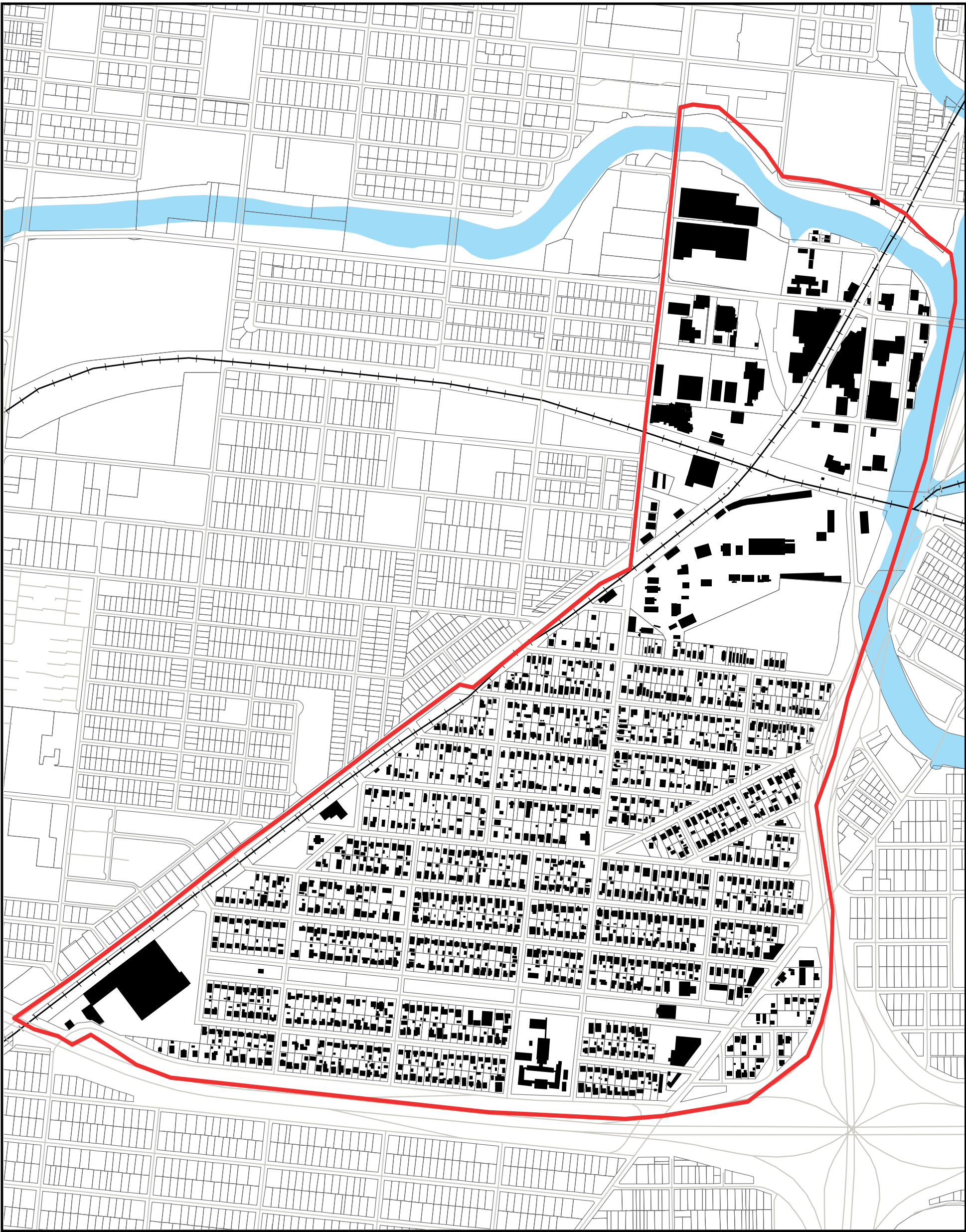
- Legend:
- Existing River
  - Future River Improvements
  - Study Area Boundary
  - Project Site Boundry
  - Future Highway



The Union Stockyard District San Antonio, Texas  
The University of Texas at San Antonio - College of Architecture



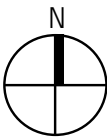
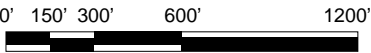
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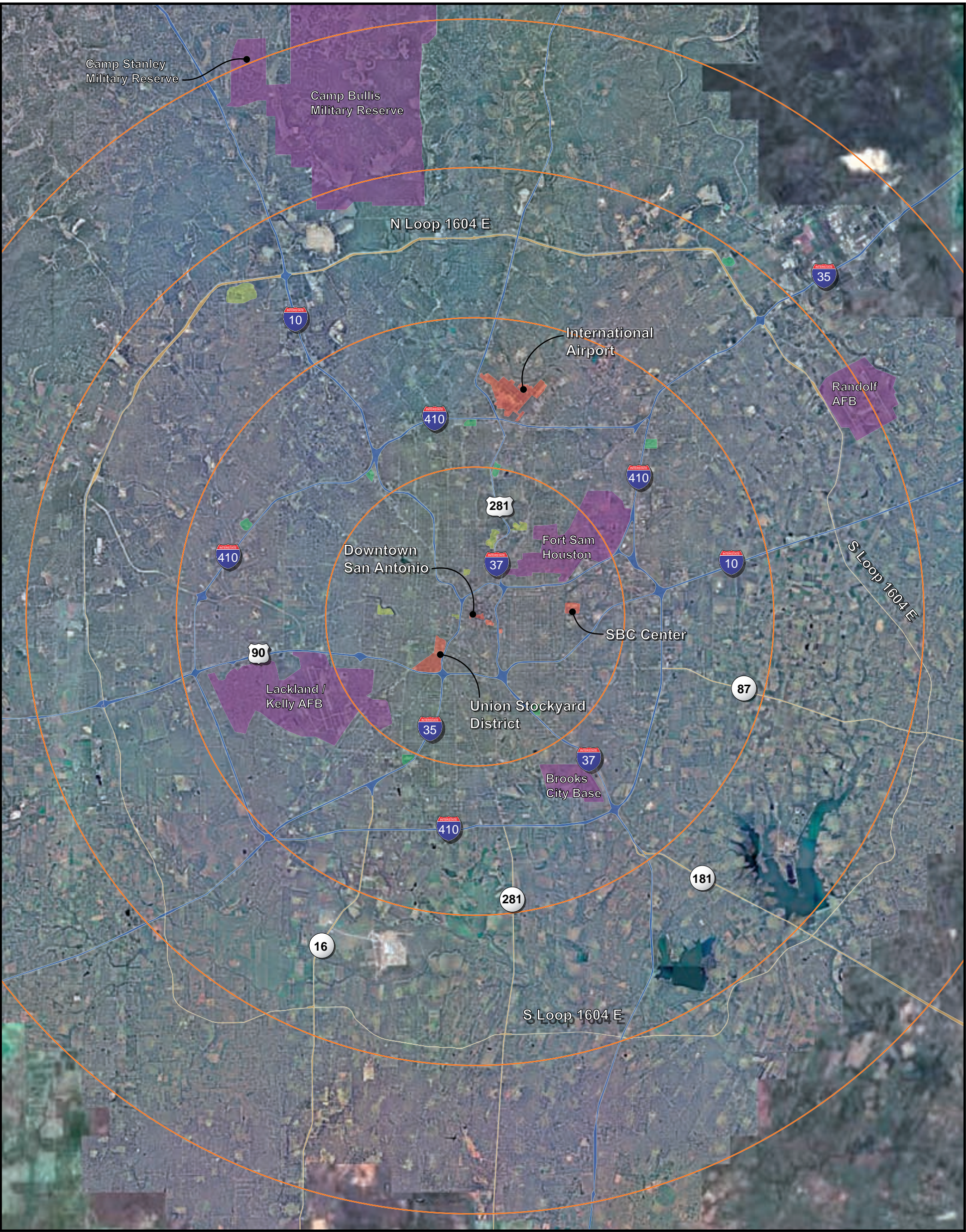
Development Pattern Stockyard District 2003

Legend: Source: City of San Antonio Interactive GIS Website

— Study Area Boundary



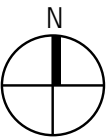
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Aerial Mosaic - City of San Antonio  
Source: 2003 Image Server-City of San Antonio

- Legend:
- |                      |                                 |                |
|----------------------|---------------------------------|----------------|
| Highway              | Mall                            | 5 Mile Markers |
| University / College | Study Area & Points of Interest |                |
| Interstate Highway   | Military Base                   |                |

0 1 Mile 2.5 Miles 5 Miles



The Union Stockyard District San Antonio, Texas  
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# II. APA Community Planning Workshop



# Workshop Overview

## Purpose:

- To engage participants in a collaborative exercise to provide planning ideas/concepts for the use and redevelopment of a site.

## Focus:

- A vacant 9.72 acre site owned by the San Antonio Housing Authority (SAHA), located adjacent to San Antonio’s former Union Stockyards.

## Resources:

- Information packet
- Base maps and resource maps at each work station
- Additional resource maps, photographs, plans, environmental studies, etc.
- Resource people from the San Antonio community, neighborhood, and local agency staff.

## Participants:

- Professional planners attending the 2006 American Planning Association conference
- Local American Planning Association committee members and local agency resource people
- Area neighborhood and community leaders and stakeholders
- Graduate architecture students from the University of Texas at San Antonio
- Workshop observers from China
- Workshop facilitator

## Product:

- A composite conceptual site plan which graphically depicts future land use along with recommendations for site development.

# Problem Statement, Site, and Setting

Workshop participants are asked to provide planning ideas/ analysis and create a conceptual plan and recommendations for site development of a vacant, contaminated site adjacent to the Union Stockyards.

## Owner:

- San Antonio Housing Authority (SAHA), wishes to sell the property “as is” to a developer

## Location:

- Approximately 1.7 miles southeast of downtown San Antonio center

## Size and Dimensions:

- 9.72 acres, includes approximately 1.5 acres that is fenced off, due to contamination
- Irregular shaped parcel
- East-West: 1050 feet at widest
- North-South: 640 feet at widest

## Physical characteristics:

- Vacant land, sloping from low point at NE to high point at SW corner
- Mostly open, mowed vegetation
- A row of trees on southern boundary and a few trees south of fenced contamination area

## Surroundings:

- North/West: Union Stockyards, industrial warehousing (approx. 85 tenants, 850 employees)
- East: San Marcos Street, San Pedro Creek, IH-35/IH-10 Interstate highway
- South: Single family residential houses

## Access:

- North: San Marcos Street (from Laredo Street), but must cross railroad tracks
- East: confusing access to Interstate Highway IH-35/ IH-10
- South: through neighborhood residential streets

- West: Brazos and Frio City Road are very close do not have direct access

## Railroad:

- Major active E/W and N/S rail lines run near the site.
- Trains often stop on the tracks causing traffic to back up.
- Hopefully, in the future (hopefully), 75% of the freight traffic will be moved to the outskirts of town.
- These tracks connect to Port San Antonio; therefore, local freight traffic will continue.
- The N/S rail line is planned for Austin-San Antonio commuter rail, with a stop on the west side of San Antonio and a stop at Port San Antono.

## Utilities:

- Easy to tie into existing major utilities surrounding the site

## History:

- Former site of the Swift Meat Packing House, adjacent to the Union Stockyards

# Key Planning Issues

## Location and Access

- The site is close to downtown and has great views of the city skyline.
- The Nogalitos Street corridor is a short distance south of the site. Recent zoning cases and new construction along this walkable street indicate that redevelopment interest is beginning.
- Access to the site is very confusing. The IH-10/IH-35 highway access road is two-way north of Pendleton Street but one-way south of Pendleton Street. To get to the site from Nogalitos Street, you must know that Furnish and Powell continue under the highway.
- Frio City Road, a major arterial that parallels the railroad tracks, is a short distance to the east of the site. Frio City Road connects to the SW part of San Antonio and Kelly USA.
- Pendleton Street is a small residential street that is used by the community as cut-through access to the IH-10/IH-35 highway.
- Brazos Street, in this area, is a neighborhood street that becomes a secondary arterial north of Frio City Road as it connects to the neighborhoods to the north of the site.
- San Marcos Street, a very short street lined with industrial uses, runs from Laredo Street to Pendleton Street.

## Contamination

- When the Swift Meat Packing House occupied the site, animal carcasses were burned, leaving a contaminated residue.
- An attempt was made to remove the contamination and several hundred truckloads of ash were removed. Subsequently, the cleanup activity was terminated.
- The San Antonio Housing Authority has had testing done and reported its findings to the Texas Commission for Environmental Quality. A cleanup plan has not been proposed.
- The San Antonio Housing Authority would like to sell the land “as is.”

## Neighborhood desires

- The neighborhood residents to the south of the site completed a comprehensive community plan in 2004. Their vision for the site is a mixed-use development called the “Shopyards” which would be similar to the Quarry Market in San Antonio or the West End in Dallas.

- The neighborhood residents are concerned that a new owner of the site will use it for parking, a maintenance facility, or a use that will not enhance the neighborhood.

### San Pedro Creek

- The creek runs near the eastern edge of the site, partially under the IH-10/IH-35 highway at this location.
- The creek empties into the San Antonio River approximately 1.5 miles downstream. The San Antonio River improvements planned for completion in 3 years, will have continuous hike and bike trails on the banks. The community would like to see creeks and drainage areas link to the improvements on the San Antonio River.
- Upstream 0.5 miles from the site, the Apache Creek, which meanders west through residential neighborhoods, empties into San Pedro Creek.

### Demographics

- Predominately Hispanic (over 90%).
- Median income slightly lower than the median for the City as a whole.
- Educational attainment lower than for the City as a whole.
- High rate of home ownership.

### Adjacent Land Uses

- North/West: Industrial warehousing
- South: Single-family residential
- East: IH-10/IH-35 highway, San Pedro Creek, local street

## Workshop Process

### Bus tour followed by breakfast (8:00 am – 9:30 am)

- On the bus tour neighborhood leaders will discuss the history and background of the area and their vision for the future.

### Opening (9:30 am – 9:50 am)

- Welcome by AICP President, Sue Schwartz; City Councilwoman, Patti Radle; and San Antonio Housing Authority Executive Director, Henry Alvarez.
- Self introductions by participants
- Review workshop purpose, focus, participants' roles, product, agenda and logistics

### Review of Resource Materials (9:50 am-10:10am)

### First Work Session (10:10 am–12:30 pm)

#### Working Lunch served at 12:00

- Team introductions
- Chose team members to fill roles: 2 leaders (one planner and one architecture student), 1 timekeeper, 1 recorder, 1 reporter)
- Site and surroundings orientation
- Identify site constraints and challenges
- Identify site opportunities
- Discuss and come to consensus on site land use and activities
- Discuss and come to consensus on site features
- Discuss and come to consensus on team's development recommendations
- Finalize site plan and development recommendations
- Agree on major points of team's presentation

#### **Products:**

1. Conceptual Site Plan Graphic on base map or aerial map
2. Recommendations for site development on flip chart sheet

### Team Presentations (12:30 pm–2:15 pm)

- Individual presentations of plan and recommendations with 3 minutes for questions

- Processing of team plans and recommendations to identify clear common ground ideas and concepts, unique ideas that should be included, and key recommendations for site development.

### Second Work Session (2:15 pm–3:45 pm)

- Two assigned leaders from each workgroup work as a team to develop a composite conceptual site plan using the common ground ideas and concepts and worthy unique ideas from the 5 group plans.

#### **Product:**

1. A composite conceptual site plan graphic
- Recommendations for site development. Teams will be assigned to clarify and expand on the team recommendations, clearly conveying the recommendation to future users.

#### **Product:**

1. Written recommendation for site development on flip chart sheet listing clear, key points

### Closure (3:45pm–4:00 pm)

- Plans for report on the workshop's results, workshop participant contact information and closing comments.



# Group Plans:

## Common Ideas and Concepts

- Fits, integrates, extends the neighborhood
- Services the neighborhood
- Center feature
- Green areas
- Housing mobility/housing transition
- Street and access through the site
- Commercial buffering
- Smaller scale
- Community center
- Commercial/Retail to mitigate contamination
- Walkable
- Low speed vehicular roads
- Maintain and increase housing
- A gateway to the neighborhood
- Address Pendleton appropriately (eg. Boulevard)
- Use built environment to protect from ??
- Under the bridge park/seating area
- Connect to adjacent neighborhood
- Hike/bike to San Pedro Creek, pedestrian link to San Pedro Creek
- Jobs for the neighborhood
- Mixed use
- Public transit

## Unique Ideas

- “Underground” parking
- Attract people and activity beyond neighborhood
- Transitional housing
- European style plaza

### 1. Helps make other things happen, revitalization

- Creates a destination node
  - Services
  - Entertainment
- Social unify-er
  - Removes neighborhood isolation
  - Encourages access to evolving neighborhoods (ie. King William)
- Economic development source
  - Jobs
  - Business
  - Services
- Reinforce historical heritage
  - Contributes to communities health through contemporary systems
- Impetus to enhance the quality of services to the neighborhood
  - Appeal to existing and new residents

### 2. Accessible

- Visual access
  - Make location obvious, welcoming
  - No obstructions, such as billboards
  - Access from Homecrest Street, visual access from Brazon
  - Icon for site such as steer at stockyards
- Roadway access
  - Access to Brazos – community streer
  - Access Furnish Ave from east into site
  - Homecrest extension pedestrian or vehicular
- Pedestrian/Bike access system
  - Pedestrian access anywhere within 10 acre site
  - Tie pedestrian circulation to site plan
  - Enhance with benches, trees, etc.
  - Access to San Pedro Creek to link to San Antonio River
- Mass transit
  - Bring route to site (#54?)
  - Shelters, amenities
- Access for all populations (children, elderly, etc)
  - Switchback for grade changes

### 3. Work with neighborhood demographic

- Reinforce family-centered culture
  - Enhance existing parks
  - Create plazas
- Tailor development to median income community
  - Accessibility to all
  - Housing
  - Commercial

- Advocate grass roots wishes and desires
  - Nogalitos Zarzamora Coalition
  - Neighborhood associations
  - School and church groups
- High rate of homeownership leads to:
  - Creation of transitional living opportunities for the elderly and the young
  - Rehabilitation opportunities
  - Creation of conservation districts
- Future homeowners are attracted to:
  - Affordable housing stock
  - Proximity to transportation connectors
  - Accessible neighborhood amenities

### 4. A place people want to be variety of services

- It’s a destination
  - Housing
  - Entertainment
  - Recreation
  - Employment
- It provides services for the community
  - Medical
  - Financial
  - Specialty retail (coffee shop, health foods, bookstore, hardware, clothing)
- It’s a place to gather for events
  - Music and festivals
  - Outdoor markets
  - Art, culture, craft exhibits

### 5. Work with unique neighborhood culture

- The Players – to create unique neighborhood identity involve:
  - Local business owners
  - Residents
  - Schools, community center, and civic leaders
  - Faith based institutions (churches)
- The Field
  - Open market/plaza
  - Artistic expression (opps) (civic discussion)
- The Goal
  - Create a more educated working community. Involved/gathering place “single voice of all.”
  - The space is the “community kiosk”
  - Results of involvement invite cultural diversity while maintaining community identity.
  - Invite back prominent person (locally) to speak or display work art/written/achievements. Celebrate progress.

### 6. Leverage/use SAHA ownership

Site challenges limit private sector interest!

- Through partnership, SAHA, neighborhood, private sector interest can be aligned
  - SAHA Goals: Provide affordable housing to those in need do it well (i.e. mixed communities), do something with the site.
  - Neighborhood Goals: Create a catalyst, fulfill vision, ensures growth, helps all, get a set of amenities, allow residents to age in place.
  - Private Sector Goals: Create great places, achieve a return on investment, gain market share/expertise in given market.
- SAHA can:
  - Bring land at low cost
  - Access low cost capital
  - Secure political support
  - Reduce risk
  - Bring the market (guarantee)
  - Establish relationships (eg. with retailers)
- Neighborhood can:
  - Participate in process
  - Increase likelihood of success
  - Increase quality of outcome
  - Help understand needs

Additional benefits:

- Ability to prepare and implement comprehensive, sustainable community master plan that includes LONG TERM goals.
  - Social – manages and creates balanced diversity and right community amenities
  - Financial – viable financial model to fulfill long-term needs with local community involvement.
  - Environmental – LEED buildings, energy systems, appropriate urban form
  - Cultural – urban design guidelines that acknowledge local culture and heritage.



Group 1

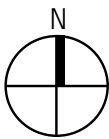
Greatest Needs/Opportunities

- Parks/Green space
  - Keep existing trees, extend to neighborhood
  - Extra street trees in neighborhood
  - Green connection to San Pedro Creek
  - Park
  - Green spine, links throughout
- Mixed Use Commercial
  - Medical clinic
  - Bank
  - Specialty food stores
  - others
- Institutional
  - Community center/Educational
- Residential
  - Senior housing, cottages
  - Mixed income housing
- Connections
  - Pedestrian access to and through existing neighborhood
  - Bike pedestrian connection to San Pedro Creek
  - Transit, better access
  - Parking for all of above
  - Slow pedestrian oriented streets
- Reconnecting heritage and the modern world
- Evolution of the ages
- Native gentrification
- Aging in place
- Seniors are people watchers among other things

Legend:

- |  |  |
|--|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Residential | <span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> Mixed Use/Commercial |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black;"></span> Open Space   | <span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black;"></span> Institutional       |

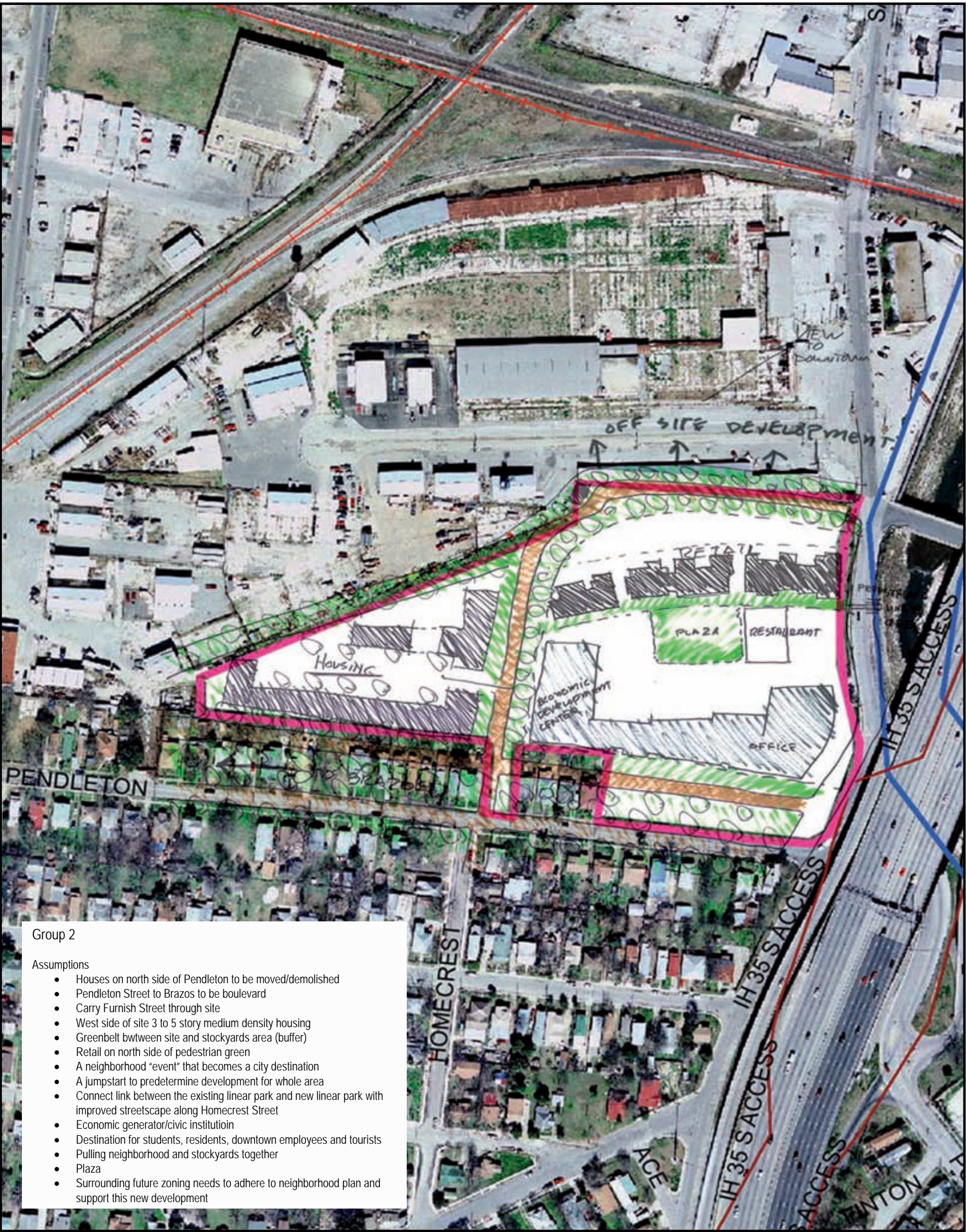
0' 40' 80' 160' 320'



Concept Plan - Group I

The Union Stockyard District San Antonio, Texas

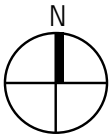
American Planning Association National Conference  
Community Workshop, April 22, 2006



Legend:

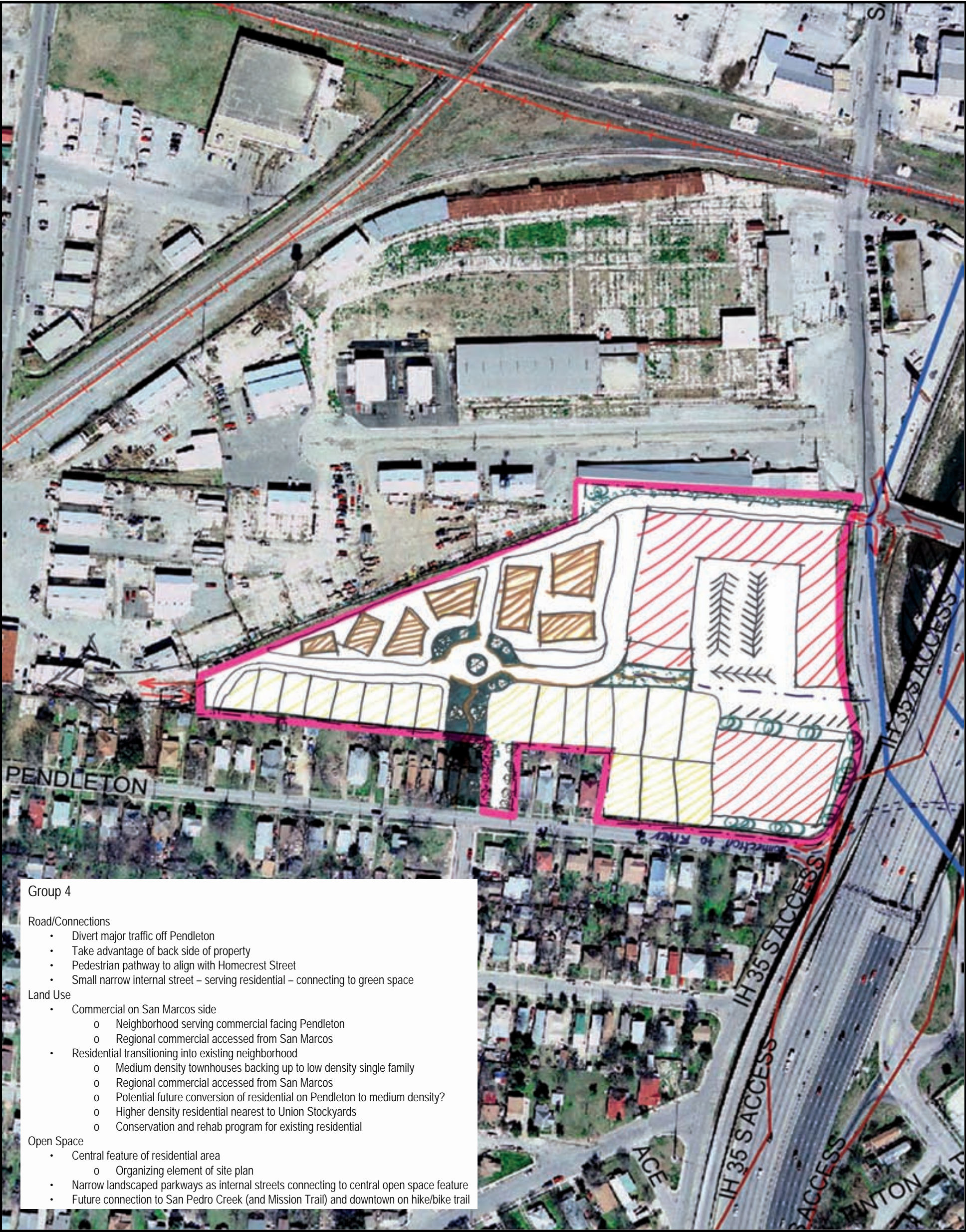
Open Space

0' 40' 80' 160' 320'



Concept Plan - Group II





Group 4

Road/Connections

- Divert major traffic off Pendleton
- Take advantage of back side of property
- Pedestrian pathway to align with Homecrest Street
- Small narrow internal street – serving residential – connecting to green space

Land Use

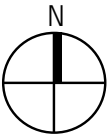
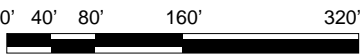
- Commercial on San Marcos side
  - o Neighborhood serving commercial facing Pendleton
  - o Regional commercial accessed from San Marcos
- Residential transitioning into existing neighborhood
  - o Medium density townhouses backing up to low density single family
  - o Regional commercial accessed from San Marcos
  - o Potential future conversion of residential on Pendleton to medium density?
  - o Higher density residential nearest to Union Stockyards
  - o Conservation and rehab program for existing residential

Open Space

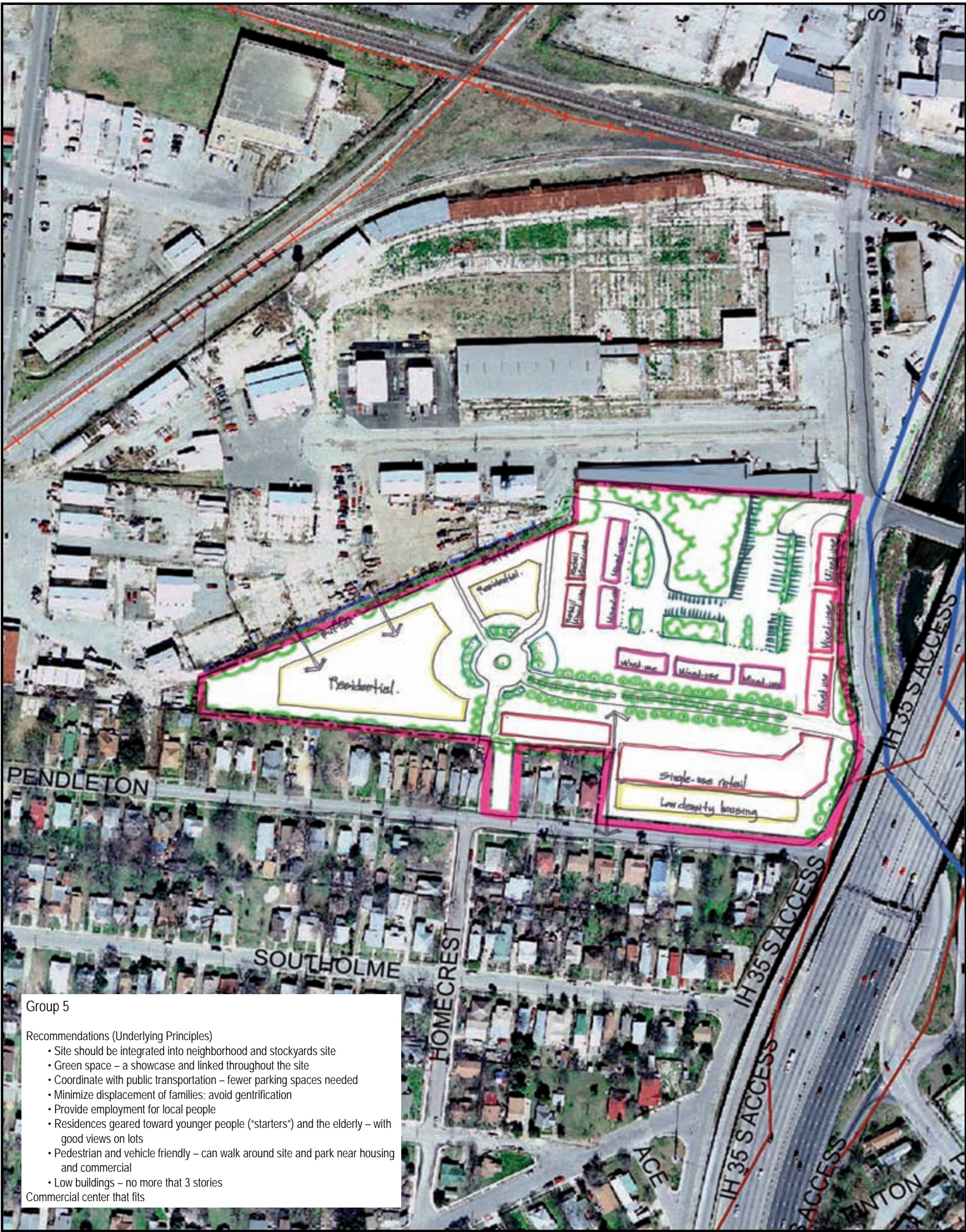
- Central feature of residential area
  - o Organizing element of site plan
- Narrow landscaped parkways as internal streets connecting to central open space feature
- Future connection to San Pedro Creek (and Mission Trail) and downtown on hike/bike trail

Legend:

- Mixed Use/Commercial
- Multi Family
- Residential



Concept Plan - Group IV



Group 5

Recommendations (Underlying Principles)

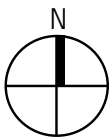
- Site should be integrated into neighborhood and stockyards site
- Green space – a showcase and linked throughout the site
- Coordinate with public transportation – fewer parking spaces needed
- Minimize displacement of families; avoid gentrification
- Provide employment for local people
- Residences geared toward younger people (“starters”) and the elderly – with good views on lots
- Pedestrian and vehicle friendly – can walk around site and park near housing and commercial
- Low buildings – no more that 3 stories

Commercial center that fits

Legend:

- |             |                  |
|-------------|------------------|
| Residential | Mixed Use/Retail |
| Open Space  | Mixed Use        |

0' 40' 80' 160' 320'



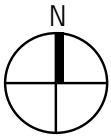
Concept Plan - Group V



Legend:

- |                          |                           |
|--------------------------|---------------------------|
| Multi Family Residential | Commercial                |
| Circulation              | Mixed Use                 |
| Open Space               | Single Family Residential |

0' 40' 80' 160' 320'



## Concept Plan - Final Composite

The Union Stockyard District San Antonio, Texas  
American Planning Association National Conference  
Community Planning Workshop, April 22, 2006

### III. 2020 Visions for the Union Stockyard District



# Concept Plan I

Russell H. Kenyon & Kia Davis

The focus of the 2020 Vision for the Union Stockyards District Plan is both to improve the access to and circulation of the district as well as to knit the fabric of the community together in connecting the southern and northern portion of the district. In accomplishing these goals several new ideas are implemented into the area.

Overall, our first focus is to improve the means of ingress and egress. In this plan, the assumption is that by the year 2020 light rail has replaced the current commercial railway system. The Union Pacific Railroad track along Frio City Road and the Southern Pacific Railroad track heading east are maintained while the Southern Pacific Railroad track heading west and south is eliminated. Frio City Road becomes a major entry and exit point by both the light rail system and the addition of an adjacent roadway. This roadway also allows a connection north of the district to The University of Texas at San Antonio downtown campus. The light rail system provides a connection between major areas of the city and other cities throughout Texas. The light rail heading northeast of the district provides access to the San Antonio International Airport. The light rail heading southwest provides access to Kelly USA and the southwest portion of San Antonio. The Light Rail heading East runs along the I-35 corridor connecting with other cities in Texas along the corridor.

Two stops are provided for the light rail system in the Union Stockyards District. The first stop, at Commerce Plaza, provides access for the northeast and southwest tracks along Frio City Road. The second stop, at Market Plaza, connects to the east track that leads to I-35.

In addition to Frio City Road, other roads throughout the district have been added and improved. Brazos becomes a main road that connects the residential portion of the district in the south to the more dense mixed used area of the north. From east to west the access from Nagalitos to Cumberland is maintained with a Community Park at the center of Cumberland. The park provides a nodal point to connect to Oriental which runs parallel to Cumberland.

In the east central area of the district, between Ray and Oriental, the streets are realigned eliminating the contradicting diagonal street layout. This reestablishes the main grid and connects the northern and southern portions of the district

The second major focus of the plan is to knit the community together from the northern commercial



Transportation Map



View of Commerce Plaza



Realigned grid



Legend:

- |             |                        |                       |
|-------------|------------------------|-----------------------|
| Residential | Original Creek Channel | Study Area Boundary   |
| Mixed Use   | Flood Plain            | Project Site Boundary |
| Commercial  | Existing Structure     | Tree Lined Street     |

2020 Vision - Union Stockyards District

Source: Russell H. Kenyon & Kia Davis

The Union Stockyard District San Antonio, Texas  
The University of Texas at San Antonio - College of Architecture

part to the southern residential area. Not only is this accomplished by the various improvements to circulation but also by incorporating live/work buildings as a transition from the residential to the more commercial areas in the north. This area allows residents of the district to live on the second level of the building and provides office/retail space below on the first level.

To the northwest of the live/work areas are two to three story mixed-use buildings that allow for various types of activities such as business, retail, entertainment, and residential.

The plan also accounts for improvements along Apache Creek. At both the northside and eastside of the district, single family detached housing is provided to take advantage of these improvements along the creek.

Other areas of improvement include the addition of a baseball and soccer field and redevelopment of the Collins Gardens Park. To anchor the east end of the park a commercial district have been included. Also, trees are planted in many areas of the district providing pedestrian friendly pathways and a buffer between the rail system and the district. At the light rail stations an area is provided to allow for independant market areas where various goods can be bought and sold.

With all these improvements the district as a whole is better connected and more cohesive. It is given it's own identity and is an exciting place to live and work. The district is better connected with the city of San Antonio as a whole and people who live outside of the district will be excited to visit the area.



Market Plaza



Market Plaza

# CONCEPT PLAN II

Agdel Rivera & Ivan Gonzalez

Our proposed 2020 Vision for the Union Stockyard District is the creation of a transit -oriented development zoning overlay that will focus on mixed-use development and urban housing around a planned commuter rail. This will function both as a centerpiece of the district and as an integrated link with the rest of the community.

The blocks north of Pendelton Street will be redeveloped to create a pedestrian friendly neighborhood pattern by providing storefront retail with housing above , landscaping and paving improvements, on - street parking, and a Town Square at the intersection of Saltillo and Frio City.

The focus of the Town Square is the commuter rail station and bus transfer which connects this urban district to Downtown San Antonio, UTSA Downtown Campus, the San Antonio International Airport, the Toyota plant, and the City of Austin and surrounding towns.

Our propo sal emphasizes the following objectives:

- Create a monumental gateway at the intersection of Frio City Road, Laredo Street, and San Marcos Street.
- Convert Frio City Road and Saltillo into a two - way street with a commuter rail system running through the center, as well as providing bicycle and pedestrian paths connecting to Apache Creek and other parts of the district.
- Create two to three stories mixed-use buildings that will contain housing , offices and retail that compliment the Transit Oriented Development.
- Create a Town Center that combines a transit plaza for outdoor events and accommodates a variety of uses that include retail and office uses as well as residential on the second and/or third floor with a parking structure on the opposite side o f the transit station.
- Create a produce market to serve both the Stockyard District and the rest of the City of San Antonio.
- Improve Brazos Street with landscaping, lighting, and paving to link Collins Garden Park to the Center as well as to other parts of the district.



Monumental Gateway



Town Centre



Mixed Use



Commuter Rail



Outdoor Market



Urban street (automobile and commuter rail)

## 2020 Vision - Union Stockyard District

The Union Stockyard District San Antonio, Texas  
The Universtity of Texas at San Antonio- College of Architecture

Sources: Drawings by Agdel Rivera & Ivan Gonzalez  
Images from the City of San Antonio Image Library

•Convert the San Antonio Housing Authority contaminated site into a community park with connection to the Town Center and creek as well as to the rest of the district.

•Create a wetlands and a plaza at the original footprint of the Apache Creek to connect to the existing creek.

•Develop the Apache and San Pedro Creeks into a bicycle and pedestrian trail system with limited automobile access for Park Police.

•Create a new urban senior housing community with a mix of market rate and affordable housing that supports transit ridership.

•Provide student housing along San Marcos and Apache streets.

•Create transit facilities and circulation to support the future transit stop including train platforms, bus stops, auto drop-off areas, and bicycle facilities.

•Rehabilitate and reuse many of the existing buildings for public, retail, and residential uses.

•Create residential and commercial infill redevelopment opportunities in the area that will support the revitalization of the district.

•Develop a Medical Center to fulfill the needs of the community on the block east of Brazos and north of Laredo.



Creek Improvements



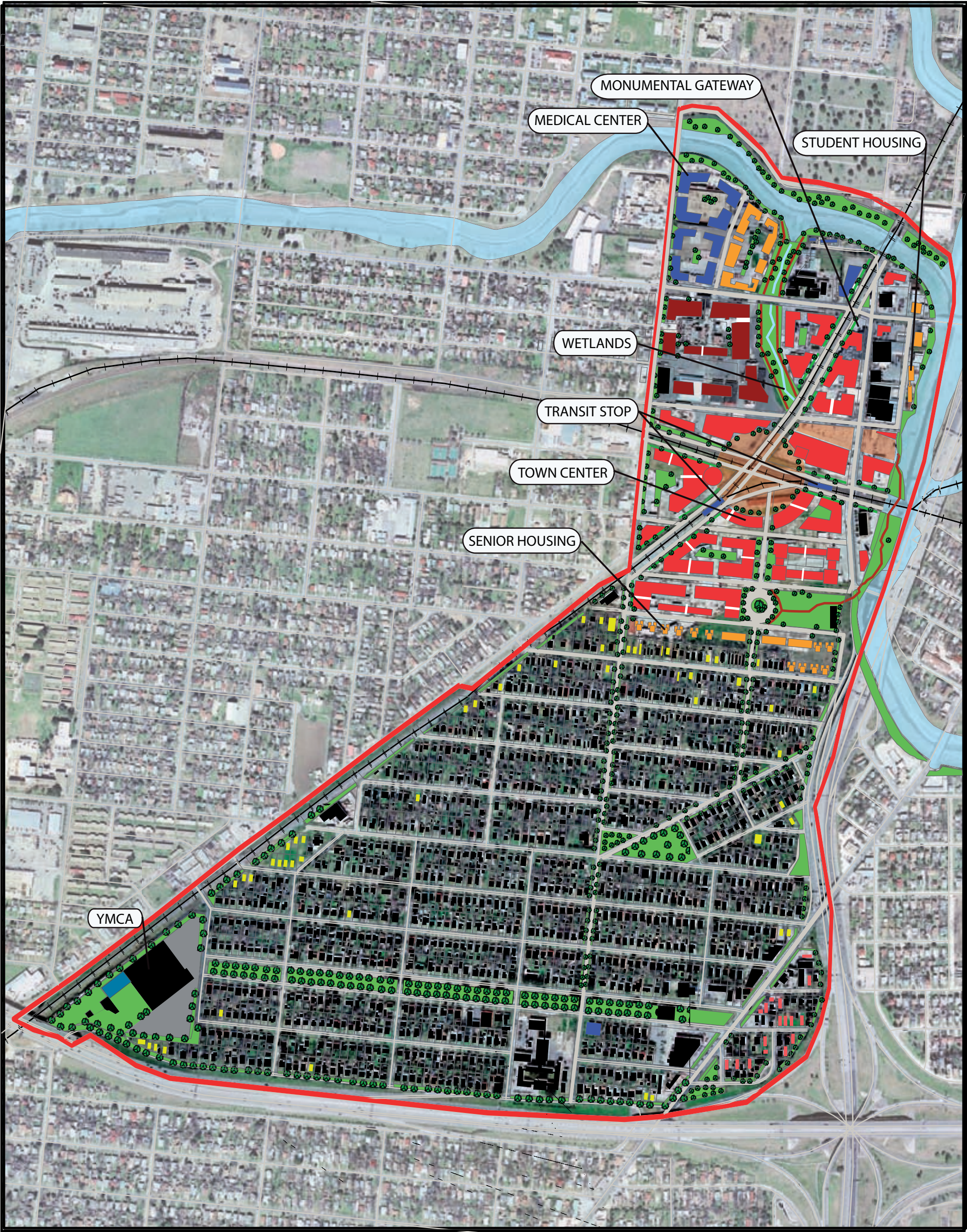
Wetlands and Mixed Use



Senior and Student Housing



Transit Stop

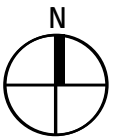


# 2020 Vision for the Stockyard District

Design Proposal: Agdel and Ivan  
Source: City of San Antonio Interactive GIS Website

- Legend:**
- Study Area Boundary
  - Green Areas
  - Water Bodies
  - Bike & Pedestrian Trails
  - Outdoor Plazas
  - Existing Buildings
  - Residential Infill
  - Senior and Student Housing
  - Commercial Infill
  - Mixed Use
  - Retail Use
  - Public / Institutional

0' 150' 300' 600' 1200'



# Concept Plan III

Celia Mendoza & Elizabeth Haynes

The Union Stockyard District will revive its original identity as a produce and market destination. Fresh produce cafes, along with small-scale retail, will restore and redefine the area as the “Farm-to-Market District”. To further celebrate the District’s unique character, most of the existing infrastructure will remain and be re-used.

The new masterplan will unite the North and South sides of the Union Stock Yard District. New commerce and activities within the Stockyard Plaza will attract local residents and the surrounding community day and night. The addition of treed boulevards from the Stockyard Plaza to the residential sector will create a pedestrian-friendly link.

- New pedestrian and vehicular thoroughfares make the district more accessible to the outlying communities
- Green corridors provide a visual link between the residential and commercial areas of the district
- A main plaza to be used both day and night for outdoor community events
- Pedestrian path along San Pedro Creek connects the district to the popular San Antonio River and Mission Trails
- Farm-to-market stalls in existing pens with the addition of new stalls to form market corridor
- Restaurants with outdoor seating featuring farm-to-market produce
- Use existing shipping rail for passenger rail
- Medical Complex features existing single family homes converted converted to medical offices along with newinfill construction to serve surrounding low income and ederly population
- Unite neighborhood to reduce crime :
  - create sense of ownership
  - street light improvments
  - public spaces designed for day and night use
  - increased density



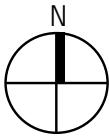
2020 Vision - Union Stock Yard District  
Source:Celia Mendoza & Elizabeth Haynes



Legend:

- |                       |                             |                     |
|-----------------------|-----------------------------|---------------------|
| — Study Area Boundary | ■ Civic                     | ■ Pedestrian Paving |
| ■ San Pedro Creek     | ■ Single Family Residential | ■ Parking           |
| ■ Mixed-Use           | ■ Multi Family Residential  |                     |
| ■ Commercial          | ■ Light Industrial          |                     |

0' 150' 300' 600' 1200'



## 2020 Vision - Union Stockyards District

Source: Celia Mendoza & Elizabeth Haynes

The Union Stockyard District San Antonio, Texas  
The University of Texas at San Antonio - College of Architecture

# Concept Plan IV

Aida Valería Berkley and Elisa Vasquez

*Come forth into the light of things, / Let nature be your teacher.*  
William Wordsworth

Located near the heart of downtown San Antonio, the Stockyard District is an important site, regularly overlooked and steeped in history. The people living around the Stockyard have invested a large part of their family history in this area and are eager to become part of this new stage of its evolution.

The Stockyard has enormous potential to develop and become a primary node as a transit stop for San Antonio. The revitalization process involves developing the SAHA (San Antonio Housing Authority) site into a delightful place that affects people in a positive way. This development, which is long overdue, is necessary in creating a place that energizes the community as a whole and enhances the natural beauty of the area.

As an analysis is made of the Stockyard, there is a need for an innovative approach in revitalizing the site. This can be accomplished by letting nature inspire the whole Stockyard district. The goal is to create a more pedestrian and vehicular friendly area.

The intent of the project is to enhance the site and create a linear plaza, similar to the Ramblas in Barcelona, which create nodes of importance leading to the Transit stop and to Brazos. The Plaza will be connected with a water feature that enlivens the whole area.

## Program:

- Transit Depot
- Sufficient Parking will be provided for people, this will include the parking spaces underneath the expressway
- Emphasizing green parking lots, with enough trees to provide shade
- International Food court
- Soccer Fields / Exercise fields
- Entertainment Center
  - Movie Theater, Video Arcades, Inflatable Play Areas, Bowling Alleys
- Nature Trail along the expressway/creek
  - This will entail a serpentine path that will have resting stops, picnic areas, and other forms of exercise (basketball, etc.) at different intervals
- Within the community:
  - Residential Revitalization
  - Lighting Fixture and wooden fences will be placed throughout the residences to create a safer area
  - More trees will be planted throughout the site, in order to follow the theme of nature within the Stockyard District.



## Precedents

Plaza de Catalunya  
Source: Tourist Guide  
Barcelona

This is the entrance to the Ramblas.



Las Ramblas  
Source: Tourist Guide  
Barcelona

This is the linear plaza in Barcelona.



Place de la Republique  
Source: Redesigning City  
Squares and Plazas.

Detail of the water jets and drainage grating.



Harbor Square  
Source: Redesigning City  
Squares and Plazas.

A film of water on blue ceramic.



Stansted, Stuttgart, and Köln  
Source: The Architecture of  
Stations and  
Terminals

This is an airport that is influenced and integrates elements from nature.

## 2020 Vision - Union Stockyards District

Source: Aida Valería Berkley and Elisa Vasquez



2020 Vision - Union Stockyards District  
Source: Aida Valeria Berkley and Elisa Vesquez

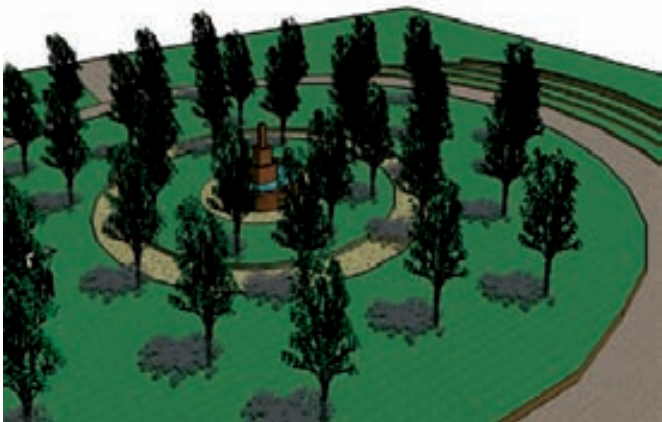
The Union Stockyard District San Antonio, Texas  
The University of Texas at San Antonio - College of Architecture

# Concept Plan IV

Aída Valería Berkley and Elisa Vasquez

## The Elliptical Plaza

- This is a major landmark
- Serves as a park, where people can play with children, gather, or have a pleasant picnic
- Contains the main water feature
- An amphitheater is located adjacent to the Plaza and is a setting for plays, concerts,or gatherings



1. The Elliptical Plaza

## The Linear Plazas

- A linear water feature is located at the center of the plaza, which mirrors the main water feature in the Elliptical Plaza
- Two adjacent bike/hike trails are provided for people who want to exercise, without intruding into the pedestrian sidewalks
- A total of four sidewalks provide enough space for businesses to take advantage of this area to offer outdoor dining and shopping
- Two one-way roads allow for vehicular traffic to safely pass through the linear plaza



2. The Linear Plaza

## The Nogalitos Revival

- This area will be reconstructed to provide a place that is pedestrian friendly
- The buildings will be reconstructed to be same height of no more than 2 to 3 stories
- The businesses will be locally owned small shops that will provide more employment opportunities for the people in the neighborhood
- A bike trail will run alongside the road, which will also slow the oncoming traffic
- Sidewalks will be expanded for businesses to take the opportunity for outdoor shopping and dining



3. The Nogalitos Reconstruction

## Frio City Road Reconstruction

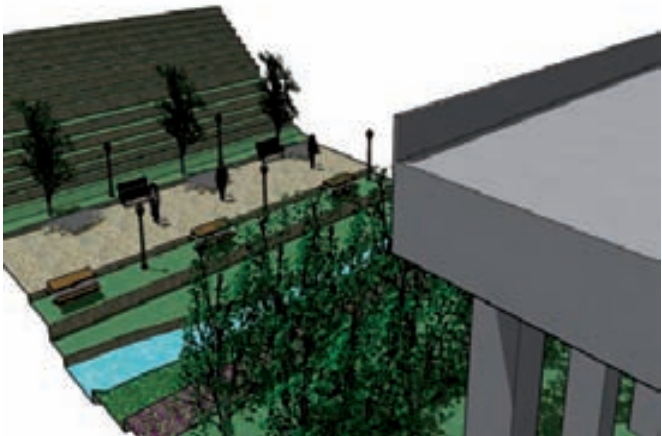
- A street will be extended to run alongside the railroad
- Trees will planted along Frio City road to enhance the neighborhood and to serve as a buffer to the railroad and the Stockyard District
- A bike trail will run adjacent to the railroad
- Two Pedestrian sidewalks will be constructed to provide a place for informal commerce, i.e. people who sell food from carts and stands



4. Frio City Street Revitalization

## Creek Revitalization

- A hiking/bike trail will run along the westside of the creek
- A forest of trees will serve as a visual and sound buffer on the eastside of the creek
- A resting and picnic area will run alongside the path
- A terraced slope into the creek will offer extra seating and gathering places for people to view the creek and enjoy the overall scenery



5. Creek Revitalization

## Transit Depot

- This will become an ending node to the Elliptical Plaza
- The transit depot is a portal into the Stockyard District
- It is place that epitomizes the organic embodiment that the Stockyard District is trying to capture with the creation of these green spaces

## 2020 Vision - Union Stockyards District

Source: Aída Valería Berkley and Elisa Vasquez