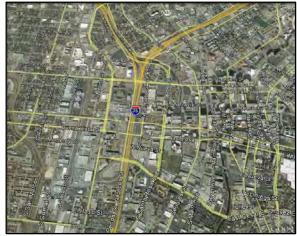
OVERVIEW AND HISTORIC CONTEXT FOR HISTORIC RESOURCES DISTRIBUTED ALONG THE SAN PEDRO CREEK IMPROVEMENTS PROJECT CORRIDOR, SAN ANTONIO, BEXAR COUNTY, TEXAS





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FINAL

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ASF12-129-03

Management Summary:

The limits of the San Pedro Creek Improvements Project extend from the outlet tunnel just north of Santa Rosa Street to the creek's confluence with Alazán Creek. The principal goal of the project is flood control and specifically the reduction of the area that falls within the limits of the creek's 100-year floodplain within the project boundaries.

Since 2013, two standing structure surveys and two pedestrian archaeological surveys have been completed within the boundaries of the project. The goal of these projects was to complete inventories of prehistoric and historic cultural resources within the Area of Potential Effect (APE). These surveys have identified a total of 39 historic resources that are either already listed on the National Register of Historic Places or are potentially eligible for listing on the Register. In addition, large segments of the retaining walls of the creek also are potentially eligible for listing on the Register, as are multiple bridges that span the creek channel.

According to recently completed preliminary schematics, major portions of the retaining walls along both banks of the creek may be impacted by the planned improvements. These improvements may include changing the course of the channel, demolition of segments of retaining walls, changes in the height of retaining walls, repairs to retaining walls that are damaged or otherwise unstable, and removal of invasive plant species that are contributing to the damage experienced by these walls.

This document develops three historic contexts within which to view and judge the potential eligibility and significance of the historic resources identified within the project APE. They are the historic land use and development of the urban landscape, the evolution of transportation networks, and the emergence of flood control and water management measures. These historic contexts combined with the historic resources that are associated with them will be used to weigh the significance of the proposed impacts on specific resources and manage their conservation.

Based on the preliminary project schematics, the principal impacts of the improvements will focus on the retaining walls of San Pedro Creek, and the bridges that span its banks within the project limits. A large segment of these walls on both banks of the creek may be potentially eligible for listing on the National Register due mainly to the fact that they were constructed between the 1920s and 1930s. These limestone block-built walls have already been impacted by the installation of electrical conduits, sewer pipes and concrete revetments in localized portions of the banks. In addition, invasive plant species have also impacted wall integrity as has localized erosion that has removed all or part of the fill behind the walls. The existing bridges are designed in such a manner as to impede water-flow during high-water periods. Therefore, to accomplish the goal of the project, many will have to be replaced.

This document provides a context for the historic resources that are listed or are potentially eligible for listing on the National Register of Historic Places, summarizes the specific impacts proposed along the project APE, and identifies historic properties that would be affected by the proposed actions.

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Chapter 1: Project Background and the Area of Potential Effect (APE)

The San Pedro Creek Improvements Project encompasses the upper portion of San Pedro Creek (**Figure 1-1**, **Figure 1-2**).

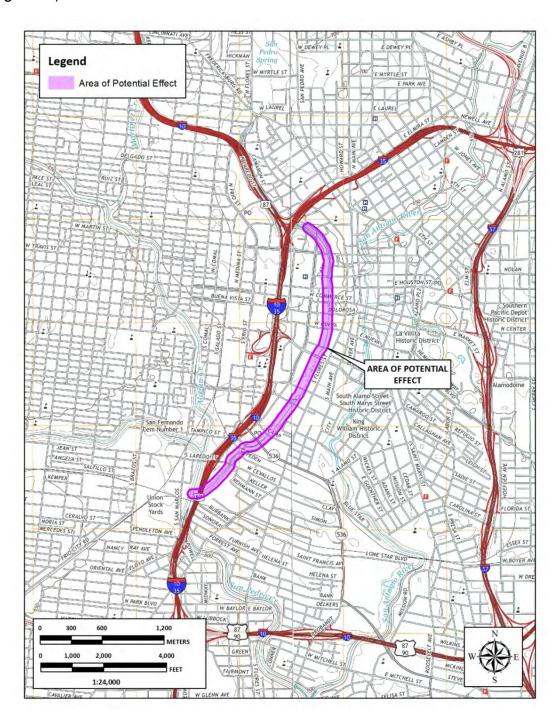


Figure 1-1. Project area limits on the San Antonio West, 7.5-minute USGS quadrangle map.

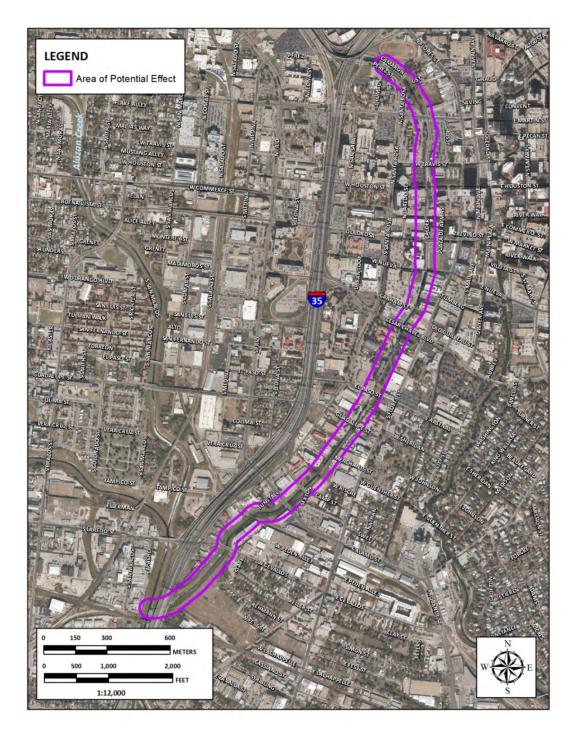


Figure 1-2. Limits of the San Pedro Creek Improvements Project on a recent aerial of San Antonio.

The principal goal of the improvements project is to improve drainage along the creek in such a manner as to remove all existing property subject to flooding from the 100-year floodplain. **Figure 1-3** illustrates that extensive areas along the downtown portion of the creek channel that fall within the 100-year floodplain and are subject to property damage.

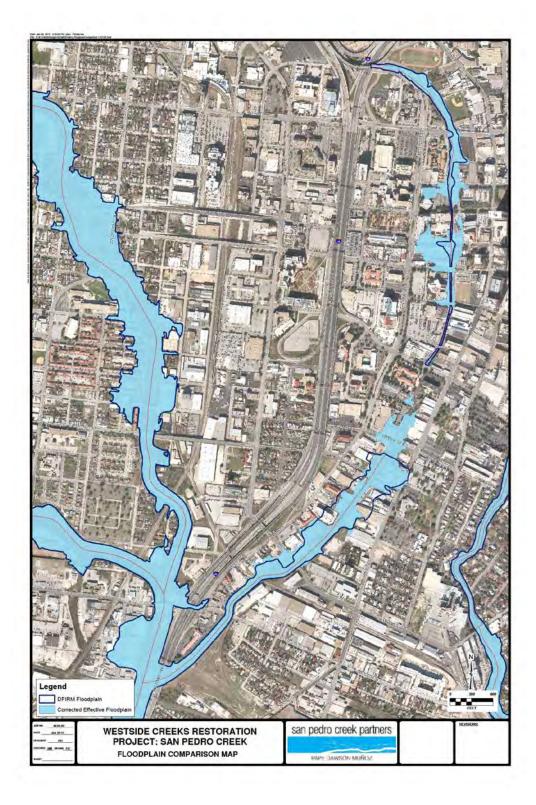


Figure 1-3. Areas that fall within the 100-year floodplain of San Pedro Creek (center-right of image).

Due to contracting obligations and funding sources, the project area has been divided into two segments, an upper and a lower segment. The upper segment encompasses the portion of the creek from the outlet tunnel located just north of Martin Street to South Alamo Street (FM 356). The lower segment continues from S. Alamo to the confluence of the creek with Alazán Creek. To date, there have been two standing structure surveys and two archaeological pedestrian surveys carried out on the San Pedro Creek Improvements Project (Tomka et al. 2014; Victor et al. 2014; Nichols and Tomka 2014; Clark and Murray 2013).

There are two distinct Areas of Potential Effect (APE) within the project boundaries. The APE for the archaeological survey is 75-feet on either side of the creek centerline. The APE for the standing structure survey is extended to 150-feet from the center-line on either bank of the creek, encompassing a combined total of 300-feet along the project corridor.

The historic resources within each of the project areas, and specifically the standing structures, were considered segment-specifically, that is, without considering whether other similar resources were present or not within and along the overall project and also how they fit into the historic fabric, social context, and chronological framework of changes that have taken place in San Antonio and along this portion of San Pedro Creek. This document does not alter any of the NRHP eligibility recommendations made in the earlier documents. Its goal is simply to provide a broader historic context to each listed or potentially eligible resource, so that their significance within the San Pedro Creek drainage and San Antonio history can be more easily comprehended.

Following the submission and review of the Standing Structure Survey report summarizing the historic resources found along the lower segment of the project area, an on-site meeting between members of the SPCIP Team, representatives of the Architecture and Archeology Divisions of the Texas Historical Commission (THC), and the Office of Historic Preservation was held in August 2014. The topic of discussion was the manner in which the stone walls that line the upper and lower reaches of San Pedro Creek will be treated from a historic preservation perspective given that significant impact could be expected to the walls during the planned improvements project. The recommendation was made by the THC representatives that a district-level approach may be warranted in considering the historic significance of the resources along the project APE. Such a perspective would be much more encompassing than the current segment-divided approach and it would allow the oversight agencies to consider and weigh the impacts to the different historic resources balanced against the overall number and types of resources present in the project area rather than on an individual basis. To allow for the implementation of such an approach, the Architecture Division representatives recommended that a new document be produced that combines the Upper and Lower Segments of the APE into one continuous project. In addition, it was recommended that a comprehensive historic contexts be produced that would provide the framework within which the specific historic resources found within and in the vicinity of the project area existed and operated. The historic contexts would in turn focus in chronological sequence on themes that allow for the consideration of the various resources hitherto documented along the two segments of the project. The three principal historic contexts consisted of: 1) Spanish Colonial Land Use; 2) Transportation, and 3) Flood Control and Channel Improvements. Upon further consideration, these were broadened into the three historic contexts employed in this

document, namely: 1) Historic Land Use and Urban Landscape Development; 2) Transportation Networks and Arteries; and 3) Flood Control and Channel Modifications. These final themes are more inclusive and provide a broader framework to incorporate a larger number of resources in the discussion of the specific historic contexts. These historic contexts describe in an abbreviated way, the shift from rather low impact early Spanish colonial land use to the highly transformed urban landscape of the late 19th and early 20th century. While all three themes are highly inter-related, they are addressed separately here to allow for ease of focusing on distinct types of historic resources under each context.

San Antonio was granted City status in 1811 (Arreola 2002). Over the next thirty-four years, the sovereignty of San Antonio changed three times. First, between 1820 and 1850 Texas sovereignty changed from Spain to the Republic of Mexico (1821-1836). In 1836 it changed again from Mexico to the Republic of Texas (1836-1845), and finally in 1845, Texas achieved statehood in the United States. Each of these changes and the social, political and economic climate that they ushered in had significant impacts on the population of San Antonio. These changes, in turn, significantly impacted the social, cultural, and physical landscape of San Antonio. The chronological framework of the historic context is divided in such a way as to parallel these significant social and economic changes that impacted San Antonio, and the south Texas region as a whole, during the 19th and 20th centuries. Therefore, the following chronological framework is utilized: Spanish Colonial Period (1691-1793); Mexican Period (1793-1836; Motavina 1995); Texas Republic (1836-1845; Motavina 1995); Annexation and Incorporation (1845-1900; Motavina 1995; Montejano 1987; Arreola 2002); Reconstruction, Segregation, and Integration (1900-1960; Arreola 2002).

Chapter 2: Historic Land Use and Urban Landscape Development

Prior to the establishment of the first permanent settlement by the Spanish in the upper San Antonio River Basin, the upper reaches of San Pedro Creek were in their natural state with water emanating from six or more places in the limestone outcrop and providing enough water to support a large community of Payaya Indians that regularly camped in the area. The springs are first described during the Terán expedition of 1691, when the party arrives to the springs on June 13th. Terán states "We marched five leagues over a fine country with broad plains —the most beautiful in New Spain. We camped on the banks of an arroyo, adorned by a great number of trees, cedars, willows, cypresses, osiers, oaks, and many other kinds. This I called San Antonio de Padua, because we had reached it on his day. Here we found certain *rancherias* in which the Peyeye nation live." In 1709, when the Espinosa-Olivares-Aguirre expedition reaches the area on April 13, they describe arriving to"...a large plain and after going through a mesquite flat and some holm-oak groves we came to an irrigation ditch, bordered by many trees and with water enough to supply a town. It was full of taps or sluices or water, the earth being terraced. "Further on in the description, Espinosa (Tous 1930:5) states "We named it San Pedro Springs,...."

"...y entrando en un mezquital y algunos encinales dimos en una acequia de agua muy poblada de árboles, que era suficiente para un pueblo, y toda llena de tomas de agua por estar allá la acequia y colgadas las tierras."

"...and entering into a patch of mesquite and some oaks we saw in an acequia very dense with trees, that was sufficient for of a town, and full of places where water is taken from for here is the acequia and terraced the lands."

Although the description does suggest that the water emanating from the springs was channelized, no scholar reading this section has taken this statement seriously, in part because it is assumed that the Spanish were the first to introduce irrigation to the region and no expedition mentions seeing domesticated cultigens of any species being present along the upper reaches of San Pedro Creek. It is possible that the author of these passages meant to describe the potential of the location rather than its actual use at the time of the exploration.

As suggested by the Espinosa-Olivares-Aguirre account, it is likely that the banks of San Pedro Creek would have been dotted by native *rancherias*, although it is interesting that when in 1718 the Alarcón expedition arrives to the Creek to establish the first settlement in the upper San Antonio River basin, and they travel south to the confluence of the Creek and the San Antonio River, no other settlement is noted by the chroniclers.

Even nearly two hundred years later, the strong bond of the people of San Antonio to San Pedro Springs continued as indicated by this description of San Pedro Springs written by King in 1873 as he visited the area.

"To the people of San Antonio it is a perpetual delight, a constant treasure, of which they speak almost reverently. The San Pedro is commonly known as a creek, but has many a beautiful nook along its banks; and in one of them, called "San Pedro Springs,"

Spanish Colonial Period (1691-1793)

The potential of San Pedro Springs to serve as the setting for the first civilian settlement and as the site of a way-station mission between those of the Rio Grande and the ones in east Texas established in the late-17th century remained in the minds of the Spanish administrators and padres, and in particular Martin de Alarcón, the first Governor of Texas, who lead the expedition of 1718 to the upper San Antonio River Basin in 1718 and on to east Texas to re-supply the East Texas missions. Two records of this expedition exist, one written by the expedition diarist Fray Francisco de Céliz (Hoffman 1935), and the other written by Fray Mezquía (Hoffman 1931).

While San Pedro Springs and creek remained unchanged with the exception of intermittent shifts in its course due to natural forces, soon after the arrival of the Alarcón expedition, the landscape experienced the first of many transformations. When the expedition finally arrived to the springs, and the first location was chosen for Mission San Antonio de Valero, within days, the building of the first acequia, was initiated so that it could be completed in time for the planting in May. The irrigation ditch initiated at the southern end of the springs and likely traveled east of San Pedro Creek, initially leading to the site of the first location of the mission. The course of the well documented San Pedro acequia (or main Ditch, de la Teja 1995:82) may follow, at least in part, the route of the original acequia built in the early days after the arrival of the expeditionary force that was accompanied by a small number of families, soldiers, as well as padres.

With the establishment of the first *acequia* came the clearing of lands for agricultural parcels and the construction of secondary canals for the irrigation of fields and smaller parcels of land. Cattle were also introduced as were smaller numbers of sheep and goats, and perhaps pigs and chickens. These changes impacted the vegetation and faunal communities of the area and to some degree also altered the landscape by removing competing native species and replacing them with domesticated cultigens and animals that the expedition brought with it for the expressed purpose. Because the herding practices followed during the early days of colonial expansion were open range, the inclusion of cattle and other livestock tended to be less disruptive in the short run but nonetheless impactful in the long run to native vegetation communities. Livestock, especially cattle, was left to compete in the wild with native species and appears to have played a significant role in the spread of mesquite across the region.

The 1730 Aguayo map of the Presidio de San Antonio and of the Villa de San Fernando (**Figure 2-1**) is very illuminating in depicting the perception of the land in the vicinity of San Pedro Creek. The map identifies the area north of the presidio as land belonging to the soldiers and their families and intended for "tierra de lavor para mais, trigo de una legua a cada lado de la acequia" while the lands that fell south of the presidio are identified as "tierra, aptas para Maize [illegible] canals riego." The area west of San Pedro Creek is shown as a savanna covered by grasses and isolated oaks and possibly mesquite. The implications of the Spanish perspective was that where suitable water could be drawn for the establishment of irrigated agriculture, the landscape would be transformed to resemble the typical agricultural landscape of rural Spain.

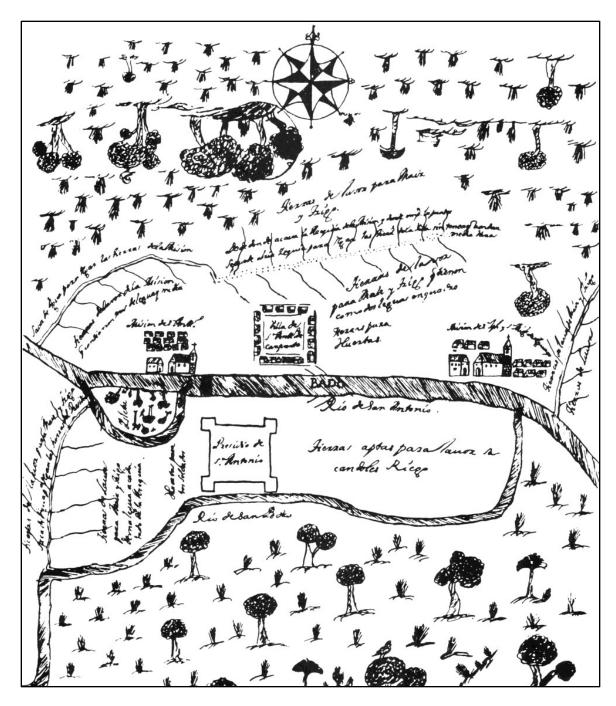


Figure 2-1. Portion of Aguayo map showing San Pedro Creek and the San Antonio River.

The development of governmental and mission-related support services was a key aspect of the changing urban landscape from the very early days of the Spanish presence in the upper San Antonio River basin. The river served as the backbone of this structure, while the original civilian settlement, the missions, and the presidio were the vital organs that kept the expansion of the Spanish crown and church alive north of the Rio Grande. The *acequia* system and roads connected these clusters of population creating the outlines of Spanish Colonial expansion. As the civilian population grew with the addition of the Canary Islanders followed by the Adaeseños, and as the colonial efforts began taking

root, other features and facilities were added to the landscape including the Plaza de Armas, San Fernando Church, Main Plaza and the mission pueblos that dotted the banks of the river and attracted the attention of the civilian population as the missions partially and then later fully secularized by the early 1800s.

The incursion of human settlement and the resulting shifts in vegetation and animal communities tended to be rather limited on San Pedro Creek during the early days of the Spanish Colonial period. The area between the San Antonio River and San Pedro Creek was irrigated farm land and pasture for the livestock of Mission San Antonio de Valero. Population pressure and the concomitant shortage of cleared lands during the mid-eighteenth century, resulting from the Adaeseño relocation to San Antonio, increased the amount of cleared land while at the same time the free-ranging livestock competed with and often damaged crops in unfenced fields. As cleared lands increased, no doubt did the number of secondary irrigation ditches to serve them resulting in greater and greater proportions of cultigens replacing the native vegetation community of the area.

With the exception of the first Civilian settlement and the first location of the Presidio, human settlement of the project area was limited, being judged too dangerous as it was the repeated subject of Apache and Comanche attacks. Mission San Antonio de Valero, which by the 1730s had been relocated to the east bank of the San Antonio River, was the nearest mission to the project area.

Even by 1764 when the Menchaca map is drawn, not much appears to have changed in the San Pedro Creek drainage (**Figure 2-2**). Plaza de San Fernando has been established in 1731 as the Isleños arrived and the San Fernando Cathedral's Campo Santo is on the west bank of the Creek, along the road west to San Sabá. The road leading from San Fernando southward to Rio Grande, the "Camino Real de Presidio Rio Grande" is shown crossing the creek above its confluence with the San Antonio River.



Figure 2-2. Detail of Menchaca Map of 1764 showing Presidio de San Antonio de Bexar.

The mid-eighteenth century saw increased conflicts between the civilian population of the Villa de Bexar and the missionaries, in particular Mission San Antonio de Valero. The mission owned the land that fell between the San Antonio River and San Pedro Creek (de la Teja 1995). These conflicts led to royal decrees and the eventual relinquishing of land rights by the mission. Mission Valero acquired ranch

lands south of Mission San Juan diminishing the need for the disputed property. The elimination of the missions as a highly effective competing enterprise and the newly available lands that were granted to the remaining inhabitants of the missions and the Villa de San Fernando, created a rush to expand the exploitation of the land that was bound between the San Antonio River and San Pedro Creek.

The 1767 Urrutia map shows that by this time (**Figure 2-3**), agricultural fields have been extended west of San Pedro Creek and a handful of structures are situated adjacent to these fields. These buildings may have been permanent residences or perhaps just seasonally occupied agricultural field houses.



Figure 2-3. The 1767 Urrutia map showing the expansion of agricultural production west of San Pedro Creek.

Of the 39 historic properties either listed on or potentially eligible for listing on the National Register, only two remain as example from this time period, Historic Resources 40 and 42. Historic Resource 40 (Property ID 102552), the de la Garza House, was constructed prior to 1790. The structure is listed on the National Register of Historic Places because it served as the home of the de la Garza Family as well as playing an important role in the Battle of the Bexar in 1835. The structure is believed to have been one of the oldest residences left standing in the city. Colonel Johnson and Colonel Milam used the house as a military headquarters.

Historic Resource 42 (Property ID 101354), the Spanish Governor's Palace, is already listed on the National Register of Historic Places. First established as part of the Presidio in 1722, the building has been part of the vibrant history of San Antonio. The structure has served as the office to the Spanish Governor Navarete in 1762, and the home of Captain José de Urrutia in 1767, Luis Antonio Menchaca, Captain José Menchaca, and Juan Ygnacio Pérez.

Neither of these two properties will be impacted by the planned improvements along the project limits.

Historic Resource # 2 (ID # 103281, 103284), on the west bank of the creek, near the beginning point of the current project area, may be the first location of the Mission San Antonio de Bexar. The location

falls outside of the limits of the current project area. However, if additional investigations substantiate these preliminary findings, it would be one of the more significant third historic properties from this time period.

The Mexican Period (1793-1836)-San Antonio after Secularization

Partial secularization of the missions began in 1793 and reached full secularization in 1824, three years after Mexico won its independence from Spain. At the time of the closing of the missions all property that remained was placed under the political jurisdiction of the town of San Antonio de Bexar. The few Native American neophytes that still remained within the walls of the missions, under the protection of the church, were now at the mercy of the civilian population. The lands that they owned within the missions, their immediate proximity, and the communal lands that were set aside to help maintain the community were quickly lost to members of the Spanish civilian population that began moving near and encroaching on properties surrounding the individual missions. As a result, the initial expansion of the civilian core of town tended to move southward along the upper San Antonio River basin. Population expansion westward across San Pedro Creek remained slow as threats from Comanche raids continued well into the 1800s. The infringement of the civilian population into former mission property, and the slow but gradual mixing of the Native American neophytes that were suddenly free of mission obligations with the civilian and military settlers of San Antonio resulted in the emergence of a new Tejano identity that was different from either of the ones that contributed to its creation. It reflected a new identity born of ethnic mixing and borderlands independence that reflected the geographic and political distance from both Mexico City and the Spanish crown (Matovina 1995).

The emerging development of distinct social identities within San Antonio began to leave its marks on the landscape and social space of the town, even as early as the turn of the 19th century. In the early 1800s, Governor Salcedo, who served as Governor between 1808 and 1813, divided the town into neighborhoods or barrios. They consisted of the Barrio del Sur, Barrio del Norte, Barrio del Alamo, La Villita and El Potrero. By 1809, a new barrio was added to the list, Barrio del Laredo. The new barrio, situated west of San Pedro Creek, signaled increasing interest in the area west of the creek.

In 1821 when Mexico won independence from the Spanish Crown, the entire population of San Antonio de Bexar pledge allegiance to Mexico (Matovina 1995). The foundations of the fledgling community were still agrarian with animal husbandry occupying a supporting role. Population size was small and population growth was slow. To encourage population growth and as a financial shot in the arm, the Mexican government began awarding grants to *empresarios* to aid in colonizing Texas. The *empresarios* were tasked with recruiting immigrants and distributing land to them (1995:10) in return for Mexican citizenship and observance of Mexican laws. The first grants to Anglo-American colonist were awarded in 1821, setting in motion a wave of immigration into Texas by 1834 had yielded a population demographically dominated by Anglo-Americans especially in the eastern part of the state (Motavina 1995:10). In San Antonio, while the number of Anglo-Americans was slowly increasing during this period, the demographically dominant population remained the Spanish-speaking immigrants from south of the Rio Grande.

Few maps are available depicting the project area between 1764 and the early 1800s. Nonetheless, a map depicting San Antonio in 1835 shows that much had happened during the intervening 67 years. The map was drawn based on an actual survey of the area in late 1835 (**Figure 2-4**). Ten blocks are partitioned immediately west of San Pedro Creek, on this map. Nueva Street is at the southern end of the developed or apportioned set of blocks. Rivas Street was the northernmost street that crossed the creek. Laredo Road and what later becomes East Street and eventually Santa Rosa is shown immediately to the west of Laredo Street.

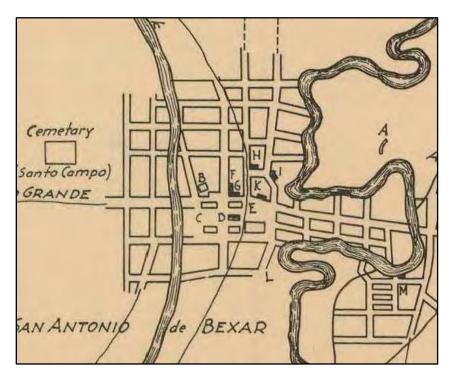


Figure 2-4. San Antonio around the Battle of the Alamo.

Several streets including Salinas, Obraje, Rivas, Real, Dolorosa, and Arsenal now extend between the San Antonio River and San Pedro Creek. Flores Street now runs north-south between the two streams and Camaron Street parallels and runs along the east bank of San Pedro Creek. A basic road system also began to be developed west of San Pedro Creek, as Laredo Street runs along San Pedro Creek and several of the streets, including Rivas, Real, Dolorosa, and Nueva, cross to the east bank and intersect Laredo (**Figure 2-4**). The town cemetery (the Campo Santo), which had been located west of San Pedro Creek is now just west of the slowly encroaching town.

The Texas Republic Period (1836-1845)

This period was one of great upheaval in terms of both politics and social life within San Antonio. The City was occupied by Mexican forces twice during the period and at least some of the citizenry was conflicted in their loyalties towards their country of origin and their new found Tejano identity and independence (Matovina 1995). Many Tejanos returned to Mexico during periods of conflict such as the Republic of Texas Period (Motavina 1995:25). As a result, Tejanos experienced a decline in influence on

political affairs during the Republic Period (Montavina 1995:34). Nonetheless, much of the political and economic activity that was carried out in the City was still in Spanish as indicated by the minutes of the Cabildo between 1835 and 1848. The military unrest in the region and San Antonio specifically, resulted in a slowdown in the pace of settlement of the City and the growth of San Antonio's population.

Nonetheless, by 1838 (May 25, 1838) the City Council voted to authorize the City surveyor "...to run the boundary line of the Town Tract at the distance of one league in every direction from the City Church as a common center." (City Council Minutes, May 25, 1838). This action proved to be critical in spurring interest by the town's civilian population in moving to the newly opened niches. For instance, the 1839 town tract map shows San Antonio consisting of 16 blocks of which about half were situated between the San Antonio and San Pedro Creeks (**Figure 2-5**). None of them appear to be located west of San Pedro Creek. By the time of the 1845 town tract map, the number of blocks increased to 25 (**Figure 2-6**). Even at this time, however, none of the additional blocks extended west of San Pedro Creek suggesting that either population pressure had not yet reached the limits of existing land-use or potentially, the area west of San Pedro Creek still remained too dangerous for settlement.



Figure 2-5. Town tract map of 1839.



Figure 2-6. Town tract map of 1845.

Annexation and Incorporation Period (1845-1900)

Texas became part of the United States on December 29th, 1845. By this time, Anglo-Americans exerted a significant influence on the politics and economic structure of San Antonio. This was happening even while the Anglo-American population was heavily outnumbered by the Tejano population. The population demographics of the town began to slowly shift as Anglo-Americans began flocking to the City and purchasing property and playing significant rolls in the political and economic affairs.

In 1846, some ten years after the fall of the Alamo, travelers to San Antonio described the area as:

"The population was confined within an area extending from now Romana Street the north; the Alamo on the east; Nueva Street south, and Laredo Street across the San Pedro creek on the west side of the town. Many of the better class lived in houses clustered around the Main Plaza, east and west of the Cathedral of San Fernando." (Wright 1916:96)

By 1848, there were at least thirteen lots west of San Pedro Creek, already in private hands, as illustrated by F. Giraud's map of the lots abutting San Pedro Creek along its west descending bank. It appears that the majority of these lots were occupied by Spanish settlers although some Anglo "intruders" also appear among the owners (Figures 2-7).



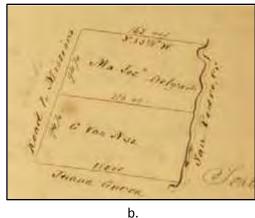


Figure 2-7. Maps of several lots on west bank of San Pedro Creek (1848 and 1849), drawn in 1848 and 1849 by F. Giraud, City Surveyor.

The Spanish Minute Book indicates that on November 24, 1848, the Cabildo received and approved a petition to have the City Surveyor survey and partition the land West of San Pedro Creek into as many Blocks and Lots as necessary and to make these lands available for sale to the general public. The streets were to be laid out in a N-S and E-W running grid pattern (CCM 1848, Nov. 24). This pattern of land division and lot orientations was quite distinct from the Spanish Colonial period town plan which was heavily dictated by the orientation of the rivers and streams that formed the boundary of the lots on one side. The new lot orientation signaled in part the decreasing importance of the creek in the lives of the citizenry as well as the decreased importance of irrigation and agriculture for the inhabitants of the area. It perhaps went hand-in hand with the shift in general economic emphasis from agriculture to a broader economic foundation.

The availability of land spurred a significant population influx west of San Pedro creek. A large number of lots were purchased by the public between 1849 and 1854 on the west bank of San Pedro Creek. It is likely, however, that many of the owners did not make improvements on these lots for some years. For

instance, the **1852** map of the project area and its vicinity shows a great deal of expansion of the city west of San Pedro Creek (**Figure 2-8**). Streets are laid out on a grid pattern and at least 123 lots have been surveyed although appear to be unoccupied.

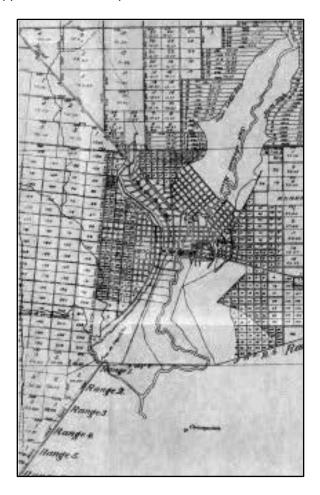


Figure 2-8. Portion of map showing City Tracts as laid out in 1852 by Giraud.

The map depicting San Antonio between 1868 and 1869 copied in 1924 by A.J. Mauermann, shows that by this time, several of the blocks west of San Pedro Creek are becoming populated. Laredo and two other principal N-S running streets (Santa Rosa and Concho) are present and Salinas, Obraje, Rivas, Presidio, Dolorosa, and Nueva streets demarcate the inhabited blocks. The majority of the development still tends to be clustered between the creek and the San Antonio River. However, west of the creek, a dense cluster of structures are present between Salinas and Rivas streets, and between Presidio and Nueva Streets. Scattered structures are present north of Salinas fronting the creek and south of Nueva Street lining both sides of Laredo Street. Plazas are present only in the east side of San Pedro Creek, with no principal commercial and/or governmental facilities present west of the creek. Flores Street is the principal N-S running thoroughfare between the San Antonio River and San Pedro Creek. South of Nueva Street to Arsenal Street, the area is identified as a Cotton Yard. West of Concho Street the area is described as a plain and south of Nueva Street the area is undeveloped and dominated by mesquite (Figure 2-9).

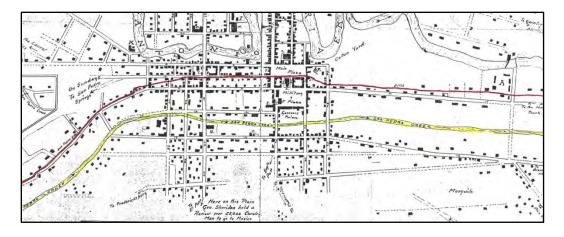


Figure 2-9. Mauermann Map of San Antonio as it appeared in 1868 and 1869.

The 1873 Bird's Eye view of the area between the San Antonio River and the San Pedro Creek indicates that development has not extended much west of West 1st Street, later known as ??, suggesting that occupation of the area west of San Pedro Creek was not much different from the pattern noted in 1852. Street names and, with some exceptions settlement patterns, tended to follow the grid pattern for blocks and houses were located along the perimeter of the block facing toward the streets (**Figure 2-10**, **2-11 and 2-12**) since the street was the common artery through which goods were delivered and public interface occurred. The exception is a two-block area bounded by North 1st Street and South 1st Street and West and East Streets. The houses depicted in these two blocks are small one story buildings densely clustered inside the block without any systematic arrangement (**Figure 2-11**). A path cuts through the western-most block at a diagonal and another path connects North 1st and South 1st Streets.

Interestingly, the street names identified on Augustus Koch's Bird's Eye view are based on an Anglo nomenclature. In addition, two squares, Franklin and Washington, have been established west of San Pedro Creek. Access to the area west of the Creek occurs across bridges at Salinas, Rivas, Presidio, Dolorosa and Nueva Streets. A plank-bridge also appears to be present at Arsenal Street. Finally, a second plank-bridge is shown near the north end of the project area, just south of Kingsbury. The bridge does not line up with any street at this time, suggesting that it was a means of crossing the creek in an area that had no alternatives nearby.

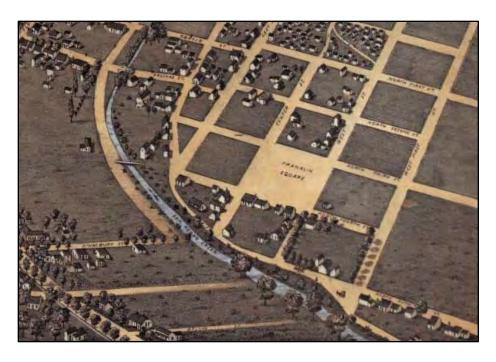


Figure 2-10. Spanish Colonial land use and the Urban Landscape along the northern portion of the APE (Koch 1873); San Pedro Springs near lower right corner.

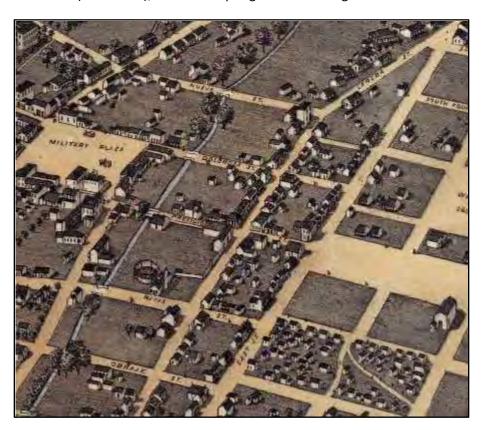


Figure 2-11. Spanish Colonial land use and the Urban Landscape along the middle portion of the APE (Koch 1873); note the cluster of homes in the lower right corner, along East Street.

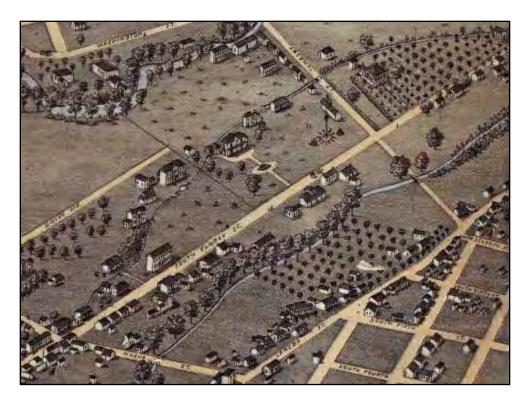


Figure 2-12. Southern portion of San Pedro Creek depicted on Koch's 1873 Bird's Eye map.

The 1885 Sanborn Fire Insurance map shows that Washington Square has been established and another public Plaza area is present immediately to the north (**Figure 2-13**).

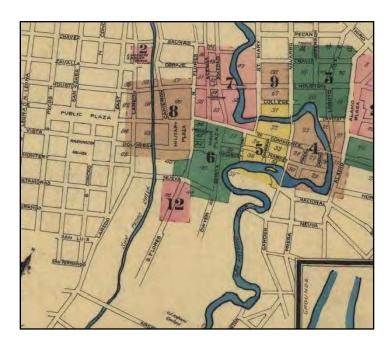


Figure 2-13. Detail of the 1885 Sanborn Fire Insurance Map showing the project APE and its vicinity.

The detail of the map showing the block between S. Laredo and the Creek in 1885, bounded by W. Commerce and Dolorosa on the north and south respectively, indicates that adobe buildings still dominate the structures and a mix of residential and businesses are present. Further to the west, by Medina and Frio Streets, the area is primarily business dominated with lumber yards and rail transportation dominating (**Figure 2-14**).

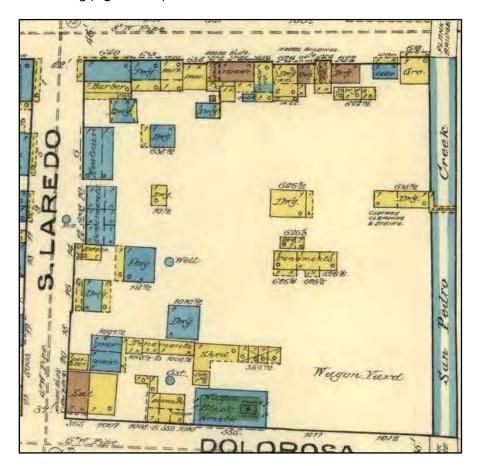


Figure 2-14. Close-up of the structures within a block fronting San Pedro Creek.

By the 1886 Bird's Eye view of the same area, the two blocks of densely bunched buildings has been replaced by the Santa Rosa Hospital Complex and Milam Square. Furthermore, the names for the N-S running streets shown on the drawing are of Spanish derivation, including Pecos, Leona, Frio, Medina, Salado, and Comal, in an east to west line beginning from Laredo Street immediately next to San Pedro Creek. The banks for the creek are shown as sparsely wooded with patches of orchards stretching between Nueva and Arsenal Streets (Figure 2-15).

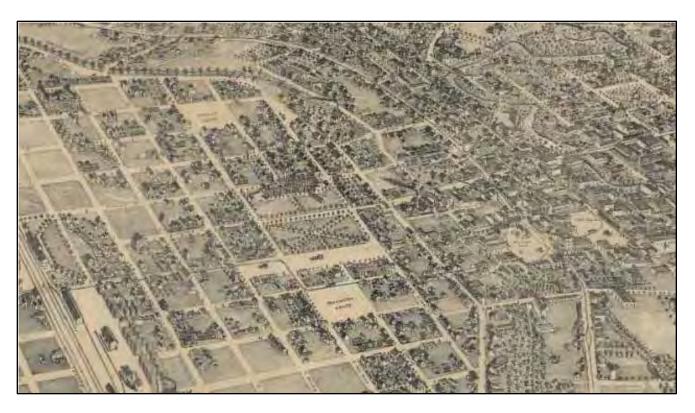


Figure 2-15. Upper portion of San Pedro Creek, 1886 Bird's Eye view.

A broad swath of land remained sparsely occupied on the banks of San Pedro Creek throughout these periods of increased westerly expansion of the population of San Antonio. This swath was bounded by Flores Street on the east bank and Laredo Street on the west bank. It is likely that this buffer zone was the area that consistently flooded during heavy rain events and was within the active floodplain of the creek. Dense woodlands are depicted lining the banks of the creek along the stretch between Nueva and Arsenal Streets and continuing south to the San Antonio and Aransas Pass Rail Road crossing of the creek (Figure 2-16). Overall, several blocks remained un-occupied at the time, particularly along the western portion of the area. In addition, the extreme western portion of the APE appears to have become the focus of the railroad industry as a large hub has taken over the area. This was the S.A. & A.P. RR hub (See extreme left side of Figure 2-15).

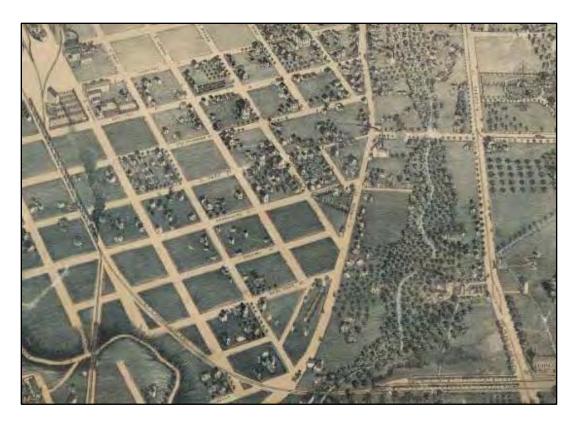


Figure 2-16. Lower portion of San Pedro Creek, 1886 Bird's Eye view.

The review of selected maps of San Antonio dating to the second half of the 19th century clearly shows that the area east of the San Antonio River was primarily occupied and administered by Anglo residents. In contrast, the area lying west of San Pedro Creek was occupied by the original settlers and new immigrant populations from south of the Rio Grande. This pattern is clearly illustrated by the differentiation of street names across these two areas. Street names east of the San Antonio are English while street names west of San Pedro Creek remain Spanish. Laredito, which had already been established in the early 19th century, occupied an area roughly ten blocks by ten blocks extending westward from San Pedro Creek to Comal Street. North to south, the barrio extended from Durango (C. Chavez) to San Luis Street. It had more than tripled in size by 1896, with its boundaries expanded northward to Delgado Street and to the south to Tampico Street (Arreola 2002:142-143). King describes the neighborhood as such in 1873:

"...one of the Mexican quarters of the town, sometimes called "Laredito." There the life of the eighteenth century still prevails, without taint of modernism. Wandering along the unpaved street in the evening,..."

King 1873

It appears that Laredito would have been located immediately to the south of the larger Red-Light District although the southern part of the later may have border on or extended into Laredito. San Antonio's Red Light District operated from 1890 to approximately 1940 (Bowser 1992). It was situated on the west side of San Pedro Creek, and for a time was referred to simply as "west of the Creek"

Bowser 1992:1). Geographically, the area was situated west of Santa Rosa Street perhaps extending to Frio Street and from Durango to Dolorosa Street. Market Square would have been located just on its outskirts although it was likely part of it during the early years (pre-1880s).

Five historic properties have survived from the Annexation and Incorporation Period (1845-1900) and are fine examples of the trends in the commercial and economic developments that were transforming the landscape of the city. They are briefly reviewed below, and a more extensive description of these properties is present in the appropriate Standing Structure Survey Report (Tomka et al., 2014).

Historic Resource 27 (Property ID 525048), known as Casa Navarro, is considered a Registered Texas Historic Landmark and is listed on the National Register of Historic Places. The property consists of a house, detached kitchen, and a two-story office built ca. 1850 that once was occupied by José Antonio Navarro, a signer of the Texas Declaration of Independence.

Historic Resource 7 (Property ID 552131), the Menger Soap Works, was constructed between 1861 and 1862. The structure was the location of a soap factory run by J.S.N. Menger and A.S. Menger that supplied soap for much of San Antonio and southwest Texas during the mid to late-1800s.

Historic Resource 20 (Property ID 101437) was constructed between 1877 and 1885. The structure served as a female boarding house until the Alamo Brewing Company was established across the street. At that point, the structure housed a saloon. The resource is already listed on the NRHP and played a significant role in the development of the lengthy brewing heritage of the City.

Historic Resource 22 (Property ID 110123), the Central Candy Company, was constructed ca. 1878 initially as one of the several ice manufacturing companies in San Antonio. The structure is already listed on the NRHP because of its beautiful representation of a commercial building of the late 19th Century. The structure later housed a candy factory and the Artes Graficas.

Historic Resource 43 (Property ID 101355), known now as the Vogel Belt Complex, was constructed ca. 1880 with modifications in 1892 and 1928. The structure was built by Steves & Fest, prominent patrons in the City. It is one of the few remaining structures that exhibit the architectural style and quality of detail of the late 1800s construction. The structure is already listed on the National Register of Historic Places.

Reconstruction, Segregation, and Integration Period (1900-1960)

Between 1887 and 1909, the volume of immigration into Texas from Mexico had slowed to a trickle. However, the Mexican Revolution between 1909 and 1910 had a dramatic influence on these trends as some people fled northward out of harm's way. The inception of the commercial farming in South Texas, including the valley, provided yet another strong magnet for labor migration (Arreola 2002:45-46). As a result, between 1910 and 1930, the population of Texas grew. However, the commercial agriculture that was now expanding in south Texas had a significantly distinct labor organization than that which preceded it (Montejano 1987:104). While the small-scale farming operations depended on labor pools related to the landowners by blood or marriage, the commercial farming operations brought

in from the southeast and Midwest were pure financial transactions. The instability of these relationships and their ephemeral nature significantly influenced and helped create the seasonal migrant farm-worker trend that is common to this day in major farm-producing states.

By the early 20th century, the ethnic division that was slowly forming between the Tejano and Mexican population and the Anglo-American newcomers during the annexation period had solidified into a strongly segregated community (Arreola 2002:156-157). San Pedro Creek was the boundary line between these two societies and world views. East of the creek, the population was dominated by Anglo-American newcomers who held the political rains and much of the influence and wealth of the City. The area west of the creek was described as so different from the eastern half as if one stepped across the Rio Grande and entered into Mexico (Arreola 2002:156-157).

The beginning of the 20th century saw an explosion of industrial and commercial activity in the area between the San Antonio River and San Pedro Creek, as well as further west of the creek. The demographics of the population also began to change as European immigrants began moving into the area and establishing businesses that successfully competed with local entrepreneurs. Fueled in part by access to a larger universe of goods and their local availability made possible by the railroad network, merchants and supply companies began to dominate the economic enterprises and the urban landscape.

It is therefore no surprise that the bulk of the historic properties, either listed on or potentially eligible for listing on the National Register, are examples of this period in the City's evolution. The twenty-eight properties that exemplify this period of Reconstruction, Segregation, and Integration (1900-1960) are briefly described below.

Historic Resource 18 (Property ID 101215) is a commercial building that was likely constructed circa 1900. The structure is considered part of the historic commercial area near Main Plaza. The building housed a variety of commercial/retail stores as well as a hotel on the second floor, rear of the property. The building is considered a local landmark and is potentially eligible for listing on the NRHP.

Historic Resource 16 (Property ID 101216), known as the Leeds Building, was constructed in 1901. At one time, the property housed the Washington Theater. The structure is considered a local Historic Landmark and is considered potentially eligible for listing on the NRHP.

Historic Resource 8 (Property ID 101750) was constructed in 1907 as the Sam Houston School, Public School No. 1. The school served a neighborhood that has now been demolished. It also served as the San Antonio Council for Retarded Children Playtherapy Center, as well as a nursing school. The building is a local Historic Landmark and is considered potentially eligible for listing on the NRHP.

Historic Resource 45 (Property ID 110988) was constructed in 1907 by Leo Dielman for Charles and Herminia Nauwald to use the upper level as their residence. The building was also used to house a Pickle factory, and served as a store front for a drug store and several manufacturing companies. The structure is a local Historic Landmark and considered potentially eligible for listing on the NRHP.

Historic Resource 54 (Property ID 101188), known as the Argo Building, was constructed in 1912 as apartment buildings. The structure exhibits a typical Texas commercial façade and has been renovated to serve as residential lofts. The structure is considered to be a local Historic Landmark and is potentially eligible for listing on the NRHP.

Historic Resource 65 (Property ID 1133591) was constructed in 1918 as the City Ice & Fuel Company which delivered ice and wood to local homes, businesses, and trains. Due to the company's role as an ice house/manufacturing business, the structure is recommended as potentially eligible for listing on the NRHP.

Historic Resource 41 (Property ID 110163), constructed in 1919, opened as a Goodyear Tire and Rubber Co. warehouse. In the 1930s, the building served as the Van Hoogenhuize Hardware store. The structure represents part of the light industrial area that developed after the arrival of the railroad. The structure is considered potentially eligible for listing on the NRHP.

Historic Resource 12 (Property ID 101426) was a commercial building constructed in 1920. The historic building has had several transformations that do not allow for identification of significance. The structure is located in a the Main/Military Plaza Historic District and considered to be a local Historic Landmark.

Historic Resource 44 (Property ID 110988b) was constructed circa 1922 and opened as the Dittlinger-Roller Mills Company. Later businesses were tire merchant shops, including Michelin ad National Tire. It is considered representative of the industrial area that developed after the arrival of the railroad system in San Antonio. The structure is recommended as potentially eligible for listing on the NRHP.

Historic Resource 129 (Property ID 1133591) was an ice manufacturing company built circa 1920. Deed research indicates an ice manufacturing business operated at the location since 1922. Due to its age and its use as one of the early ice manufacturing companies in San Antonio, the property is recommended as Potentially Eligible for listing in the NRHP or formal designation as a SAL. The structure has recently been demolished. However, this action was not prompted by the San Pedro Creek Improvements Project.

Historic Resource 53 (Property ID 101191), constructed in 1923, housed the Strauss-Frank Co. Warehouse Merchandise business. The location of the business building was chosen due to its proximity to the railroads. In 1946, the warehouse underwent some renovations. The structure is considered potentially eligible for listing on the NRHP.

Historic Resource 34 (Property ID 110152, 110153, and 110154) is a complex of three structures that were opened in 1922 as the A.I. Root Company, which was a bee keeping supplies manufacturer and candle producer. The company was in business for over 88 years, supplying much of San Antonio's candle needs. The complex of structures is considered potentially eligible for listing on the NRHP.

Historic Resource 35 (Property ID 110161) housed the Heusinger Hardware Company and was constructed in 1925. Over the years, the building has contained the Quaker Oats Company, Oatman's

San Antonio Wholesale, and HEB offices. The property was recommended as potentially eligible due to its ties to the industrial area that sprung up due to the arrival of the rail lines. The structure was recently demolished. The demolition was not part of the San Pedro Creek Improvements Project.

Historic Resource 47 (Property ID 110236), the Crown Macaroni Warehouse, was constructed circa 1926. The Crown Macaroni Warehouse was in operation until the 1950s when the building was used by the Johnson Furniture Company Warehouse. By the 1960s, the building was in use for the Burlap Bag Manufactory. The structure is considered significant for its role in the industrial area of San Antonio and is recommended as potentially eligible for listing on the NRHP.

Historic Resource 58 (Property ID 110992) was constructed circa 1926 as a paint factory in an industrial area of San Antonio. The building is connected to the development of the railroad system through San Antonio. It is recommended as potentially eligible for listing on the NRHP.

Historic Resource 59 (Property ID 110997 and 110998) was constructed circa 1926 as the Erler Manufacturing Co. Whole Grocers. The building falls within a light industrial area of San Antonio that developed following the arrival of the railroad. The structure is recommended as potentially eligible for listing on the NRHP.

Historic Resource 61 (Property ID 1057698-73) is an L-shaped complex of buildings that were constructed circa 1926/1950 and is known as the Granari Building. The complex is one of the few still used for industrial purposes in the light industry area along S. Flores Street. The resource is recommended as potentially eligible for listing on the NRHP.

Historic Resource 62 (Property ID 110255) was initially home to the Builder's Supply Company after construction circa 1926, although it was later known as the Labatt Wholesale Grocery. The structure exhibits the Spanish Colonial Revival style and is recommended as potentially eligible for listing on the NRHP.

Historic Resource 46 (Property ID 110989) was constructed in 1927 for the Southern Company Inc. as a plumbing supply store. During the 1940s, the building housed the Jacob's Distribution Company. It is considered significant as part of the industrial area that developed due to the railroad. The structure is recommended as potentially eligible for listing on the NRHP.

Historic Resource 39 (Property ID 10551), known as the Arana Building, is a beautiful example of Mission Revival architectural style built in 1929. The architect was Leo J. Dielmann, one of the more prominent architects in San Antonio during this period. The building was also the Casino Mexicano, Inc. from 1929 and into the 1930s. The Library of the Mexican Consulate and Mexican Chamber of Commerce was also housed in the building. The structure is recommended as potentially eligible for listing on the NRHP and it is a local Historic Landmark.

Historic Resource 21 (Property ID 101219) was constructed circa 1949. The building is considered significant because it is part of the Alameda Theater block and plays an important role in preserving the

integrity of the street front. The structure is recommended as potentially eligible for listing on the NRHP.

Historic Resource 63 (Property ID 1057698b), known as the Bird-Thomas Building, was constructed during the 1940s. The complex is one of the few still used for industrial purposes in the light industry area along S. Flores. The structure is recommended as potentially eligible for listing on the NRHP.

Historic Resource 72 (Property ID 110160) was constructed circa 1940. The commercial building was likely used as a grocery when first opened. The structure was recommended as potentially eligible for listing on the NRHP, although it has been recently demolished.

Historic Resource 13 (Property ID 101217b) is the Alameda Theater constructed between 1945 and 1949. The building exhibits the architectural Art Deco style by N. Straus Nayfach. The structure is considered highly significant due to the architectural features as well as the cultural association to San Antonio. The structure is recommended as potentially eligible for listing on the NRHP and it is a local Historic Landmark.

Historic Resource 14 (Property ID 101217) is located adjacent to Historic Resource 13 and is part of the Alamede Theater complex. This building is known as the Casa de Mexico Building and was constructed between 1945 and 1949. Similar to the Alameda Theater, the building is considered highly significant. The structure is recommended as potentially eligible for listing on the NRHP and it is a local Historic Landmark.

Historic Resource 19 (Property ID 101214) is the F.W. Woolworth Company building located near Main Plaza. The structure was built in 1954 and was well known during the second half of the 20th century. The structure is part of the historic commercial block that has all of its storefronts intact. The structure is recommended as potentially eligible for listing on the NRHP.

Historic Resource 2 (Property ID 103281 and 103284) is a parking lot for the Christopher Columbus Italian Society. Although there are no structures on the property, it is considered potentially significant since archival research suggests that the original location of Mission San Antonio de Bexar and Villa de Bexar may be present at the location. Due to this possibility, the property is recommended as potentially eligible for listing on the NRHP. Archaeological investigations are greatly encouraged.

Historic Resource 71 (Property ID 1124878) is known as the Judson Candy Factory, although the date of construction is not identified. The building was initially the home of the Jenner Manufacturing Company. The structure is recommended as potentially eligible for listing on the NRHP and it is a local Historic Landmark.

Chapter 3: Transportation Networks and Arteries: Pasos, Bridges, Streets and Railroads

Because the road system and specifically the construction of bridges and streets does not neatly fall within the aforementioned chronological frameworks, in this chapter the topic of transportation is divided into only two principal segments: Spanish Colonial Period and the Post-colonial Period. Prior to the Spanish Colonial Period a brief mention is made of the trail systems used by Native American populations of the region.

The encounter of trade items in prehistoric deposits and the descriptions of trade relations among groups during historic times clearly indicate that prehistoric and historic hunter-gatherers traveled long distances in search of food and to maintain trade relations. Travel did not simply mean walking from point "A" to point "B" in a straight line. Natural obstacles such as lines of hills, streams and thick patches of vegetation were obstacles that made travel more difficult and therefore tended to be avoided. Low water crossings permitted access from one side of the river to the other without endangering human life and therefore were sought out and became often-used places that anchored and oriented travel along well-defined paths. For example, most of the Spanish expeditions into Texas began their journey from northeastern Mexico by crossing the Rio Bravo or Rio Grande at El Paso de Francia downstream from Guerrero Viejo in Coahuila. This pass offered one of the few places where the river, under normal flow conditions, would have allowed easy crossing even with heavily laden pack animals and carts. Similarly, the Conquista Crossing of the San Antonio River near the Wilson/Karnes County line, was the principal crossing used by Spanish expeditions into Texas during the late 17th and early 18th centuries (Foster 1995:38). San Pedro Creek may have had at least one crossing that has been connected with historic Indian travel across the region. This was the Pasito de los Apaches. It was located near the north end of San Pedro Creek at the spot where modern-day South Flores crosses San Pedro Creek (Figure 3-1). Today the location may be under the Flores and Fredericksburg Road intersection.

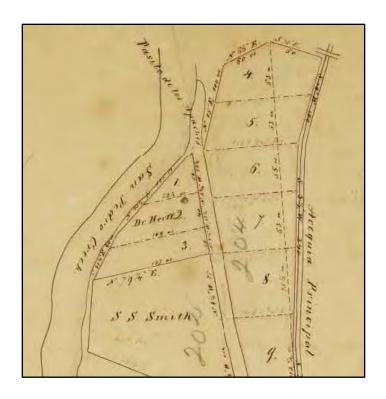


Figure 3-1. Pasito de los Apaches as shown on 1850 map of properties in the vicinity.

Spanish Colonial Stream Crossings and Roads

From the founding of Mission Valero (1718) to the establishment of the civilian settlement of Villa de Bexar (1731), the lands between the San Antonio River and San Pedro Creek were the property of Mission Valero and were used primarily as pasture lands. The 1720 map of Villa de Bexar, drawn by Marques de San Miguel de Aguayo shows the area between the San Antonio River and San Pedro Creek (**Figure 3-2**). The Presidio de Bexar is shown on this map immediately southwest of the large bend in the SA River, which is shown as bending west rather than east along the course of the river. The land north of the Presidio was identified as "set aside for the soldiers and their families" and no trails or roads crossing San Pedro Creek are identified on the map. The area west of the creek seemed to have been thought of as uninhabited country.

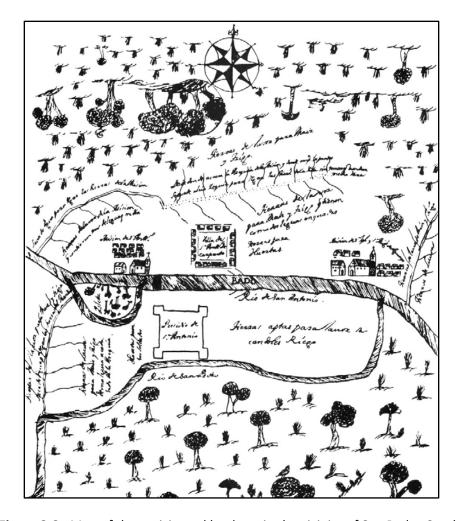


Figure 3-2. Map of the anticipated land use in the vicinity of San Pedro Creek.

The founding of Villa de San Fernando, west of the river added a new dimension to both land use and interaction between the mission and the civilian inhabitants of the region. During the Spanish Colonial Period few people inhabited the area between the San Antonio River and San Pedro Creek and even fewer used the area west of the creek. The region to the west tended to be viewed as wild country, uninhabitable due to the danger of raids by hostile Indian groups. The 1764 Munguia map (Figure 3-3) shows the San Antonio Rive and San Pedro Creek and depicts two roads that traverse the creek, one that crosses south of the Campo Santo and is labeled as the Camino Real de Presidio de Rio Grande and the other immediately west of San Fernando and is the Camino Real de San Saba.

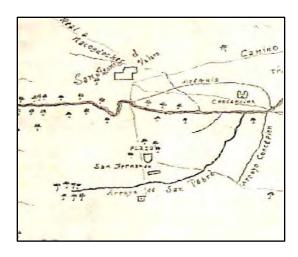


Figure 3-3. Munguia Map of the Presidio de San Antonio de Bexar, 1764.

The Menchaca map of 1764 shows three roads leading across San Pedro Creek (**Figure 3-4**). The one traveling directly toward the west is identified as the "Camino Real de San Saba", the "Camino Real Para el Rio Grande" and the "Camino Real de Abajo para el Rio Grande".

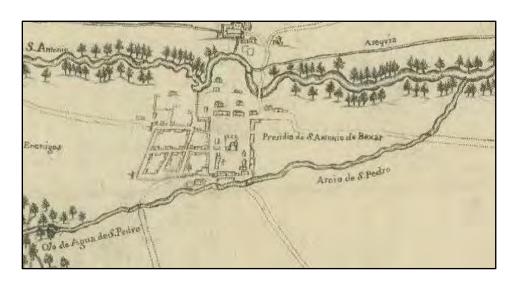


Figure 3-4. The Menchaca Map of San Antonio, 1764.

Lacking any bridges and given the early stages of occupation of the area, the Spanish relied on low-water crossings to traverse the waterways of the region, including San Pedro Creek, just as the Native American groups that lived in the region when the Spanish arrived. *Paso de los Nogalitos* was a crossing of San Pedro Creek that is situated very near the point at which modern-day Nogalitos Street crosses San Pedro Creek (Figure 3-5). A low-water crossing is still utilized today at this location where the channel is very narrow and rocks line the channel bottom (Figure 3-6). A few miles downstream is the *old crossing of the Road to Laredo* (Figure 3-7). This crossing later became the site of the crossing of

the Corpus Christi and Laredo Road, more recently known as the South Flores Road. As at the Nogalitos crossing, even today, a low-water crossing is also actively utilized in this area (**Figure 3-8**).

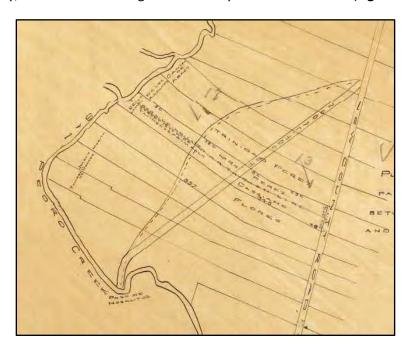


Figure 3-5. Paso de Nogalitos on map of San Pedro Creek, date unknown.



Figure 3-6. Low water crossing of San Pedro Creek near Nogalitos Street (right of frame).

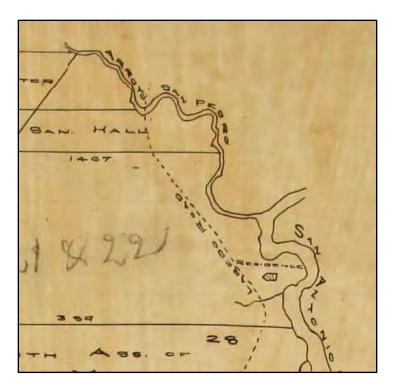


Figure 3-7. Laredo Road Crossing of San Pedro Creek (1869).



Figure 3-8. Low water crossing of San Pedro Creek near S. Flores Street.

Post-Colonial Roads and Bridges

The construction of bridges to facilitate the crossing of streams was not a high priority in the area while population densities were small and concentrated east of the San Antonio River. Most early bridges across the San Antonio River consisted of nothing more than logs spanning the banks and allowing for careful yet accident-prone crossings. One of the earliest mentions of appropriations of funds for the construction of bridges across waterways in San Antonio comes up during a Cabildo session on August 5, 1830. The discussion is centered on the investment of some of the funds generated from the operation of a community slaughter house to the construction of bridges at the principal streets that cross the San Antonio River.

Bridger building was further spurred by the availability of the new blocks and lots on the west bank of San Pedro creek following the 1849 survey. Several dozen lots were purchased by the general public on the west side of San Pedro Creek between 1849 and 1854. The influx of the population to the area, in turn, resulted in higher demand for bridges connecting the east and west banks. By 1849 a new bridge was present at Presidio Street (Commerce Street) and the construction of new bridges was to follow at Nueva and Rivas streets (**Figure 3-9**).



Figure 3-9. Segment of 1849 map showing Presidio Street and the bridge that spanned San Pedro Creek.

However, even a few years later, some streets from the east side of San Pedro Creek never spanned the waterway. Such was the case with Obraje Street, which even in 1854 did not have a bridge connecting to the west bank of the creek (**Figure 3-10**). It is likely however, that a low water crossing was utilized in the area, because the street followed straight across the channel of the creek.

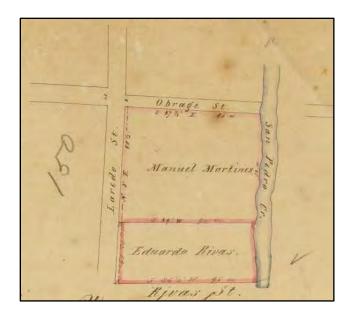


Figure 3-10. Segment of 1854 map showing Obraje Street and its vicinity. Note the absence of a bridge at the location.

Only two years later, in 1856, Rivas Street had a wooden bridge spanning San Pedro Creek connecting Camaron Street with North Laredo Street on the west bank (**Figure 3-11**).

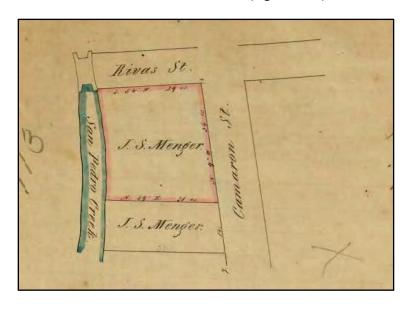


Figure 3-11. Bridge at Rivas Street shown on 1856 map.

In 1873, only five streets crossed the creek between Kingsburry at the northern beginning point of the project and the confluence of the creek with Alazán Creek. From North to South they were Salinas (remained the same), Obraje (later Travis), Rivas (later Houston), Presidio (later Commerce), Dolorosa, Nueva, Arsenal, and Cevallos streets. Several streets approached from the west at Laredo Street and dead-ended at the creek channel or continued across the stream at low water crossings. Similarly, Camp, Herff, Keller and Rehmann streets approached form the east only to dead-end at the creek. A

large stretch of the San Pedro creek drainage that was funneled between South Laredo and South Flores streets appeared to be undeveloped with the exception of the aforementioned transportation enhancements.

However, even as late as 1886 low water crossings were employed in addition to formal bridges. This is illustrated in the bird's eye view of San Antonio drawn by Augustus Koch showing Kingsbury Street near the north end of the project area. The close-up shown in **Figure 3-12** clearly shows the formal bridge with a low water crossing immediately south of it.

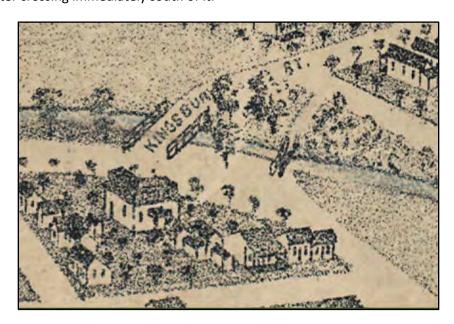


Figure 3-12. Low-water crossing of San Pedro Creek just south of Kingsbury Street (Koch 1886)

Some bridges shown on the 1886 bird's eye map appear to be plank-bridges with simple railings on each side (bridge at Obraje Street; **Figure 3-13**). This is confirmed by the Sanborn Fire Insurance Maps (Sheet 8) which describe plank-bridges at W. Houston, W. Commerce, and Dolorosa.

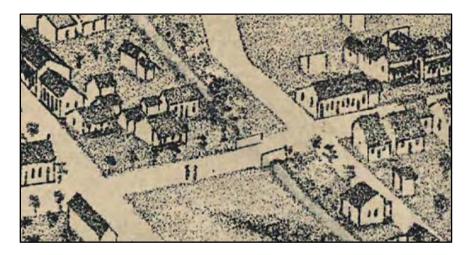


Figure 3-13. Apparent plank-bridge at Obraje with simple railings.

Other bridges, such as the one at Nueva, appear to have a support infrastructure similar to later metal bridges (see figure of bridge at Nueva Str.; **Figure 3-14**). The construction of the first bridge crossing at Nueva Street may date back to the mid-1800s just before the City Council requested that the land west of San Pedro Creek be surveyed and divided into blocks and lots for sale to the residents of the town. However, even prior to this date, some residents had purchased land on the west bank of the creek as indicated by the records of sale of land.

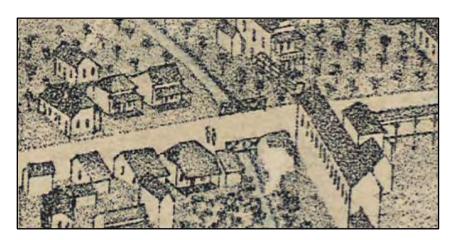


Figure 3-14. Wooden bridge with possible railing at Nueva Street, 1886.

By 1892, a wooden bridge is added to the crossing of San Pedro Creek at Obraje Street (see Sheet 6, 1892 Sanborn Fire Insurance Map), and by 1913 the City Council relies on funds raised as part of a Bridge Bond to construct new or replace aging bridges crossing both the San Antonio River and San Pedro Creek. Funding for infrastructure repairs and improvements continues to increase during the 1920s. A part of these investments was directed toward the improvement of streets and bridges that crossed San Pedro Creek. One of the first wooden bridges to be replaced by concrete using these infrastructure improvement funds was the Houston Street Bridge. At Camp Street the bridge was a wooden structure and it appears to have remained so until at least 1951. In contrast, at Herff Street, the bridge was constructed of concrete. Sometime between 1924 and 1951, a concrete bridge was built at W. Cevallos, but a wooden trestle railroad bridge was in place just to the north where the SA&AP RR crossed the creek. Between 1924 and 1951, wooden bridges at several other crossings were replaced with concrete versions, including those at Martin, Travis, Dolorosa, and Durango (C. Chavez). Even in 1956, however, some crossings of the creek (Camp Street, Graham Street) relied on wooden bridges. The replacement of the wooden bridges with concrete ones along the northern portion of the project area, immediately west of Main Plaza, even in the mid-20th century reflected the fact that the principal connections to the area west of San Pedro Creek still occurred through the center of town.

As a broader range of connections began to be established with the region west of San Pedro Creek, the access points also improved reflecting the growth of the commercial and industrial connectivity with the area west of the creek during the mid-20th century. This is reflected in the boom in bridge construction between 1957 and 1962 according to "Blue Line" maps at the Municipal Archives. Several bridges, including those at Mitchell, Flato, and Cass streets were constructed during this period as the City's

population and industrial growth expanded south toward the San Antonio River confluence and west along San Pedro Creek.

A total of twelve major vehicular and pedestrian bridges cross San Pedro Creek within the project limits (**Table 3-1**). They are found at West Martin, Salinas, W. Travis, W. Houston, W. Commerce, Dolorosa, W. Nueva, Graham, C. Chavez, Guadalupe, Camp, and S. Alamo Streets. Of these bridges, the ones found at Salinas (**Figure 3-15**), Houston (**Figure 3-16**), Nueva (**Figure 3-17**), Graham (**Figure 3-18**) were recommended as potentially eligible for listing on the National Register of Historic Places (Tomka et al., 2014). The existing concrete bridges were constructed in the same locations as their wooden predecessors and their construction dates range from the early 1950s to the mid-1960s.

As mentioned above, as business and industrial establishments grew along the banks of the west bank of the creek, so did the need to provide access to them. In the case of those businesses with walls built immediately along the bank of the creek, small bridges were constructed to span the creek and adjoin a door to the establishment. These bridges were supported by I-beams either sitting on the tops of the stone walls or integrated into them using concrete. Four such bridges were built to service business establishments. Two spanned the creek between Houston and Commerce Streets and two others spanned the creek between Commerce and Dolorosa Streets. All four of these small but multi-purpose bridges are recommended as potentially eligible for listing on the National Register of Historic Places.

Table 3-1 lists the bridges found within the APE and their eligibility recommendations and/or status. The table also presents the use the bridge at the present.

Table 3-1. List of bridges by location and their potential eligibility for listing on the National Register.

Bridge ID Nr.	Location	Eligibility*	Туре
1	W. Martin Str.	NE	multi-purpose
			vehicular; now
2	W. Salinas Str.	PE	pedestrian
3	W. Travis Str.	NE	multi-purpose
4	W. Houston Str.	PE	multi-purpose
	W. Commerce		
5	Str.	NE	multi-purpose
6	Dolorosa Str.	NE	multi-purpose
7	W. Nueva Str.	PE	multi-purpose
8	Graham Ave.	PE	multi-purpose
9	C. Chavez Blvd.	NE	multi-purpose
10	Guadalupe Str.	NE	multi-purpose
11	Camp Str.	NE	multi-purpose
12	S. Alamo Str.	NE	multi-purpose
	Houston-		
Footbridge 1	Commerce	PE	multi-purpose
Footbridge 2	Houston-	PE	multi-purpose

	Commerce		
	Commerce-		
Footbridge 3	Dolorosa	PE	multi-purpose
	Commerce-		
Footbridge 4	Dolorosa	PE	multi-purpose
	North of		
Railroad Bridge	Cevallos Str.	NE	railroad



Figure 3-15. Salinas Street Bridge, currently only employed for pedestrian traffic.



Figure 3-16. Houston Street Bridge over San Pedro Creek.



Figure 3-17. Detail of Nueva Street Bridge across San Pedro Creek.



Figure 3-18. Graham Street Bridge over San Pedro Creek.

Railroads

The last quarter of the 18th century was the beginning of the golden age of the railroad industry in San Antonio. It opened the way to San Antonio from all points across the United States and for a brief period between the 1880s and the 1920s, San Antonio was considered the crossroads of America, as good year-round weather allowed railroads to function 12-months out of the year and the railroad system connected the west coast and New Orleans allowing relatively rapid transcontinental travel (Hemphill 2006:6-10).

None of the railroad tracts reached San Antonio yet at the time King visited San Antonio in 1873. He stated the following about the fledgling railroad industry in San Antonio:

"Three lines are at present pointed directly at the antique city; the Galveston, Harrisburg and San Antonio railroad, nearly completed; the Gulf, Western Texas and Pacific railroad, which at present extends from Indianola to Victoria, and has been graded to Cuero, thirty miles beyond Victoria; and the International railroad, which contemplates touching both Austin and San Antonio, thus opening a through line to Longview, in Northern Texas, and south-west-ward to Mazatlan on the Pacific, with a branch to the city of Mexico. There is not much probability that the last line will be finished to San Antonio, at least for many years. "King (1875:160).

The big day arrived on February 2nd, 1877 when the first steam train owned by the Galveston Harrisburg & San Antonio Railroad (GH&SA RR) arrived to San Antonio. It is said that nearly half of the City's population turned out to celebrate the event (Hemphill 2006). The first GH&SA RR stations constructed in San Antonio was located on Austin Street near Fort Sam Houston (Hemphill 2006:11), and several depots were subsequently build across the city to service the growing railroad industry, including several near the southern terminus of the project area (see below).

By 1881, the second rail system, the International & Great Northern (I&GN) arrived to San Antonio and only three years later (1884), the San Antonio and Aransas Pass Railroad (SA&AP RR) was established. One year earlier, the first train arrived to San Antonio from San Francisco, linking the west coast with the east as service was also established to New Orleans.

While the larger national railroad companies held the advantage in building and servicing the City, local independent railroads such as the San Antonio and Aransas Pass Railroad (SA&AP RR) and the San Antonio and Gulf Shore (SA&GS RR, 1893) also played an important roll linking towns in the region and often dramatically altered the faith of communities depending on whether they were or were not tethered and connected to other metropolitan areas along the rail system. This relationship to the transportation arteries was not unlike what happened in the mid-20th century with the Federal Highway system and the significant role it played in either creating opportunities for growth of cities or resulting in their demise as highways either ran through them or bypassed them as the system was designed and constructed.

The City of San Antonio map of 1889 depicts only one line crossing San Pedro Creek within the project area. This is the SA&AP RR which has two parallel tracts between South Flores and San Pedro Creek, converging to a single tract immediately east of the creek, prior to crossing it just north of Cevallos Street across a wooden trestle bridge. It is likely that it is this same line and bridge that was depicted by Augustus Koch's Bird's Eye panoramic view of San Antonio drawn in 1886 (**Figure 3-19**). This crossing remained in use until the present time as a wooden trestle bridge still stands and carries tracts across the creek.

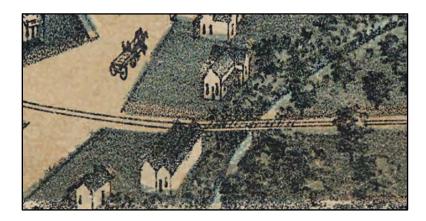


Figure 3-19. Rail Road bridge over San Pedro Creek near its confluence with Alazán Creek (Koch 1886).

The 1950 NCB Red Tax map of the southern part of the project area near the confluence of San Pedro and Apache and Alazán Creeks depicts the heavy railroad traffic in the area. The map depicts eight rail lines within the area with several belonging to the SAB &T RR and at least one being operated by the GH&SA RR (**Figure 3-20**). It also appears that the SAB&T RR has at least two depots on the east bank of the creek.

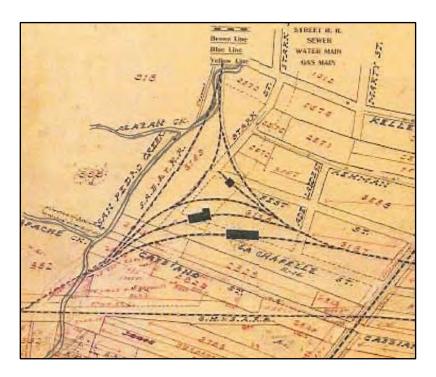


Figure 3-20. Map of San Pedro Creek and its vicinity to Alazán Creek, note the multiple railroad tracts that crossed the area in 1950.

Chapter 4: Flood Control and Channel Improvements

Although it has a relatively small drainage area (2.64 sq. miles), no doubt that San Pedro Creek flooded regularly during prehistoric and historic times just as it is recorded to have done since the late 19th and 20th centuries. Similarly, as a result of the evolution of the course of its channel and as a product of flooding, the creek has had a dynamic channel that meandered across its shallow floodplain over time.

During prehistoric times, the seasonal flooding that it occasioned made little difference to the huntergatherer groups that traveled through the region and settled on its banks. Floods deposited layers of silt and also kept the vegetation communities lining the creek banks in a mosaic of riverine forests yielding cyclical crops of pecans and weeds and grasses that produced a variety of edibles that could be maintained and nurtured as they matured. Because little investment of effort entered into the manipulation of the vegetation and plant communities growing on the terraces of the creek, flooding typically resulted in no harm or destruction of properties during prehistoric times. Peak water flow and likely flood events would have been seasonal with the exception of the possible hurricane-caused heavy rainfall. Spring and fall period would have experienced high rainfall and water discharge along the creek such as the high stream flow noted in September 1921 and May of the following year (**Table 4-1**).

Table 4-1. Thirteen year (1916-1929) peak stream-flow data for San Pedro Creek at the Furnish Street gauge station, San Antonio, Bexar County, Texas.

Year	Date	Gage Height (feet)	Stream- flow (cfs)
1916	Sep. 25, 1916	6.25	700
1917	Oct. 16, 1916	3.50	85
1918	Apr. 5, 1918	4.80	380
1919	Sep. 15, 1919	4.45	335
1920	Oct. 16, 1919	3.40	170
1921	Sep. 9, 1921	8.60	2,020
1922	May 2, 1922	5.25	788
1923	Aug. 28, 1923	3.55	404
1924	Apr. 25, 1924	6.38	1,070
1925	May 10, 1925	4.80	680
1926	Apr. 20, 1926	6.40	1,070
1927	Jun. 15, 1927	5.00	728
1928	Mar. 9, 1928	6.79	1,170
1929	May 23, 1929	5.00	728

In addition, the impact of the flooding of the creek also would have depended on the level of occupation and use of the drainage during historic times. Since the area was not heavily occupied until the mid-to-late-1800s, it is likely that flood events would have created less damage to property. In contrast, however, as human habitation and use of the area increased with the apportioning of blocks and lots west of San Pedro Creek and the influx of people into the area, the consequences of seasonal flooding may have also increased. Therefore, it is possible that few flood control attempts were initiated along the creek until after populations and property increased along the creek.

Previous research conducted by Tomka et al. (2014) as well as the records of the City of San Antonio Municipal Archives and Records, indicate that the orientation of the channel of San Pedro Creek has changed significantly over time. Most of these changes appear to have focused on straightening the meanders present along its course (see Tomka et al. 2014). It is possible that these apparent changes are the product of simple mapping errors but this is unlikely given that most of the maps depicting the channel are actual survey records. Therefore, it is more likely that the alterations in channel orientation actually represent attempts straighten the channel to allow more rapid flow, perhaps with the hope that this will in turn reduce the intensity of flooding and related damage.

It is also evident from both the historical records as well as the present condition of the channel of San Pedro Creek that in addition to channel orientation, the morphology of the channel was also reconfigured. The changes involved both the construction of retaining walls along a large portion of the upper reach of the creek, as well as to make the channel of uniform width and depth. The present conditions noted along the upper reach of San Pedro Creek, specifically from the outlet tunnel near Santa Rosa Street to the creek's confluence with Alazán Creek, indicate that attempts to modify the morphology of the creek extended only to South Alamo Street. From S. Alamo southward to the confluence, the channel appears to have been widened but not walled (Figure 4-1).



Figure 4-1. South Alamo Street Bridge and view to the South.

These flood control measures were highly systematic and planned by order of the City Council. Ordinance 135, dated September 3, 1919 called for San Pedro Creek to"... have a uniform channel width of sixty (60) feet..." The section that was to be altered to fit these parameters was from Myrtle Street at the north end and continuing to Travis Street at the southern end. It is unclear exactly when the proposed changes began to take place, but a schematic drawing of a meander of the creek immediately south of the Myrtle Street crossing dated 1928 does indicate work was undergoing by this time (**Figure 4-2**). The schematic depicts a realigned stream channel lined by a concrete retaining wall. A similar schematic depicting the opening of Straus Street also shows a uniform creek channel lined by a stone wall on the west bank and a wooden wall along the short east bank segment.

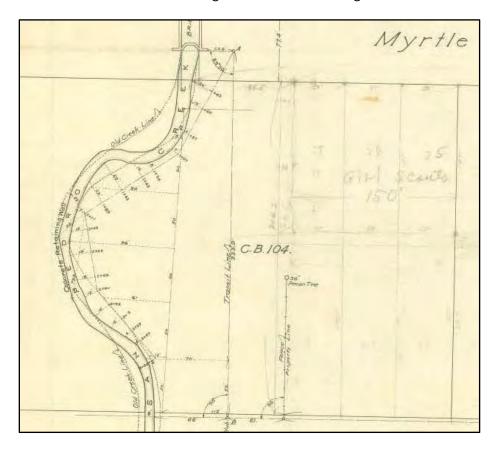


Figure 4-2. One of the earliest schematics showing planned alterations to the San Pedro Creek channel.

Recently completed preliminary schematic plans depicting the proposed improvements associated with the San Pedro Creek Improvements Project indicate that the bulk of the improvements will focus on the channel of the creek within the APE. To ensure that the precise impacts of these planned improvements on the channel of the creek and the retaining walls is clearly understood, the following section describes in detail the construction materials and methods of the retaining walls and the proposed impacts they will undergo. The discussion will begin with the west bank of the creek followed by the east bank, and the APE is divided into block-length segments. This chapter is heavily illustrated with detailed photos of segments of retaining walls. These photos, as well as where they were taken along the project

easement, are reproduced in Appendix I made available on the accompanying CD. In addition, the CD also contains strips of overlapping photographs of each bank of the creek from the outlet tunnel near Santa Rosa Street to South Alamo Street (Appendix II), south of where the creek channel is not confined within retaining walls. These strips were shot and provided to RKEI by the staff of Muñoz and Company. Finally, the CD also contains the original schematic furnished to RKEI by Muñoz and Company illustrating the retaining walls and the proposed impacts that they will undergo (Appendix III).

Wall Segment Descriptions

The previous Standing Structure Reports (Tomka et al. 2014 and Nichols and Tomka 2014) made recommendations regarding distinct segments of retaining walls. In general, segments of retaining walls made of rock, even when containing a concrete revetment, were recommended as potentially eligible (PE) for listing on the National Register. In contrast, retaining walls made of concrete were recommended as not eligible (NE) for listing on the National Register. Because only a few segments have property identification numbers (IDs), the wall segments were not referred to by ID number. Here we rectify this oversight, recognizing that only a selected number of wall segments are associated with property ID numbers. To organize the presentation, the segments are discussed from bridge intersection to bridge intersection with the description of the west bank retaining walls followed by the east walls. At the end of the reviews of the characteristics of each of the west bank walls, schematic drawings are presented depicting the proposed impacts that are planned for both the west and east walls within the segment discussed.

Santa Rosa Street to Martin Street Bridge--West Wall

The western bank retaining wall begins with a short westward wall segment cut into the bank and serving as the start of the wall segment (Figure 4-3). As it turns southward and runs along the bank, the top of the wall is damaged, rocks are missing, and minimally, repair may be needed to the wall. There may be two distinct phases of construction visible on this portion of the wall. The bottom two to three courses of rock appear to be laid flat and consist of various sized rectangular limestone blocks (Figure 4-4). The very bottom course has a revetment of concrete that is peeling off in places. The concrete veer may have been added at the time of the pouring of the channel bottom assuming that it would provide added protection from erosion. The concrete creek bottom abuts the base of the wall. The remainder of the wall is constructed of various sized and oddly shaped limestone blocks that are placed at irregular angles and but well fitted together to form a massive wall that appears to be 10-12 feet in height along this segment. The rocks that make up this wall segment consist of pieces that are chiseled smooth on the exposed face, others that are rough-surfaced, and yet others that relatively flat and still preserve the chisel marks on their surfaces. Several subsurface drainage pipes are present along the wall segment. The upper two lines of pipes are situated approximately 4-6 feet below the surface while the bottom row is situated roughly 8-feet below the surface. In several places along the top of this wall segment, individual or small numbers of stones are missing and will need to be replaced. In addition, graffiti is present in localized areas on the face of the wall.



Figure 4-3. Beginning point of the west-bank retaining wall.



Figure 4-4. Two distinct patterns of stone alignment, note also graffiti present on wall.

This wall segment terminates in a joint at the point at which it meets a wall exhibiting a dramatically different construction technique (**Figure 4-5**). The wall terminates in well-formed rectangular limestone blocks placed on their ends to form the impression of a clear termination to the wall (**Figure 4-6**). The wall segment immediately to its left (downstream) is not joined in any manner to the one next to it.



Figure 4-5. Joint between two wall segments constructed using different techniques.



Figure 4-6. Close-up of wall joint including the damage suffered by the wall due to root damage.

The wall segment that follows southward from the joint is shorter than the one to its upstream side measuring only approximately 8-feet in height. It exhibits two construction techniques that may reflect two construction episodes (**Figure 4-7**). The bottoms 3-feet consists of irregularly shaped and sized limestone blocks that form a wall segment with a flat top. Buried drainage pipes are present near the very bottom of the wall and channel base. The upper 5-feet consists of larger blocks of limestone that are also irregularly positioned although the row of blocks that sit on top of the lower wall segment are flat along the wall joint. A second set of drainage pipes is found along this joint running the length of the wall segment.



Figure 4-7. Two construction techniques seen in west wall segment.

It is possible that the two construction methods represent simply two distinct craftsmen styles, rather than two distinct building periods. However, it is more likely that the upper and lower wall segments are of distinct construction ages. This is based on two observations. First, to provide the maximum structural stability and strength, a single construction would have likely articulated or tied together the upper and lower segments rather than building them on top of each other. Second, a 1940s historic photograph of work along the San Pedro Creek channel shows that newly excavated channel bottom consisting of a flat surface and vertical sides that are approximately 3-feet tall. The image may be misleading in that it may depict a channel segment that is relatively shallow. Another interesting aspect of the image is that it does show the fact that the construction of the regular channel retaining walls likely was accompanied by the realignment of the channel. The original channel of the creek and a plank bridge are seen at the right of the photograph (Figure 5-22; Tomka et al. 2014:66).

Yet another separate construction technique is seen further south along the west wall, near the Martin Street Bridge (**Figure 4-8**). While the lower 3-feet of the wall remain consistent throughout the entire length of this segment between Martin and Santa Rosa, the limestone building blocks making up the upper segment switch from irregular sized and shaped and rough-faced pieces to smooth faced, blocks that are shaped and carefully fitted next to each other (**see Figure 4-8 vs Figure 4-7**).



Figure 4-8. Smooth faced limestone blocks in upper west wall of San Pedro Creek.

The shift in construction technique appears to coincide with the seam shown in **Figure 4-9** below.



Figure 4-9. Apparent seam in upper stone wall demarcating two distinct construction techniques.

The west wall segment between Santa Rosa and Martin Street is constructed of two parallel rows of rocks one on the channel-side and one on the bank-side of the creek. Any space between the two rows is filled with smaller rocks some held in place by mortar while others appear to be dry-stacked (**Figure 4-10**).



Figure 4-10. Inner- and outer-row of rocks that form the retaining wall. Note also the massive damage cause by the roots of the plants growing along the top of the bank adjacent to the wall.

Large segments at the top of this wall are damaged due to root impacts (**Figure 4-10**), and at least in one place (**Figure 4-11**), a large hole has formed near the top of the lower portion of the wall near the seam between the two stacked walls. This hole is a product of erosion that began at the top of the bank (**Figure 4-12**) and penetrated below the bank surface and exited at a structural weak spot, the seam between the two walls.



Figure 4-11. Large hole developed at the seam between the two wall construction episodes.



Figure 4-12. Erosion of the top of the west bank.

Damage to the tops of the wall is not only caused by roots but also the long-term effects of the installation of a retaining rails made of joined piping on top of the wall (**Figure 4-4**), and later generations of retaining walls made of concrete (**Figure 4-13**).

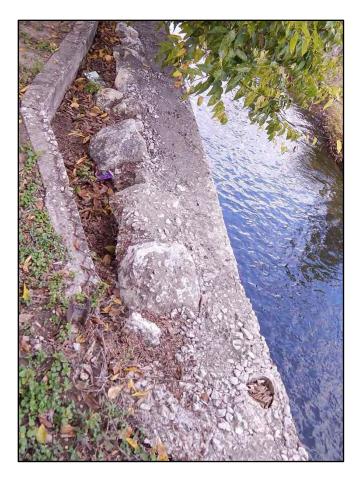


Figure 4-13. Concrete wall with remnant of chain-link fence built behind the original stone retaining wall.

Finally, the portion of the wall immediately north of the Martin Street Bridge has been ;removed to allow for the construction of the bridge and the concrete apron that prevents the erosion of the bridge footing on the west bank of the creek (**Figure 4-14**). Since its construction, and lacking any support, the wall has begun to lean inward with a sizable gap developing between the bank fill and the back-side of the wall (**Figure 4-15**).



Figure 4-14. Break in stone wall created to allow for construction of Martin Street Bridge.



Figure 4-15. Gap between the stone wall and concrete apron of Martin Street Bridge, west bank of creek.

Figure 4-16 illustrates the proposed impacts and modifications to the retaining walls along the west and east banks of the creek between Santa Rosa and Martin Streets. Note also that the concrete retaining walls that connect the stone retaining walls to the tunnel outlet, marked in red on the figure, will be demolished.

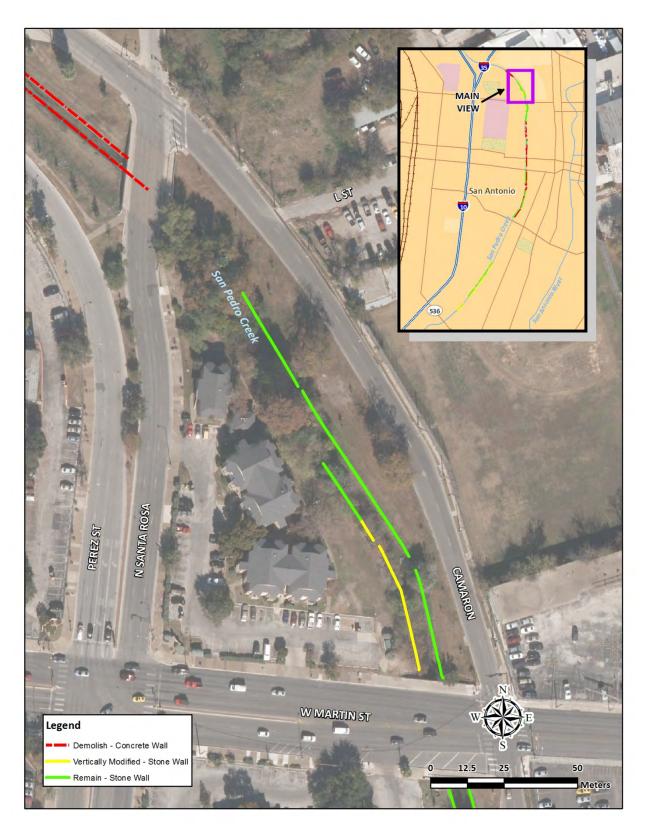


Figure 4-16. Proposed impacts to the west and east bank retaining walls between Santa Rosa and Martin Street.

Santa Rosa Street to Martin Street Bridge--East Wall

The east wall of the San Pedro Creek channel in this segment is much shorter than the west wall, measuring only approximately 2 to 3-feet in height. From its beginning just south of Santa Rosa Street to the Martin Street Bridge, the east wall of the creek is only two courses high (**Figure 4-17 and 4-18**).



Figure 4-17. East wall of San Pedro Creek looking north from middle of block.



Figure 4-18. East wall of San Pedro Creek looking south from middle of block; note Martin Street Bridge in background.

The wall is in relatively good condition with only localized damage (i.e., missing rocks **Figure 4-18**), although the vegetation that has caused the damage on the west bank is growing liberally along the east bank of the channel, as well. As noted in Figure 4-16, the east bank retaining walls will remain unaltered as part of the proposed project.

Martin Street Bridge to Salinas Street Bridge--West Wall

As immediately north of the Martin Street Bridge, the stone wall is cut through just south of the Martin Street Bridge to allow room for the installation of the concrete apron that protects the base of the bridge (**Figure 4-19**).



Figure 4-19. Beginning of stone wall south of Martin Street Bridge.

A number of distinct construction techniques appear to be present along this stretch of the wall. For instance, the two part construction noted north of the Martin Street Bridge is not present south of the bridge suggesting that the portion destroyed to build the bridge contained a seam where the construction method changed (compare **Figures** 4-9 and **4-20**). In addition, vertically positioned spacer

slabs are present in the northern portion of this segment of the stone wall but these slabs terminate at a distinct seam in the wall and are replaces with square drain holes scattered throughout the wall (**Figure 4-20 and 4-21**).



Figure 4-20. Vertical spacers in wall segment just south of Martin Street Bridge.



Figure 4-21. Possible seam where construction technique shifts, note drainage hole.

Even within a wall segment that appears to have been constructed using the same technique, however, there are differences in the rocks employed in the construction suggesting either different construction episodes, different rock quarries, or different loads from the same quarry (**Figure 4-22a and b**).



a. b.

Figure 4-22. Two distinct treatments of stone noted in the same wall segment, west wall.

Overall, at least three distinct "styles" of construction techniques are notable in the stretch of stone wall along the west bank of the creek between Martin and Salinas Streets.

While in general, the wall segment is in better condition than the segment north of Martin Street, structural weaknesses at the joints between distinct construction episodes are failing and are endangering the integrity of the wall (Figure 4-23a). In addition, more recent impacts to the wall (see Figure 4-23b), such as the installation or reinforcement of drainage culverts also continues to impact the integrity of the walls. Finally, the bases of the walls are beginning to experience the effects of erosion as the concrete mortar has been removed from along the bottom row of rocks (see Figure 4-22b). It is unclear how this mortar erosion impacts the structural stability of the wall unless the water is also removing fill found behind the base of the wall.



a. b.

Figure 4-23. Cracks developed at seams in the stone wall.

The Salinas Street Bridge, constructed in 2-14-25, served to permit vehicular traffic across the creek back when the street continued westward across the creek. The street has been closed for some time and the bridge is now used only for pedestrian crossing. The bridge is much better integrated with the stone wall along the west bank of the creek (**Figure 4-24**). This may be due to the fact that the bridge was constructed in 1925 and graffiti written in the cement capping on top of the nearby stone wall suggests that at least the cement cap was added to the wall in 1926 (see **Figure 25 a and b**).



Figure 4-24. Seam at meeting of stone wall and base of bridge at Salinas Street.

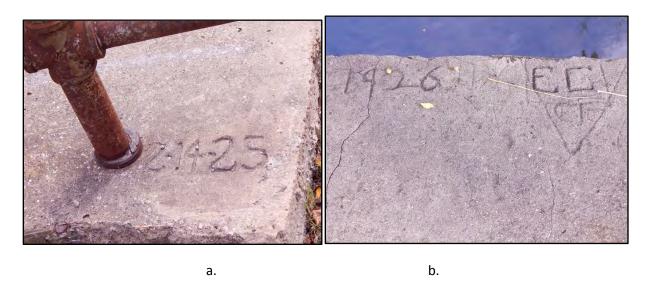


Figure 4-25. Construction date of Salinas Street Bridge and date of cement cap on nearby west wall.

Figure 4-26 shows the proposed impacts to the west and east bank retaining walls that fall between Martin Street and Travis Street. Note that between Martin and Salinas, the stone retaining walls on

both banks of the creek remain intact. The figure also provides the identification number of each historic resource that is either listed on or potentially eligible for listing on the National Register. The resources are discussed in greater detail in Chapter 5.

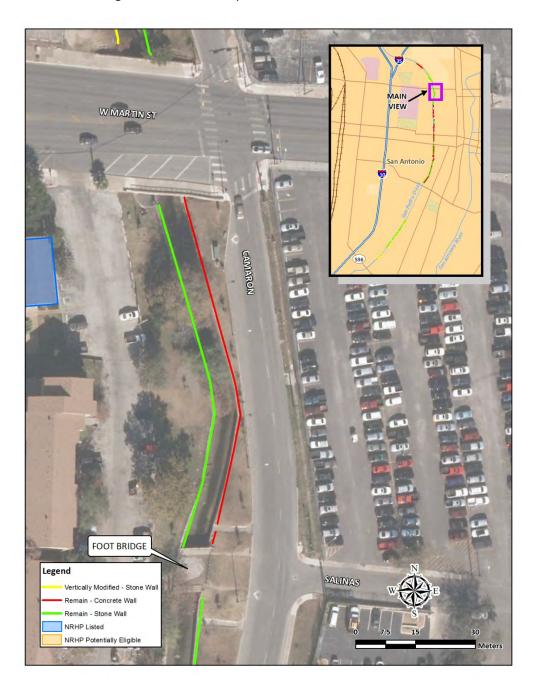


Figure 4-26. Proposed impacts to the west and east bank retaining walls between West Martin Street and Salinas Street.

Martin Street Bridge to Salinas Street Bridge –East Bank

The east bank retaining wall is the first of the segments with a property ID number. It is identified as ID number 101560. The east bank is a completely different construction technique than the west bank. This portion of the creek is concrete walled (**Figure 4-27**). There are round drainage ports near the base of the wall at regular intervals. Portions of the wall have cracks and chips that seem to illustrate that the east bank is not a cut stone wall with a cement revetment.



a. D.

Figure 4-27. Portions of the east wall between West Martin Street Bridge to Salinas Street.

According to the schematic presented in Figure 4-26, the retaining wall on the east bank of the creek is to remain intact.

Salinas Street Bridge to West Travis Street Bridge -West Bank

This portion of the west bank of San Pedro Creek is stone masonry with concrete revetment. Round clay pipe drain holes are at a fairly constant height and intervals along the west wall (see **Figure 4-28**).



Figure 4-28. Portions of the west wall near Salinas St (a) and W. Travis St (b).

Note that the west bank retaining wall along this segment of the creek is to remain intact for approximately $2/3^{rd}$ of its northern end. The remaining $1/3^{rd}$ in the vicinity of the Travis Street Bridge will be demolished (**Figure 4-29**).

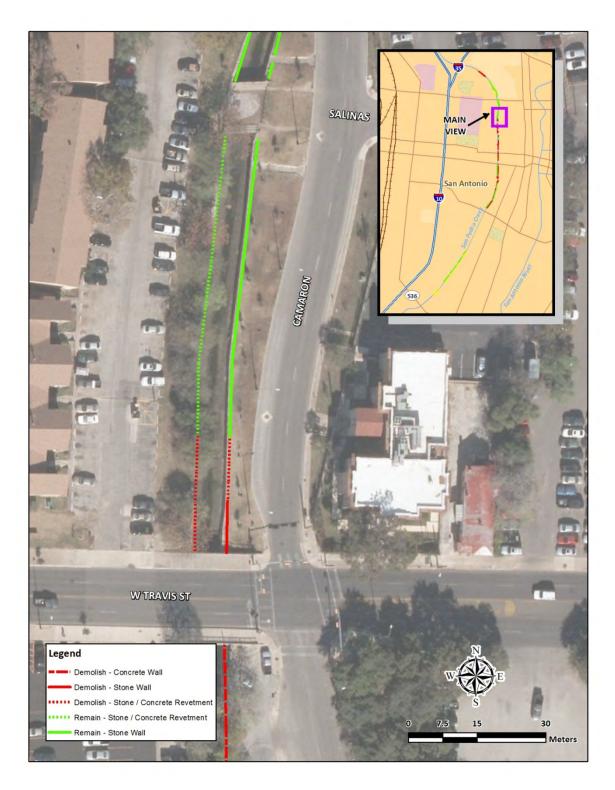


Figure 4-29. Proposed impacts to the west and east bank retaining walls between Salinas Street and W. Travis Street.

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Salinas Street Bridge to Travis Street Bridge –East Bank

A portion of this segment located near the southern end of the segment is identified with Property ID number: 101561. The east bank of this portion of the creek has multiple construction phases. Under the bridges of Salinas Street and Travis Street, the wall is of concrete construction (see **Figure 4-30 a & b**). Between the two bridges, the wall is of stone masonry with a majority of wall comprised mostly of large rough cut stones with square drainage holes. Large roughly rectangular blocks of limestone with smoothed faces were used in portions of the wall (see **Figure 4-31a**). Near the Travis Street Bridge, the construction stones become smaller (see **Figure 4-31b**).

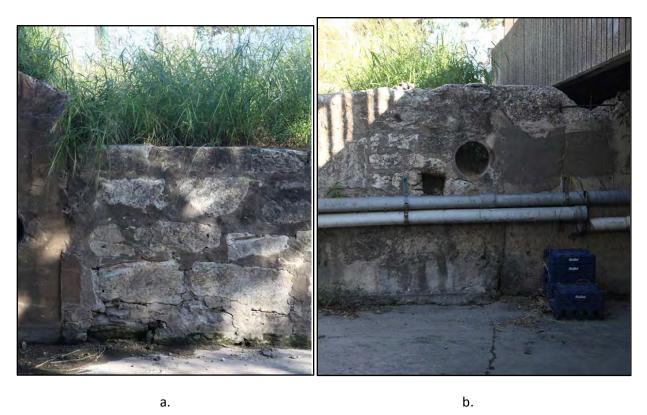
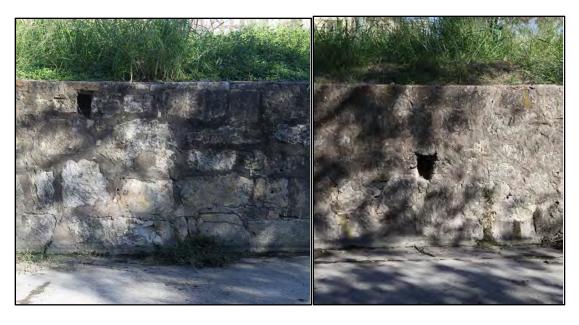


Figure 4-30. Seam at meeting of stone wall and base of bridge at Salinas Street (a) and Travis Street (b).



a. b.

Figure 4-31. Examples of the stone masonry of the east wall between Salinas Street and Travis Street.

Near the center of this portion of the east wall, there is an area that appears to have been partially built with recycled materials (**Figure 4-32**). Near the base of the wall, there is an area with four bricks making up part of the wall construction. Also, there is a large limestone rock at the base with an apparent chiseled rectangular indention. The bricks and the chiseled limestone block suggest that recycled materials may have been incorporated into the wall during construction.



Figure 4-32. Area near base of wall with evidence of construction using recycled materials.

North of the Travis Street Bridge, the east wall was breached and patched to allow two utility conduit pipes to pass through the wall. The pipes are anchored to the east wall and continue south (**Figure 4-33**).

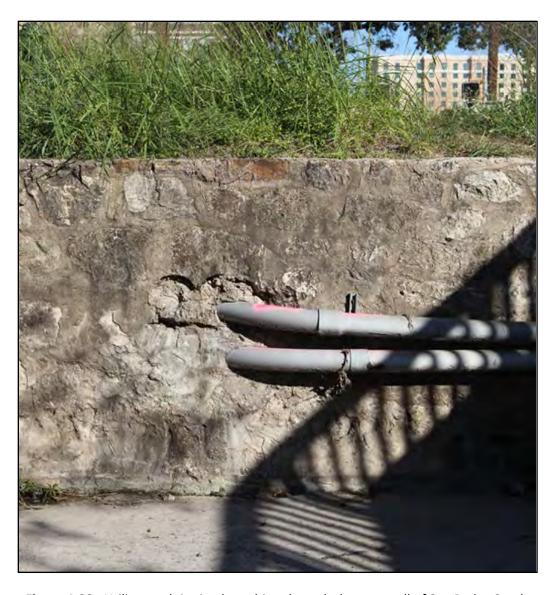


Figure 4-33. Utility conduit pipe breaching through the east wall of San Pedro Creek.

The east bank retaining wall between Salinas and Travis streets is to remain intact for roughly 2/3rds of its length (**Figure 4-29**). The 1/3rd portion nearest to Travis Street will be demolished, according to proposed plans.

Travis Street Bridge to Houston Street Bridge-West Bank

The west-bank retaining wall along this stretch of the creek is identified with property ID number: 101752. This portion of the west bank of San Pedro Creek is concrete walled, including under both bridges. There are areas of cement revetment along the wall that appear to be patches or water proofing over concrete walls. The base along the entire length of this segment is continuous concrete and the round clay pipe drain holes are at a fairly constant height and intervals along the west wall (Figure 4-34).



Figure 4-34. Typical view of the west bank between W. Travis St and W. Houston Street.

Figure 4-35 shows the proposed impacts to the west and east bank retaining walls that fall between W. Travis Street and West Commerce Street. Note that between Travis and W. Houston, the plans call for the demolition of the stone and concrete retaining wall along the west banks of the creek.

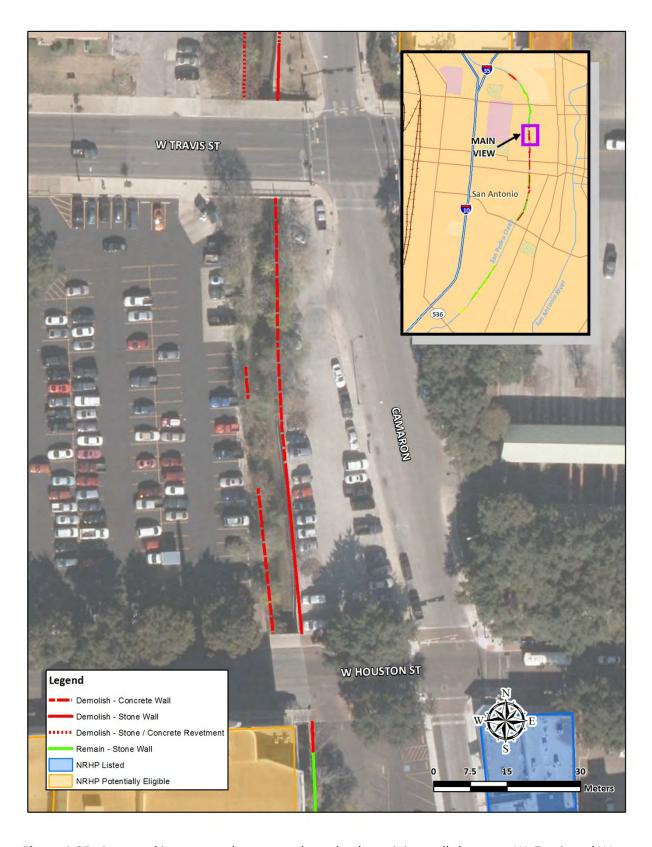


Figure 4-35. Proposed impacts to the west and east bank retaining walls between W. Travis and West Houston Street.

Travis Street Bridge to Houston Street Bridge-East Bank

The entire length of this portion of the east bank has two utility conduit pipes anchored to the wall and they continue to the south. The northern 2/3rds of the east bank retaining wall between the two street bridges appears to be of concrete construction (**Figure 4-36a**). The 1/3rd adjacent to the Houston Street Bridge is constructed using limestone blocks and has a cement mortar revetment (**Figure 4-36b**).



Figure 4-36. Concrete and limestone retaining wall segments between Travis and Houston Streets.

The proposed plan calls for the demolition of the east bank retaining wall along its entire length between the Travis and Houston Street Bridges (**Figure 4-35**).

Houston Street Bridge to Commerce Street Bridge-West Bank

The west bank of the creek immediately south of the Houston Street Bridge forms the wall of the Alameda Theater. It is a solid concrete wall with graffiti present under the suspended sidewalk that is held up by I-beams spanning the creek channel (**Figure 4-37**).



Figure 4-37. I-beams supporting sidewalk along Alameda Theater.

The stone wall picks up immediately south of the theater (**Figure 4-38**) in an area that forms an alley between two neighboring buildings. A footbridge appears to have spanned this portion of the channel judging from its sawed concrete remnant noted on the east bank (**Figure 4-39**).



Figure 4-38. Stone wall segment fronting an alley between existing buildings.

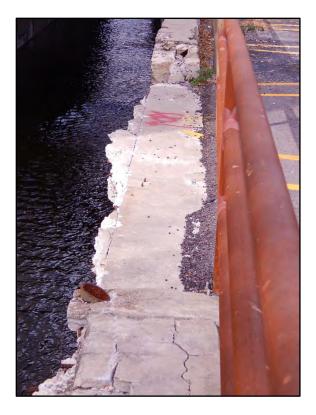


Figure 4-39. Remnants of footbridge visible on east bank of creek.

The stone wall continues along the west bank forming the wall of the Dollar General Store (**Figure 4-40**). Here, the stones are conjoined with bricks and eventually, only bricks form the west retaining wall of the creek (**Figure 4-41**).



Figure 4-40. Stone and brick wall along the Dollar General Store.



Figure 4-41. Replacement of stone with brick along the Dollar General Store's retaining wall.

As the brick west wall reaches the Commerce Street Bridge, a small portion of the stone wall re-emerges but it is immediately adjoined by the poured concrete wall of the Commerce Street Bridge.

The proposed plans call for the demolition of the short segment of stone wall remaining in the west retaining wall of the creek immediately south of the Alameda Theater (**Figure 4-42**).

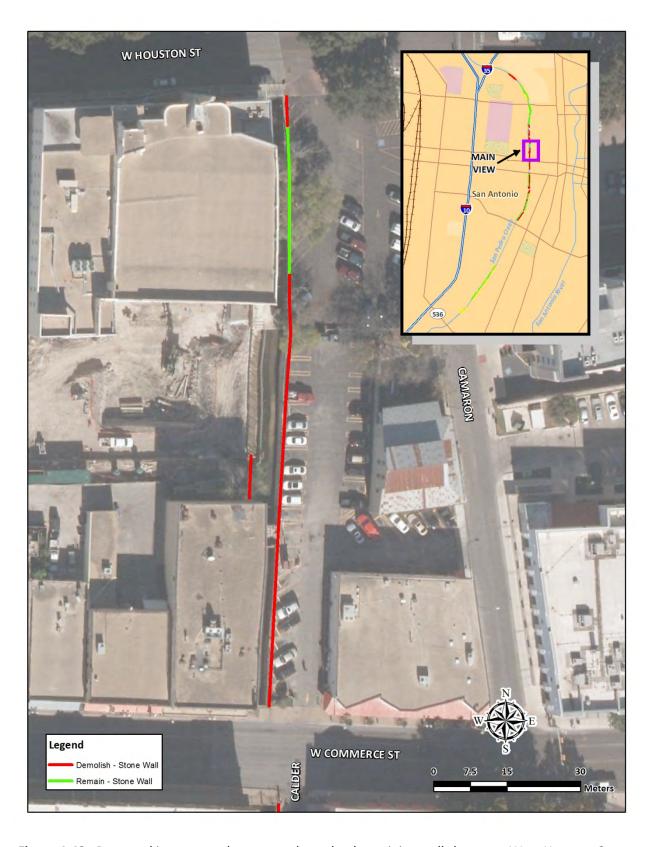


Figure 4-42. Proposed impacts to the west and east bank retaining walls between West Houston Street and West Commerce Street.

Houston Street Bridge to Commerce Street Bridge-East Bank

The east bank retaining wall immediately east of the Alameda Theater is of limestone with a thin cement mortar cap. Inset in the top of the wall are the I-beams that support the Alameda Theater sidewalk (Figure 4-43). The installation of the I-beams required the removal of stone from the top of the wall but the resulting impacts appear to be minimal and limited to the immediate area of the installation (Figure 4-44). Two conduits also are attached and run along the base of the wall resulting in localized impacts to the building blocks.



Figure 4-43. I-beams installed in the stone wall on east bank of creek.



Figure 4-44. Impact to the stone wall resulting from I-beam installation.

A short segment of the stone wall is covered by a cement mortar revetment in the vicinity of a footbridge spanning the creek (**Figure 4-45**). South of this footbridge the stone wall re-emerges and continues for a short distance before it is replaced by a poured concrete wall (**Figure 4-46**) which is eventually replaced by a brick wall across from the Dollar General Store as the wall approaches Commerce Street.



Figure 4-45. Cement revetment covering stone wall between Houston and Commerce Street.



Figure 4-46. Stone wall and concrete wall meet along east bank of creek, across from alley between Alameda Theater and the Dollar General Store. Former footbridge was at the seam of the concrete and rock walls.

Two foot bridges span the creek between the Houston Street and Commerce Street. These foot bridges are potentially eligible for listing to the NRHP (**Figure 4-46**; see also **Figure 4-39**).

The proposed plans call for the demolition of much of the east bank retaining wall between Houston and Commerce Streets. A relatively short segment across from the Alameda Theater will be left to remain in place, according to the proposed plans (**Figure 4-42**).

West Commerce Street Bridge and Dolorosa Street Bridge-West Bank

The west bank of the creek immediately behind the Spanish Governor's Palace is primarily made up of limestone blocks. Judging from the size and treatment of the stone blocks, at least three distinct styles or perhaps construction episodes are evident in the wall (**Figure 4-47a-c**) as one moves from the Commerce Street Bridge South toward the Dolorosa Street Bridge. Further evidence of recycled materials in the construction of the wall is evident in the use of bricks near the base of the wall near the Dolorosa Street Bridge (**Figure 4-47c**).

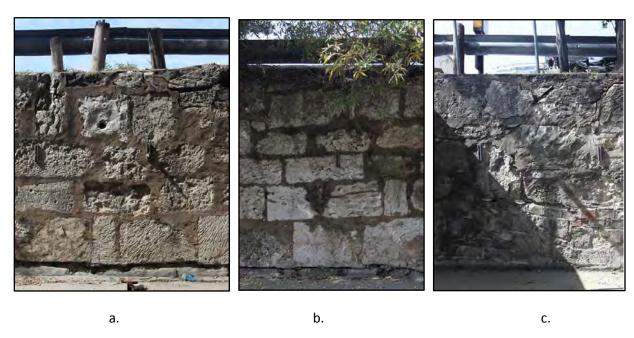


Figure 4-47. Three distinct styles of limestone block treatment and wall construction along west wall.

Clear evidence of a concrete revetment is present along the west wall in the immediate vicinity of Dolorosa Street. Here, the cement revetment is peeling and therefore exposing the underlying stone wall (**Figure 4-48**). Also note the fact that the cement revetment contained the etched outlines of stone blocks giving a faux stone block appearance.



Figure 4-48. Peeling concrete mortar revetment exposing underlying stone wall.

Two I-beam supported concrete bridges are present (**Figure 4-49**) within this stretch of the creek. One connects Calder Street with a parking lot on the west bank of the creek while the other serves as supply access to the adjoining business establishment (**Figure 4-49**). Yet a third bridge was formerly present but has been demolished (**Figure 4-50**). It had been located immediately behind the Spanish Governor's Palace complex.



Figure 4-49. Remaining bridges behind the Spanish Governor's Palace.

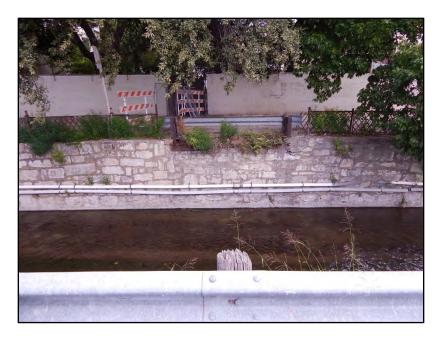


Figure 4-50. Location of former footbridge crossing San Pedro Creek.

Figure 4-51 shows the proposed impacts to the west and east bank retaining walls that fall between W. Commerce Street and West Dolorosa Street. The plans call for the retention of the stone wall in the center of the block and the vertical modification (increasing height) of a short segment that is under one of the bridges still existing behind the Spanish Governor's Palace and leading to the parking lot on the west bank of the creek.

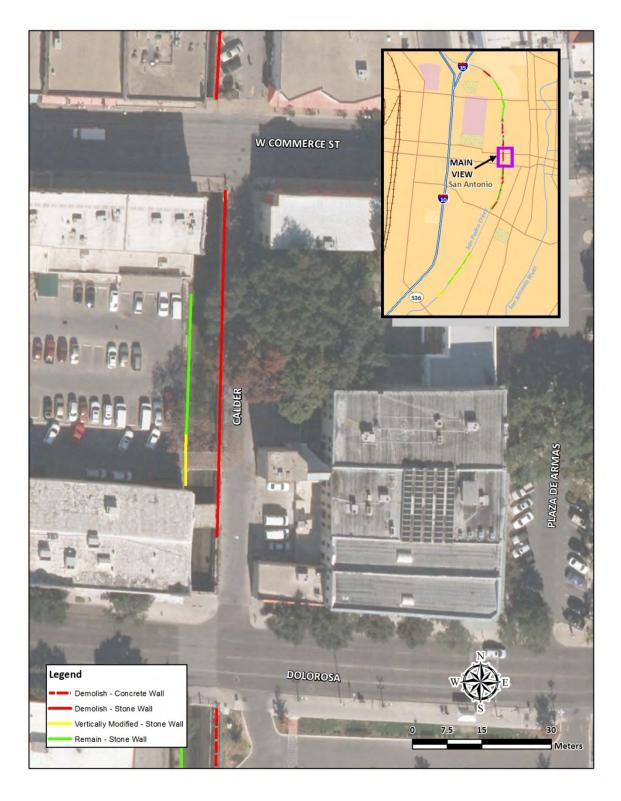


Figure 4-51. Proposed impacts to the west and east bank retaining walls between West Commerce Street and Dolorosa Street.

Commerce Street Bridge and Dolorosa Street Bridge-East Bank

The entire east retaining wall of the creek between the aforementioned two bridges is constructed of limestone blocks. The wall is approximately eight feet high and in parts two and in others three different conduits are attached and run along the base of the wall. The attachments result in localized impacts to the wall but otherwise minimal damage is noted to the entire segment (**Figure 4-52**).

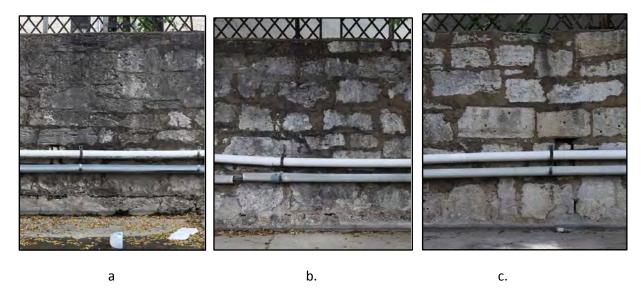


Figure 4-52. Distinct wall construction styles along east retaining wall.

The bridges that span this segment of the creek are built on top of rather than imbedded within the stone retaining wall (Figure 4-53).



Figure 4-53. Bridge construction spanning San Pedro Creek near Dolorosa Street.

The proposed plans call for the demolition of the entire stretch of retaining wall between the Commerce and Dolorosa Street Bridges along the east bank of the creek (**Figure 4-51**).

Dolorosa Street Bridge and Nueva Street Bridge-West Bank

The entire west bank retaining wall is constructed of limestone blocks along this stretch of the creek. Near the Dolorosa Street Bridge, the stone wall retains a concrete cap but this does not appear to have impacted the integrity of the underlying wall (**Figure 4-54**). This cap is present only within the limits of the property which it is bound within (**Figure 4-55**).



Figure 4-54. Concrete cap on top of stone west retaining wall.



Figure 4-55. Stone retaining wall along west bank of creek, note concrete cap along right edge.

As in other previous instances, a number of multiple construction styles are apparent along this segment of the retaining wall (**Figure 4-56**). In addition, at least one clear seam is evident along the wall (**Figure 4-57**) indicating yet again that the construction of the retaining wall was phased so that segments would be laid as funds, stone and labor were available.

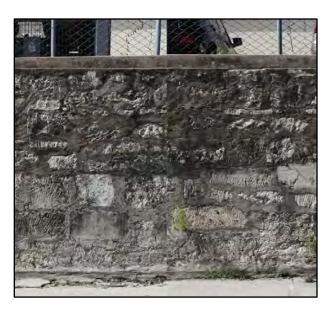


Figure 4-56. Two distinct construction styles along the west retaining wall, note difference between bottom and top half of the wall.



Figure 4-57. Seam between two distinct construction phases or styles along retaining wall.

The proposed plans call for not impacting much of the western stone retaining wall between Dolorosa and W. Nueva. The exception is a short segment of the wall in front of the Bexar County Annex. This wall segment is slated for demolition (**Figure 4-58**).

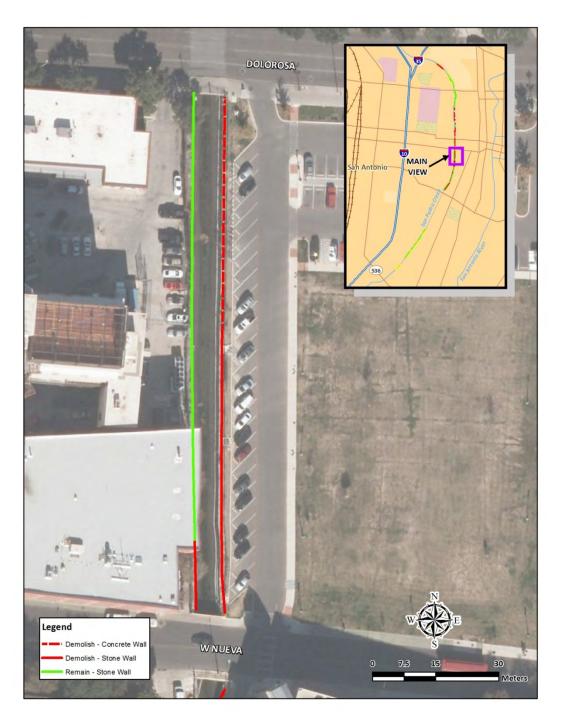


Figure 4-58. Proposed impacts to the west and east bank retaining walls between West Dolorosa Street and West Nueva Street.

Dolorosa Street Bridge and Nueva Street Bridge-East Bank

The retaining wall along the east bank of the creek is constructed of poured concrete along the northern half of this stretch. The remaining portion, beginning roughly about 2/3rds of the way along the block, consists of limestone blocks (**Figure 4-59**). A narrow concrete conduit-bank runs along the base of the wall and two conduits are attached to the wall (**Figure 4-60**).



Figure 4-59. Seam between stone and concrete retaining wall along east bank.

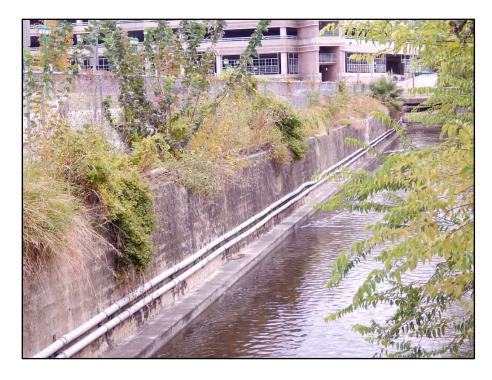


Figure 4-60. Narrow concrete conduit-bank running along east wall.

The proposed plans call to the demolition of the entire stretch of retaining wall along the east bank of the creek between Dolorosa and Nueva Streets (**Figure 4-58**).

Nueva Street Bridge to Graham Street Bridge-West Bank

The retaining wall along the west bank of the creek is constructed of limestone blocks in this segment of the creek. The stone wall measures approximately eight feet in height. A separate concrete retaining wall, that is approximately 24-inches high and 4-inches wide, sits immediately behind it. It holds a chain-link fence that marks the property boundary (**Figure 4-61**).



Figure 4-61. Stone retaining wall with concrete wall on top along west bank of creek.

A single conduit is attached to the wall and runs along much of its length. Several conduits penetrate the wall immediately south of the Nueva Street Bridge (**Figure 4-62**). In addition, recent drain installations have also impacted the integrity of the wall (**Figure 4-63**).



Figure 4-62. Conduits that impact the stone wall immediately south of Nueva Street Bridge.



Figure 4-63. Impact to stone wall by drain pipe installation.

As in other parts of the creek bank, multiple "styles" of stone work and wall construction are evident along this segment of the west bank.

Figure 4-64 shows the proposed impacts to the west and east bank retaining walls that fall between W. Nueva Street and Graham Street. The plans call for the demolition of the west bank retaining wall along its entire stretch between the two bridges.

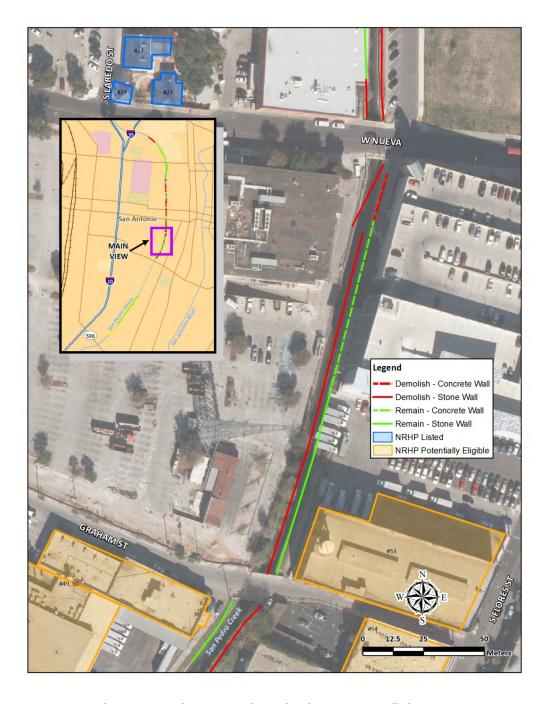


Figure 4-64. Proposed impacts to the west and east bank retaining walls between West Nueva Street and Graham Street.

Nueva Street Bridge to Graham Street Bridge-East Bank

The northern half of the east bank retaining wall appears to be poured concrete. Clearly defined seams are visible along this segment of the wall. Immediately south of the parking garage and continuing to the Graham Street Bridge, the retaining wall is constructed of limestone blocks.

The segment of retaining wall immediately north of the Nueva Street Bridge is constructed of limestone blocks. The fact that the segment immediately south of the bridge is concrete is intriguing and suggests that perhaps a former stone wall was removed and replaced with the concrete construction. The other possibility is that the stone wall remains behind the concrete wall. The fact that the drain pipes that are present in both the stone and concrete wall segments are at the same elevation above the floor of the channel suggests that they were installed at the same time (**Figure 4-65**). This could indicate that the stone wall is indeed behind the concrete revetment along this segment of the east bank. Support for this conclusion is offered by the apparent limestone blocks that are visible at the base of the cement wall immediately adjacent to the seam between the two wall segments (**Figure 4-65**).



Figure 4-65. Elevation of drain pipes in concrete and stone walls of east bank.

The plans call for the demolition of the eastern bank retaining wall adjacent to the Nueva Street Bridge and the retention of the remaining eastern stone and possibly concrete retaining walls along the remaining distance to the Graham Street Bridge (**Figure 4-64**).

Graham Street Bridge to Cesar Chavez Blvd Bridge-West Bank

This segment of the retaining walls is identified by ID number: 525053. The west retaining wall segment from the Graham Street Bridge to the Cesar Chavez Blvd Bridge is constructed of limestone blocks. The wall is approximately seven feet high and a thin layer of concrete mortar caps its top. Large rectangular drain holes are present about 24-inches above the floor of the channel and a small number of round drainage pipes are also evident along the segment. The wall is in great condition and it exhibits several distinct limestone block sizes and stone facing techniques although no obvious seams are evident (**Figure 4-66**). The age of its construction has not been defined. However, stylistically and in terms of construction method, it matches the stone wall sections to the north, suggesting that it was constructed around the same time (i.e., early 20th century).

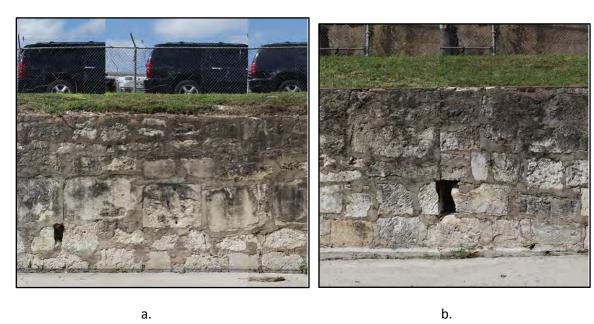


Figure 4-66. Two limestone block sizes and treatments along west retaining wall.

Figure 4-67 shows the proposed impacts to the west and east bank retaining walls that fall between Graham Street and C. Chavez Blvd. The proposed plans call for the retention of the western stone retaining wall along the entire length of the block from Graham to C. Chavez.

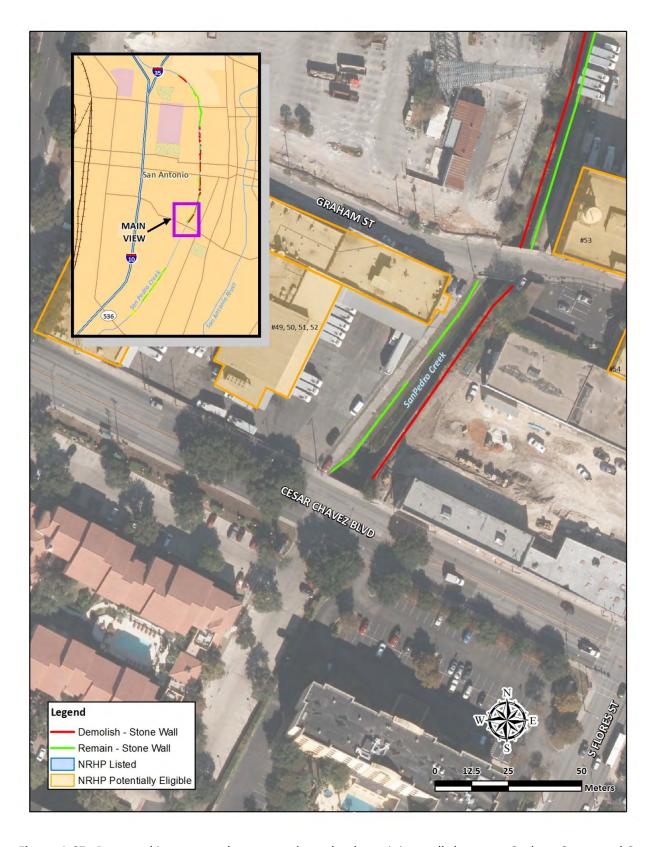


Figure 4-67. Proposed impacts to the west and east bank retaining walls between Graham Street and C. Chavez Blvd.

Graham Street Bridge to Cesar Chavez Blvd Bridge-East Bank

The entire segment of the east bank retaining wall is constructed of limestone blocks. The wall is approximately seven feet tall and much of it is constructed of uncut, irregularly sized and shaped limestone (**Figure 4-68a**). The stone work changes to large rectangular cut limestone blocks under the Cesar Chavez Blvd Bridge. The bridge itself is built on top of rather than imbedded into the stone retaining wall (**Figure 4-68b**). The stone work appears to be relatively consistent along this segment of the retaining wall suggesting perhaps that it was built at the same time.



Figure 4-68. Typical stone work in much of this wall segment, note large cut blocks under bridge.

The proposed plans call the demolition of the east retaining wall along the entire stretch from Graham Street to C. Chavez Blvd (Figure 4-67).

El Paso Street Bridge to Guadalupe Street Bridge-West and East Banks

The retaining wall between these two bridges is concrete along both banks. The retaining walls will be either vertically modified (east bank) or retained (west bank), according to proposed plans (Figure 4-69).

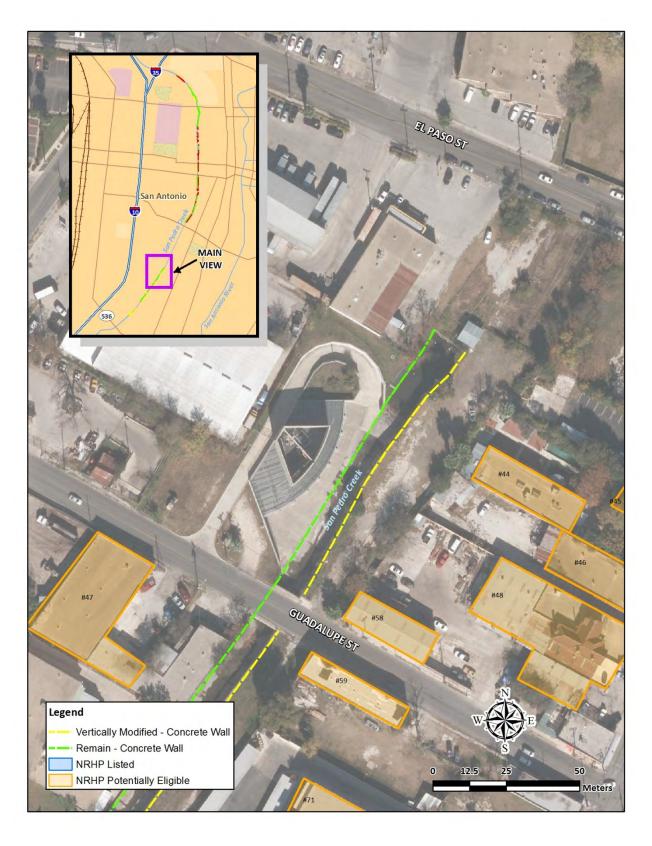


Figure 4-69. Proposed impacts to the west and east bank retaining walls between El Paso Street and Guadalupe Street.

Guadalupe Street Bridge to Camp Street Bridge

The retaining wall between these two bridges is concrete along both banks. The retaining walls will be either vertically modified (east and west banks) or retained (west bank, northern portion), according to proposed plans (**Figure 4-70**).

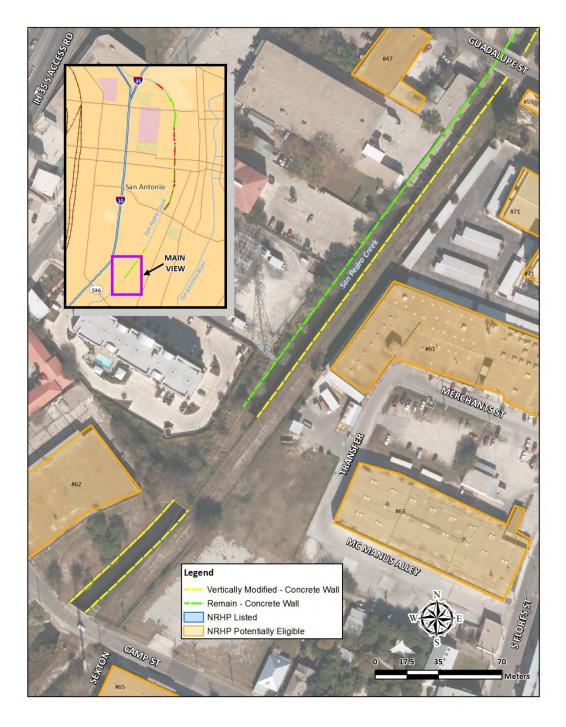


Figure 4-70. Proposed impacts to the west and east bank retaining walls between Guadalupe Street and Camp Street.

Chapter 5: Summary of Proposed Impacts to Eligible and Potentially Eligible Resources along the San Pedro Creek Improvements Project APE

As summarized in the two standing structure survey reports, there are some 39 historic properties that are either listed on the National Register of Historic Places (n= 9) or are potentially eligible for listing (n= 30) on the Register (**Table 5-1**). These resources represent the time span beginning with the Spanish Colonial Period and progressing through time to the early and mid-20th century. They reflect and are representative of the principal historic events that have shaped San Antonio, beginning with the initial occupation of the San Pedro Creek drainage, the subsequent development of military and civilian systems of government, the early stages of the development of the urban landscape, the wave of population movement west of San Pedro Creek, and the urban transformation of the region from a primarily agrarian and ranching community into a multi-dimensional and multi-cultural, light industrial and urban center.

Table 5-1. List of historic resources that are either listed or potentially eligible for listing on the NRHP.

Historic Resource #	Property ID	Year Built	Historic Use/Function	NRHP Listed	NRHP Potential Eligible
42	101354	1749	Spanish Governor's Palace	Х	
40	102552	pre 1790	de la Garza House	Х	
27	525048	ca. 1795	Casa Navarro	Х	
7	552131	1861-62	Menger Soap Works	Х	
20	101437	1877-1885	Female Boarding House	Х	
22	110123	1878	Ice Manufacturing Company	Х	
43	101355	1880	Vogel Belt Complex	Х	
39	102551	1880, 1920, 1935	Arana Bldg.	Х	
38	102550	1890	Arcade Hotel/La Clete Hotel		Х
9	101748	1890s	Mateo Blas House		Х
48	110990	1892-93	Richard Tommins House		Х
17	101213	1896	Klines Bldg.		Х
18	101215	1900	Commercial Bldg.		Х
16	101216	1901	Leeds Bldg.		Х
8	101750	1907	Sam Houston School		Х
45	110988	1907	Nauwald Bldg.		Х
54	101188	1912	Argo Bldg.		Х
65	1133591	1918	City Ice and Fuel Co.		Х
41	110163	1919, 1926,	Good Year Tire and Rubber Co.		Х
12	101426	1920	Commercial Bldg.	Х	
44	110988b	1922	Commercial Bldg.		Х

129	1133591	1922	Industrial Storage Facility	x
53	101191	1923	Strauss-Frank Co., Wholesale Merchandise	х
	110152, 110153,			
34	110154	1922-23	A.I. Root Co., Bee Supplies	X
35	110161	1925	Heusinger Hardweare Co.	X
47	110236	1926	Crown Macaroni Warehouse	х
58	110992	1926	Paint Factory	х
59	110997, 110998	1926	Erler Manufacturing Co. Wholesale Grocery	х
61	1057698-73	1926	Granari Bldg.,	х
62	110255	1926	Labatt Wholesale Grocery	х
46	110989	1927	Jacobs Distribution Co.	х
21	101219	1935-1950	Alameda theatre	Х
63	1057698b	1940	Bird-Thomas Bldg.	х
72	110160	1940	Commercial Bldg.	х
13	101217b	1945-1949	Alameda theatre	х
14	101217	1945-1949	Casa de Mexico Bldg.	Х
19	101214	1948	F.W. Woolworth Co.	х
2	103281, 103284	1964	Parking lots	Х
71	1124878	?	Jenner Manufacturing Co.	х

Principal among these historic properties are the Plaza de Armas and the Main Plaza. While they do not fall within the project APE proper, they represent vestiges of the public spaces that anchored the roots of Spanish colonial advance north of the Rio Grande. The Spanish Governor's Palace which sits on the west side of the Plaza, nestled against San Pedro Creek, and San Fernando Cathedral that overlooks Main Plaza, are tangible reminders of the Spanish foundations of San Antonio's civil society, as much if not more so than the hundreds of pages of Cabildo meeting minutes housed at the Municipal Archives of the City. The Spanish Governor's Palace is the only one that falls within the current project's APE. Yet, to comprehend the significance of each resource in its proper context, one has to realize that especially those few resources that are representative of the Spanish Colonial Period, are tethered to the center of civilian and military presence in San Antonio, Main and Military Plaza and San Fernando Cathedral and the Spanish Governor's Palace.

Of the thirty-nine properties mentioned above, only three resources remain from the Spanish Colonial Period (# 2, 40, and 42). No resources representative of the Mexican or Texas Republic Period have survived or are present within the project boundaries. Only five are part of the sample of historic properties representative of the Annexation and Incorporation Period (# 7, 20, 22, 27 and 43). The majority of the other historic properties that are potentially eligible for listing on the Register or are already listed, are properties that represent examples of the commercial and industrial expansion of entrepreneurs into the area surrounding the upper San Pedro Creek drainage during the late 19th and early 20th century (the Reconstruction, Segregation and Integration Period [1900-1960]; i.e., nrs. 34-A.I. Root Co., and Bee Supplies; 41-Good Year Tire and Rubber Co.; and 53- Strauss-Frank Co., Wholesale

Merchandise). Only three of these resources (#35, #72, and #129) have been demolished to date. Their demolition was not prompted by the San Pedro Creek Improvements Project.

As the population of San Antonio grew during the last half of the 19th century and occupation of the town's lands expanded west of San Pedro Creek, access to the area became a greater concern and the construction of bridges spanning the creek began to take place. Initially, these bridges served simply to provide access from one bank of the creek to another for pedestrians, carts and wagons, and eventually vehicles, and even trains. As business establishments began to crowd along the banks of San Pedro Creek, many were built with foundations and walls tied into the retaining walls of the creek itself. This necessitated the construction of smaller bridges that spanned the banks of the creek and served as points of access to resupply the businesses they adjoined.

Of the currently existing bridges that span San Pedro Creek within the APE (**Table 5-2**), the Houston Street, Nueva Street, and Graham Street bridges are potentially eligible for listing on the National Register. The Salinas Street Bridge is one of the oldest surviving bridges that also is potentially eligible for listing although it no longer functions as a vehicular bridge. It is now only used for pedestrian access across the creek. A single railroad bridge, located north of Cevallos Street, is still present within the APE and serves as a reminder of the flourishing railroad history of San Antonio and San Pedro Creek. Given the fact that the bridge is made of wooden elements that have to be intermittently replaced to ensure the structural integrity of the bridge, and in consultation with the Architecture Division of the Texas Historical Commission, the bridge was not recommended as eligible for listing on the National Register. Plans call for its demolition as part of the improvements to water flow along this portion of the creek. All of the remaining smaller "footbridges" that adjoin businesses on the banks of the creek and even allow delivery vehicle access, are potentially eligible for listing on the register. **Table 5-2** lists the bridges found within the APE, their eligibility status, and the proposed action to be taken as part of the planned improvements.

Table 5-2. List of bridges by location and their potential eligibility for listing on the National Register.

				Proposed
Bridge ID Nr.	Location	Eligibility*	Туре	Action
			multi-	None
1	W. Martin Str.	NE	purpose	
			vehicular;	Demolish and
			now	Replace
2	W. Salinas Str.	PE	pedestrian	
			multi-	None
3	W. Travis Str.	NE	purpose	
	W. Houston		multi-	Replacement
4	Str.,	PE	purpose	
	W. Commerce		multi-	Replacement
5	Str.	NE	purpose	
6	Dolorosa Str.	NE	multi-	Replacement

			purpose	
			multi-	Replacement
7	W. Nueva Str.	PE	purpose	
			multi-	Replacement
8	Graham Ave.	PE	purpose	
			multi-	Replacement
9	C. Chavez Blvd.	NE	purpose	
			multi-	Replacement
10	Guadalupe Str.	NE	purpose	
			multi-	Replacement
11	Camp Str.	NE	purpose	
			multi-	Replacement
12	S. Alamo Str.	NE	purpose	
	Houston		multi-	Demolition
Footbridge 1	Houston- Commerce	PF	purpose	
FOOTBITUGE 1	Commerce	PE	multi-	Demolition
	Houston-			Demontion
Footbridge 2	Commerce	PE	purpose	
			multi-	Demolition
	Commerce-		purpose	
Footbridge 3	Dolorosa	PE	1	
	Commerce-		multi-	
Footbridge 4	Dolorosa	PE	purpose	
Railroad	North of			Demolition
Bridge	Cevallos Str.	NE	railroad	

*P.E. potentially eligible; N.E. not eligible

As is the case with the aforementioned historic properties, the creek itself is witness to the hubris of human beings to conquer nature and reshape it in their service. The nearby irrigation canals (the Upper Labor and the San Pedro Acequias) are reminders of the shift in human perspective on the role of the creek in sustaining human habitation. While Native American populations viewed the creek and the resources clustered along its channel as making human habitation feasible, the Euro-American populations desired to control its waters to allow for populations to flourish and spread as they altered the landscape through the creation of irrigated agricultural fields.

As flooding threatened the advance of settlement, humans began to experiment with realigning the channel of the creek and systematizing its channel morphology. As defense against an untamed creek, the human approach was to re-engineer its channel in the hopes that it will control water flow and thereby reduce the incidence and intensity of flooding. Attempts to change the orientation of the channel appear to have begun in the early 19th century, and may have eventually come to affect the entire stretch of the channel within the project APE. Next followed changes in the morphology of the

channel which also impacted the length of the creek found within the APE. However, the flat channel bottom, standardized carrying capacity, and walled banks were installed from the first quarter of the 20th century until the 1960s, with the later period seeing concrete construction while the earlier phases of construction utilizing unshaped and rectangular blocks of limestone.

The careful examination of the retaining walls within the APE indicates that they were built in short segments perhaps, at least in some instances, corresponding in length to the property owners that fronted the creek. Graffiti etched in the concrete mortar found capping the west bank retaining wall near the north end of the APE indicates that the construction of the limestone retaining walls may have begun as early as 1926. The extreme southern end of the retaining walls from Guadalupe to Camp Street is made of poured concrete. How much time has elapsed between the start and completion of the construction is not known. However, the relative similarity in stone retaining wall characteristics, between the northern and southern ends of the project APE suggests that they were constructed around the same time, the 1920s.

Table 5-3 lists the wall segments on both the west and east banks of the creek from the outlet tunnel to Camp Street, the southernmost walled creek banks. The table also identifies the impacts that are proposed for each wall segment.

Table 5-3. List of wall segments by street intersection, creek bank and construction material.

	W Bank		Proposed	E Bank		Proposed
Location	Material	Eligibility	Action	Material	Eligibility	Action
			retain;			
			vertically			
Santa Rosa -Martin	rock	P.E.	modify	rock	PE	retain
	rock and rock					
Martin-Salinas	w. revetment	PE	retain	concrete	NE	retain
	rock with		retain;			retain;
	concrete		demolish			demolish
Salinas-Travis	revetment	NE	South end	rock	PE	South end
					PE,	
Travis-Houston	concrete	NE	demolish	concrete/rock	selected	demolish
						retain
						rock near
	concrete;					Houston
Houston-	short rock					Str.
Commerce; N-end	segment	NE	no impact	rock	PE	Bridge;
Houston-			demolish	brick,		
Commerce; S-end	rock, brick	NE	rock	concrete	NE	demolish
	rock & rock		retain;			
Commerce-	w. concrete		vertically			
Dolorosa	revetment	PE	modify	rock	PE	demolish

	rock,					
	concrete		retain			
	revetment		except near	mix of rock &		
Dolorosa-Nueva	(?)	PE	Nueva	concrete	NE	demolish
						retain
				mix of rock &		except at
Nueva-Graham	rock	PE	demolish	concrete	PE	north end
Graham-C. Chavez	rock	PE	retain	rock	PE	demolish
						vertically
El Paso-Guadalupe	concrete	NE	retain	concrete	NE	modify
						vertically
Guadalupe-Camp	concrete	NE	retain	concrete	NE	modify

^{*}P.E. potentially eligible; N.E. not eligible.

Calculations carried out by the San Pedro Creek Improvements Project design team indicate that by length, 49 percent of the stone walls will be demolished or vertically modified as part of the improvement project. These segments targeted for demolition or modifications are potentially eligible for listing on the National Register of Historic Places. While modifications are also proposed to the concrete poured walls that are most common near the southern end of the APE, these segments are not recommended as eligible for listing on the National Register. Stone wall segments with concrete mortar revetments may also be potentially eligible for listing and selected portions of these walls are also targeted for demolition and/or vertical modification.

Overall, the schematics providing details on the proposed actions associated with the San Pedro Creek Improvements project indicate that large segments of the potentially eligible retaining walls along the APE will be negatively impacted by the project. Similarly, eight of the bridges that currently span the creek and may be eligible for listing on the National Register may be demolished as part of the proposed improvements. Finally, only three of the historic standing structures that are potentially eligible for listing on the Register (#35, #72, and #129), have been demolished to date. Neither of these actions was prompted by the aforementioned project.

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APPENDIX I

PHOTO LOG

SAN PEDRO CREEK IMPROVEMENTS PROJECT

(Locations of photographs shown on Google Earth KMZ)

Picture		
Nr.	Description/Comments	Facing
1	bridge at Cameron and Santa Rosa	S-SE
2	short stone wall on east bank of creek south of Santa Rosa bridge	S
3	beginning of stone wall on west bank; note turn in wall	W
4	detail of west wall of creek; note horizontal and haphazard orientation of stones on bottom and higher; between Santa Rosa and Martin Str.	W
5	seam in the west wall; note distinct construction technique employed in the two segments; also note seam at 3-feet above water level versus upper 2/3rds of wall	W
6	west wall of creek with seam running along lower and upper segments	W-SW
7	low stone wall along east bank of creek; Martin Street bridge in background	N-NE
8	low stone wall along east bank of creek; Martin Street bridge in background	S-SE
9	bridge at Martin Street across San Pedro Creek	N-NE
10	detail of concrete apron and break in stone wall to allow bridge installation; west bank	W
11	Martin Street Bridge;	S-SE
12	erosion of concrete apron on west bank of creek at Martin Street bridge; note stone wall on west bank and concrete wall in east bank	E
13	looking downstream immediately S of Martin Street bridge; note concrete wall on east bank and concrete capped stone wall on west banks	S-SE
14	contrast between west bank (near) and east bank (far) of creek	E
15	Soap Works Building on west bank of creek	W
16	additional view of west (near) and east (far) banks of Creek	E
17	close up of initials in cement cap in west banks of creek; note possible date: 1926	E

	close up of initials in cement cap in west banks	
18	of creek; note possible date: 1926	E
19	close up of second set of initials in cement cap of west wall; note possible date of 1926	E
20	"1926" written in cement cap of west wall of creek	E
21	yet another location with date in cement cap of west wall (1926); also note damage in wall	E
22	missing cement cap in west wall of creek; note quarry mark in stone in west bank; also note cement east wall of creek	E
23	footbridge across San Pedro Creek; formerly located at crossing of Salinas Street; note historic building in background	S-SE
24	"2-14-25" etched into cement footing of Salinas Street Bridge across creek	S-SE
25	looking up-stream along creek channel; stone west bank and concrete east bank	N
26	looking down-stream along creek channel; stone east bank, and concrete west bank; construction methods shift below bridge	S
27	close-up of stone wall along east bank	S-SE
28	detail of top of wall along west bank of creek note that rocks are encased in concrete	N
29	overview of segment of west wall with secondary concrete wall behind channel wall	N
30	detail of east stone wall of channel	Е
31	looking at base of bridge at West Travis note junction of stone wall and concrete bridge base	E-SE
32	close-up of junction of poured concrete forms and stone wall at bridge	E
33	south side of bridge; east bank of creek	E
34	west bank of creek south of bridge; note concrete construction	W
35	close-up of concrete wall on west bank; note seam between segments	W
36	buckled concrete slab in bottom of creek	W
37	west bank wall with cement block retaining wall on top	W
38	west bank concrete wall near Houston Street Bridge	W

39	bridge and handrails at Houston Street	W-NW
40	detail of stone wall along west bank of creek	W
41	detail of stone wall along west bank of creek	W
42	junction of concrete and stone wall along west bank	W
43	detail of concrete wall seam in west wall	W
44	junction of concrete and stone wall along west bank	N-NW
45	junction of concrete and stone wall along west bank; note poured concrete segment on top of stone wall	
46	THC plaque re., San Pedro Creek at W. Houston Street	
47	bridge at W. Houston, suspended Alameda Side walk at right	
48	series of I-beams installed into top of stone wall; note foot bridges across creek in background	
49	close-up of I-beams supporting sidewalk at Alameda	
50	poured concrete wall on west bank under Alameda Theater	
51	detail of I-beam installation; note cut-out of rock wall	
52	second detail of I-beam installation; note cut- out	
53	possible junction of rock and cement wall; east bank; note crack along seam	
54	concrete wall with pedestrian cross-over bridge; east bank	
55	short stone wall articulating with concrete wall behind Alameda Theater	
56	former cross-over location that has been removed; note stone wall just south of Alameda Theater	
57	cut-off of old cross over bridge just S of Alameda Street; east bank of creek	
	poured concrete wall on east bank where cross-over was removed; see cut-off in	
58	background	N-NE
59	bridge at Commerce in the background	S

60	east bank of creek; just north of Commerce	N NE
60	Str.	N-NE
61	stone wall remnant at base of bridge at Commerce; west wall	W
62	west wall of creek behind Spanish Governor's Palace; note missing cross-over midway along wall	W
63	east bank of creek; behind Spanish Governor's Palace	E
64	east bank of creek behind Spanish Governor's Palace; note missing cross-over bridge	E
65	cross-over bridge just S of Spanish Governor's Palace; Dolorosa Street in background	S
66	rock walls on both banks of creek south of Dolorosa Street	S
67	pedestrian bridges behind Spanish Governor's Palace; note Dolorosa Street in background;	
68	detail of bridge installation on W bank	W
69	former railings in I-beam on east bank	
70	stone wall adjacent to cement wall; note mortar peeling off cement; may be stone with cement veneer; W bank	W
71	east bank of creek; Dolorosa Street in background	S
72	detail of installation of I-beam on east bank of creek at foot bridge	E
73	Historic O'Henry House	
74	Historic O'Henry House	
75	bridge at Dolorosa Str.; SGP complex in background	N-NE
76	looking N from Dolorosa Street Bridge; Spanish Governor's Palace on right	N
77	Dolorosa Street Bridge	S
78	west bank of creek south of Dolorosa Str., note stone wall on west bank	
79	east bank of creek; poured concrete wall	Е
80	stone wall with concrete capping pour	W
81	close-up of concrete pour on top of stone wall	W
82	detail of stone wall along west bank of creek	w
83	seam between stone and concrete wall; west bank at Nueva Street	

84	stone walls on both sides of creek; at bridge at	N
84	Nueva Street; looking back to Dolorosa Str.	IN
	west bank of creek; stone wall with cement	
85	top; south of Nueva Str.	S-SW
	west bank of creek; detail of stone wall with	
86	cement wall on top; south of Nueva Str.	W
	looking s along creek; standing just north of	
87	Graham Avenue bridge;	S
	west bank stone wall; just N or Graham	
88	Avenue Bridge	W
		7.7
89	Graham Street Bridge	S
	articulation of bridge and stone wall; Graham	
90	Avenue ; west wall	W
	east wall of creek at Graham Avenue; note	
91	articulation with stone wall	E
	east bank stone wall of creek-south of Graham	
92	Ave.	E
32		_
	east bank stone wall of creek-south of Graham	
93	Ave.	E
	articulation of stone and concrete walls at	
94	tunnel inlet at Durango Avenue	E
95	bridge across tunnel inlet at Durango Ave	E-SE





























































































SAN PEDRO CREEK

HEADWATERS IN 1709 FRANCISCAN FATHERS ANTONIO OLIVARES AND ISIDRO CAME UPON AN INDIAN CAMPSITE AT THE NATURAL PEDRO AND NOTED THE AREA AS A SUPERIOR SITE FOR A SETTLEMENT. CREEK, THEY NAMED THE CREEK SAN SPRINGS (1.4 MILES NORTH) WHICH FORM THE ESPINOSA OF THIS

OF VILLA DE ANTONIO DE VALERO NEAR HERE ON SAN PEDRO CREEK. ON MAY 5, 1718, ALARCON SELECTED A SITE NEAR SAN PEDRO ON MAY 1,1718, OLIVARES AND MARTIN DE ALARCON, SPANISH GOVERNOR OF COAHUILA AND TEXAS, FOUNDED MISSION SAN SPRINGS FOR A PRESIDIO AND THE FOUNDING BEJAR "AT THE PLACE CALLED SAN ANTONIO".

OPERATED FROM ALAMO PLAZA TO SAN PEDRO SPRINGS, THEN POPULAR TOURIST DESTINATION AND SITE OF NUMERQUS AN IRRIGATION CANAL (ACEQUIA) SYSTEM, BEGUN IN THE 1720S FROM SAN PEDRO SPRINGS AND EXTENDING SOUTH ALONG THE FIRST SETTLERS, PRESIDIO SOLDIERS, AND CANARY ISLAND SETTLERS. SAN ANTONIO'S FIRST STREETCAR LINE, WHICH BEGAN IN 1878. OF THE CREEK, PROVIDED WATER FOR THE FAMILIES SOCIAL AND CULTURAL EVENTS.

PRESIDIO AND WISSION SELTLEMENT MUNICIPALITY WHICH BECAME THE THE SAN PEDRO SPRINGS, CREEK, AND IRRIGATION SYSTEM EARLY DEVELOP-THE FOUNDING AND ANTONIO. PLAYED VITAL ROLES IN ROYALLY DECREED SPANISH MENT OF THE OF SAN

SESOUTCENTENNIAL OF TEXAS STATEHOOD 1845-1995



























































































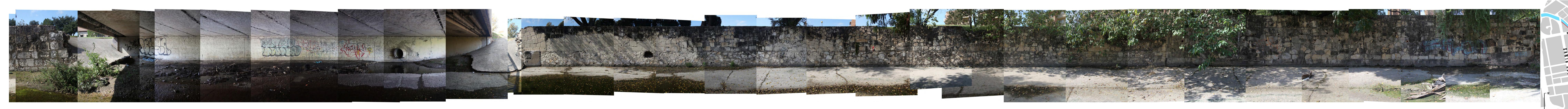








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