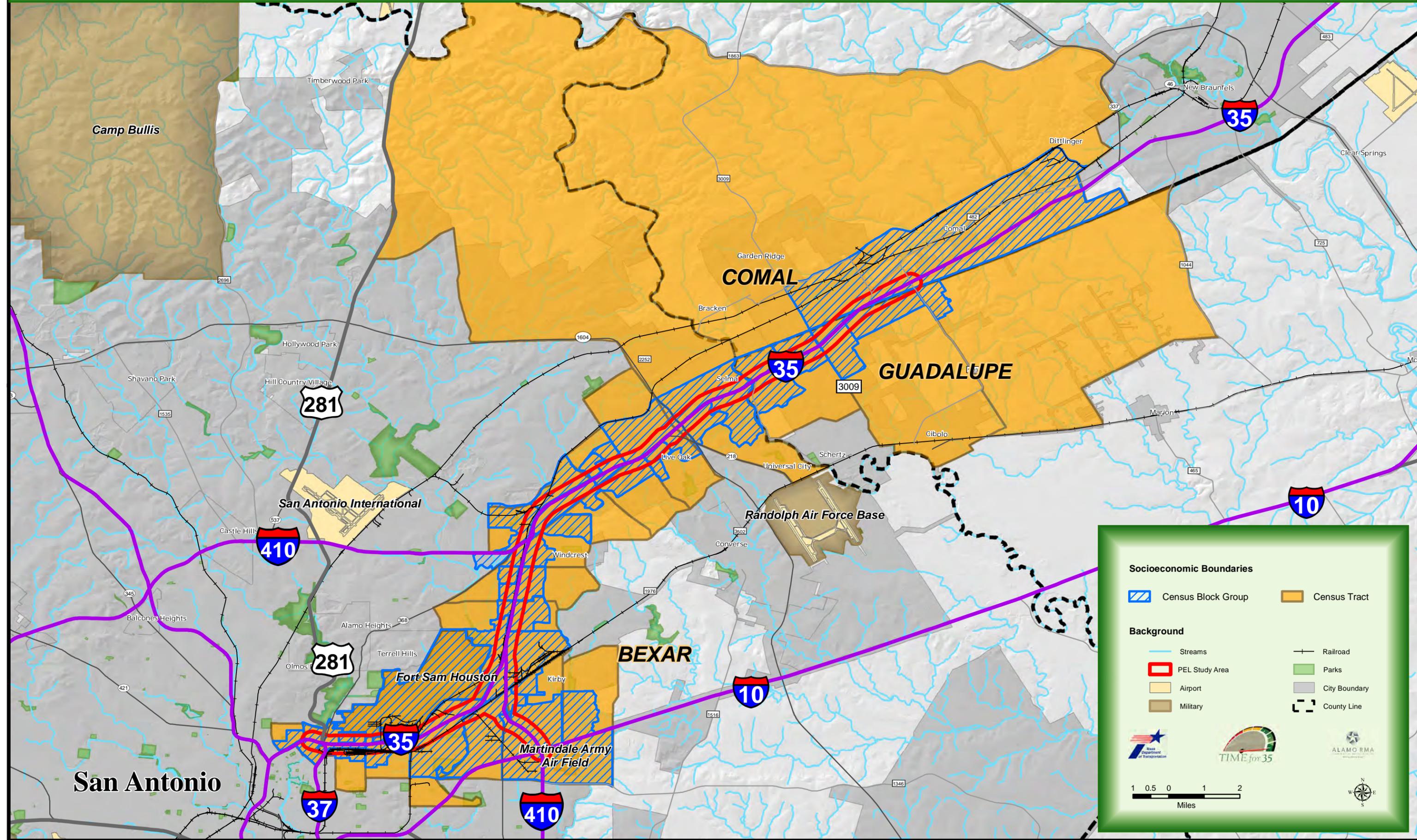




APPENDIX C - SOCIOECONOMIC FIGURES



Socioeconomic Boundaries

- Census Block Group
- Census Tract

Background

- Streams
- PEL Study Area
- Airport
- Military
- Railroad
- Parks
- City Boundary
- County Line

1 0.5 0 1 2
Miles



APPENDIX D – HAZARDOUS MATERIALS FIGURES



Radius Report

<http://www.geo-search.net/QuickMap/index.htm?DataID=Standard0000036637>

Click on link above to access the map and satellite view of current property

Target Property:

IH35 Corridor

SAN ANTONIO, Bexar County, Texas 78219

Prepared For:

Blanton & Associates

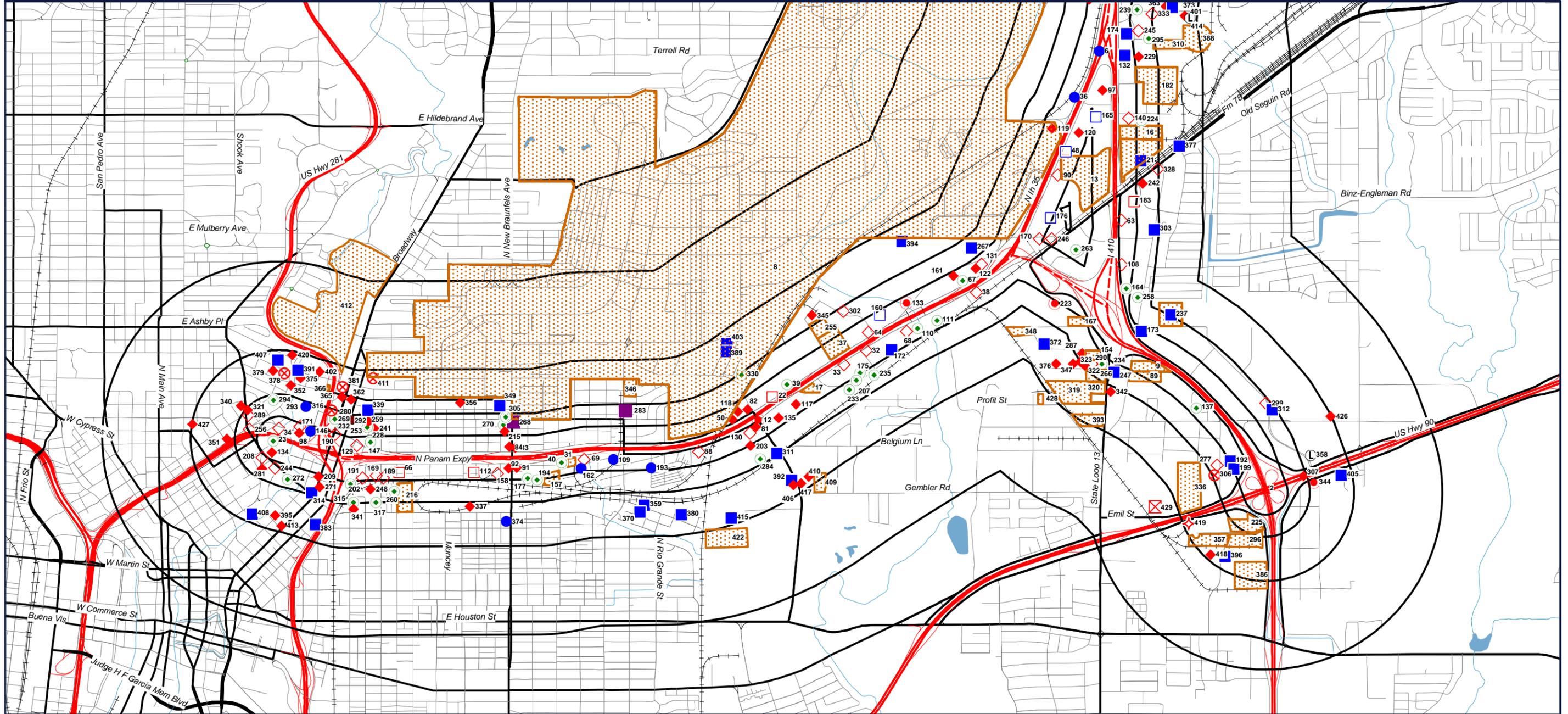
Order #: 15619

Job #: 36637

PO #: 46215-PL-018

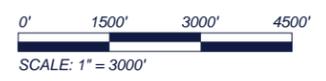
Date: 12/09/2011

RADIUS MAP

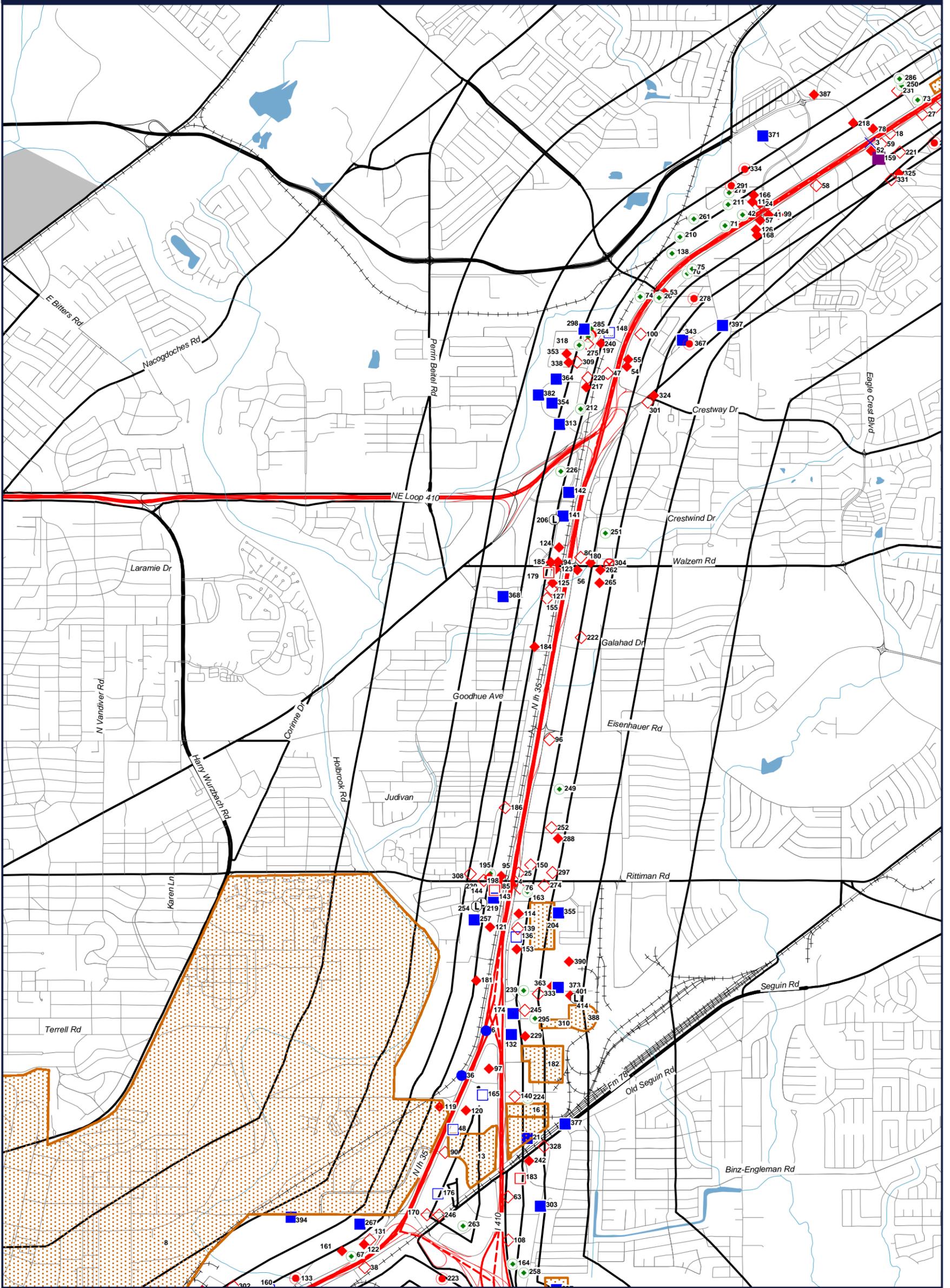


- Target Property (TP)
- ◇ PST
- ▲ SPILLS
- ✕ ERNSTX
- CERCLIS
- APAR
- CALF
- GWCC
- IHW
- LPST
- NOV
- PST
- AIRSAFS
- BRS
- CERCLIS
- DOD
- ERNSTX
- RCRAGR06
- TIERII
- TIERII
- FRSTX
- CALF
- NFRAP
- RCRAGR06
- IHW
- ◇ LPST
- NLRRCRAG
- DCR
- MSWLF
- BF
- VCP
- SF
- APAR
- MSWLF
- RCRAC
- SF

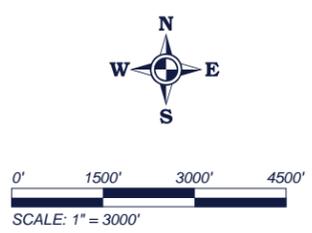
**IH35 Corridor
SAN ANTONIO, Texas
78219**



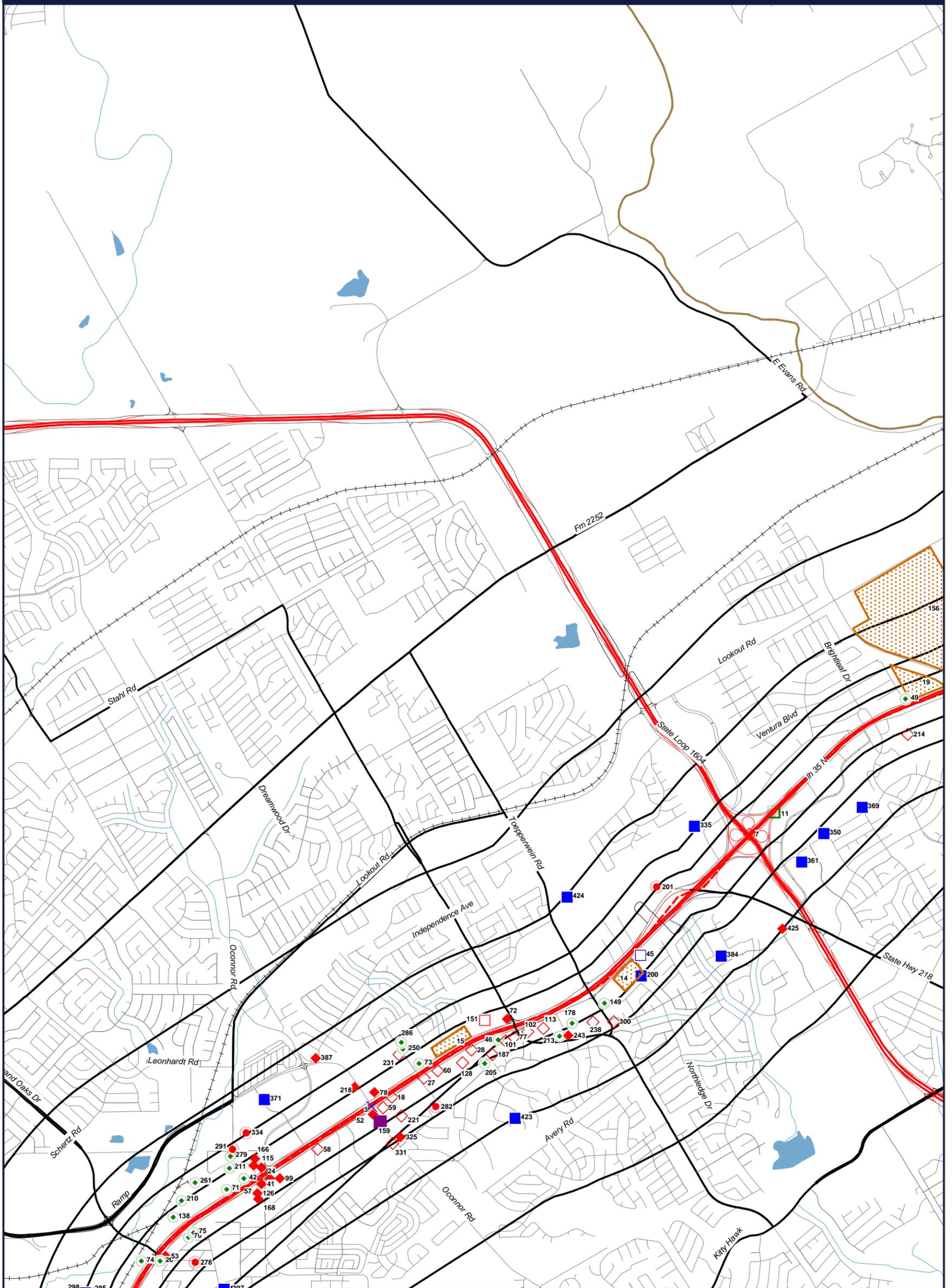
RADIUS MAP



- | | | | | |
|--|--|---|--|---|
| <ul style="list-style-type: none"> Target Property (TP) PST SPILLS ERNSTX CERCLIS APAR CALF GWCC IHW | <ul style="list-style-type: none"> LPST NOV PST AIRSAFS BRS CERCLIS DOD ERNSTX | <ul style="list-style-type: none"> RCRAGR06 TIERII TIERII FRSTX CALF NFRAP RCRAGR06 IHW | <p>IH35 Corridor
SAN ANTONIO, Texas
78219</p> <ul style="list-style-type: none"> LPST NLRRCRAG DCR MSWLF BF VCP SF APAR | <ul style="list-style-type: none"> MSWLF RCRAC SF |
|--|--|---|--|---|



RADIUS MAP

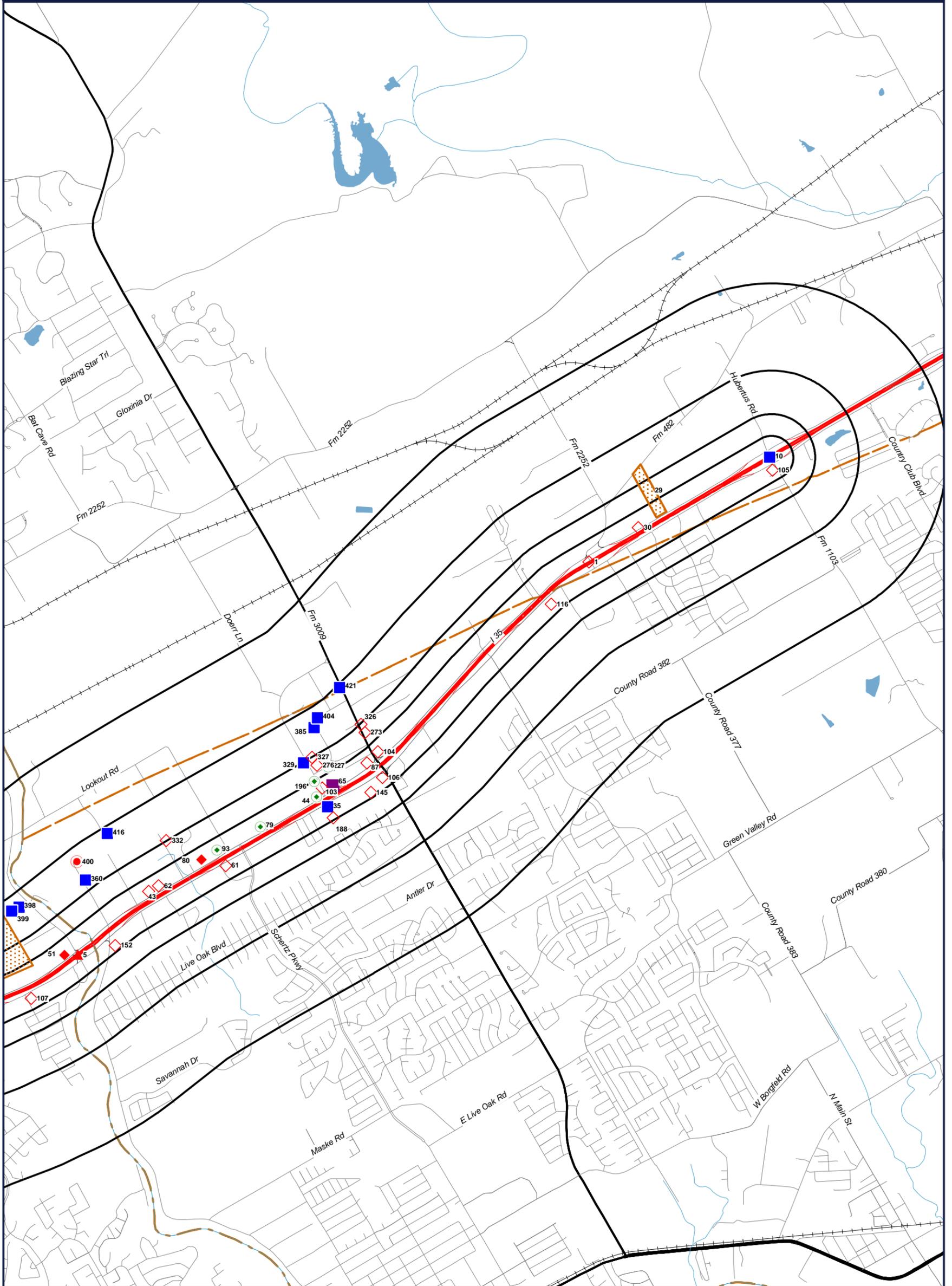


- | | | | | |
|---|--|---|--|--|
| <ul style="list-style-type: none"> Target Property (TP) PST SPILLS ERNSTX CERCLIS APAR CALF GWCC IHW | <ul style="list-style-type: none"> LPST NOV PST AIRSAFS BRS CERCLIS DOD ERNSTX | <ul style="list-style-type: none"> RCRAGR06 TIERII TIERII FRSTX CALF NFRAP RCRAGR06 IHW | <p>IH35 Corridor
SAN ANTONIO, Texas
78219</p> <ul style="list-style-type: none"> LPST NLRRCRAG DCR MSWLF BF VCP SF APAR | <ul style="list-style-type: none"> MSWLF RCRAC SF |
|---|--|---|--|--|

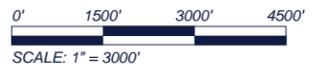


0' 1500' 3000' 4500'
SCALE: 1" = 3000'

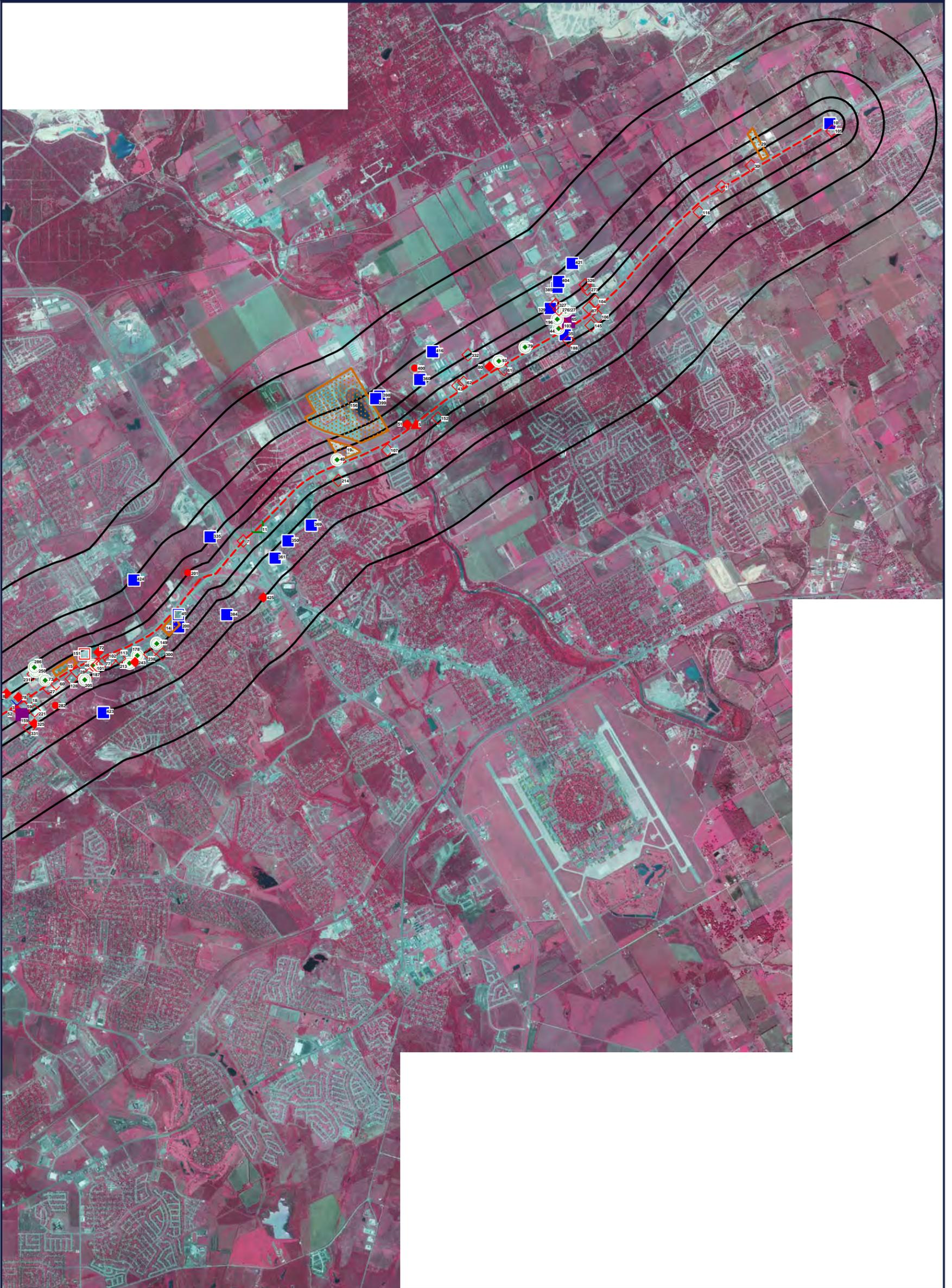
RADIUS MAP



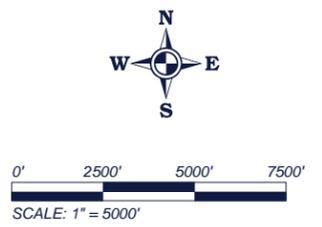
- | | | | | |
|--|--|---|--|---|
| <ul style="list-style-type: none"> Target Property (TP) PST SPILLS ERNSTX CERCLIS APAR CALF GWCC IHW | <ul style="list-style-type: none"> LPST NOV PST AIRSAFS BRS CERCLIS DOD ERNSTX | <ul style="list-style-type: none"> RCRAGR06 TIERII TIERII FRSTX CALF NFRAP RCRAGR06 IHW | <p>IH35 Corridor
 SAN ANTONIO, Texas
 78219</p> <ul style="list-style-type: none"> LPST NLRRCRAG DCR MSWLF BF VCP SF APAR | <ul style="list-style-type: none"> MSWLF RCRAC SF |
|--|--|---|--|---|



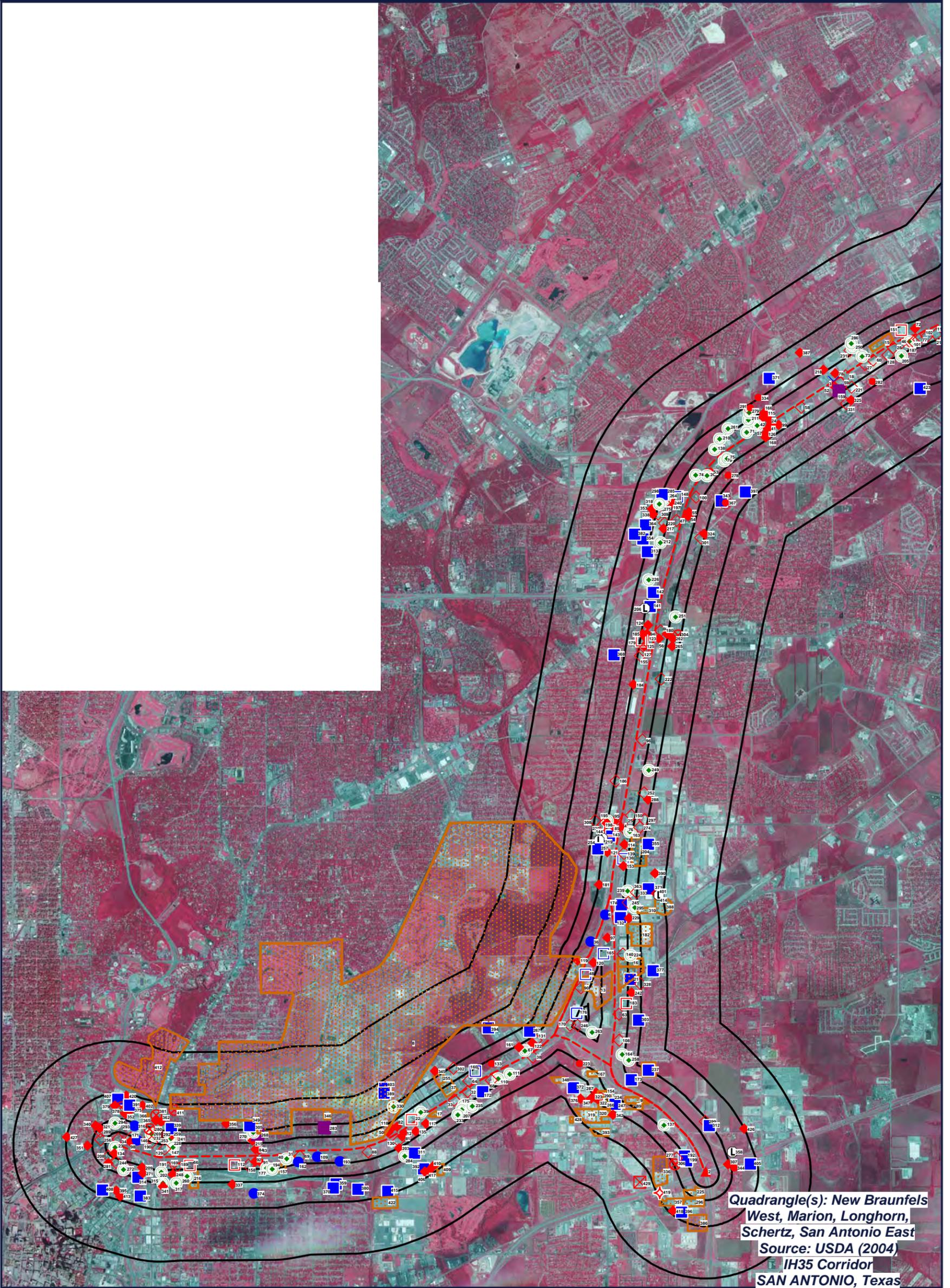
ORTHOPHOTO MAP



- | | | | |
|----------------------|---------|----------|---|
| Target Property (TP) | LPST | RCRAGR06 | <p>Quadrant(s): New Braunfels</p> <p>West Maria Longhorn</p> <p>Schertz, San Antonio East</p> <p>Source: USDA (2004)</p> <p>I-35 Corridor</p> <p>SAN ANTONIO, Texas</p> <p>78219</p> |
| PST | NOV | TIERII | |
| SPILLS | PST | FRSTX | |
| ERNSTX | AIRSAFS | CALF | |
| CERCLIS | BRS | NFRAP | |
| APAR | CERCLIS | RCRAGR06 | |
| CALF | DOD | IHW | |
| GWCC | ERNSTX | | |
| IHW | | | |
| | | | |
| | | | |
| | | | |

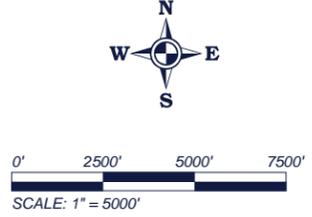


ORTHOPHOTO MAP

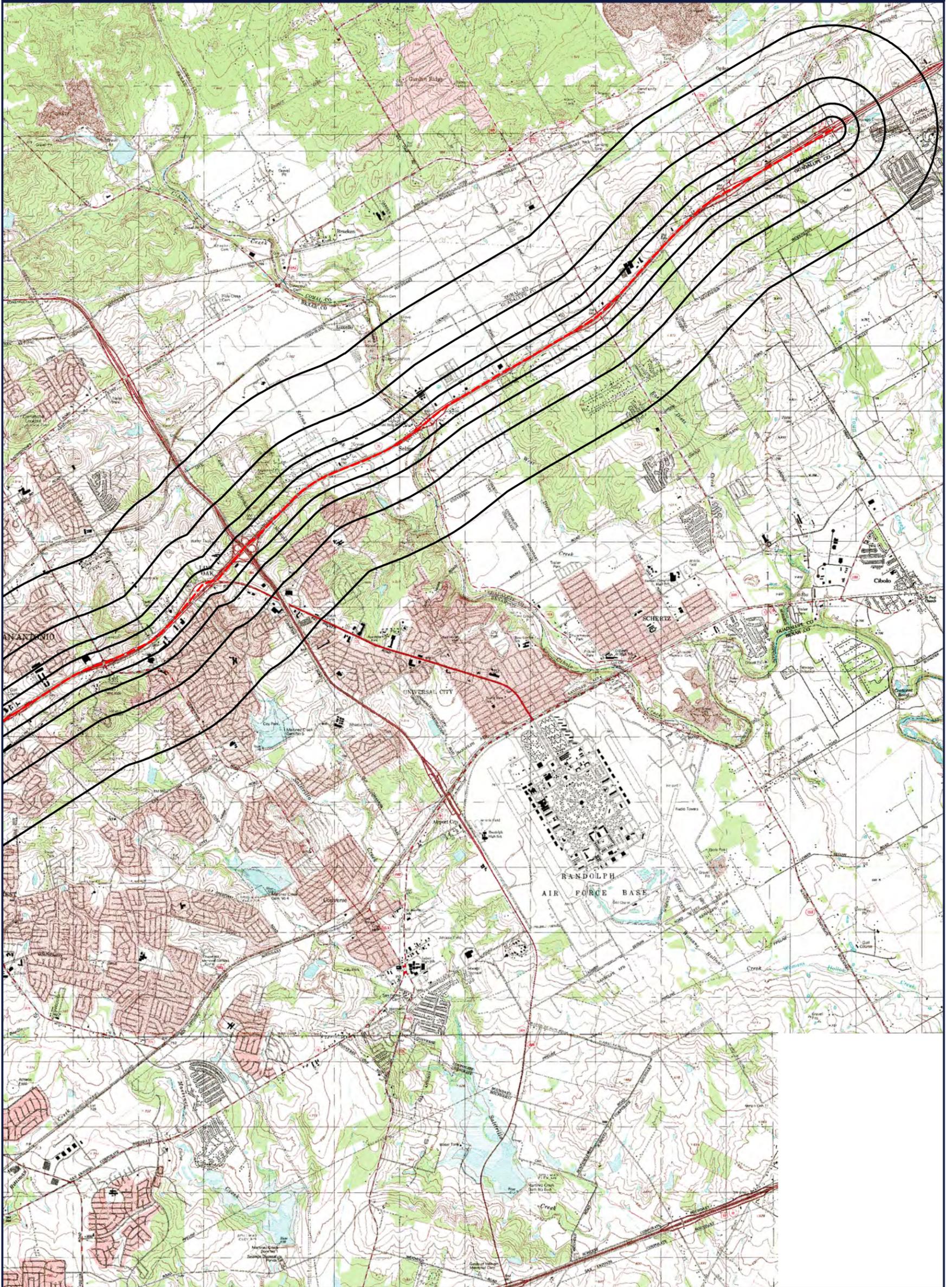


Quadrangle(s): New Braunfels
 West, Marion, Longhorn,
 Schertz, San Antonio East
 Source: USDA (2004)
 IH35 Corridor
 SAN ANTONIO, Texas
 78219

- | | | | | |
|----------------------|---------|----------|----------|-------|
| Target Property (TP) | LPST | RCRAGR06 | LPST | MSWLF |
| PST | NOV | TIERII | NLRRCRAG | RCRAC |
| SPILLS | PST | TIERII | DCR | SF |
| ERNSTX | AIRSAFS | FRSTX | MSWLF | |
| CERCLIS | BRS | CALF | BF | |
| APAR | CERCLIS | NFRAP | VCP | |
| CALF | DOD | RCRAGR06 | SF | |
| GWCC | ERNSTX | IHW | APAR | |
| IHW | | | | |



TOPOGRAPHIC MAP



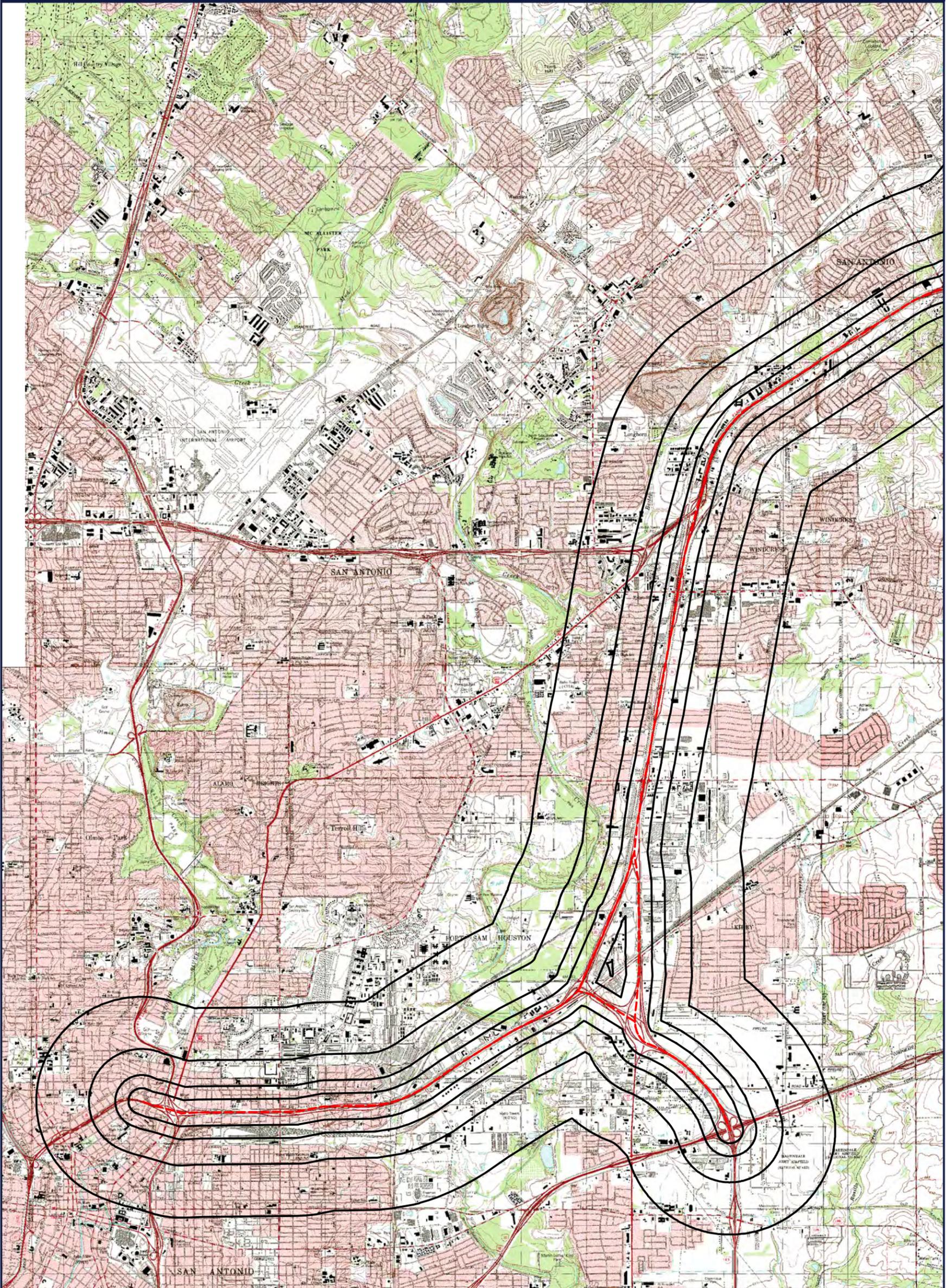
Target Property (TP)

Quadrangle(s): New Braunfels
West, Marion, Longhorn,
Schertz, San Antonio East
Source: USGS, 1992
IH35 Corridor
SAN ANTONIO, Texas
78219



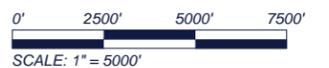
0' 2500' 5000' 7500'
SCALE: 1" = 5000'

TOPOGRAPHIC MAP



— Target Property (TP)

**Quadrangle(s): New Braunfels
West, Marion, Longhorn,
Schertz, San Antonio East**
Source: USGS, 1992
IH35 Corridor
SAN ANTONIO, Texas
78219





APPENDIX E – DRAFT IH 35 PEL STUDY
HISTORIC RESOURCES DATA COLLECTION REPORT



IH 35 PEL Study Historic Resources Data Collection Report

Prepared by:

**Texas Department of Transportation
Texas Turnpike Authority Division
Corridor Program Office**

November 2012

Table of Contents

Introduction	1
Regulatory Context	1
Methodology.....	2
Historic Context	3
Agriculture 1850s – 1940s	3
Military History – Early 1700s-1950s	4
Fort Sam Houston	5
Old Brooke Army Medical Center	5
Randolph Air Force Base (originally Randolph Field).....	6
Martindale Army Air Field.....	6
Transportation – 1690s-1959.....	6
Roads.....	6
Railroads and Streetcar Trolleys	7
Influences of the Railroad and Streetcars at Dignowity Hill	8
Towns and Cities within IH 35 SA PEL Study Area.....	9
Cibolo	9
Kirby	9
Live Oak.....	9
San Antonio.....	9
Schertz.....	10
Selma.....	10
Universal City	11
Windcrest.....	11
Historic Districts (Local and National) Located In and Near the IH 35 PEL Study Area.....	11
Old Lone Star Brewery	11
Government Hill.....	12
Fort Sam Houston Historic District.....	12
Randolph Air Force Base Historic District	13
Results.....	13
Harrison and Brown Stage Coach Stop and John S. Harrison House	14

Interstate Highway System Historic Resources 23
Texas Department of Agriculture Family Land Heritage Program Honorees 23
Future Coordination..... 23
Conclusion..... 23
List of Preparers 25
Bibliography 26

List of Appendices

Appendix One

Appendix Two

Introduction

The goal of the Interstate Highway 35 Planning and Environmental Linkages Study (IH 35 PEL) for the San Antonio region (Bexar, Guadalupe, and Comal counties) is to provide the integration of information and products developed in highway and transit planning into the environmental review process required under the National Environmental Policy Review Act of 1969 (NEPA). The current action is a planning-level study, the documentation of which will be used to inform any subsequent project-level NEPA study.

Desktop research and preliminary historic resources data collection provides planners with information on the location of previously designated historic properties. The definition of “historic property” is a building, structure, object, district, or site listed in or eligible to be listed in the National Register of Historic Places (NRHP). Historic properties need to be recognized so that opportunities for avoidance can be identified early during the planning process. If the planning process determines that a historic property cannot be avoided because there is no prudent and feasible alternative that would meet the purpose and need and the project and avoid use of the property, then the NEPA process is “informed” that a Section 4(f) evaluation must be completed. Depending on the scope of the “transportation use” of the historic property, this may help streamline the NEPA process. Of course all environmental factors must be considered in determining whether or not it is prudent and feasible to avoid use of a historic property. This Historic Resources Data Collection Report is intended to:

- provide planners with the locations of previously determined historic properties so that avoidance alternatives can be identified during this planning process;
- provide a historic context to use in evaluating the historic significance of properties that may be identified during future field work for a historic resources survey report; and
- provide locations of properties discovered during previous investigations (by local historic preservation groups) that have the potential to be NRHP eligible, but which have not been formally evaluated (properties that would need to be evaluated during NEPA).

Regulatory Context

NEPA requires consideration of important historic, cultural, and natural aspects of our national heritage. During the NEPA process, important aspects of our national heritage that may be present in the project study area must also be considered under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. This act requires federal agencies to “take into account” the “effect” that an undertaking will have on historic properties. Historic properties are defined in Section 106 as structures, buildings, districts, objects, and sites which are included in or are eligible for inclusion in the NRHP. In accordance with the Advisory Council on Historic Preservation (ACHP) regulations pertaining to the protection of historic properties (36 CFR 800.4), federal agencies are required to identify and evaluate historic-age resources for NRHP eligibility and assess the effects that the undertaking would have on historic properties. During NEPA, a historic resource review would be completed under terms of the December 2005 Programmatic Agreement for Transportation Undertakings (PA-TU) among Federal

Highway Administration (FHWA), the Texas State Historic Preservation Officer (SHPO), ACHP, and TxDOT (or the agreement in effect at that time).

Any project that is proposed as a result of IH 35 PEL would also fall under the purview of the Antiquities Code of Texas (ACT), because it could involve “lands owned or controlled by the State of Texas or any city, county, or local municipality thereof.” As the project could involve state purchase of right-of-way (ROW), or lands belonging to local municipalities and counties, under jurisdiction of the ACT, historic properties would also be considered under provisions of the Memorandum of Understanding (MOU) between the SHPO and TxDOT. The ACT allows for all such properties to be considered as State Archeological Landmarks (SAL), and requires that each be examined in terms of possible “significance.” Significance standards for the code are clearly outlined under Chapter 26 of the Texas Historical Commission’s (THC) Rules of Practice and Procedure for the ACT and closely follow those of the Secretary of the Interior’s Standards and Guidelines.

In addition to the laws listed above, the law commonly referred to as “Section 4(f)” essentially prohibits the transportation use of historic properties, if the transportation project receives federal funding or federal permits, “*unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such ...historic site resulting from such use.*” (23 USC 138). Section 4(f) was initially codified at 49 U.S.C. 1653(f) (Section 4(f) of the USDOT Act of 1966) and only applies to USDOT agencies and it remains in effect under 23 USC 138. THC recognizes the City of San Antonio (COSA) as a Certified Local Government (CLG). In order to become a CLG a city must:

1. Enforce state or local legislation that protects historic properties.
2. Establish a qualified review commission composed of professional and lay members.
3. Maintain a system for surveying and inventorying historic properties.
4. Provide for public participation in the historic preservation process, including recommending properties to the NRHP.

As a CLG, COSA administers a local Landmarks program. The purpose of the program is to identify properties that exhibit outstanding historical, cultural, architectural, or archaeological significance. COSA Landmark property owners may receive tax incentives to rehabilitate and maintain their Landmark properties and designated Landmarks may not be demolished without approval of the COSA Historic and Design Review Commission.

Cemeteries are protected from any disturbance by Section 711.035 of the Health and Safety Code. Under some circumstances, cemeteries of historic-age (50 years or older) may also be protected as historic properties under NHPA or ACT. TxDOT has adopted a Cemetery Policy to insure conformance to legal and regulatory requirements. The TxDOT Cemetery Policy may be found in **Appendix One**.

Methodology

Research was conducted by an architectural historian (historian) pre-certified in TxDOT classifications 2.8.1 (Surveys, Research & Documentation of Historic Buildings, Structures, and Objects) and 2.11.1 (Historical and Archival Research). The historian conducted desktop review of online resources as well

as review of reports prepared for the Texas Department of Transportation (TxDOT) for previous projects located within the IH 35 PEL Study Area. The IH 35 PEL Study Area (Study Area) map is shown in **Figure 1** of **Appendix Two**. The Study Area is comprised of a 0.25 mile buffer (1320 feet) off the center line of three highway segments:

- IH 35: FM 1103 to US 281/IH 37 – 21.3 miles
- IH 410: IH 35 to IH 10 – 3 miles
- IH 410 to IH 35 crossover – 1 mile

To develop the historic context, in addition to properties located within the Study Area, the historian reviewed previously designated historic properties located close to (generally within 150 feet of) the Study Area. The historian reviewed the online Texas Historical Commission Historic Sites Atlas to identify NRHP, Recorded Texas Historic Landmarks (RTHL), SAL, Official Texas Historical Markers (OTHM), and neighborhood surveys within and near the Study Area (Texas Historical Commission). The City of San Antonio Historic Preservation Office Website (City of San Antonio) and the San Antonio Conservation Society Website were also reviewed. To identify farms and ranches that might require additional research during a later study, the historian reviewed the Texas Department of Agriculture website information on agricultural properties honored through the Family Land Heritage Program (Texas Department of Agriculture). For specific properties, such as Fort Sam Houston and Brooke Army Medical Center, military websites provided historical data. The Online Handbook of Texas provided much of the historic context information. Cemetery information was gathered from the *I-35 Cemetery Database Update Report* (TxDOT, 2011). Archeological research was not conducted for this planning report, but archeological investigation would be undertaken for a project-level NEPA study.

Historic Context

Historic themes provide a context to evaluate resources within the Study Area. The themes identified for the IH 35 PEL Study Area are:

- Agriculture – 1850s-1940s
- Military History – Early 1700s-1950s
- Transportation – 1690s-1959

This section of the report provides a description of the historic themes context, followed by a brief description of the cities in and near the Study Area.

Agriculture 1850s – 1940s

In Bexar County, livestock was the prevalent agricultural product produced in the mid-19th Century. The 1850 census reported 5,023 cattle, 1,025 oxen, 3,241 milk cows, 2,715 swine, 633 horses, and 7,007 sheep. The major crop was corn, followed by oats, beans, and other vegetables. Only five percent of agricultural land (5,062 of 135,182 acres) was cultivated in Bexar County in 1850. Most of the farms were small, less than 50 acres, and subsistence in nature. Bexar County had a large population of Germans who predominantly held antislavery sentiments and slavery did not play a large role in

agriculture in Bexar County. By 1860, the improved farm land had increased to 13,697 acres, but fell to 5,546 acres by 1870 when many farms became idle due to the struggling economy after the Civil War.

Cattle drives were central to agriculture during the late 1860s and early 1870s. Bexar County was at the northern end of the south Texas cattle kingdom and it became an important ranching center. The number of beef cattle in Bexar County reached 55,325 by 1870, nearly double the 1860 count. The arrival of the railroads and the increased use of barbed wire fencing brought cattle drives to a halt by the late 1870s.

From 1880 to 1920 the number of farms grew from 1,136 to 3,205 and principal crops were corn, sorghum, cane, oats, vegetables, and fruits. Livestock remained a significant agricultural product and by the late 1940s more than half of agricultural revenues came from livestock and livestock products. Between 1910 and 1930, cotton became an important cash crop. Only 1,543 bales of cotton were reported in the 1880 Bexar County census but by 1906 the number of bales had grown to 19,499 and the figure reached 27,505 in 1926. By the mid-1920s nearly one-third of improved farmland was used to raise cotton. During the 1930s and 1940s cotton production fell dramatically and farmers who remained shifted their resources to truck farming and growing feed for livestock. By 1982, 66 percent of Bexar County land consisted of farms and ranches with 27 percent of that land cultivated. By 1990 the Bexar County population topped the one million mark and the number one non-governmental provider of jobs was tourism (Long, Bexar County).

Military History – Early 1700s-1950s

From Colonial days, San Antonio’s history has been closely linked with military history. The Presidio de Bexar served as the seat of government and headquarters for military power in Colonial Texas in the early 1700s. In 1836, the Battle of the Alamo was pivotal in the fight for Texas independence from Mexico. The United States San Antonio Arsenal was founded in 1858 on a site west-southwest of downtown San Antonio along the San Antonio River. The arsenal served Union and then Confederate troops and was also heavily used during World War I and then deactivated by the U.S. Army in 1947. The H-E-B Corporation purchased some of the arsenal property and renovated the remaining arsenal buildings as their grocery company’s corporate headquarters.

Fort Sam Houston began as a small fort in the late 1880s, but grew dramatically over the years. By 1949, Fort Sam Houston had over 1500 buildings and 3,300 acres. Many other San Antonio area military sites were established just prior to and during World War I including Camps Travis and Wilson (later absorbed into Fort Sam Houston), Camp Bullis, Camp Stanley, Brooks Field, Kelly Field, and Stinson Field. In the late 1920s, the United States made a commitment to develop their air defense and training programs and determined that they needed a completely new facility for flight training in San Antonio. By 1930, Randolph Field or the “West Point of the Air” was dedicated north of San Antonio. In conjunction with World War II, Martindale Army Air Field and Lackland Army Air Field were established. More detailed histories of the military facilities within or near the IH 35 PEL Study Area are shown below.

Fort Sam Houston

Fort Sam Houston was authorized in 1875 and completed in 1879 as the United States Army's principal supply base in the Southwest. Over the years the military property has expanded and it remains an active military post and is now the headquarters of the Fifth Army. The property also contains Brooke Army Medical Center's state-of-the-art facility as well as the Old Brooke Army Medical Building. Fort Sam Houston is designated as a National Historic Landmark (NHL) District and is listed in the NRHP. According to the National Park Service, fewer than 2,500 historic places bear the national distinction of NHL (National Park Service, 1975 - year designated). A few notable events during the history of Fort Sam Houston include: 1) serving as a rendezvous for Col. Lenard Wood and Lt. Col. Theodore Roosevelt's Rough Riders before their departure for Cuba during the Spanish American War; 2) site of experiments with the Wright biplane which led to the establishment of the Signal Corps' aviation section in 1914; and 3) supplying men and materials for Brig. Gen. John J. "Black Jack" Pershing's campaign against Pancho Villa in 1916. Many Fort Sam Houston buildings and sites are also individually listed in the NRHP as well as listed as contributing elements of the Historic District. The following individually listed NRHP properties are located near the IH 35 PEL Study Area:

- The Quadrangle, the original fort site, is approximately 8.8 acres of land and includes the Depot (oldest building at the fort) and the Clock Tower (located on the northwest corner of E. Grayson Street and N. New Braunfels Avenue);
- Pershing House which serves as the Staff Post Commander's house (located at #6 Staff Post Road) (Texas Historical Commission, 1974 - Year Quadrangle and Pershing House Listed in NRHP); and
- Post Chapel (located on Wilson Street, Bldg. 2200) (Texas Historical Commission, 1974 - Year Post Chapel Listed in NRHP).

The southern part of the Fort Sam Houston National Historic Landmark District is within the IH 35 PEL Study Area.

Old Brooke Army Medical Center

The origins of Brooke Army Medical Center can be traced back to 1870 when the Post of San Antonio was established on the Texas Frontier and included a small medical dispensary in a log cabin. Two temporary buildings at Fort Sam Houston housed the post hospital until 1886 when the first permanent hospital was constructed on what is now Staff Post Road. That first permanent hospital building still stands and is used to house visiting dignitaries. In 1907, a larger hospital with 84 beds was completed. During the next decade 1,000 beds were added in temporary wooden buildings. After World War I, the temporary buildings deteriorated. In 1938, a new main hospital building with 418 beds opened on Stanley Road just above the northern end of the parade grounds. In 1942, the hospital was named Brooke General Hospital in honor of Brigadier General Roger Brooke, a previous commander from 1929-1933, who is credited with instituting the first routine chest X-ray in military medicine. Additional units were added as needed. In 1944, a Calvary Battalion barracks at Fort Sam Houston was converted and used as a convalescent center for World War II casualties. That facility was eventually named Beach Pavilion. In 1946 the Medical Field School was moved to Fort Sam Houston and the medical entities were reorganized and designated Brooke Army Medical Center. The psychiatric ward was named

Chambers Pavilion in 1959. In 1975, Brooke Army Medical Center was added to the NRHP as a contributing property of the Fort Sam Houston Historic District. In 1992, construction began on the new Brooke Army Medical Center located on the east side of Fort Sam Houston along the west side of the south-bound frontage road of IH 35. The new facility opened in 1996. In 2001, the hospital building constructed in 1938, now known as Old Brooke Army Medical Center, was listed individually in the NRHP (U.S. Army Medical Department, 2011).

Randolph Air Force Base (originally Randolph Field)

In 1926, the Air Corps Act changed the name of the U.S. military air organization from the Army Air Service to the Army Air Corps. This Act also created two new brigadier general positions and provided a five-year expansion program. One of the new officer positions was awarded to Frank P. Lahm who was placed in charge of flight training. General Lahm soon determined that the facilities at Duncan Field, adjacent to Kelly Field, were inadequate. In 1926 and 1927, First Lt. Harold Clark, while assigned as the dispatch officer in the Kelly Field motor pool, sketched his ideas for a perfect “air city” on the backs of old dispatch sheets. Clark had trained as an architect prior to entering the Army. When Clark heard that a site had been selected for the new air training facility, he went to General Lahm with his design ideas. General Lahm was impressed with the design and appointed Clark to be the architect in charge of the Randolph Air Field project on the site north of San Antonio, near Schertz. Randolph was dedicated on June 20, 1930, and has been a site for flight training ever since. In 1947 the Air Force became a separate service and in 1948 Randolph Field was renamed Randolph Air Force Base (AFB). In August 2001, the National Park Service designated Randolph AFB as a National Historic Landmark (Department of the Air Force, 2010).

The buildings at Randolph AFB are primarily Spanish Colonial Revival Style and the plan is distinctive. The focal point of the base is a 147-foot octagon-shaped tower with a domed roof designated as the Administration Building and known as the ‘Taj Mahal.’ Around the tower are other administrative offices, housing, the officers’ club, and service areas. On each side of the central functions are flight lines, hangars and runways. Most of the buildings were completed by 1935. Randolph was a self-contained city and initially did not generate much development around the base (TxDOT, 2007).

Martindale Army Air Field

Martindale Army Air Field was constructed during World War II as one of eight satellite airfields for Randolph Army Air Field (now Randolph Air Force Base). The original facility consisted of two runways. At some time between 1976 and 1983, the air field was abandoned, but was later renovated and currently serves the Texas Army National Guard as a rotary-wing military facility and is zoned as a military reservation. The air field currently consists of two paved runways, taxiways, a large ramp area, and several buildings (Freeman, 2010) (John Pike, 2011).

Transportation – 1690s-1959

Roads

Old San Antonio Road, also known as Camino Real, King’s Highway, and the San Antonio-Nacogdoches Road were not a single road, but a network of trails some of which pre-dated the Spanish. Although

little more than a mule track, the trail was a camino real or royal road with special status in the Spanish System and it first entered Texas from Mexico in the late 17th century. The exact route changed according to weather and hostilities with Native Americans. According to Al McGraw, an archeologist that has studied the route extensively, “From San Antonio de Béxar presidio, the route traveled eastward toward the Mission San Antonio de Valero (the Alamo) along the street now known as Bonham and then along Nacogdoches Road. The road crossed Cibolo Creek near the modern town of Bracken in Comal County.” (McGraw, 2003). The current day Bonham and Nacogdoches Road do not intersect but Bonham Road terminates at IH 37/US 281, south of the IH 35 PEL Study Area and it is possible that the historic route went along the IH 37/US 281 route but is no longer recognizable because of modern development.

The Old Austin-San Antonio Highway was designated as US 81 until the construction of IH 35 in the 1960s. The 1940 General Highway Map shows US 81 coming into San Antonio from the north and generally following the route of present-day IH 35 until you reach the Randolph Boulevard. To follow the historic route today, you would need to travel on Randolph Boulevard south to Austin Highway on the northeast side of San Antonio and then southwest to Broadway Street and then follow Broadway Street into downtown San Antonio. Between 1961 and 1964, IH 35 was completed in the Study Area (Purcell, 2010).

Railroads and Streetcar Trolleys

In 1850, the City of San Antonio and Bexar County each invested \$50,000 to build a rail line to link San Antonio to Indianola and Port Lavaca, majors ports of that era. Unfortunately, by the time the Civil War began, track had only been laid as far as Victoria and that track was pulled up by Confederate forces to prevent use of the rail by the Union. In 1871, Austin had a railroad connection to the port of Galveston and the Army decided to relocate from San Antonio to Austin where it had access to the port. Leaders of the City of San Antonio responded to the Army’s decision by approaching a recently bankrupt railroad that had built tracks from Galveston to Columbus and offered them \$500,000 to extend the tracks to San Antonio. The revived rail line was renamed the Galveston, Harrisburg and San Antonio railway which arrived in San Antonio in 1877. The line terminated at Hays Street and connected San Antonio to the Port of Galveston. The Galveston, Harrisburg and San Antonio railroad stopped in Cibolo, Schertz, and Kirby and then passed just north of the Dignowity Hill neighborhood, and then turned south to parallel N. Cherry Street and terminate at Hays Street on the west side of the neighborhood and east of downtown San Antonio. In 1881, the International-Great Northern Railroad reached the city from the northeast, passing through Bracken and then south to San Antonio. This second railroad connected San Antonio to other parts of Texas and to the eastern states. By the early 1900s, five railroad lines had reached San Antonio. These railroads moved goods and people for the military and the city at large (Hemphill, 2009).

In 1878, about a year after the arrival of the first railroad, the first mule-drawn streetcar began service in San Antonio. For the first few years all streetcars were drawn by horses or mules. In 1890, following the completion of San Antonio’s first large power-generating plant, streetcar service was electrified. Initially each street car line was operated by a separate company, but these consolidated into four streetcar companies by 1891 and the remaining four companies consolidated in 1901 to form the San Antonio

Traction Company. In 1917, the San Antonio Traction Company and San Antonio Gas & Electric merged to become San Antonio Public Service Company. Also in 1917, the new company literally constructed their first bus and used it to transport men to Fort Sam Houston. The San Antonio 1922 Streetcar Routes are shown in **Figure 2 of Appendix Two**. In 1922, there were 19 streetcar lines in San Antonio including the Pine Street Line that ran through Government Hill, south of Fort Sam Houston and the Army Post Line that ran from downtown to Fort Sam Houston. In 1923, San Antonio Public Service Company acquired their first factory-built bus. The last regular streetcar service in San Antonio ended on April 29, 1933. On that day, in commemoration of the history of streetcars, the old “300” car ran to the Witte Museum (at Brackenridge Park) under its own power and it remained there on display for many years. In 1942, the transit system was sold to the San Antonio Transit Company and the City of San Antonio took over gas and electric services (Hemphill, 2002).

Influences of the Railroad and Streetcars at Dignowity Hill

The Dignowity Hill neighborhood is a good example of a neighborhood transformed by developments in transportation as well as the expansion of city water services. The first transportation development that changed Dignowity Hill was the arrival of the Galveston, Harrisburg, and San Antonio railway in 1877. The Dignowity Hill name originated with Dr. Anthony Michael Dignowity who built his home known as Harmony House east of downtown San Antonio in the mid-1800s. The Dignowity Hill neighborhood began as San Antonio’s first exclusive residential suburb with large homes on large lots constructed on high ground, close to downtown. The early Dignowity Hill estates were without city water which necessitated that residents construct expensive water collection systems (City of San Antonio, 2011).

Changes to the neighborhood occurred as a result of the arrival of the railroad in 1877 which terminated at Hays Street just west of the neighborhood and generated the development of industrial sites. The railroad was followed by a streetcar trolley that ran from downtown along Burnet Street, through Dignowity Hill to the line terminus at New Braunfels Avenue. In addition to the streetcar trolley service, the city extended water services into Dignowity Hill and the availability of city water enabled developers to build homes on smaller lots. Dr. Dignowity died in 1875 and by 1926 his home had been demolished and his home site eventually became Dignowity Park. By the 1930s, the neighborhood’s typical home size and lot size shrank, the demographic diversity of the area expanded. The architecture, that replaced the original Dignowity Hills homes, consisted primarily of small Folk Victorian style homes and Craftsman Bungalows occupied by residents who could take the streetcar downtown or other destinations throughout the city (City of San Antonio, 2011).

The City of San Antonio designated Dignowity Hill as a local historic district bounded by Sherman Street on the north, Palmetto Street on the east, Commerce Street and Paso Hondo on the south, and Cherry Street on the west. The southern edge of the IH 35 PEL Study Area is approximately 1 block north of and parallel to the northern boundary of the Dignowity Hill historic district.

Towns and Cities within IH 35 SA PEL Study Area

Cibolo

Cibolo is located in Guadalupe County on Farm Road 78 and Cibolo Creek. Jacob Schlather bought land in the Cibolo area in 1867. His son, George Schlather built a store and sold supplies to their neighbors, primarily German settlers. In 1882, the store was sold to Charles Fromme and the settlement became known as Fromme's Store. In 1877, the Galveston, Harrisburg and San Antonio railway built through the area and the rail station was called Cibolo Valley. Cibolo is Spanish for "buffalo" and a post office called Cibolo opened in 1883. By 1890 the community had a church, a cotton gin, a general store and a population of 100. The establishment of Randolph Air Force Base and the expansion of San Antonio have been the primary economic forces on Cibolo (Weinert, 1976). The population in 2000 had grown to 3,035.

Kirby

About eight miles northeast of downtown San Antonio, Kirby is located in Bexar County on FM 78. In 1877, the town became a station for the Galveston, Harrisburg and San Antonio Railway. Kirby was originally an agricultural community. A cotton gin and blacksmith shop served its 100 residents in 1900. By 1965, the population had increased to 680 residents and the town had incorporated. By the year 2000, the population was 8,673 and the built environment consisted primarily of suburban residential development (Hazelwood, 2011).

Live Oak

Located in Bexar County approximately thirteen miles northeast of downtown San Antonio, the city of Live Oak is near the junction of IH 35 and Loop 1604. The convenient location made it a good site for a new city and it was incorporated in 1960 and first appeared on the census roles in 1970 with a population of 2,779. In 1990 Live Oak had 10,023 residents but the population dropped to 9,156 in 2000 (Cameron, 2011).

San Antonio

The town of San Antonio grew out of San Antonio de Béxar Presidio, a military community established in 1718. The Catholic Church established five Spanish missions in the area beginning in 1718 with San Antonio de Valero (now known as the Alamo). Mission San Antonio de Valero moved several times and settled at its final location around 1724. The extant mission church or Alamo Shrine was constructed during the 1750s. In 1731, the military and mission populations were joined by Canary Islanders who were gathered by Spaniards and transported to Texas to settle the area. The Canary Islanders group initially consisted of 15 families and 56 persons who formed the first civil government in Texas. The Canary Island settlers lived in or near the villa of San Fernando de Béxar located just east of San Antonio de Béxar Presidio. In 1773 San Antonio de Béxar became the capital of Spanish Texas. In 1778 the population of San Antonio was 2,060 including mission Indians. The missions were secularized by 1795 and San Antonio de Valero (Alamo) became military barracks.

The battle of the Alamo was a pivotal event in the Texas fight for independence. Following a twelve-day siege, Santa Anna ordered an assault on the Texas Independence fighters at the San Antonio de Valero

(the Alamo) on the morning of March 6, 1836. By the end of the day, every Alamo fighting man lay dead. Non-combatant survivors told the tale which gave birth to the battle cry, "Remember the Alamo!" In December of 1836, after the decisive Battle of San Jacinto, the new Republic of Texas organized Bexar County and San Antonio was chartered as the county seat in January 1837. After Texas joined the Union, German immigration continued into Texas and by 1860 San Antonio grew to a population of 8,235, making it the largest city in Texas. During the Civil War San Antonio was a Confederate depot. After the Civil War, San Antonio prospered as a center for cattle, distribution, mercantile, and military operations. By 1880 the population was 20,550 and there was a large influx of primarily native-born Anglos from Southern states. By 1900 five railroads came into San Antonio bringing both goods and people. By 1930, San Antonio had slipped to the third largest city in Texas trailing both Dallas and Houston. During the 1940s there was a wartime boom and the population grew to 408,442 by 1950. From the middle of last century to the present, San Antonio's economy has depended primarily on commerce related to military bases, educational institutions, tourism, and its medical-research complex (Fehrenbach, 2011).

Schertz

Downtown Schertz is located on the Bexar/Guadalupe County line along FM 78, about two miles southeast of IH 35. Settlers arrived in the Schertz area around 1843. An early name for the town was "Cut Off" because when Cibolo Creek flooded, the settlement was cut off. By 1870, the primary crop was cotton and a cotton gin was built by the Schertz family. When the Galveston, Harrisburg, and San Antonio Railroad arrived in Cut Off in the mid-1870s, the town's economy experienced a boom. In the early 1880s, the first post office was established. The name of the town was changed to Schertz in 1899. By 1890, the town had a cotton gin, grocery, and about 200 residents. In the late 1920s, the U.S. Army selected the 2,000 acre site near downtown Schertz for the military air training facility now known as Randolph Air Force Base. Many farms were lost to make way for Randolph and the population of Schertz remained about 350 from the early 1930s through the 1950s. Schertz was incorporated as a city in 1964 when it reported 2,281 residents and 24 businesses. By 2000, the population had grown to 18,694 (Schertz Chamber of Commerce, 2009) (Smyrl, 1976).

Selma

Selma is located along IH 35 at Cibolo Creek. In 1847, Selma was initially settled and the first post office opened in 1856. By 1885, Selma had two general stores, two cotton gins, three blacksmiths, a saloon, a school, a wagon maker, and a population of 145. In 1896, the population had reached 600 thanks to an influx of German and Polish immigrants. The town had declined by 1900 and the post office closed in 1906. As of 1940, Selma had a church, a school, three businesses, and a population of 100. Selma incorporated in the 1960s and the population began to grow again. The population had reached 788 by 2000.

Within Selma is the Harrison and Brown Stage Coach Stop located on the east side of Valhalla between IH 35 and N. Evans Road. The two-room, limecrete building dates from the 1840s and is designated as a State Archeological Landmark. A Transportation Equity for the 21st Century (TEA-21) grant for one million dollars was awarded for restoration of the stagecoach stop and creation of a 14-acre roadside park with a museum to interpret the stagecoach's role in early Texas transportation. As of a 2007

historic resources survey, steps had been taken to stabilize the building, but restoration had not begun (TxDOT, 2007).

Universal City

In Bexar County, Universal City is between the north gate of Randolph AFB and IH 35. It was named by the developer, A. Milner, to describe the universal importance of the Randolph AFB. The first business, a service station, opened outside the base gate in 1932. The first profitable residential development opened in 1950. The town grew slowly and did not incorporate until 1960 when the population was 1,800. By 2000, the population was reported to be 14,849 residents, 90 percent of whom are active or retired military families (Duerson, 2011).

Windcrest

Windcrest is located in Bexar County, just east of the intersection of IH 35 and Loop 410, approximately 10 miles northeast of downtown San Antonio. It was developed and incorporated in the late 1950s. The population in 1960 was 441 and then rose rapidly to 3,371 in 1970 and to 5,332 in 1980. Since then the population has not changed appreciably with 5,331 in 1990 and 5,105 in 2000 (Long, 2011).

Historic Districts (Local and National) Located In and Near the IH 35 PEL Study Area

Old Lone Star Brewery

The Old Lone Star Brewery Complex is listed in the NRHP and locally designated as a historic district by the City of San Antonio. The Lone Star Brewery was established in 1883 and opened for business on September 12, 1884. By 1900, the company's success necessitated plans for a larger brewing plant. In 1904, brick buildings, designed by the Saint Louis architectural firm of E. Jungfeld and Company, were constructed to replace the earlier wooden structures. E. Jungfeld and Company was known for designing Anheuser-Busch plants and they worked with the local firm of Wahrenberger and Beckman who were listed as "superintending architects" for the brick Lone Star Brewery buildings. Adolphus Busch, of the Saint Louis Anheuser-Busch brewing empire, held a substantial financial interest in the Lone Star Brewery and served as President for a number of years. The brewery thrived until prohibition when operations were converted to the manufacture of "Tango," a non-alcoholic drink. During the mid-1900s, the facility was used primarily for warehouse and storage for the Lone Star Brewery. In the 1970s, the San Antonio Museum Association acquired the brewery complex to house the Museum of Art which opened in 1981. In 1994, the San Antonio Museum Association was dissolved and the museum was reorganized as the San Antonio Museum of Art. (Texas Historical Commission, 1972) (Texas Historical Commission, 1979)

The Old Lone Star Brewery's primary brewery building was listed in the NRHP in 1972. Four additional brewery complex structures were added to the NRHP listing as a boundary increase nomination in 1979. Currently the City of San Antonio recognizes the Old Lone Star Brewery parcel as a local Historic District as shown on **Figures 3** (Index Map) and **3a** (Detail Map) of **Appendix Two**. The parcel boundary for the complex of buildings is roughly rectangular in shape and includes all of the buildings in the complex.

The City of San Antonio also recognized the importance of this property and designated the Old Lone Star Brewery as both a Historic Landmark and a Historic District. The Old Lone Star Brewery COSA Historic District is larger than the parcel that contains the NRHP-Listed building complex. The COSA Historic District boundary is roughly triangular in shape and bounded by the San Antonio River on the east and Jones Avenue on the south. The western boundary extends from Jones Avenue north to the San Antonio River, just south of IH-35. The local historic district boundary includes a parking area owned by the City Public Service Board located between the Lone Star Brewery Building Complex and the San Antonio River (City of San Antonio, 2011). The entire Old Lone Star Brewery parcel is within the IH 35 PEL Study Area.

Government Hill

The City of San Antonio recognizes Government Hill as a local historic district and it is located within the IH 35 PEL Study Area and shown in **Figure 3a of Appendix Two**. Government Hill was developed as a suburban housing area during a period dubbed the “Gilded Age” of San Antonio from 1890 to 1930. Other neighborhoods developed during this period include Monte Vista, Alamo Heights, West End (Woodlawn Lake area), Tobin Hill, and Laurel Heights. The locally recognized Government Hill Historic District is bounded by Fort Sam Houston on the north, New Braunfels Avenue on the east, IH-35 westbound frontage road on the south. The district’s western boundary is a jagged line beginning at the intersection of IH-35 and running north for three blocks and then east on E. Carson to Willow Street, then north on Willow Street for one block, then west for two blocks on Quitman Street and then north for one block to E. Grayson Street. The history of the neighborhood is linked to the development of Fort Sam Houston, an Army post which grew from less than 100 acres donated by the City of San Antonio in the 1870s to 193 acres during World War I and which covers over 3,000 acres today. The Government Hill district contains fine examples of turn-of-the-century architecture. Excellent examples of district architecture include St. Paul’s Episcopal Church at 1018 E. Grayson; Bullis House Inn at 621 Pierce Avenue; and Terrell Castle (aka Lambermont) at 950 E. Grayson (City of San Antonio, 2011). **Figure 4 of Appendix Two** shows an illustration shared during a Government Hill Community Meeting held on May 25, 2010, at St. Paul’s Episcopal Church Parish Hall; the illustration is of a proposed expansion to the Government Hill Historic District (City of San Antonio, 2010).

Fort Sam Houston Historic District

Fort Sam Houston Historic District is listed in the NRHP and is also designated as a National Historic Landmark. Fort Sam Houston Historic District is comprised of almost 350 acres located within the larger Fort Sam Houston military property of about 3,300 acres. The southern boundary of Fort Sam Houston Historic District is Carson Street (east of N. New Braunfels Avenue) and Grayson Street (west of N. New Braunfels Avenue). The eastern boundary is roughly Frank Street, 1st Street, and Reynolds Road. The northern boundary is roughly Eleanor Avenue and Dickman Road. The western boundary is very jagged beginning near N. Alamo Street at the southern end. See **Figure 3a of Appendix Two** for a map of the Fort Sam Houston Historic District. The district is located partially within the IH 35 PEL Study Area.

Randolph Air Force Base Historic District

Randolph AFB Historic District is listed in the NRHP and is also designated as a National Historic Landmark. Randolph AFB is located entirely outside the IH 35 PEL Study Area. More information on the history of Fort Sam Houston and Randolph AFB are included in the previous Military History section.

Results

The results of this Historic Resources Data Collection Report will inform future environmental studies regarding the locations of previously identified properties within or close to the IH 35 PEL Study Area.

The COSA Office of Historic Preservation administers a local Landmarks program which currently includes about 2,000 designated properties. Any COSA Historic Landmark property that may be affected by a project proposed as a result of the IH 35 SA PEL Study would need to be further evaluated during a project-level NEPA study to determine if the properties meet the criteria for listing in the NRHP.

The properties identified in this report fall into two categories: 1) historic properties; or 2) potential historic properties.

- Historic property is defined as a building, structure, district, object, or site listed in or determined eligible to be listed in the NRHP.
- Potential historic property is defined for this report as a building, structure, district, object, or site (resource) of historic-age (50-years or older), not listed in the NRHP nor determined NRHP-eligible, but which has been recognized by the State or a city as historically significant; also includes a resource identified during previous historic survey, study, or NRHP Nomination (pending) to have the potential to be considered historically significant.

Table 1 includes 4 historic properties, 47 potential historic properties, and 2 cemeteries located within the Study Area:

Historic Properties Include:

- 2 NRHP Properties (Old Lone Star Brewery and Fort Sam Houston)
- 2 Properties Determined to be NRHP Eligible during previous studies (2 school buildings on one parcel; 1 commercial building)

Potential Historic Properties:

Properties with State Historic Designations:

- 1 SAL Property (Harrison and Brown Stage Coach Stop)

Properties with City Historic Designations:

- 2 COSA Historic Districts [Government Hill, Old Lone Star Brewery (boundary differs from NRHP boundary)]
- 44 COSA Landmarks

Cemeteries:

- 2 Cemeteries, both in Selma

The locations of the Historic and Potential Historic properties are shown in **Figures 3, 3a, 3b, and 3c** of **Appendix Two**. Addresses and other details of the properties are listed in **Table 1**. At a future date, if improvements to IH 35 are proposed that may affect Potential Historic Properties, the affected Potential Historic Properties would need to be evaluated to determine if they are NRHP eligible. If Potential Historic Properties were determined NRHP eligible they would become Historic Properties and they would be afforded the protection offered through the NHPA and Section 4(f). Cemeteries of any age are protected from disturbance by Section 711.035 of the Health and Safety Code and by TxDOT's Cemetery Policy.

Harrison and Brown Stage Coach Stop and John S. Harrison House

The Harrison and Brown Stage Coach Stop was designated as a SAL in 2000. In 2000, the Harrison and Brown Stage Coach Stop was in ruins and may have been designated as an archeological site rather than a historic building. For a historic building to be designated as an SAL, it must previously have been listed in the NRHP, but research to date has not found any evidence that the Harrison and Brown Stage Coach Stop is listed in the NRHP, possibly because at the time it was designated as a SAL, the building was in ruins and may have been considered an archeological site rather than a historic building. The theory that the Harrison and Brown Stage Coach Stop is designated as a SAL, but not listed individually in the NRHP, is supported by the fact that the THC Historic Sites Atlas (THC Atlas) does not list the Harrison Brown Stage Coach Stop as a SAL. However, on January 3, 2010, John Durst of the THC archeology staff confirmed that the Harrison and Brown Stage Coach Stop is a SAL which was designated in 2000. The locations of SALs which are archeological sites are considered confidential per the Antiquities Code of Texas (Antiquities Code) and are therefore not listed in the THC Atlas to protect them from damage. In contrast, historic building SALs are listed in the THC Atlas because they are clearly visible to the public and therefore concealing their address offers no protection and such concealment is not required by the Antiquities Code. In the past few years, the Harrison and Brown Stage Coach Stop has been restored and is in excellent condition as shown in a photograph excerpted from a City of San Antonio presentation shown in **Figure 5**. The location of the stage coach stop is shown on **Figure 3c** in **Appendix Two**. Further evaluation of the Harrison and Brown Stage Coach Stop would be required if a project were proposed that might affect the resource.

The John S. Harrison House was listed in the NRHP on June 29, 2006, but is located outside the Study Area (29.575620, -98.305313). The NRHP listing describes a parcel of 129 acres and includes a "dwelling, animal facility, and agricultural outbuildings." The John S. Harrison House property appears to no longer contain 129 acres. Aerial images reveal new residential development located northwest and west of the Harrison dwelling and surrounding outbuildings. The City of Selma currently owns the parcel on which the John S. Harrison House sits as well as adjoining parcels along Cibolo Creek and extending up to IH 35. The Harrison and Brown Stage Coach Stop building is located on one of the adjoining parcels that may have been part of the property included in the NRHP listing for the John S.

Harrison House. If a future project proposed work in the Selma area (outside the current IH 35 right of way) additional research would be required to identify the NRHP property boundary of the John S. Harrison House listing and to determine if the NRHP boundary needs to be updated.

Table 1: Historic Properties, Potential Historic Properties, and Cemeteries

Map Re-source No.	Name of Resource	Historic Designation(s) [RTHL, SAL, NHL, NRHP, OTHM]	Property Type	Estimated Year of Construction	Street Address or Directions	City	County	Comments/Notes	Source
Historic Properties (NRHP Listed or NRHP Eligible)									
1.1	Fort Sam Houston Historic District	NHL, NRHP	District	1876- c. 1920s	See Figure 3a	San Antonio	Bexar	The historic district is within the larger Fort Sam Houston property.	THC Historic Sites Atlas at: http://atlas.thc.state.tx.us/
1.2	Old Lone Star Brewery (Boundary Increase)	NRHP, COSA Historic Landmark	Building Complex	1895- 1904	200 West Jones Avenue	San Antonio	Bexar	Complex of buildings constructed between 1895 and 1904.	THC Atlas, Old Lone Star Brewery (Boundary Increase) NRHP Nomination; City of San Antonio Office of Historic Preservation Website at: http://www.ci.sat.tx.us/historic/
1.3	School Buildings	Determined NRHP Eligible in 2007	Building	c. 1905, c. 1910	308 Stafford	San Antonio	Bexar	On one parcel, two buildings determined NRHP-eligible by TxDOT ENV in 2007.	June 12, 2007 TxDOT ENV Windshield Survey for IH 35 at Walters St. (CSJ# 0017-10-231)
1.4	Small Commercial Building	Determined NRHP Eligible in 2007	Building	c. 1920	409 Seguin Street	San Antonio	Bexar	The 2007 Historic Resources Survey described the building (Site 70) as a commercial building with stepped-false-front parapet with the legal address of NCB 3140, BLK 8, LOT 14. That legal address is located at 409 Seguin Street according to Bexar County Appraisal District tax records. The image of the building at 409 Seguin Street in Google Maps Street View images matches the image of Site 70 in the 2007 TxDOT ENV Windshield Survey	June 12, 2007 TxDOT ENV Windshield Survey for IH 35 at Walters St. (CSJ# 0017-10-231). Legal Address: NCB 3140 BLK 8 LOT 14.

Table 1: Historic Properties, Potential Historic Properties, and Cemeteries

Map Re-source No.	Name of Resource	Historic Designation(s) [RTHL, SAL, NHL, NRHP, OTHM]	Property Type	Estimated Year of Construction	Street Address or Directions	City	County	Comments/Notes	Source
								for CSJ# 0017-10-231.	
Potential Historic Properties Designated by the State (not Listed in NRHP)									
2.1	Harrison and Brown Stage Coach Stop	SAL, Nominated for NRHP in Multiple Property Nomination. Possibly on John S. Harrison House parcel.	Building	c. 1840s	Located on the east side of Vallhala, about 300 feet south of NB frontage road of IH 35.	Selma	Bexar	Historic limecrete two-room building has been restored.	Resource No. 22 of Historic Farms and Ranches of Bexar County, Texas Multiple Property Documentation Form (Expires 5/31/2012) at: http://www.sanantonio.gov/historic/Docs/Hist_Farm_Ranh_Context_NR.pdf . Photo of restored building in PDF of Presentation, Historic Texas 19th Century Vernacular Farm and Ranch Complexes at City of San Antonio, Office of Historic Preservation, Historic Farm and Ranch Surveys at http://www.sanantonio.gov/historic/Docs/Historic_Farm_Ranch_Complexes.pdf .
Potential Historic Properties - Historic Districts Designated by the City (not Listed in NRHP)									
3.1	Government Hill Historic District	Recognized as a historic district by the City of San Antonio	Locally Recognized District	c. 1890-1930	See Figure 3a	San Antonio	Bexar		City of San Antonio Office of Historic Preservation Website at: http://www.ci.sat.tx.us/historic/
3.2	Old Lone Star Brewery District	Recognized as a historic district by the City of San Antonio	Locally Recognized District	1895-1904	See Figure 3a	San Antonio	Bexar	The COSA Historic District Boundary is larger than the parcel boundary that contains the Old Lone Star Brewery Building Complex listed in the NRHP	City of San Antonio Office of Historic Preservation Website at: http://www.ci.sat.tx.us/historic/

Table 1: Historic Properties, Potential Historic Properties, and Cemeteries

Map Re-source No.	Name of Resource	Historic Designation(s) [RTHL, SAL, NHL, NRHP, OTHM]	Property Type	Estimated Year of Construction	Street Address or Directions	City	County	Comments/Notes	Source
Potential Historic Properties -Historic Landmarks Designated by the City (not Listed in NRHP)									
3.3	Central Catholic High School	COSA Historic Landmark	Building	Not in COSA data	1403 N. St. Marys	San Antonio	Bexar	Legal Address: NCB 849 Block 14 Lot 8	City of San Antonio GIS Data
3.4	Commercial Building	COSA Historic Landmark	Building	Not in COSA data	1019 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 1258 Block Lot A4 12 thru 16, & W 60' of 17, 18, 19, 20 & 21	City of San Antonio GIS Data
3.5	Horan & Co Building	COSA Historic Landmark	Building	Not in COSA data	802 Austin Street	San Antonio	Bexar	Legal Address: NCB 991 Block 1 Lot W Irr 167.64' of 3, 4 & 5	City of San Antonio GIS Data
3.6	Netwick House	COSA Historic Landmark	Building	Not in COSA data	818 Austin Street	San Antonio	Bexar	Legal Address: NCB 991 Block 1 Lot 6	City of San Antonio GIS Data
3.7	Tuttle, F E - House / Schuler Sign Co	COSA Historic Landmark	Building	Not in COSA data	801 Austin Street	San Antonio	Bexar	Legal Address: NCB 496 Block 12 Lot S Irr 37.9' of E Irr 60.2' of 1 or 1B	City of San Antonio GIS Data
3.8	House	COSA Historic Landmark	Building	Not in COSA data	803 Austin Street	San Antonio	Bexar	Legal Address: NCB 496 Block Lot N 32.2' of E 60.2' of 1 arb 1A	City of San Antonio GIS Data
3.9	House	COSA Historic Landmark	Building	Not in COSA data	807 Austin Street	San Antonio	Bexar	Legal Address: NCB 496 Block 12 Lot E 85.3' of S 34.15' of 2	City of San Antonio GIS Data
3.10	House	COSA Historic Landmark	Building	Not in COSA data	809 Austin Street	San Antonio	Bexar	Legal Address: NCB 496 Block 12 Lot E Irr 85.3' of N 34.15' of 2	City of San Antonio GIS Data
3.11	Luhnbach, F E - House	COSA Historic Landmark	Building	Not in COSA data	721 Austin Street	San Antonio	Bexar	Legal Address: NCB 497 Block 40 Lot N 45.2' of E 75' of 20	City of San Antonio GIS Data
3.12	Carranza, J R, Grocery	COSA Historic Landmark	Building	Not in COSA data	701 Austin Street	San Antonio	Bexar	Legal Address: NCB 497 Block 40 Lot E 75' of S 60' of 31	City of San Antonio GIS Data
3.13	House	COSA Historic Landmark	Building	Not in COSA data	919 Camden Street	San Antonio	Bexar	Legal Address: NCB 855 Block 21 Lot 9	City of San Antonio GIS Data
3.14	House	COSA Historic Landmark	Building	Not in COSA data	807 E. Quincy	San Antonio	Bexar	Legal Address: NCB 856 Block 20 Lot S 123.55' of 7	City of San Antonio GIS Data

Table 1: Historic Properties, Potential Historic Properties, and Cemeteries

Map Re-source No.	Name of Resource	Historic Designation(s) [RTHL, SAL, NHL, NRHP, OTHM]	Property Type	Estimated Year of Construction	Street Address or Directions	City	County	Comments/Notes	Source
3.15	House	COSA Historic Landmark	Building	Not in COSA data	811 E. Quincy	San Antonio	Bexar	Legal Address: NCB 856 Block 20 Lot S 124.3' of 8	City of San Antonio GIS Data
3.16	House	COSA Historic Landmark	Building	Not in COSA data	1606 N. Alamo Street	San Antonio	Bexar	Legal Address: NCB 965 Block Lot 22 thru 24, NCB 984 Block Lot 33 thru 35, Merge Accts for 2007 (CR-12182)	City of San Antonio GIS Data
3.17	Commercial Building	COSA Historic Landmark	Building	Not in COSA data	1530 N. Alamo Street	San Antonio	Bexar	Legal Address: NCB 984 Block Lot 50 & 55	City of San Antonio GIS Data
3.18	House	COSA Historic Landmark	Building	Not in COSA data	1526 N. Alamo Street	San Antonio	Bexar	Legal Address: NCB 984 Block Lot 51 & W 25' of 56	City of San Antonio GIS Data
3.19	Archaeological Site	COSA Historic Landmark	Site	Not in COSA data	3803 Seguin Road	San Antonio	Bexar	Legal Address: NCB 10568 Lot W IRR 589.35 FT OF TR-4. This parcel includes the Ackerman-White House listed as Resource No. 1 in the Historic Farms and Ranches of Bexar County, Texas Multiple Property Documentation Form (pending).	City of San Antonio GIS Data; Resource No. 1 of Historic Farms and Ranches of Bexar County, Texas Multiple Property Documentation Form (Expires 5/31/2012) at: http://www.sanantonio.gov/historic/Docs/Hist_Farm_Ranh_Context_NR.pdf . Photos in PDF of Presentation, Historic Texas 19th Century Vernacular Farm and Ranch Complexes at City of San Antonio, Office of Historic Preservation, Historic Farm and Ranch Surveys at http://www.sanantonio.gov/historic/Docs/Historic_Farm_Ranch_Complexes.pdf .
3.20	Commercial Building	COSA Historic Landmark	Building	Not in COSA data	1816 N. New Braunfels Avenue	San Antonio	Bexar	Legal Address: NCB 1269 Block 1 Lot 9 W 2 ft of 10	City of San Antonio GIS Data
3.21	House	COSA Historic Landmark	Building	Not in COSA data	1613 N. Alamo Street	San Antonio	Bexar	Legal Address: NCB 965 Block Lot 13	City of San Antonio GIS Data
3.22	House	COSA Historic Landmark	Building	Not in COSA data	1611 N. Alamo Street	San Antonio	Bexar	Legal Address: NCB 965 Block Lot 14	City of San Antonio GIS Data

Table 1: Historic Properties, Potential Historic Properties, and Cemeteries

Map Re-source No.	Name of Resource	Historic Designation(s) [RTHL, SAL, NHL, NRHP, OTHM]	Property Type	Estimated Year of Construction	Street Address or Directions	City	County	Comments/Notes	Source
3.23	Pearl Brewery Garage	COSA Historic Landmark	Building	Not in COSA data	312 Pearl Parkway	San Antonio	Bexar	Legal Address: NCB 14164 Block 1 Lot Pt of 1 Arb 1b 2007 Split New Acct Per "cia" Request (fns / Survey Map)	City of San Antonio GIS Data
3.24	Commercial Building	COSA Historic Landmark	Building	Not in COSA data	307 Pearl Parkway	San Antonio	Bexar	Legal Address: NCB 14164 Block 1 Lot 4 (rio Perla Development) New Acct Per Plat 9578/1 Filed 10-3-07 For 2008	City of San Antonio GIS Data
3.25	House	COSA Historic Landmark	Building	Not in COSA data	523 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 993 Block 3 Lot E 55 of W 81.1 of S 150 of 2 arb 5B	City of San Antonio GIS Data
3.26	House	COSA Historic Landmark	Building	Not in COSA data	609 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 993 Block 3 Lot 6	City of San Antonio GIS Data
3.27	House	COSA Historic Landmark	Building	Not in COSA data	601 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 993 Block 3 Lot E 14 of S 150 of 4 arb 8B, W 76.1' of S 150 Arb 9B & Pt of 10B	City of San Antonio GIS Data
3.28	House	COSA Historic Landmark	Building	Not in COSA data	1811 N. Palmetto Street	San Antonio	Bexar	Legal Address: NCB 993 Block 3 Lot 20 & E 27.9 of S 62.5 of N 125 of 7	City of San Antonio GIS Data
3.29	House	COSA Historic Landmark	Building	Not in COSA data	809 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 1260 Block Lot E 50' of 37 & 38	City of San Antonio GIS Data
3.30	House	COSA Historic Landmark	Building	Not in COSA data	1814 Palmetto St N	San Antonio	Bexar	Legal Address: NCB 1261 Block 29 Lot 27 & N 35.58' of 28	City of San Antonio GIS Data
3.31	House	COSA Historic Landmark	Building	Not in COSA data	703 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 1261 Block 29 Lot W84 of S 27.02' of 28 & W 84' of 29 & W 84' of 30 or 28A, 29A, 30A	City of San Antonio GIS Data
3.32	House	COSA Historic Landmark	Building	Not in COSA data	522 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 1263 Block 2 Lot 6	City of San Antonio GIS Data

Table 1: Historic Properties, Potential Historic Properties, and Cemeteries

Map Re-source No.	Name of Resource	Historic Designation(s) [RTHL, SAL, NHL, NRHP, OTHM]	Property Type	Estimated Year of Construction	Street Address or Directions	City	County	Comments/Notes	Source
3.33	House	COSA Historic Landmark	Building	Not in COSA data	702 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 1265 Block 1 Lot N 126.15' of 1	City of San Antonio GIS Data
3.34	House	COSA Historic Landmark	Building	Not in COSA data	703 E. Mason Street	San Antonio	Bexar	Legal Address: NCB 1265 Block 1 Lot 10	City of San Antonio GIS Data
3.35	House	COSA Historic Landmark	Building	Not in COSA data	420 Pierce	San Antonio	Bexar	Legal Address: NCB 1266 Block 2 Lot S 67' of 1	City of San Antonio GIS Data
3.36	Commercial Building	COSA Historic Landmark	Building	Not in COSA data	821 E. Mason Street	San Antonio	Bexar	Legal Address: NCB 1266 Block 2 Lot 6, 7 & 8	City of San Antonio GIS Data
3.37	House	COSA Historic Landmark	Building	Not in COSA data	912 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 1267 Block 3 Lot 3	City of San Antonio GIS Data
3.38	House	COSA Historic Landmark	Building	Not in COSA data	901 E. Mason Street	San Antonio	Bexar	Legal Address: NCB 1267 Block 3 Lot S 137.0 of 9 & 10 & N 50.0 of E 24.0' of 9 arb 9C, 10A, & 9B	City of San Antonio GIS Data
3.39	House	COSA Historic Landmark	Building	Not in COSA data	902 E. Mason Street	San Antonio	Bexar	Legal Address: NCB 1274 Block 6 Lot 1	City of San Antonio GIS Data
3.40	House	COSA Historic Landmark	Building	Not in COSA data	814 E. Mason Street	San Antonio	Bexar	Legal Address: NCB 1275 Block 7 Lot E 7' of N 135' of 3 & W 58' of N 135' of 4	City of San Antonio GIS Data
3.41	Bullis House #2	COSA Historic Landmark	Building	Not in COSA data	315 Pierce	San Antonio	Bexar	Legal Address: NCB 1276 Block 8 Lot N 50' of 7	City of San Antonio GIS Data
3.42	House	COSA Historic Landmark	Building	Not in COSA data	1951 N. Pan Am Highway	San Antonio	Bexar	Legal Address: NCB 1276 Block 8 Lot 9	City of San Antonio GIS Data
3.43	House	COSA Historic Landmark	Building	Not in COSA data	1947 N. Pan Am Highway	San Antonio	Bexar	Legal Address: NCB 1276 Block 8 Lot 10	City of San Antonio GIS Data
3.44	House	COSA Historic Landmark	Building	Not in COSA data	618 E. Mason Street	San Antonio	Bexar	Legal Address: NCB 1277 Block 6 Lot 5	City of San Antonio GIS Data

Table 1: Historic Properties, Potential Historic Properties, and Cemeteries

Map Re-source No.	Name of Resource	Historic Designation(s) [RTHL, SAL, NHL, NRHP, OTHM]	Property Type	Estimated Year of Construction	Street Address or Directions	City	County	Comments/Notes	Source
3.45	Pevy House	COSA Historic Landmark	Building	Not in COSA data	429 E. Carson Street	San Antonio	Bexar	Legal Address: NCB 992 BLK 2 LOT 1	City of San Antonio GIS Data
3.46	Jones Avenue Bridge	COSA Historic Landmark	Structure	Not in COSA data	100 W. Jones Avenue	San Antonio	Bexar	Located in COSA right-of-way	City of San Antonio GIS Data
Cemeteries									
4.1	Our Lady of Perpetual Help #1 Cemetery		Cemetery	c. 1900	8006 Old Austin Road	Selma	Bexar	Named "Our Lady of Perpetual Help #1" in I-35 Cemetery Database Update Report. Date of cemetery is an estimate based on the dates on graves listed on the Internet.	I-35 Cemetery Database Update Report (February 2011)
4.2	Our Lady of Perpetual Help Cemetery #2		Cemetery	c. 1950	16075 North Evans Road (Located behind 157811 IH 35).	Selma	Bexar	Named "Our Lady of Perpetual Help #2" in I-35 Cemetery Database Update Report. Date of cemetery is an estimate based on the dates on graves listed on the Internet.	I-35 Cemetery Database Update Report (February 2011)

Interstate Highway System Historic Resources

On March 10, 2005, near the 50th anniversary of the Interstate Highway System, the Advisory Council on Historic Preservation adopted the Section 106 Exemption Regarding Effects to the Interstate Highway System. This exemption was adopted in order to simplify Section 106 Review process for Interstate Highways. Under this exemption, the Federal Highway Administration (FHWA) compiled the “Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System” and only the Interstate Highway features included on the list are considered NRHP eligible (U.S. Department of Transportation-Federal Highway Administration, 2011). The historian reviewed the list and found no NRHP eligible Interstate Highway features within the Study Area.

Texas Department of Agriculture Family Land Heritage Program Honorees

The Family Land Heritage (FLH) Program is operated by the Texas Department of Agriculture (TDA). The TDA program honors families who have owned and operated a contiguous agricultural operation for 100 years or more. Continuous agricultural operation for over 100 years is unique and worthy of recognition. However, continuous agricultural operation does not necessitate the presence of any historic-age buildings or structures; nor does it require the presence of sites with archeological significance. Therefore, a FLH farm or ranch may or may not contain any historic-age resources to evaluate for eligibility for the NRHP. However, FLH farms and ranches within a project study area should be surveyed to determine if they are historically significant according to NRHP criteria. The specificity of FLH locations as published by TDA varies. From the information provided by TDA, the FLH property that appears to be the closest to the Study Area is the Hillert Farm established in 1880, honored by TDA in 1982, and located 4.5 miles east of Schertz. It would be appropriate for historians to review the TDA files on this property during future environmental analysis of alternatives to determine where it is actually located and if further evaluation to determine NRHP eligibility is necessary.

Future Coordination

For a project-level NEPA study, local historic preservation organizations should be contacted to determine if they have any additional information or concerns regarding historic resources within the Study Area. Those organizations include:

- Bexar County Historical Commission
- City of San Antonio Office of Historic Preservation
- Comal County Historical Commission
- Guadalupe County Historical Commission
- San Antonio Conservation Society

Conclusion

This Historic Resources Data Collection report identified a concentration of historic properties and potential historic properties primarily in the southern section of the Study Area from the intersection of IH 35 and US 281/IH 37 in downtown San Antonio to the intersection of Loop 410 and IH 35, east of downtown San Antonio. This information will be used to ensure avoidance of impacts to historic properties where prudent and feasible. The next step would be to prepare a research design describing

further analysis of historic-age resources, including field reconnaissance which would be conducted during subsequent environmental studies of alternatives.

List of Preparers

Texas Department of Transportation

Dieter Billek, P.E., Advanced Project Development Director, Texas Turnpike Authority Division, Texas Department of Transportation. Mr. Billek has 19 years of experience in transportation planning, design, and construction. He holds a B.S. in Civil Engineering.

Doug Booher, Environmental Manager, Texas Turnpike Authority Division, Texas Department of Transportation. Mr. Booher has 19 years of experience in transportation planning, public involvement, and NEPA documentation. He holds a B.A. in History and an M.A. in Information Science.

Blanton and Associates

Ray Green, GIS Analyst, Blanton & Associates. Mr. Green has 9 years of experience in Geographic Information Systems (GIS). He holds a B.S. in Genetics.

Robert Ryan, GIS Manager, Blanton & Associates. Mr. Ryan has 16 years of experience in Geographic Information Systems (GIS). He holds a B.A. in Geography.

HNTB Corporation

Susan Chavez, Planning and Environmental Manager, HNTB Corporation. Ms. Chavez has 13 years of experience in environmental planning for transportation projects. She holds a M.S. in Environmental Management.

Eric Holsten, Senior Planner, HNTB Corporation. Mr. Holsten has 23 years of experience in environmental planning for transportation projects, including NEPA documentation, public involvement, and regulatory issues. He holds a B.S. in Accounting and a M.S. in Forestry.

C. Lynn Smith, Architectural Historian, HNTB Corporation. Ms. Smith has 11 years of experience in Section 106 documentation, Section 106 review, and preparation of National Environmental Policy Act (NEPA) documents. She holds a B. S. in Education, a Master of Architecture degree and a Certificate in Historic Preservation.

Wendy Gasteiger Travis, AICP, Associate Vice-President and Project Manager, HNTB Corporation. Ms. Travis has 19 years of experience in transportation planning, public involvement, and NEPA documentation. She holds a B.A. in Social Ecology and a Master's Degree in Urban and Regional Planning.

Bibliography

- Cameron, M. B. (2011). *Converse, TX - Handbook of Texas Online*. Retrieved November 17, 2011, from Texas State Historical Association: <http://www.tshaonline.org/handbook/online/articles/hgc14>
- City of San Antonio. (2010, December 17). *COSA Historic Preservation - Surveys*. Retrieved November 29, 2011, from City of San Antonio Office of Historic Preservation: <http://www.ci.sat.tx.us/historic/surveys.aspx>
- City of San Antonio. (2010, May 25). *Government Hill Neighborhood Plan Update Phase II*. Retrieved November 14, 2011, from Government Hill Community Meeting, May 25, 2010: http://www.sanantonio.gov/historic/Docs/Final-Govt_Hill_PublicMtg_25May2010.pdf
- City of San Antonio. (2011, November 16). *Dignowity Hill*. Retrieved November 16, 2011, from Historic Preservation Office: <http://www.sanantonio.gov/historic/default.aspx>
- City of San Antonio. (2011, November 14). *Government Hill*. Retrieved November 14, 2011, from City of San Antonio - Office of Historic Preservation: http://www.sanantonio.gov/historic/Districts/Government_Hill.aspx
- City of San Antonio. (2011, November 14). *Old Lone Star Brewery*. Retrieved November 14, 2011, from City of San Antonio - Official Web Site - Historic Preservation: <http://www.ci.sat.tx.us/historic/>
- City of San Antonio. (n.d.). *Historic Texas 19th Century Vernacular Farm and Ranch Complexes*. Retrieved January 3, 2012, from City of San Antonio Office of Historic Preservation: http://www.ci.sa.tx.us/historic/Docs/Historic_Farm_Ranch_Complexes.pdf
- City of San Antonio. (n.d.). *Office of Historic Preservation*. Retrieved November 29, 2011, from City of San Antonio: <http://www.ci.sat.tx.us/historic/>
- Department of the Air Force. (2010, February). *Histori of Randolph Air Force Base*. Retrieved November 15, 2011, from Randolph Air Force Base: http://www.randolph.af.mil/library/factsheets/factsheet_print.asp?fsID=5532&page=1
- Duerson, L. W. (2011). *Universal City, TX-Handbook of Texas*. Retrieved November 17, 2011, from Texas State Historical Association: <http://www.tshaonline.org/handbook/online/articles/heu01>
- Fehrenbach, T. (2011). *San Antonio, TX - Handbook of Texas*. Retrieved November 18, 2011, from Texas State Historical Association: <http://www.tshaonline.org/handbook/online/articles/hds02>
- Freeman, P. (2010, December 12). *Abandoned & Little-Known Airfields: Texas - Southeastern San Antonio Area*. Retrieved November 15, 2011, from Martindale Army Airfield (MDA), San Antonio, TX: http://www.airfields-freeman.com/TX/Airfields_TX_SanAntonioSE.htm
- Google. (2011, November 14). *Google Maps*. Retrieved November 14, 2011, from Google Maps: <http://maps.google.com/maps>

- Hazelwood, C. (2011). *Kirby, TX (Bexar County)*. Retrieved November 17, 2011, from Handbook of Texas Online: <http://www.tshaonline/articles/hfk03>
- Hemphill, H. (2009). *San Antonio and the Railroads - An Overview*. Retrieved November 29, 2011, from Texas Transportation Museum: <http://txtransportationmuseum.org/history-rr-overview.php>
- Hemphill, H. (2002, June 16). *Streetcars in San Antonio*. Retrieved November 29, 2011, from Texas Transportation Museum: <http://www.txtransportationmuseum.org/history-streetcars.php>
- John Pike. (2011, May 7). *Martindale Army Air Field*. Retrieved November 15, 2011, from Global Security: <http://www.globalsecurity.org/military/facility/martindale.htm>
- Long, C. (2011). *Windcrest, TX - Handbook of Texas Online*. Retrieved November 16, 2011, from Texas State Historical Association: <http://www.tshaonline.org/handbook/online/articles/hfw02>
- Long, C. (n.d.). *Bexar County*. Retrieved November 18, 2011, from Handbook of Texas Online published by the Texas State Historical Association: <http://www.tshaonline.org/handbook/online/articles/hcb07>
- McGraw, A. (2003). *Origins of El Camino Real*. Retrieved November 18, 2011, from Texas Almanac 2002-2003: <http://www.texasalmanac.com/topics/history/origins-camino-real-texas>
- National Park Service. (1975 - year designated, May 15). *Fort Sam Houston*. Retrieved November 15, 2011, from National Historic Landmark Program: <http://tps.cr.nps.gov/nhl/detail.cfm?ResourceId=1575&ResourceType=>
- Purcell, B. (2010, December 10). *San Antonio Highway System - History*. Retrieved November 23, 2010, from Texas Highway Man Pages, The: <http://www.texashighwayman.com/history.shtml>
- Schertz Chamber of Commerce. (2009). *History of Schertz*. Retrieved November 16, 2011, from Schertz Chamber of Commerce: <http://www.schertzchamber.org/history.htm>
- Smyrl, V. E. (1976). *Schertz, TX*. Retrieved November 17, 2011, from Handbook of Texas Online: <http://www.tshaonline.org/handbook/online/articles/hfs04>
- Texas Department of Agriculture. (n.d.). *Family Land Heritage*. Retrieved November 28, 2011, from Texas Department of Agriculture: <http://www.texasagriculture.gov/Home/ProductionAgriculture/FamilyLandHeritage.aspx>
- Texas Historical Commission. (1972, October 26). *Old Lone Star Brewery*. Retrieved November 14, 2001, from Texas Historical Commission Historic Sites Atlas: <http://atlas.thc.state.tx.us/>
- Texas Historical Commission. (1974 - Year Post Chapel Listed in NRHP, May 17). *Post Chapel*. Retrieved November 15, 2011, from Historic Sites Atlas: <http://atlas.thc.state.tx.us/>

- Texas Historical Commission. (1974 - Year Quadrangle and Pershing House Listed in NRHP, July 30). *Quadrangle and Pershing House NRHP Listings*. Retrieved November 15, 2011, from Historical Sites Atlas: <http://atlas.thc.state.tx.us/>
- Texas Historical Commission. (1979, September 25). *Old Lone Star Brewery (Boundary Increase)*. Retrieved November 14, 2011, from Texas Historical Commission Historic Sites Atlas: <http://atlas.thc.state.tx.us/>
- Texas Historical Commission. (n.d.). *Historic Sites Atlas*. Retrieved November 29, 2011, from Texas Historical Commission: <http://atlas.thc.state.tx.us/shell-county.htm>
- Texas Historical Commission. (n.d.). *Texas Historic Sites Atlas*. Retrieved December 6, 2011, from Texas Historical Commission: <http://atlas.thc.state.tx.us/>
- TxDOT. (2007). *Historic Resources Survey-Loop 1604 Bexar and Guadalupe Counties*. San Antonio: Texas Department of Transportation.
- TxDOT. (2011). *I-35 Cemetery Database Update Report*. Austin: Texas Turnpike Authority.
- U.S. Army Medical Department. (2011, August 19). *Brooke Army Medical Center-About Us*. Retrieved November 14, 2011, from U.S. Army Medical Department: <http://www.bamc.amedd.army.mil/about-us.asp>
- U.S. Department of Transportation-Federal Highway Administration. (2011). *Final List of Nationally and Exceptionally Significant Features in the Federal Interstate Highway System*. Retrieved November 23, 2011, from Environmental Review Toolkit: http://environment.fhwa.dot.gov/histpres/highways_list.asp
- Weinert, W. M. (1976). *Cibolo, TX (Guadalupe County)-Texas State Historical Association*. Retrieved November 16, 2011, from Handbook of Texas Online: <http://www.tshaonline.org/handbook/online/articles/hlc33>



APPENDIX ONE - TxDOT's ENVIRONMENTAL POLICY RELATING
TO CEMETERIES

Cemetery Guidelines

2005 (January)

TXDOT's Environmental Policy Relating to Cemeteries

It is Texas Department of Transportation (TxDOT) policy to preserve and where practicable enhance our environment. Cemeteries are part of our cultural environment. Therefore, consistent with this policy:

- TxDOT shall protect and maintain known cemeteries in TxDOT right of way by following the guidelines below
- TxDOT should consider the locations of cemeteries and unmarked burials of prehistoric age when planning projects
- TxDOT should not convert cemeteries into transportation facilities
- When a decision is made to convert a cemetery to a transportation facility, TxDOT shall follow the guidelines below

General Guidance for the Protection and Maintenance of Known Cemeteries within TxDOT Rights of Way Where No Project is Planned

- a. Cemeteries in this category will be treated in accordance with state statutes governing the care and maintenance of cemeteries.
- b. Care and maintenance of cemeteries shall include, but not be limited to, periodic mowing, maintenance of existing fences and grave markers, and reasonable efforts to protect the cemetery from vandalism.
- c. The Cultural Resource Management (CRM) Section of the Environmental Affairs Division will be contacted immediately upon the discovery either of erosional impacts or vandalism.
- d. Grave markers will not be repaired without guidance from the Cemetery Coordinator of the Texas Historical Commission (512 475-4167).

General Guidance for the Consideration of Cemeteries and Unmarked Burials of Prehistoric Age in Project Planning

- a. Identify and confirm locations of cemeteries early in the project planning process.
- b. Where there is a possible presence of a cemetery, all reasonable steps to avoid impacts to that cemetery should be taken. One or more alternatives should be developed that avoid or minimize impacts.

c. A decision to impact a cemetery or unmarked grave of prehistoric age would occur only after information and appropriate alternatives have been considered.

d. When impacts are unavoidable, efforts would be made to minimize impacts to cemeteries to the greatest extent possible.

When a cemetery cannot be avoided, TxDOT will follow the guidelines below that will ensure that all applicable state and federal laws are addressed and any commitments made by TxDOT are fulfilled.

Prehistoric burials, burials of historic age, and definable cemeteries located on public land are protected as archeological sites under the Antiquities Code of Texas. Cemeteries and unmarked burials of prehistoric age are also protected under state and federal laws (National Historic Preservation Act of 1966, Native American Graves Protection and Repatriation Act, Texas Health and Safety Code, Antiquities Code of Texas, National Environmental Policy Act, Section 4(f) of the Department of Transportation Act of 1966). Also, TxDOT has executed agreements with several federally-recognized Indian Tribes who may be descendants of individuals from burials identified by TxDOT.

The TxDOT shall treat all cemeteries and unmarked burials on lands it owns, proposes to own, or has rights of way across in accordance with state and federal law, in a sensitive, dignified, and respectful manner. The Cultural Resource Management (CRM) section of the Environmental Affairs Division has developed the following guidelines for the department on issues related to treatment of cemeteries and human burials. Following these guidelines will assure that TxDOT is in conformity with the commitments made in Tribal agreements and any state or federal legal obligations.

Inquiries regarding specific treatment of a cemetery or unmarked burial should be directed to the Supervisor of the Archeology Branch, CRM Section at (512) 416-2631.

These guidelines address prehistoric burials as well as burials of historic age whether or not they are marked by grave stones or are part of a definable (fenced) cemetery. No such deposits may be removed, altered, damaged, destroyed, salvaged, or excavated from public land without a permit from the Texas Historical Commission. Burials or cemeteries located on private property proposed to be purchased by TxDOT or utilized as an easement are also subject to these guidelines and are protected as archeological sites under federal and state law.

If human remains are identified after award of a construction project, district offices shall follow TxDOT's Emergency Discovery Guidelines and contact CRM as soon as possible.

General Guidance: In order to ensure sensitive, dignified, respectful, and legal treatment of cemeteries within TxDOT rights of way, TxDOT shall:

1. Prepare a project-specific plan for the treatment of human remains (see below) where there is a likelihood that forgotten cemeteries or unmarked graves may be uncovered by TxDOT actions.

2. Document the reasons why avoidance of impacts are not feasible, and communicate those reasons to regulatory officials and descendants.
3. Erect a monument at the place of reburial indicating the source and date of reburial.
4. Maintain a policy of no public tour of exhumation; no public exhibit, and no authorization of public exhibit, of human remains or photographs of human burials other than for scientific photo documentation needed for recordation.

Plan for Treatment of Human Remains: The purpose of a plan for the treatment of human remains is to provide project personnel with specific instructions, expected time frames for responses, and contact numbers in the event of a discovery of human remains. Plans will minimally include a stipulation to secure and protect the location of the discovery, assess whether or not the discovery is an unmarked burial, and specify the individuals who will be contacted in the event of a discovery. In cases where a cemetery will be impacted, the plan will specify procedures for the exhumation, temporary storage, and ultimate disposition of human remains (for more detail see Steps #3 and 4 below). All plans for treatment of human remains will be subject to the review and approval by CRM, the Texas Historical Commission, and other parties including descendants, as appropriate.

Specific Guidance: Cemeteries and unmarked human burials of prehistoric age under the jurisdiction of TxDOT generally fall into two categories, (A) those that occur within or adjacent to the TxDOT rights of way but will not be impacted by a proposed project and (B) those that are known or are discovered in the planning process and may be impacted by a proposed project.

Procedures for assessing the possibility for the presence of a cemetery or unmarked human burials within a project area and addressing impacts to cemeteries and burials that cannot be avoided by proposed construction. These procedures apply to both marked and unmarked cemeteries. For cemeteries more than 100 years old and cemeteries for which there are no (or poor) records on the placement of graves, presently fenced areas may not contain all of the graves in the original cemetery. Graves may be located outside the fenced area.

These procedures are structured as four steps for any project or action where there is a reasonable possibility a cemetery or unmarked burial may be impacted. The first step is to assess the possibility for the presence of a cemetery or unmarked burial. The second step is to confirm the presence of human graves in the project area. The third step occurs where a grave is found but avoidance is not possible. This step outlines procedures for exhuming graves. The fourth and final step is procedures for the reburial of the human remains.

Step #1 Initial assessment for the presence of a cemetery or unmarked burial

Project development personnel (district staff or consultants) make observations during a project field review early in the planning (NEPA) process. Note the presence of existing cemeteries and their position

relative to the project construction areas. The results of an archeological survey or test excavation may suggest or identify the presence of prehistoric human burials. The District will gather background information on possible presence of cemeteries and graves in the following manner:

- a. Check highway rights of way maps/plans to determine if existing rights of way included takings from or use of cemeteries.
- b. Request information about cemeteries from land owners and at public meetings.
- c. If a cemetery is present, check courthouse records for evidence of recorded graves.
- d. If a cemetery is present, check with local cemetery associations, genealogical and historical societies, county historical commission, and county judge for information on old cemeteries.

Step #2 Confirmation of a cemetery or unmarked grave

Where there is a reasonable expectation for human graves in a project area, the next step is to proceed to confirmation. Unmarked graves of prehistoric age may be confirmed by archeological investigation of a prehistoric site.

- a. Prior to field work to confirm a cemetery, District informs county judge, local cemetery association, and possible descendants of individual(s) documented as buried in that cemetery of TxDOT's intent to confirm evidence of grave shafts in TxDOT's project area. A plan for the treatment of human remains is prepared and distributed to these parties for review and comment.
- b. In advance of confirmation of a prehistoric unmarked burial or burials, CRM will contact federally recognized Tribes that are possible descendants for prehistoric cemeteries and inform them of any results. A plan for the treatment of human remains is distributed to these parties for review and comment.
- c. CRM will conduct mechanical excavation (scraping) of up to several feet in depth to detect the presence of either a distinct grave shaft or coffin; or to determine that such are not present. This work must be directed by a professional archeologist.

If evidence of a grave shaft or coffin is found:

- i. grave location(s) will be plotted on right of way or project maps.
- ii. grave location(s) will be secured and protected by covering with plywood or other appropriate material and then re-covered with soil.
- iii. CRM will communicate this information to project designers and will confer to determine if the cemetery or unmarked burial can be avoided.

d. For historic cemeteries, District informs interested parties (county judge, cemetery association, possible descendants) of the results of the scraping.

e. For burials of prehistoric age, CRM informs the consulting parties (THC and appropriate Native American Tribes) of the results of the scraping.

Step #3 Planning When a Cemetery or Unmarked Grave is Involved

Where a cemetery or unmarked burials in a TxDOT project area are confirmed and a decision not to avoid them is made, planning and consultation with a number of parties is required. Consultation with the cemetery association (if any) and living descendants, will occur and, where possible, requests regarding the manner in which remains are removed, temporarily stored, and ultimate disposition will be identified. These requests, as well as any actions required by the Texas Historical Commission or County Commissioner's Court, will be documented in a plan on how to proceed (regarding removal, temporary storage, and ultimate disposition). It is necessary to first obtain a court order before exhuming a burial from a historic cemetery that is reburied in another cemetery. The legal process to obtain this court order requires the details of plan on how to proceed to be submitted to a county court of law and approved by that court. This process usually takes, at a minimum, several months.

CRM will be responsible for consultations with Native American tribes and the Historical Commission.

The following removal procedures will be undertaken:

a. For Cemeteries:

1. Conduct additional background archival research to establish the age of the cemetery, number of interments, names of individuals, dates of death, and if the causes of death were diseases that remain viable despite burial in the ground.

i. Responsibility for archival investigations will be identified by CRM and district environmental coordinators on a case by case basis.

ii. The archival information will be the basis for an investigation to identify living descendants.

iii. Archival investigations shall include research in:

-TxDOT right of way and other records

-county courthouse deed, tax, and cemetery records

-church records

-local cemetery associations

-public library records, genealogy division

-Texas Health Department records (when interments post date 1906 and information at the State Library is inadequate)

-Save our Texas Cemeteries, Inc.

-Historic Texas Cemetery Program (THC)

-Records/oral information of known descendants

2. The District will publish newspaper announcements seeking living relatives. Announcements will be in English and, where appropriate, the language of the descendant community.

3. ENV will determine whether it will be necessary to complete a parcel survey of the cemetery as part of the legal description information of the parent tract and neighboring tracts and record this data in the residing county plat records in order to remove the dedication of a cemetery. The District will assist in the completion of any necessary survey.

4. A plan on how to proceed (removal, temporary storage, and ultimate disposition) will be developed by the District and CRM, for submittal by the Attorney General's office to the County Court.

5. If the interments are less than 50 years old, CRM will work with the TxDOT Office of General Council to obtain a county court order in order to remove the interments (see Health and Safety Code, Title 8, Subchapter C, Chapter 711.036(a))

i. Such cemeteries and graves will be considered to be not historic, and not subject to the jurisdiction of the THC.

ii. Exhumation and reburial will be carried out by a licensed mortician in compliance with the Texas Health and Safety Code (Section 711.004) and any other applicable local laws. A professional archeologist will be present at the time of exhumation to ensure complete exhumation.

6. If the interments are between 50 and 100 years old, CRM will work with the TxDOT Office of General Council to obtain a county court order in order to remove the interments and approval of a treatment plan from the Texas Historical Commission, lineal descendants, local cemetery association, or local commission (as appropriate).

i. Such cemeteries and graves are considered subject to THC jurisdiction and the Texas Health and Safety Code.

ii. CRM will determine, in consultation with the THC, whether the cemetery is eligible for the National Register of Historic Places and if any additional action is necessary.

iii. Exhumation will be performed by an archeologist with the assistance of a physical anthropologist capable of

gathering, through non-invasive observations, basic demographic data (e.g.:sex, age, height) from the human remains being exhumed.

iv. Such cemeteries and graves are subject to THC jurisdiction and the Texas Health and Safety Code.

v. Analysis of human remains will be guided by Data Collection Procedures for Forensic Skeletal Material (Moore-Jansen, Owsley, and Jantz 1994, the University of Tennessee-Knoxville, Report of Investigations No. 48).

vi. After the exhumation and analysis, the remains will be transferred to the custody of a licensed mortician for reburial.

7. If the interments are more than 100 years old, CRM will work with the TxDOT Office of General Council to obtain a county court order in order to remove the interments; and approval of a treatment plan from the Texas Historical Commission, lineal descendants, local cemetery association, or local commission (as appropriate).

i. Historic cemeteries and graves are subject to THC jurisdiction and the Texas Health and Safety Code.

ii. CRM will determine, in consultation with the THC, whether the cemetery is eligible for the National Register of Historic Places and if any additional action is necessary.

ii. Exhumation will be performed under the supervision of a professional archeologist with the assistance of a physical anthropologist capable of gathering, through non-invasive observations, basic demographic data as well as information related to the specified research question. Casket morphology, casket hardware, and any grave goods (grave offerings, clothing items, personal objects), if any, will be documented.

iii. Analysis of human remains will be guided by Data Collection Procedures for Forensic Skeletal Material (Moore-Jansen, Owsley, and Jantz 1994, the University of Tennessee-Knoxville, Report of Investigations No. 48).

8. Temporary fencing or a security guard may be required to secure and protect ongoing exhumation.

b. Unmarked Burials of Prehistoric Age:

1. The discovery of unmarked burials of prehistoric age occasionally occurs during the process of identification of archeological resources for TxDOT projects through survey and archeological eligibility testing. This work normally is conducted by

CRM. One or more Native American Tribes may be identified by CRM as culturally affiliated with unmarked burials as descendants.

2. When a burial is discovered, once reported to CRM, the discovery will be reported immediately by CRM to the THC and Native American tribes who may be culturally affiliated.
3. Unmarked burials discovered on private property as part of project planning require particular consideration because of ownership rights. Both District and CRM need to work with the land owner to seek to secure and protect such burials through agreement or purchase of ROW.
4. In projects where unmarked burials may be found during eligibility testing, the testing scope shall outline a plan for addressing the discovery of unmarked burials.
5. CRM will consult with Native American tribes regarding the treatment of unmarked burials.
6. An exposed unmarked burial may be imperiled by looters and thus may require 24 hour security and possibly exhumation immediately after consultation with the THC and affiliated Native American tribes. The District and CRM will coordinate security.
7. If avoidance is not possible, exhumation will follow an archeological data recovery plan. The plan will be developed by CRM and submitted to the THC and appropriate Native American Tribes for review and comment. Exhumation will occur under a permit from the THC.
 - i. Exhumation as part of data recovery will be performed under a research design for one or more well specified problems with well defined data requirements. The research design will be developed by CRM in consultation with the THC and affiliated Native American tribes.
 - ii. Exhumation will be performed under the supervision of a professional archeologist with the assistance of a physical anthropologist capable of gathering, through non-invasive observations, basic demographic data as well as information related to the specified research question. All associated funerary objects, will be documented and labeled as such.
 - iii. CRM will provide an opportunity for culturally affiliated tribes to visit the site to provide comments during archeological excavation and for the culturally affiliated tribes to perform appropriate ceremonies.
 - iv. Analysis of human remains will be guided by Standards for Data Collection from Human Skeletal Remains (Buikstra and Ubelaker 1994, Arkansas Archeological Survey Research Series, Number 44.).
8. Temporary fencing or a security guard may be required to secure and protect ongoing exhumation.

Step 4 Exhumation

Exhumation of human remains from a cemetery grave or an unmarked grave of prehistoric age may proceed once the required court order (for a historic cemetery) or coordination (among the THC and

appropriate Native American Tribes) has completed that has resulted in an agreed upon plan on how to proceed.

To assure appropriate sensitivity and respect during the exhumation of human remains the following actions should occur:

1. A security zone should be established to restrict public access to the exhumation location while exhumation is ongoing. This could be defined by fencing, flagging, or monitoring by individuals. Access to the security zone should be limited to individuals conducting exhumation.
2. A visit by the media should exclude the presence of cameras within the security zone.
3. Weather conditions should be considered and steps to protect human remains taken during exhumation. Steps could entail trenching for off-drainage and ensuring tarps are available.
4. Where exhumation is planned to occur adjacent to an active roadway, a traffic control plan should be completed prior to initiation of exhumation. This plan would be coordinated with the District.

Step 5 Reburial

The District will ensure that reburials are made in a cemetery designated by descendants, if known; in a cemetery of the appropriate religion, if known; or if no other preference is indicated in a local perpetual care cemetery having available space. CRM will ensure the reburial of human remains from unmarked burials of prehistoric age where a descendant tribal group has been identified and all requirements of the Native American Graves Protection and Repatriation Act (NAGPRA) has been completed. Once the exhumation of remains has been completed the following procedures will be followed for the reburial of the human remains for historic cemeteries and unmarked burials of prehistoric age:

a. Cemeteries:

1. Any extant gravestones, other markers, or fences that are removed with the exhumation will be re-erected according to the wishes of the descendants in the new burial place, and under the rules of the new cemetery.
2. A brass plate will be placed in the reburial container, identifying the burial by name or number.
3. An identifying number will be attached to the reburial container and keyed to a site map that shows the original location of the burial.
4. Reburial in a dedicated cemetery will retain the original burial pattern, if known.
5. If it is possible to relocate burials from the right of way to a location within the same cemetery but outside the right of way, CRM will coordinate with the cemetery association.

6. If burials must be reinterred in another cemetery, CRM will work with TxDOT's Office of General Council to obtain a court order in order to remove the dedication for the cemetery, as outlined in the Texas Health and Safety Code.

7. A copy of the archeological report of work performed, will be placed on file at TxDOT, the County courthouse, and with the records of the new cemetery. If requested by the THC or descendants, this document may be filed at other locations.

b. Unmarked Burials of Prehistoric Age:

1. Exhumed prehistoric human remains and any associated funerary objects will be stored together in a secure vault until the final disposition of the remains is resolved.

2. CRM will ensure that a complete inventory of human remains and associated funerary objects is created.

3. CRM will conduct consultations with Native American tribes pursuant to the Native American Graves Protection and Repatriation Act (NAGPRA).

4. CRM will complete a Notice of Completion of Inventory and file it with the National Park Service.

5. Repatriation of human remains and associated funerary objects will proceed according to a Repatriation Agreement prepared by CRM with input from culturally affiliated tribe(s).



APPENDIX TWO - FIGURES

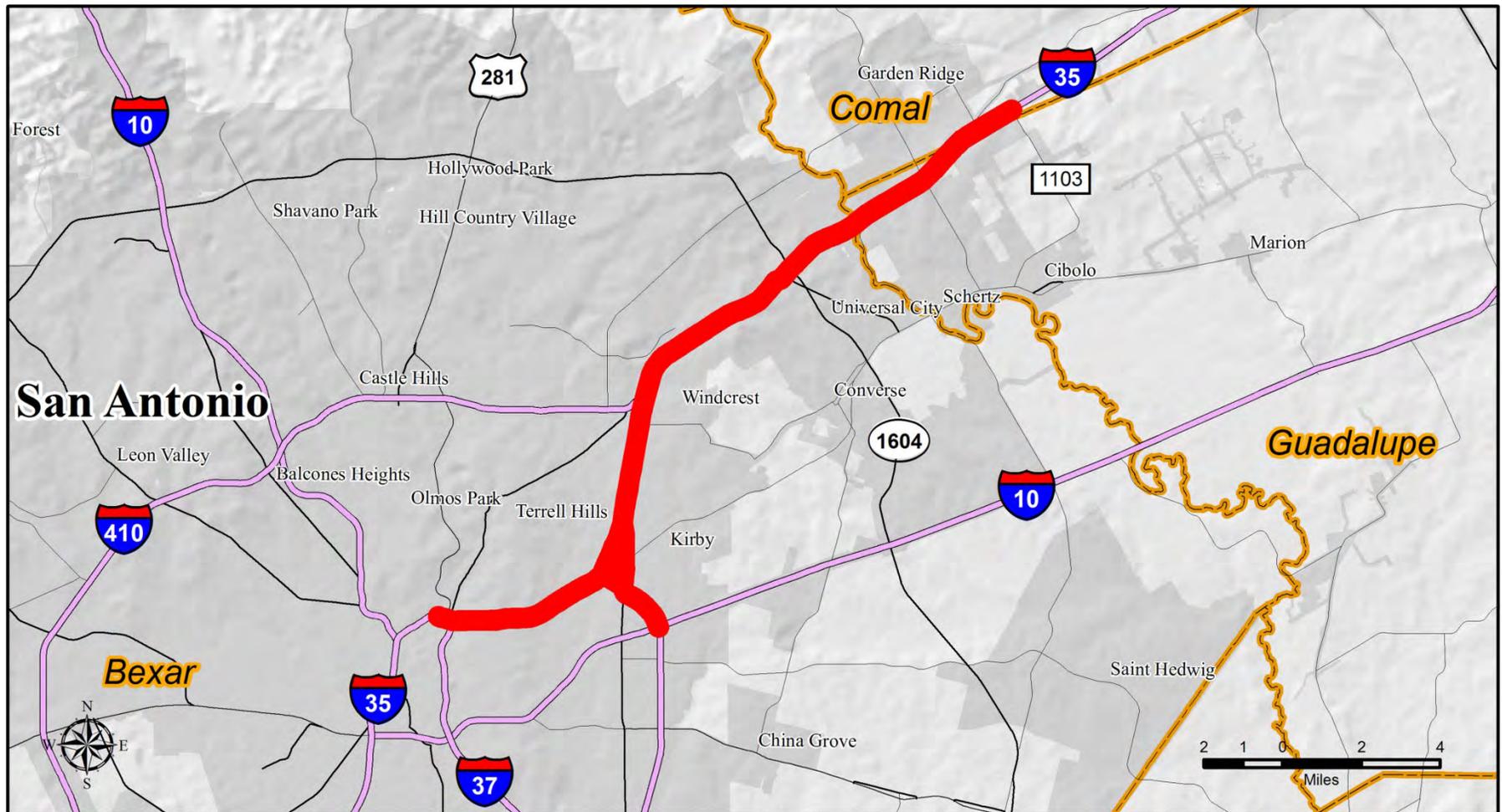


Figure 1: IH 35 SA PEL Study Area

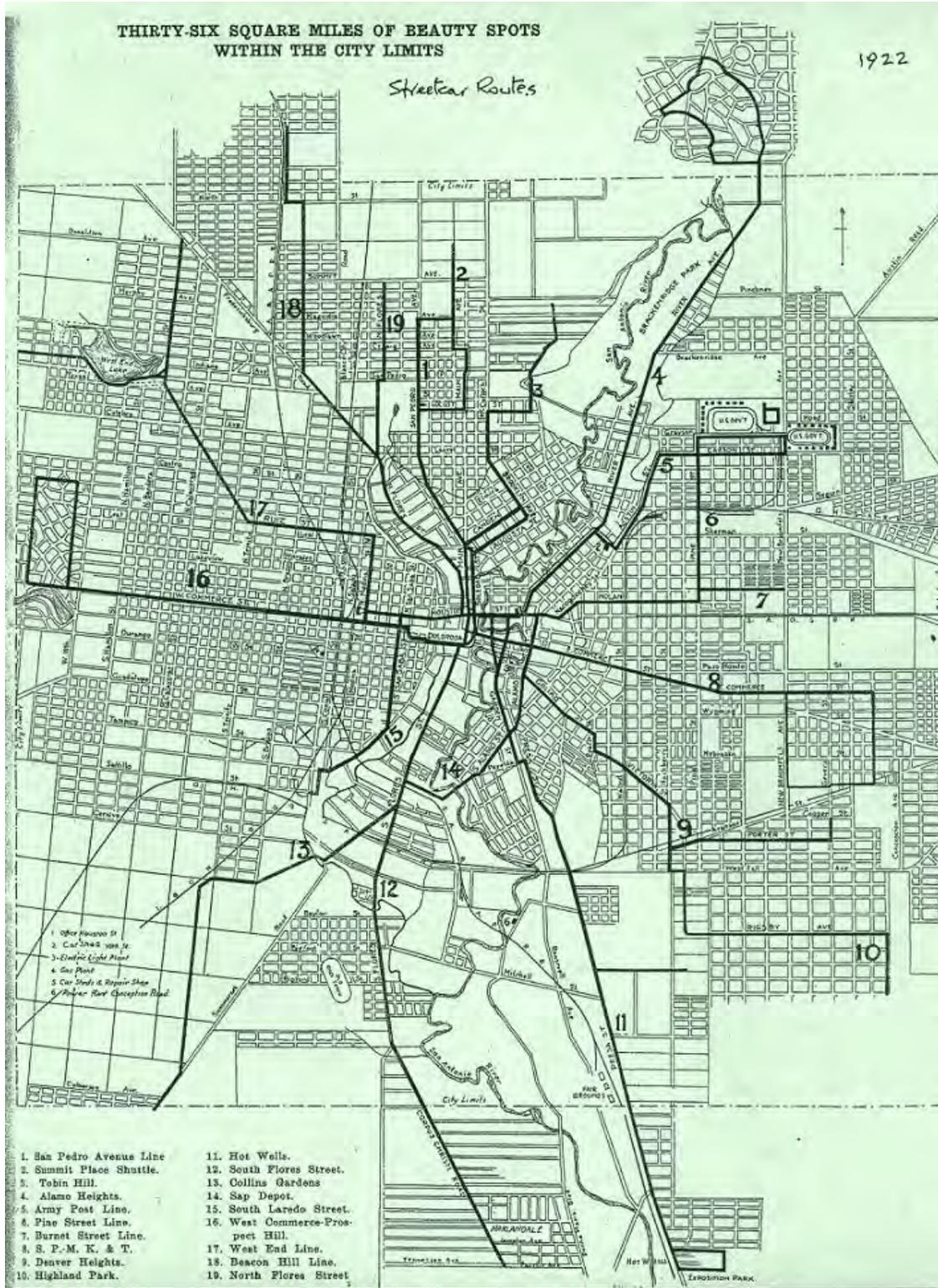


Figure 2: 1922 San Antonio Streetcar Map (Hemphill, 2002)

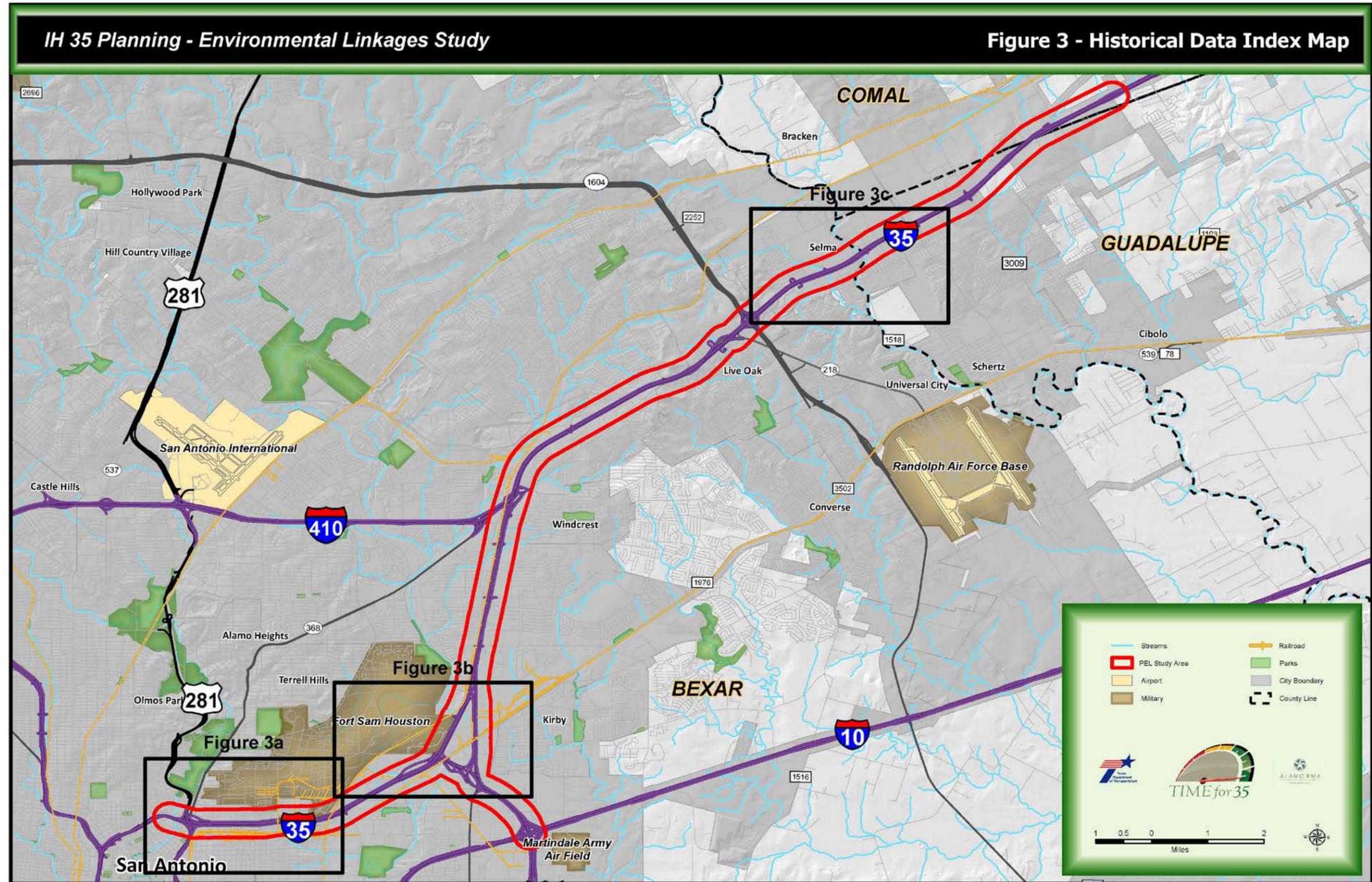


Figure 3: Historic Resources Index Map

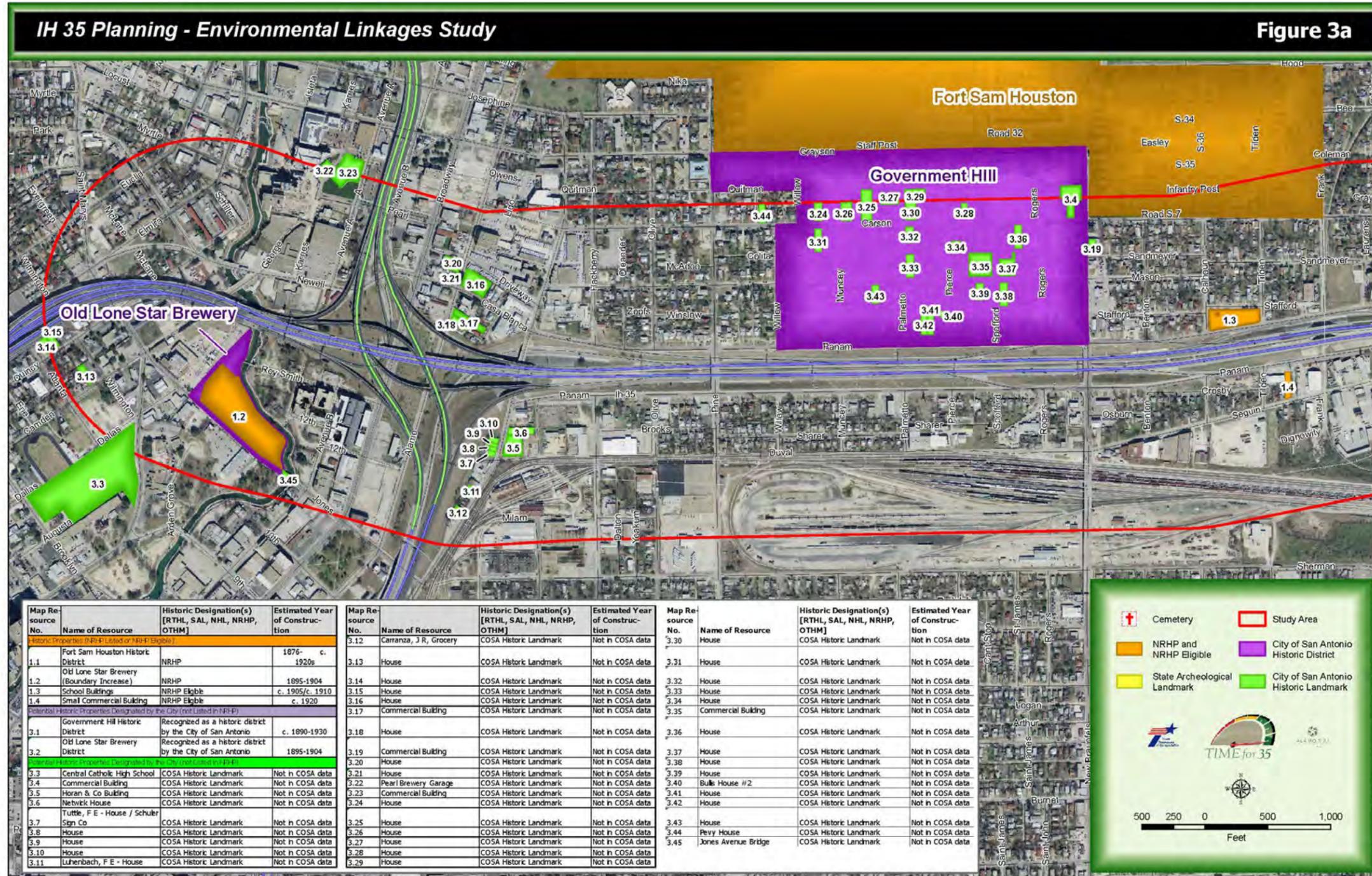


Figure 3a: Historic Resources Map - Section 1

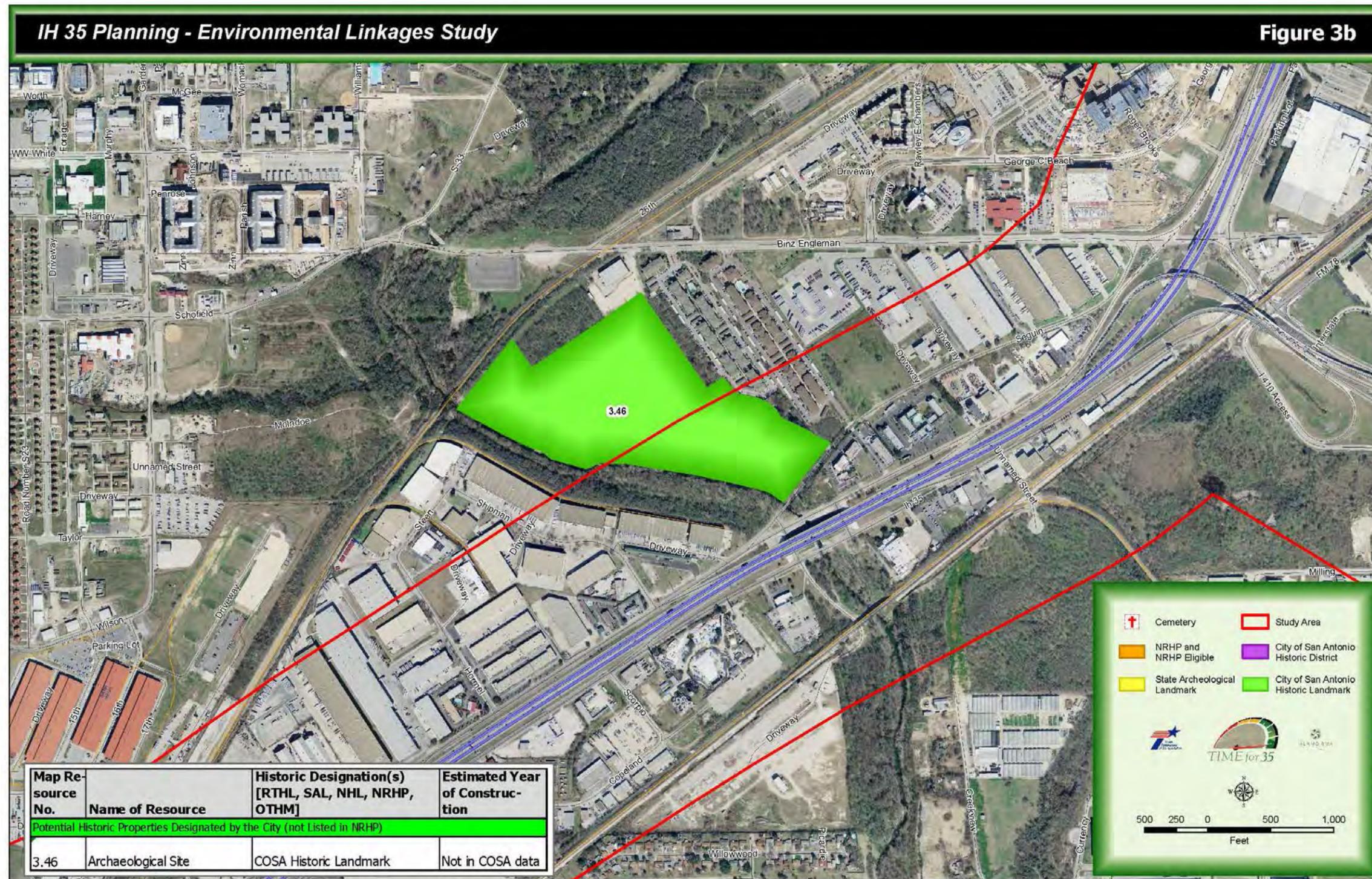


Figure 3b - Historic Resources Map - Section 2

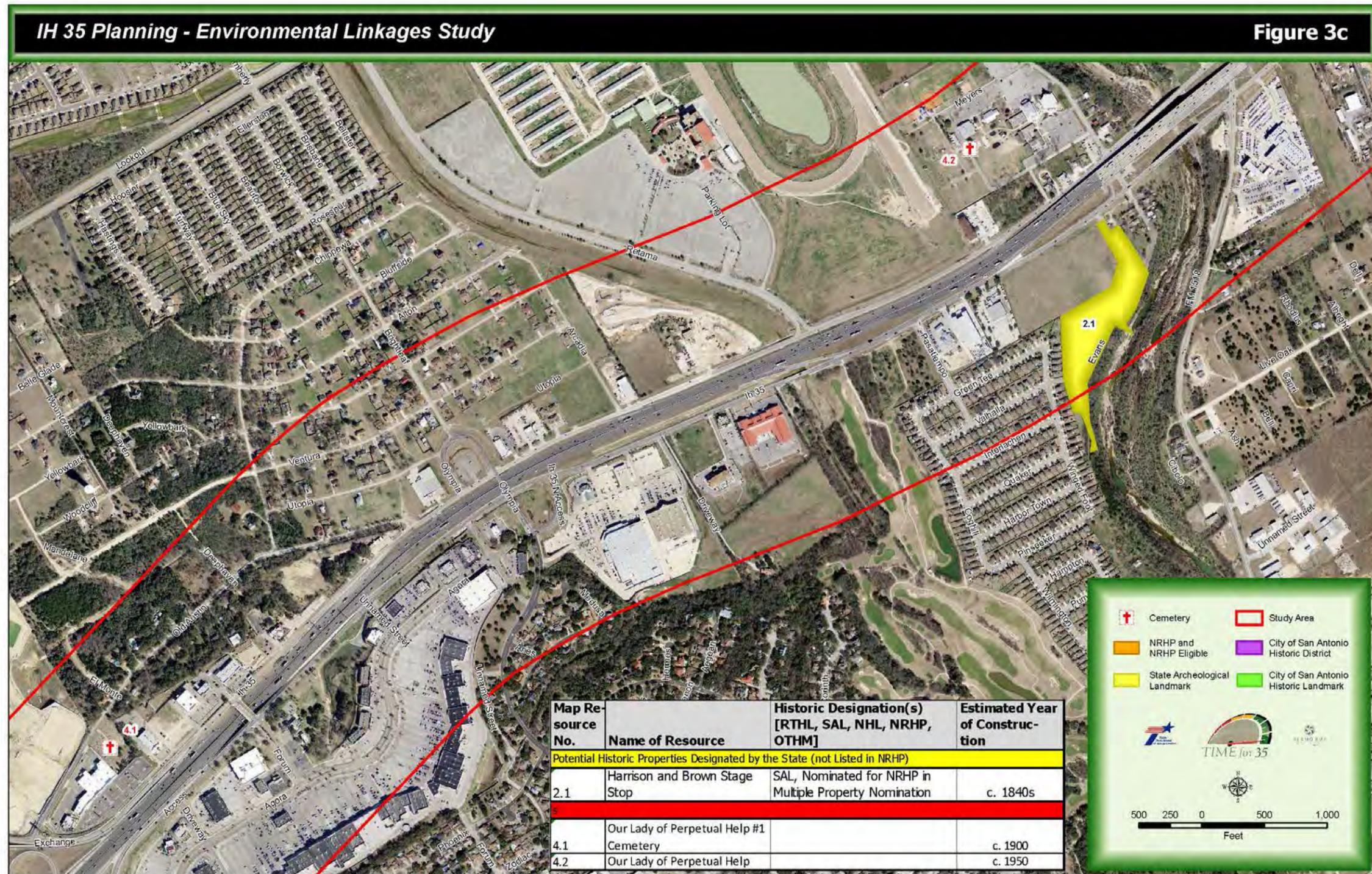


Figure 3c: Historic Resources Map - Section 3

Proposed Historic District Expansion



Figure 4: Proposed expansion of COSA Government Hill Historic District (City of San Antonio, 2010).

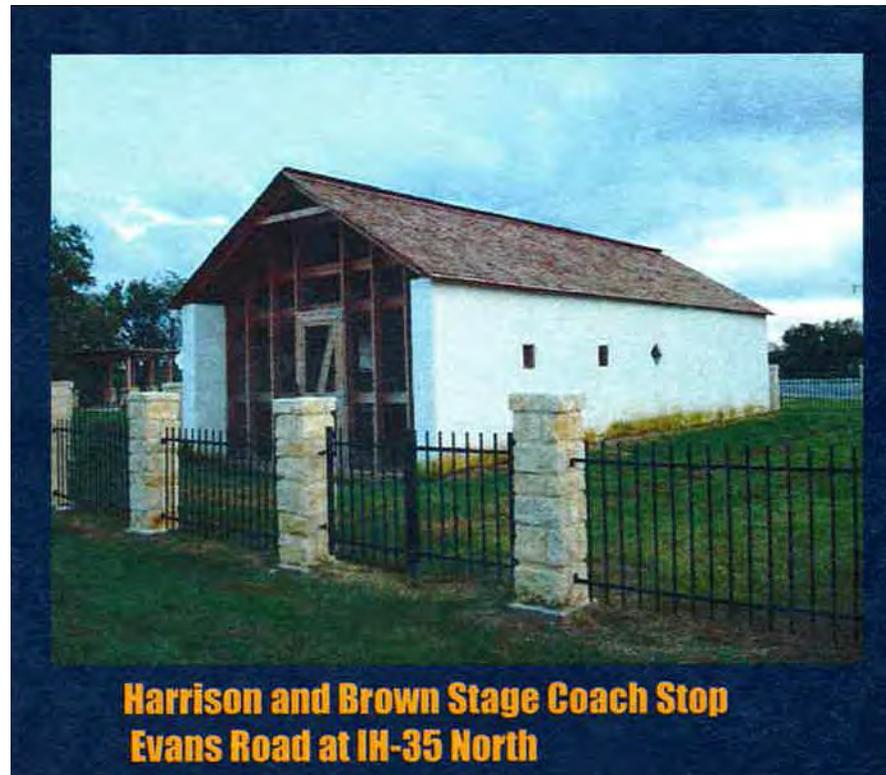


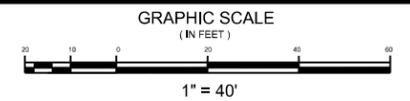
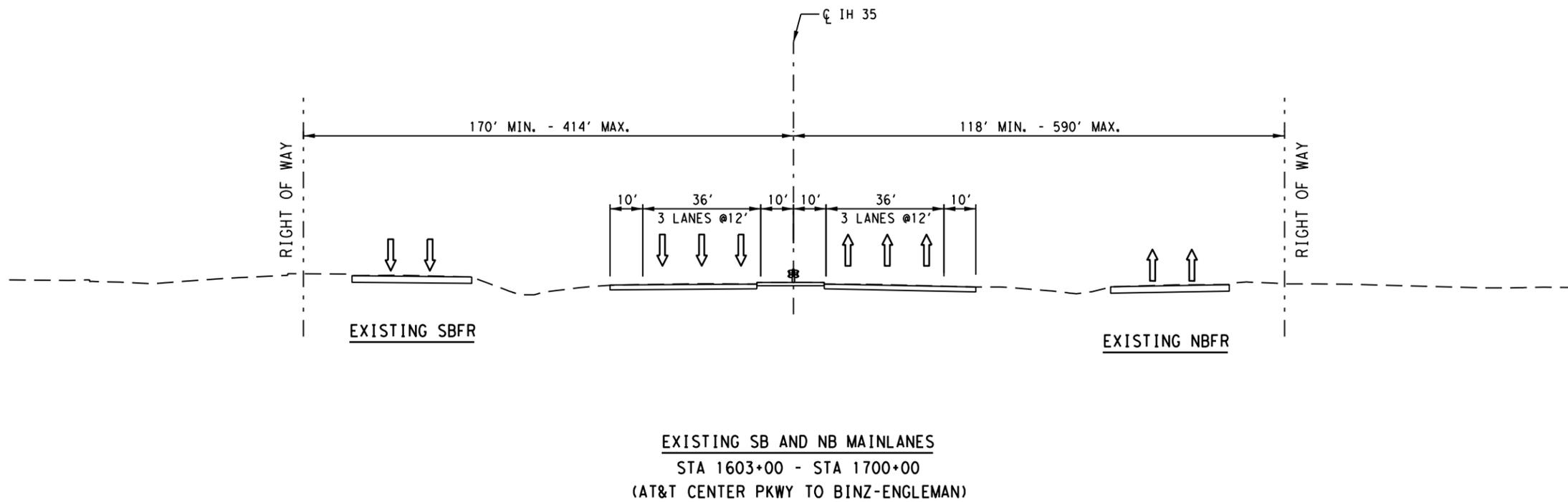
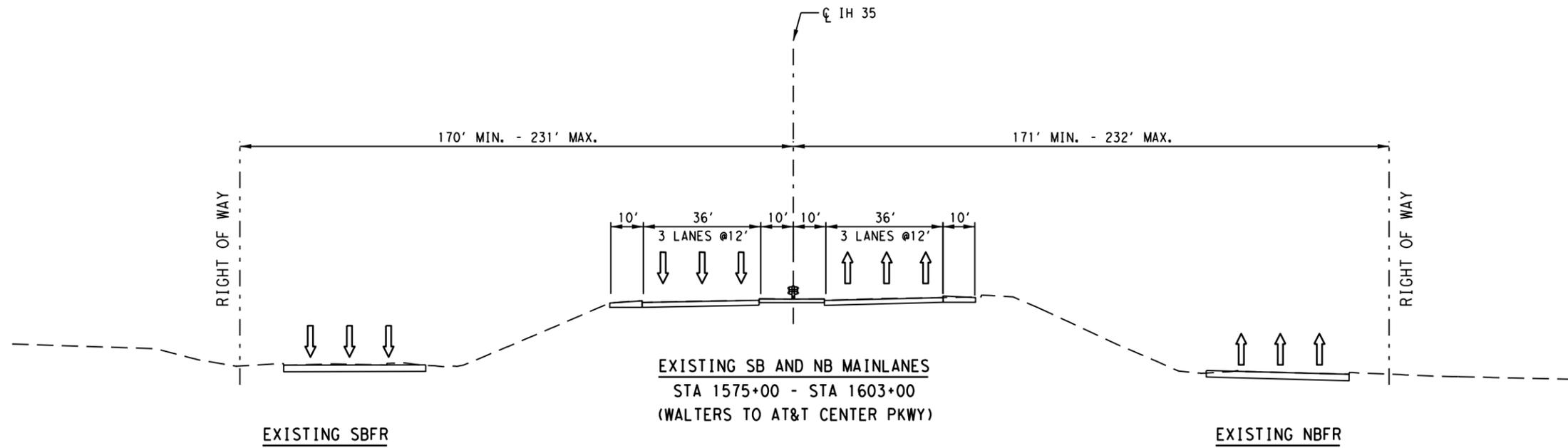
Figure 5: The restored Harrison and Brown Stage Coach Stop as shown on page 10 of the City of San Antonio document titled “Historic Texas 19th Century Vernacular Farm and Ranch Complexes” (City of San Antonio).



APPENDIX F – EXISTING IH 35 AND IH 410
TYPICAL SECTIONS IN THE PEL STUDY AREA

Scale: \$SCALE\$
Plotted on: \$DATE\$ \$TIME\$

Pen Tab: \$PEN\$
Design File: \$FILE\$



 © TxDOT 2011
Texas Department of Transportation

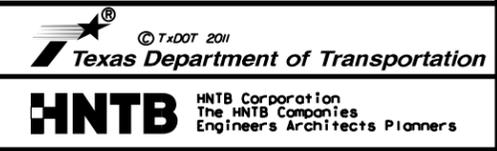
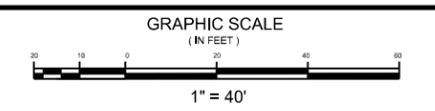
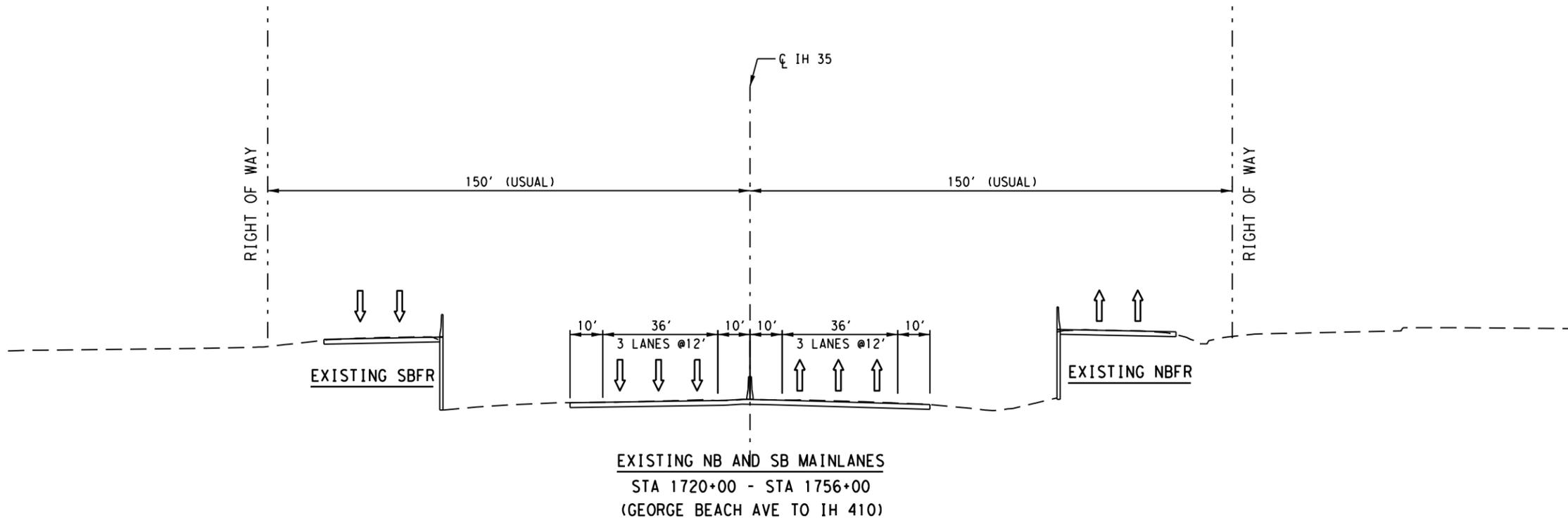
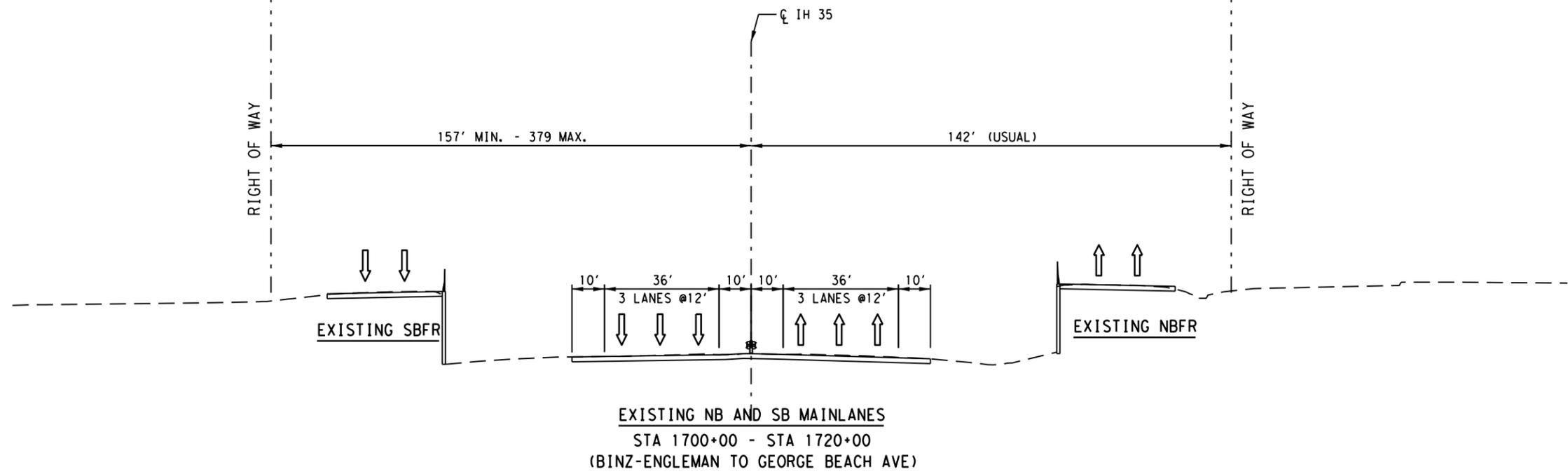
HNTB HNTB Corporation
The HNTB Companies
Engineers Architects Planners

IH-35 MANAGED LANES

EXISTING TYPICAL
SECTIONS

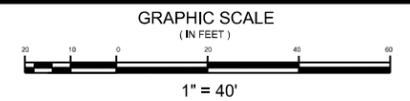
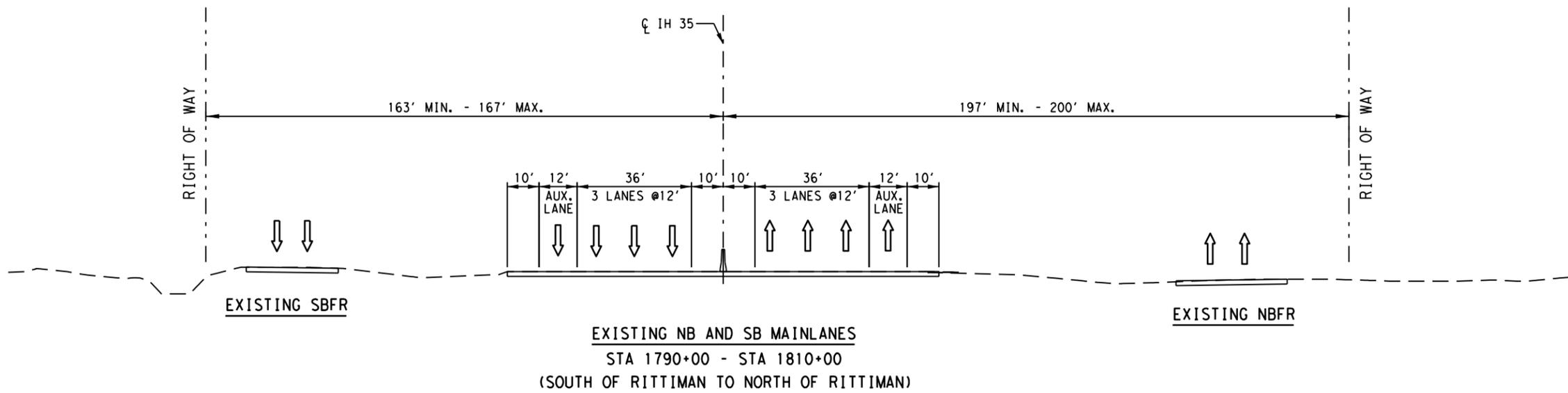
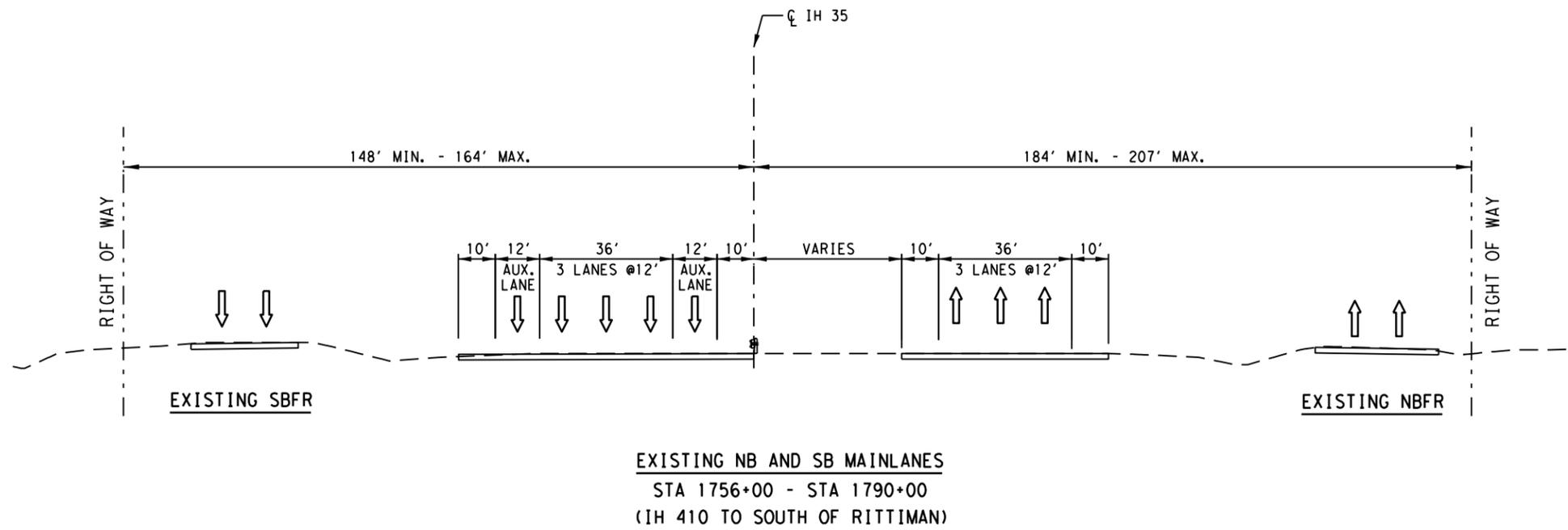
Scale: \$SCALE\$
Plotted on: \$DATE\$ \$TIME\$

Pen Tab: \$PEN\$
Design File: \$FILE\$



IH-35 MANAGED LANES

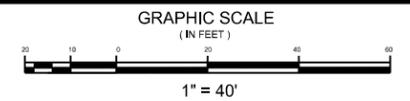
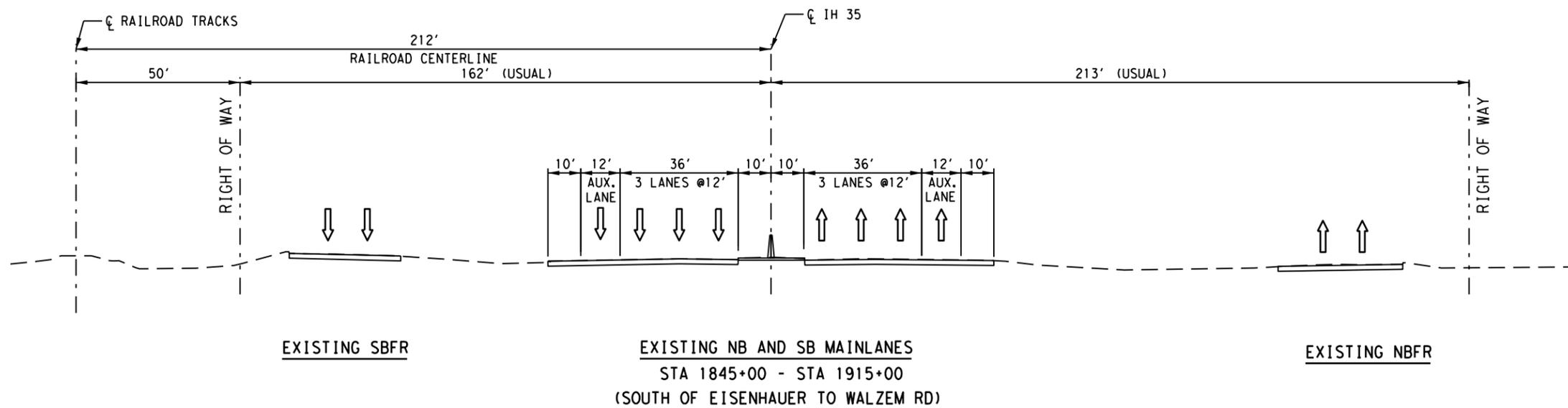
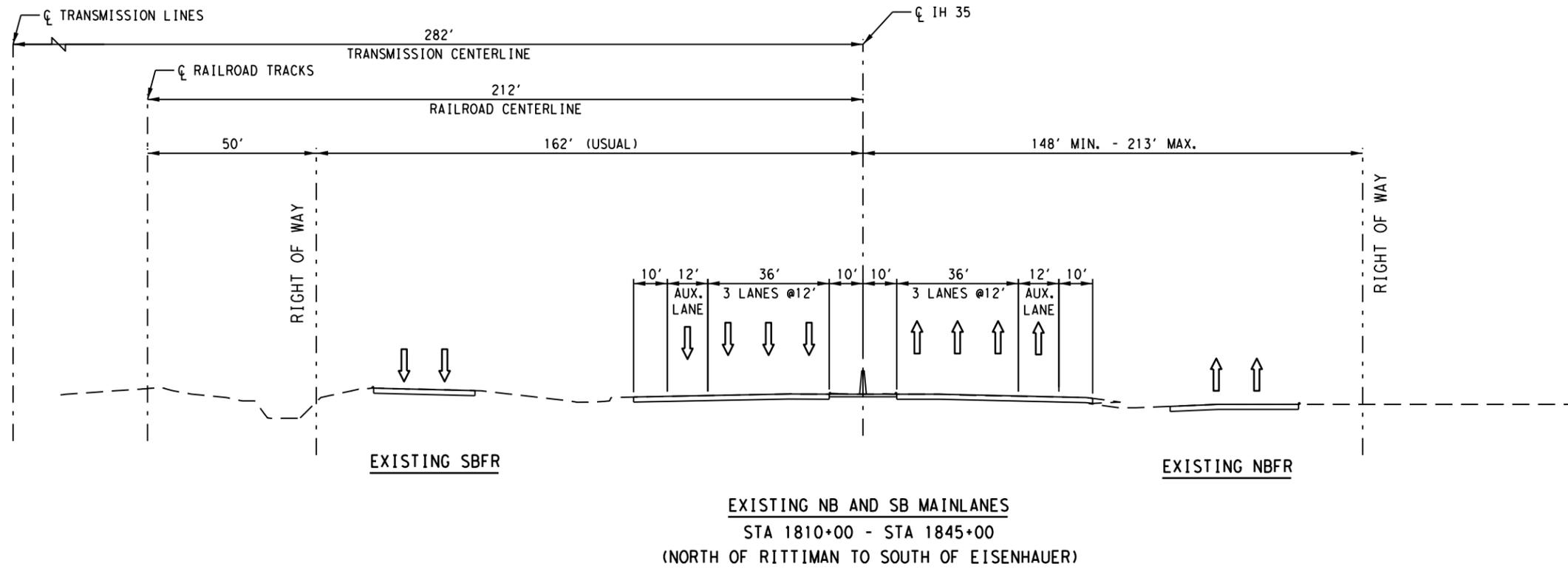
EXISTING TYPICAL SECTIONS



IH-35 MANAGED LANES

EXISTING TYPICAL SECTIONS

Scale: \$SCALE\$
 Plotted on: \$DATE\$ \$TIME\$



© TxDOT 2011
Texas Department of Transportation

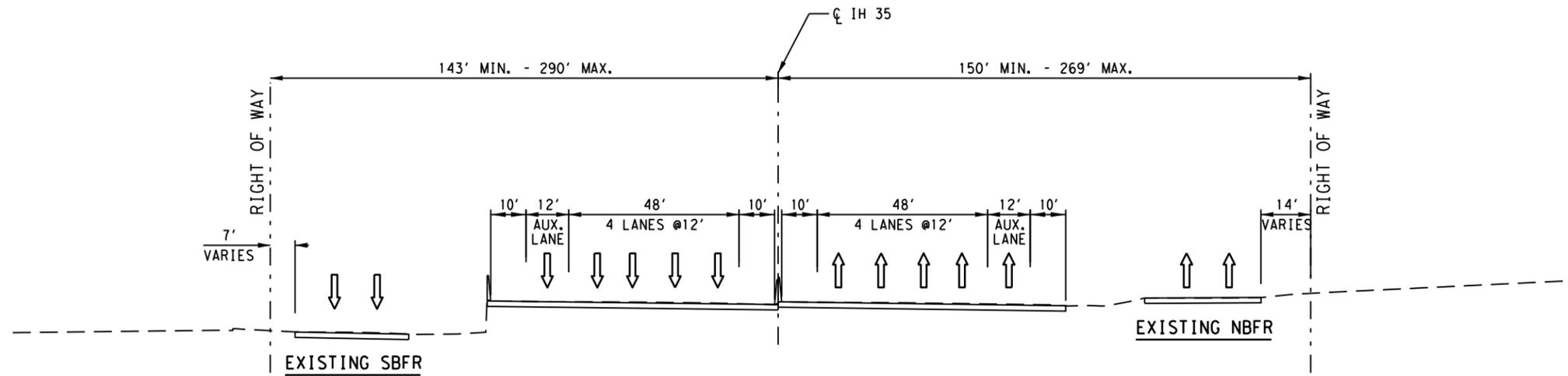
HNTB HNTB Corporation
 The HNTB Companies
 Engineers Architects Planners

IH-35 MANAGED LANES

EXISTING TYPICAL
 SECTIONS

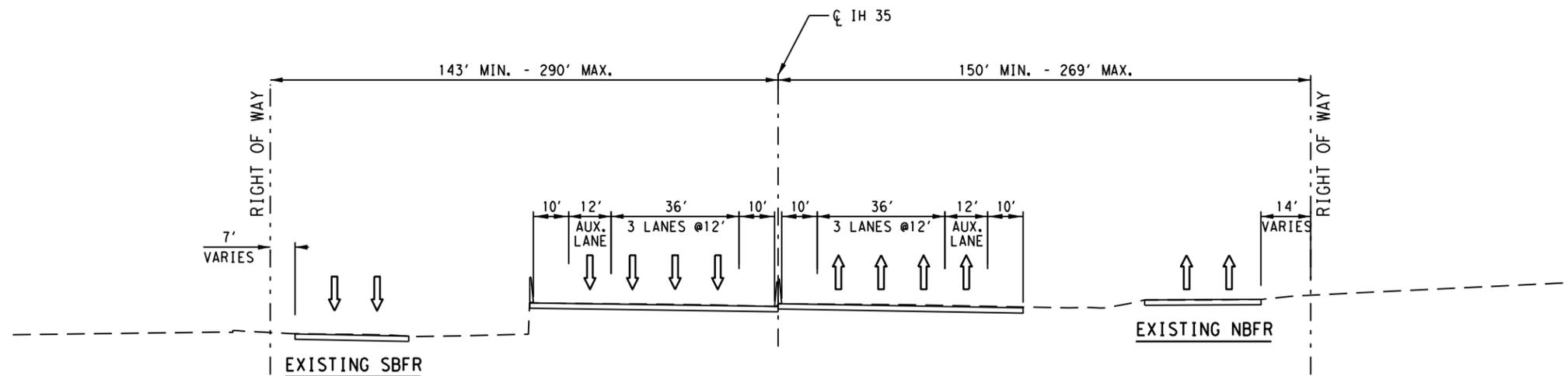
Pen Tab: \$PEN\$
 Design File Name: \$FILE\$

Scale: \$SCALE\$
Plotted on: \$DATE\$ \$TIME\$



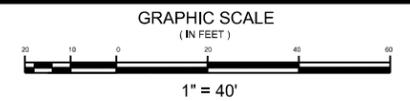
EXISTING SB AND NB MAINLANES

STA 1915+00 - STA 2175+00
(WALZEM RD TO TOPPERWEIN)



EXISTING SB AND NB MAINLANES

STA 2175+00 - STA 2275+00
(TOPPERWEIN TO NORTH OF OLYMPIA PKWY)



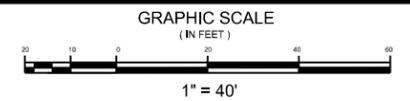
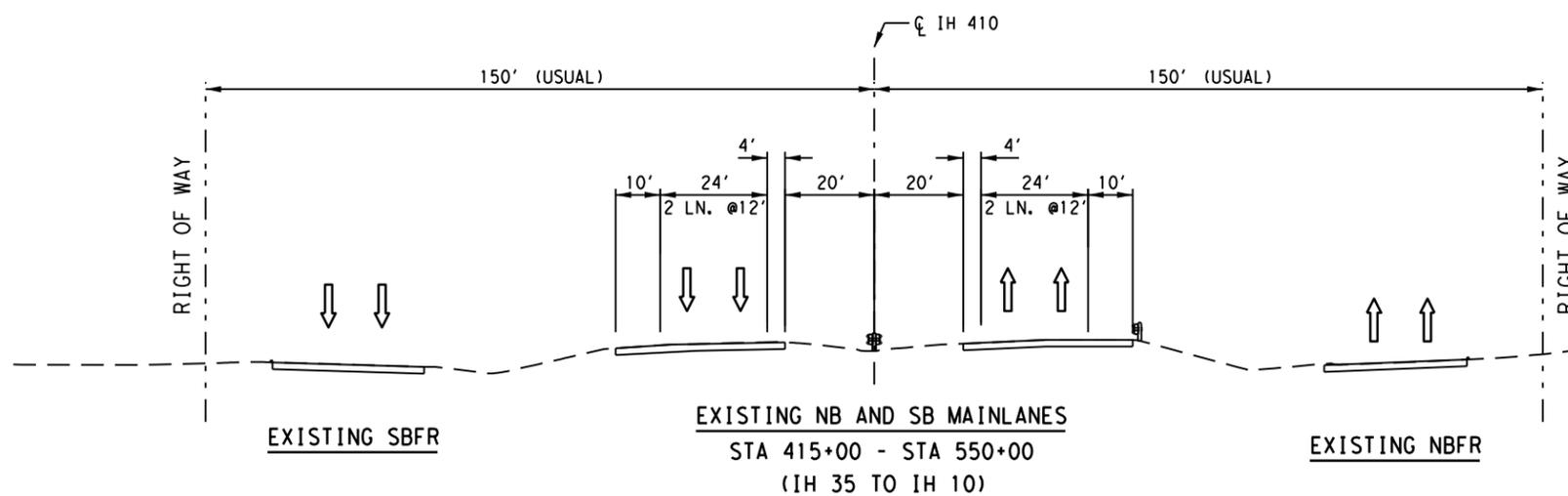
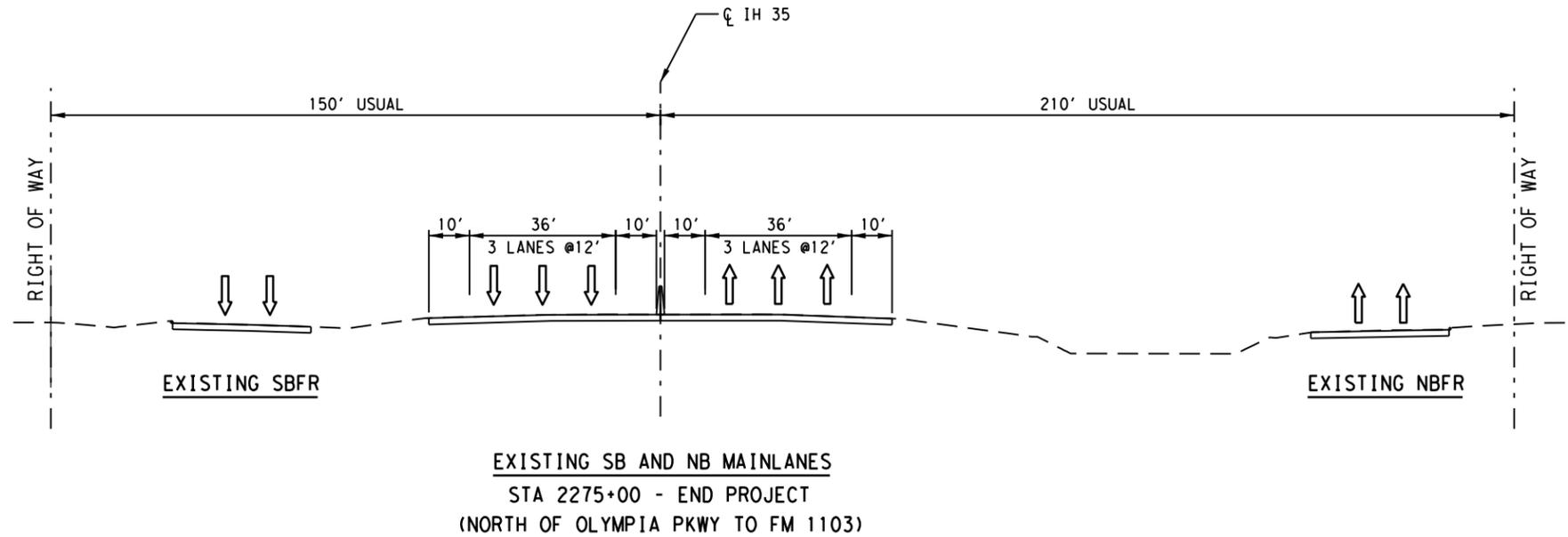
 © TxDOT 2011
Texas Department of Transportation

HNTB HNTB Corporation
The HNTB Companies
Engineers Architects Planners

IH-35 MANAGED LANES

**EXISTING TYPICAL
SECTIONS**

Pen Tab: \$PEN\$
Design File Name: \$FILE\$



IH-35 MANAGED LANES

EXISTING TYPICAL SECTIONS