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Archaeological Monitoring for the Buena Vista Corridor Project, San Antonio, Bexar County, Texas

Leonard Kemp

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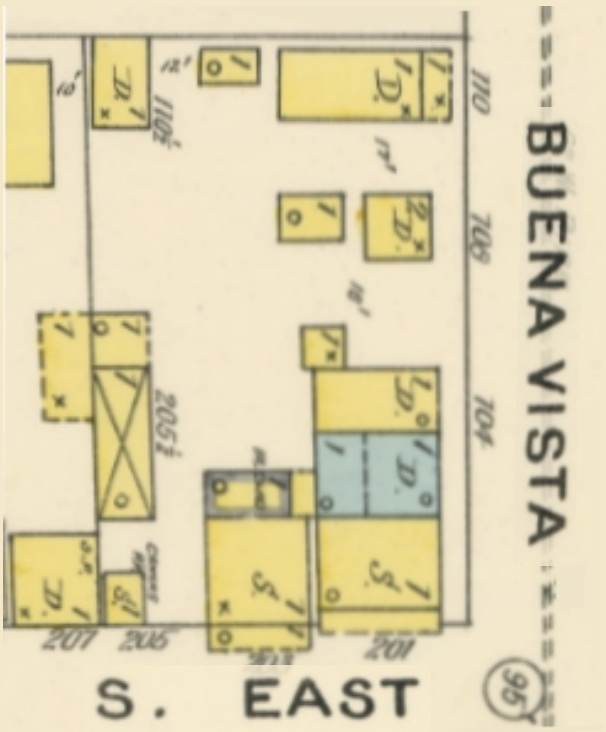

J. Flores Grocery Store
201 S. East and Buena Vista Streets circa 1890

by
Leonard Kemp

Principal Investigator
José Zapata

REDACTED

Texas Antiquities Permit No. 8950

Prepared for:
City of San Antonio
Public Works Department
114 West Commerce Street, 6th Floor
San Antonio, Texas 78205

Prepared by:
Center for Archaeological Research
The University of Texas at San Antonio
One UTSA Circle
San Antonio, Texas 78249
Archaeological Report, No. 483

Center for Archaeological Research
Preserving Cultural Resources
The University of Texas at San Antonio

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Abstract:

Between July 11, 2018, and February 28, 2020, The University of Texas at San Antonio (UTSA) Center for Archaeological Research (CAR), in response to a request from the City of San Antonio (COSA), intermittently conducted archaeological monitoring for the Buena Vista (BV) Corridor project in San Antonio, Bexar County, Texas. The project goal was to foster pedestrian traffic by sidewalk, lighting, and aesthetic improvements on Buena Vista Street between S. Leona and S. Santa Rosa streets. The COSA department of Transportation and Capital Improvements (TCI; now Public Works Department) administered the BV Corridor project with the COSA Office of Historic Preservation (OHP) having regulatory control of the archaeological component. The project required review by the Texas Historical Commission (THC) under the Antiquities Code of Texas (Texas Natural Resource Code, Title 9, Chapter 191, Sections 191.003(4) and 191.052(5) as amended) because COSA is a political subdivision of Texas and the work was conducted on publicly owned lands. The THC granted Texas Antiquities Permit No. 8950 to Dr. Paul Shawn Marceaux, former CAR Director. Dr. Marceaux departed CAR late in 2019. José Zapata assumed the permit and served as the Principal Investigator. Leonard Kemp served as the Project Archaeologist.

The project area is located on Buena Vista Street just west of S. Leona Street, crosses through S. Pecos Street (where Buena Vista Street turns into Dolorosa Street), and extends along Dolorosa Street to east of S. Pecos Street. The length of the project area is approximately 0.48 km (.29 mile) long and between 14 to 29 m (45.9 to 95.1 feet) wide, and it covers an area of 1.02 hectares (2.49 acres). This location is adjacent to one of the older areas in San Antonio with settlement dating to the 1760s. The area was also a thriving economic district in the late nineteenth and early twentieth century containing the city market house and the International and Great Northern rail depot and hotel. Archaeological monitoring focused on excavations for street and utilities improvements to identify and document archaeological properties that may be present within the BV Corridor. Over the course of the project, CAR monitored the excavation of four trenches, 14 auger holes, and 13 planter box pits.

CAR archaeologists identified two new archaeological sites within the BV Corridor project area. The first site, 41BX2345, is a possible water channel or ditch cut into caliche. No artifacts were associated with the channel. Archival research failed to find any documentation of the ditch, and the time frame of the ditch is unknown. CAR recommends there is insufficient data to make a determination regarding 41BX2345 concerning its eligibility for nomination as a State Antiquities Landmark (SAL) or eligibility to the National Register of Historic Places (NRHP). The profile of the water channel was covered in permeable fabric and backfilled with gravels. CAR suggests that any future ground-disturbing activities near the site take into account its presence, and at a minimum, the activity be monitored.

The second site, 41BX2346, is the remnant of a brick and concrete foundation associated with a building constructed in the early 1900s. The early 1900s foundation that comprised site 41BX2346 lacked significant data or unique associations and lacked site integrity. CAR therefore recommends that 41BX2346 does not warrant nomination as a SAL nor is the site eligible to the NRHP. In consultation with the THC and COSA-OHP, a portion of the site was removed to allow construction to proceed. CAR recommends that if ground-disturbing activities occur to the south of the 41BX2346 on what is now a parking lot, the excavation should be monitored to determine if features of the mid to late nineteenth-century occupation still exist.

No diagnostic artifacts were identified, and no artifacts were collected during the project. All other project-related materials, including the final report, are curated at the CAR curation facility, a state certified repository, under accession # 2278.

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Acknowledgements:

The successful completion of this project would not have been possible without the support of the following individuals: John Salazar, Armando Huron, Theresa Larson, and Kay Hindes of COSA-TCI, and Mark Kollack of Jerdon Construction. In addition, thanks to Matthew Elverson of COSA-OHP and Dr. Emily Dylla of THC who visited the project and reviewed the two newly discovered sites. The project would not have been accomplished without the following CAR archaeologists: Antonia Figueroa, José Zapata, Jason Perez, and Mikaela Razo. In addition, Dr. Raymond Mauldin and Clint McKenzie provided their insight concerning the project findings. CAR Lab Director and Curator Cynthia Munoz coordinated the processing of field documents. Dr. Jessica Nowlin supported the project with her GIS and GPS expertise. Peggy Wall and Leonard Kemp created the figures used in this report. Raymond Mauldin and Kelly Harris undertook the most arduous task that of editing the document. Finally, this report is dedicated to Antonia (Toni) Figueroa formerly of CAR who provided 20 years of loyal service as an archaeologist. Toni was the primary author on 29 reports and coauthor on multiple others while at CAR. Her reports will be cited for years to come. We wish her success in her new endeavors.

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Chapter 1: Introduction

Between July 11, 2018, and February 28, 2020, The University of Texas at San Antonio (UTSA) Center for Archaeological Research (CAR), in response to a request from the City of San Antonio (COSA), intermittently conducted archaeological monitoring for the Buena Vista (BV) Corridor project in San Antonio, Bexar County, Texas (Figure 1-1). The project goal was to foster pedestrian traffic by sidewalk, lighting, and aesthetic improvements on Buena Vista Street between S. Leona and S. Santa Rosa streets. The project is on COSA property and right-of-way. As such, the project is subject to regulatory review by the Texas Historical Commission (THC) under the Antiquities Code of Texas (Texas Natural Resource Code, Title 9, Chapter 191, Sections 191.003(4) and 191.052(5) as amended). At the municipal level, the project falls under the COSA Unified Development Code (Article 6 35-630 to 35-634) with regulatory review by COSA Office of Historic Preservation (OHP). The THC assigned Texas Antiquities Permit No. 8950 to project Principal Investigator Dr. Paul Shawn Marceaux, former CAR Director. Following Dr. Marceaux's departure from CAR, José Zapata assumed the Principal Investigator role for the project. Leonard Kemp served as the Project Archaeologist during the project.

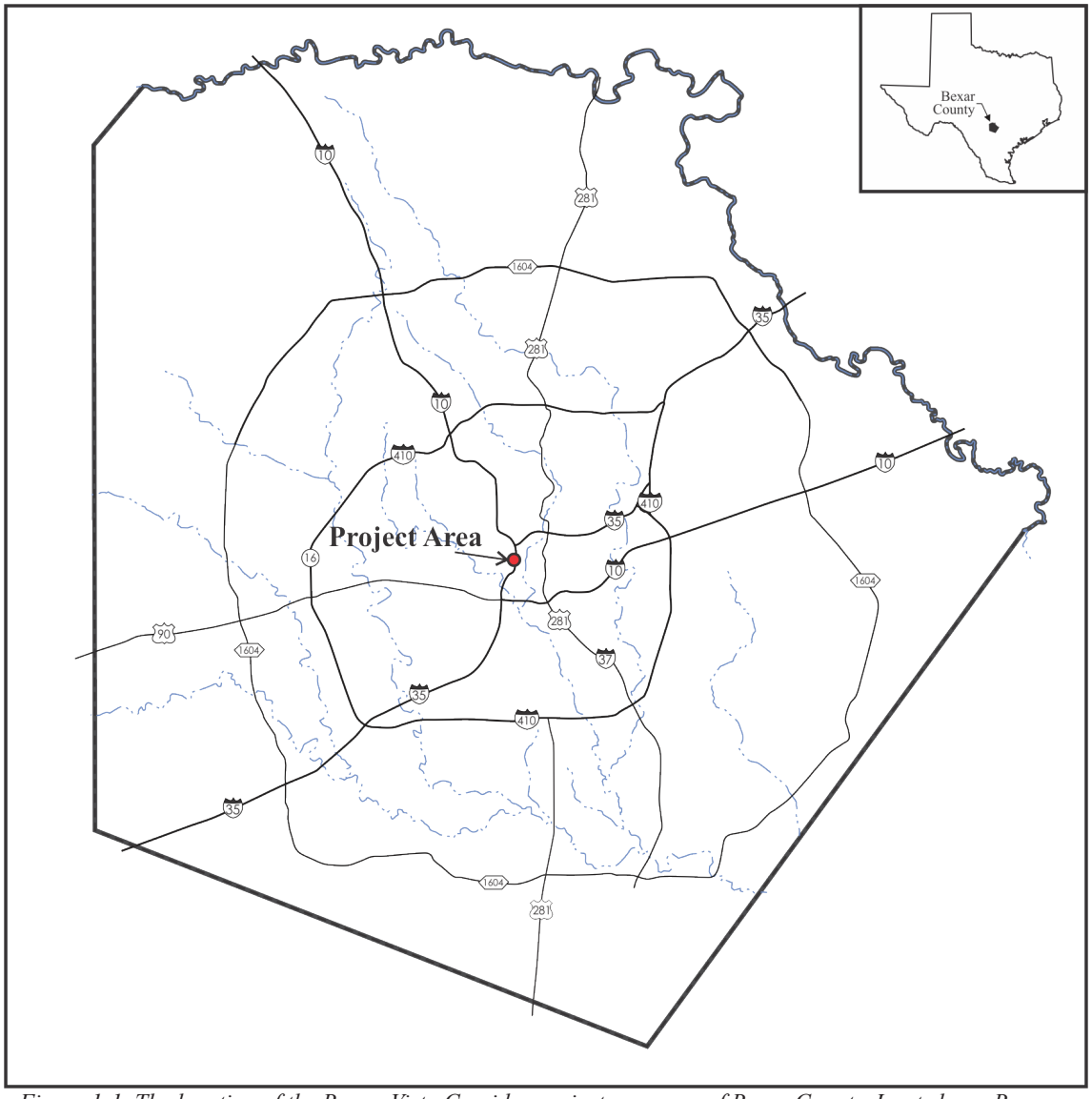

Figure 1-1. The location of the Buena Vista Corridor project on a map of Bexar County. Inset shows Bexar County's location in Texas.

Project Area

The project area is located on Buena Vista Street just west of S. Leona Street to S. Santa Rosa Street. Buena Vista Street turns becomes Dolorosa Street east of S. Pecos Street. The area is adjacent to one of the older areas of San Antonio that was first settled in the 1760s. The area later became an important commercial district in the late nineteenth and early twentieth centuries. The length of the project area is approximately 0.48 km (.29 mile), between 14 to 29 m (45.9 to 95.1 feet) in width, and covers an area of 1.02 hectares (2.49 acres). The project lies within the western portion of downtown San Antonio and is bisected by the I-35 South overpass, also known as the S. Pan Am Expressway (Texas Highwayman 2019). Figure 1-2 shows the BV Corridor project area location on an Esri topographic map.

The UTSA Downtown campus is located on the southwest portion of the project area, and a UTSA parking lot is on the northwest side (Figure 1-3). The northwestern portion of the project area abuts the Cattleman Square Historic District (Figure 1-2; COSA-OHP 2020). On the northeast side of the project area is the Farmers Market Building (Figure 1-4) and east of it Market Square (Figure 1-5), consisting of restaurants and shops. On the southeast portion of the project area are office buildings and a hotel (Figures 1-4 and 1-5). The eastern portion of the project area lies within COSA Downtown Design Guide Area and abuts it in the western portion (Figure 1-2; COSA-OHP 2020).

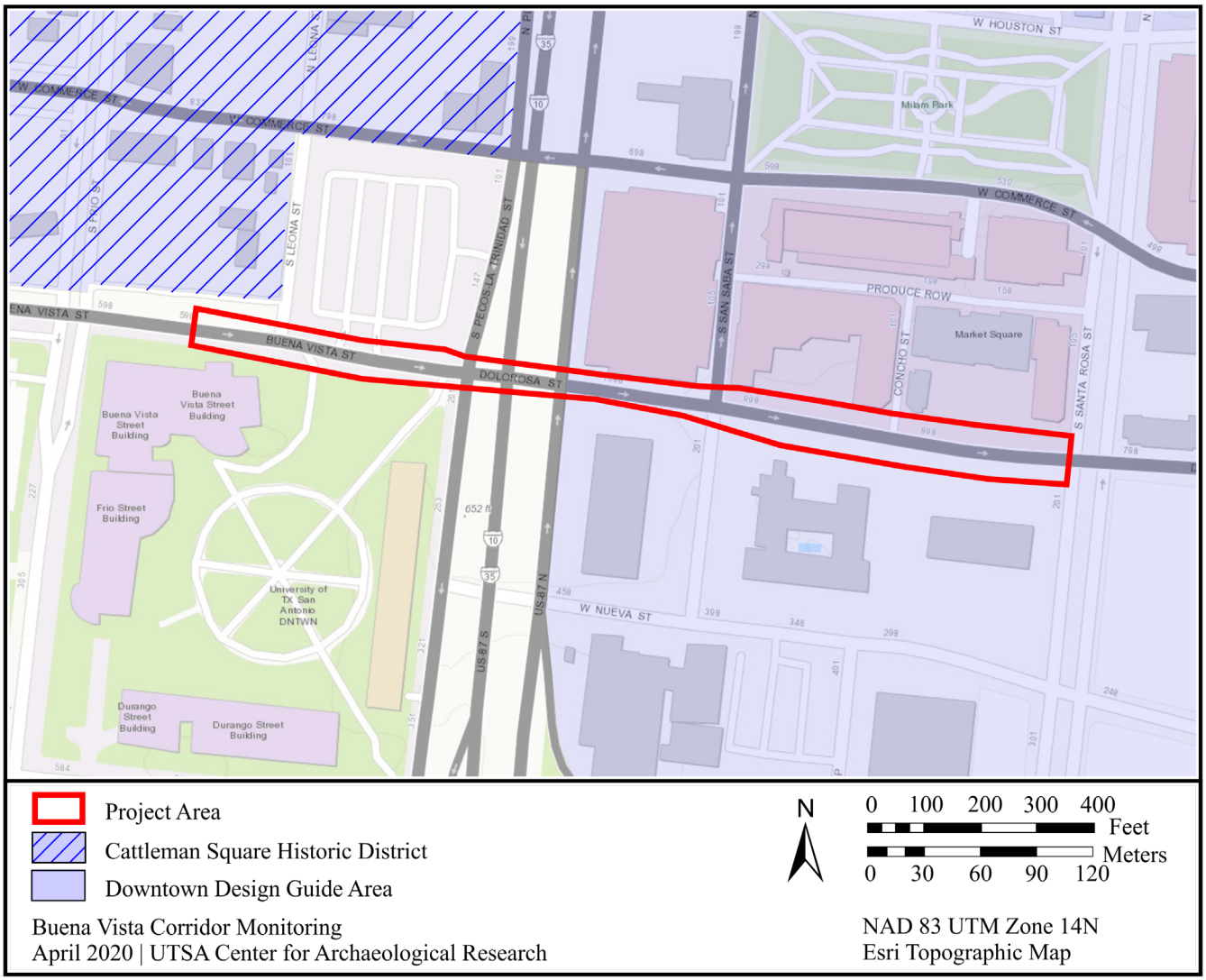

Figure 1-2. The location of the project area (in red) on Esri topographic map.

Figure 1-3. View of project area from the S. Pan Am Expressway to the west showing the UTSA Downtown campus on the left and parking on the right (Google Street View, January 2017).

Figure 1-4. View of project area from the S. Pan Am Expressway to the east showing the Farmer's Market Building on the left and an office building on the right (Google Street View, August 2019).

Figure 1-5. View of project area from the S. Saba Street to the east showing the Market Square on the left with a hotel and an office building further down on the right (Google Street View, March 2019).

Project Results

Archaeological monitoring focused on excavations for street and utilities improvements to identify and document archaeological properties that were potentially within the BV Corridor. The field investigation began on July 11, 2018, and continued to February 28, 2020. During this time, CAR archaeologists monitored the excavation of four trenches, 14 auger holes, and 13 planter box pits. No diagnostic artifacts were observed, and no artifacts were collected during the project.

CAR did define two new archaeological sites, 41BX2345 and 41BX2346. Site 41BX2345 is a possible water channel or ditch excavated into caliche. At present, CAR suggests that there is insufficient data to make a determination regarding the eligibility for nomination of 41BX2345 as a State Antiquities Landmark (SAL) or as eligibility for listing on the National Register of Historic Places (NRHP). CAR suggests that any future ground-disturbing activities near the site take into account its presence and, at a minimum, the activity be monitored. In consultation with the THC and COSA-OHP, a portion of the site was removed to allow excavation for a planter box. The second site, 41BX2346, is a brick and concrete foundation associated with a building constructed in the early 1900s. CAR recommends that 41BX2346 does not warrant nomination as a SAL or eligibility to the NRHP because it lacked significant archaeological data or unique historic associations, and it has no site integrity. In consultation with THC, COSA-OHP permitted the portion of the foundation that was obstructing construction to be removed following documentation.

Report Organization

Including the current chapter, this report contains seven chapters. Chapter 2 briefly reviews the environmental setting of the project area. Chapter 3 presents the culture history of San Antonio from the proto-historic period to the 1950s. Chapter 4 presents the history specific to the project area to provide context to the newly discovered sites. In addition, this chapter summarizes past archaeological investigations near the BV Corridor project area. Chapter 5 summarizes the field and laboratory methods used in the study, including the definition of what constitutes a site, SAL and NRHP eligibility requirements, and information on curation. Chapter 6 presents the results of the archaeological monitoring and discusses the two archaeological sites, 41BX2345 and 41BX2346, discovered during monitoring. Chapter 7 summarizes the project and offers recommendations for future work.

Chapter 2: The Project Area Environment

This chapter provides a brief background of the environmental setting of the project area. Since the late nineteenth century, the project area has been subject to intense commercial and residential development. As such, the urban environment has replaced much of what was the natural environment. This section provides a summary of regional climate and environmental characteristics. It then focuses on specific environmental attributes of the project area including water and soils.

Climate

The San Antonio region is characterized as a moderated sub-tropical, humid climate with mild winters and hot summers (Taylor et al. 1991). Typically, the warmest months of the year are July and August, while the cooler months are December and January. The 30-year average annual rainfall (1981-2010) is 81.86 cm (32.27 in.; National Oceanic and Atmospheric Association [NOAA] 2020).

San Antonio has a bimodal precipitation pattern with the wettest period occurring in May and June that is followed by a smaller, secondary peak in September and October (NOAA 2020). The driest period is from December to March (NOAA 2020). The summer months of July and August are also generally dry although tropical storms from the Gulf of Mexico will produce intense, localized rainfall events which can result in significant flooding (e.g., Ellsworth 1923; Salde 1986).

Environment

The project area falls within the Blackland Prairie zone, the largest of the four ecological zones in Bexar County (Figure 2-1). This zone is characterized by deep dark clayey soils that once supported a tall grassland prairie of *Schizachyrium scoparium* (little bluestem), with *Andropogon gerardi* (big bluestem), and *Sorghastrum nutans* (Indiangrass; Eidson and Smeins 2020). Deciduous woodland can be found along

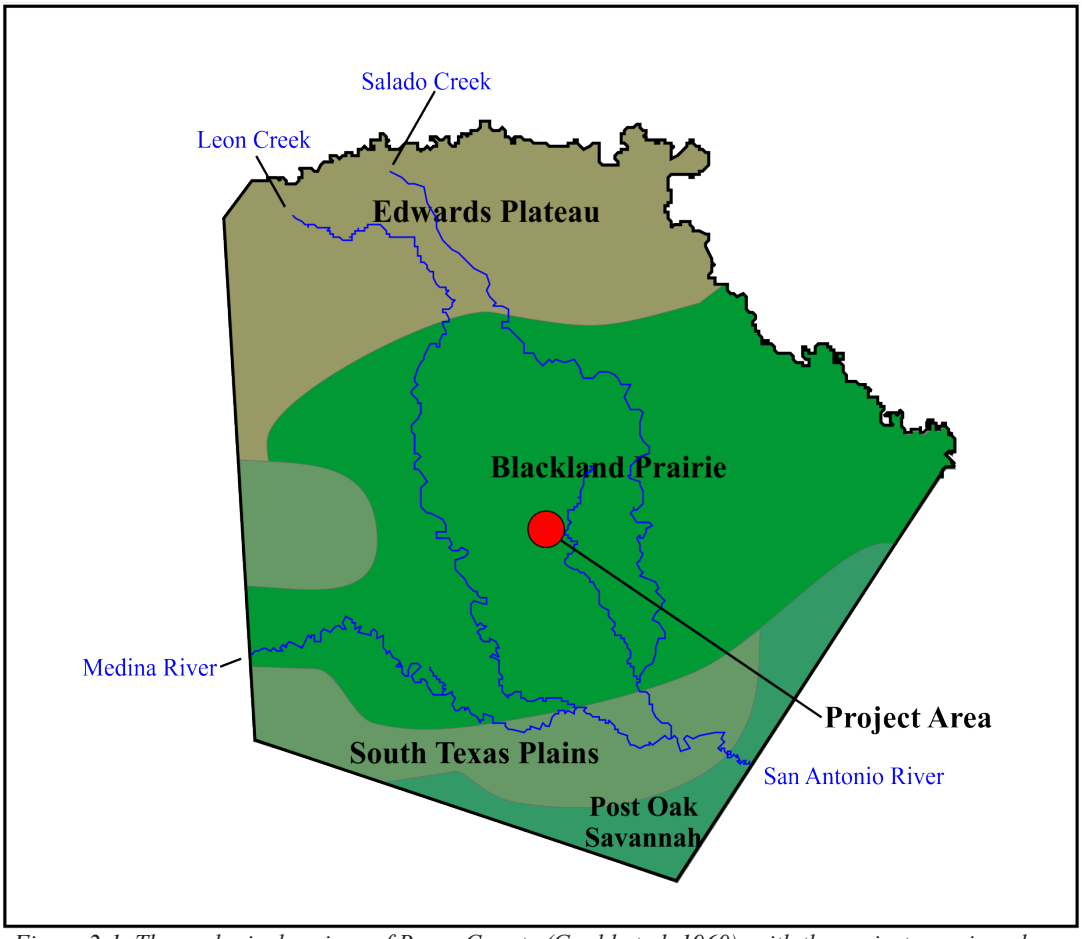

Figure 2-1. The ecological regions of Bexar County (Gould et al. 1960), with the project area in red.

drainages the cut through the region (Eidson and Smeins 2020). Major rivers and creeks that run this zone are the San Antonio and Medina rivers, and Leon and Salado creeks.

Prior to colonization, this region supported a variety of faunal resources, including bison, deer, and bear as well as medium and small mammals (Presley 2003). Wade (1998) referencing Spanish accounts cites the presence of wild turkey, alligator, and fish. During the historic period, bison and bear were regionally extirpated, although other wildlife remained a component of human diet into the mid-nineteenth century (Doughty 1983).

Project Area Hydrology and Soils

As shown in Figure 2-2, the project area lies between two major creeks that run north to south through San Antonio. San Pedro Creek is 215 m (0.13 miles [mi.]) to the east of the project area and Alazán Creek is approximately 725 m (0.45 mi.). Historically the area was subject to flooding during extreme rain events such as the 1819 and 1921 floods. The channelization of San Pedro Creek, beginning in the 1920s, and Alazán Creek in the 1960s appears to have mitigated these flooding events (Fisher 2016; San Antonio River Authority 2011).

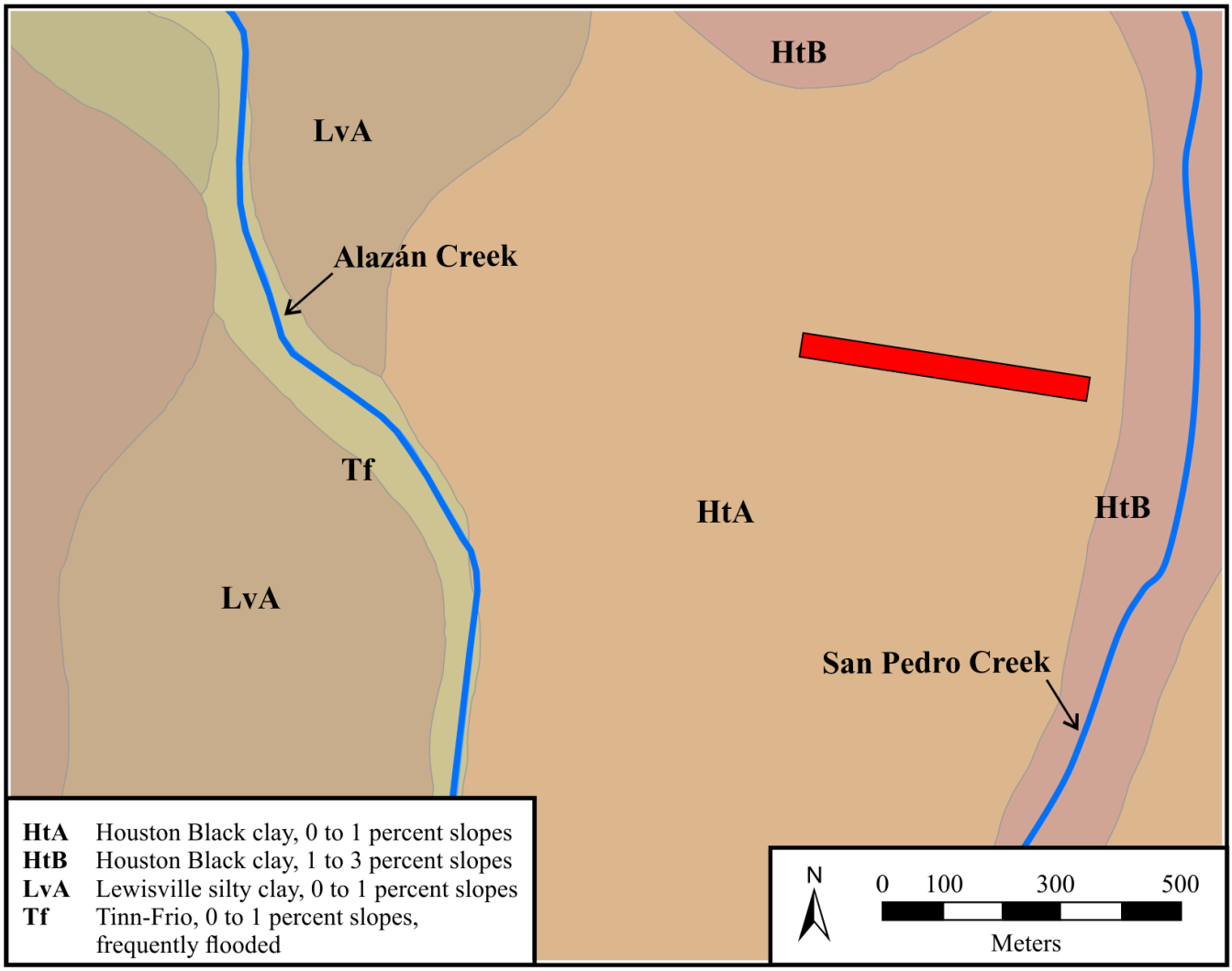

Figure 2-2. Location of the project area (red) on a USGS soils map (Taylor et al. 1991) with San Pedro and Alazán creeks (blue).

The dark brown to black clay soils found in the project area are known as the Houston Black series (Taylor et al. 1991). The specific soil type found in the project area is classified as Houston Black clay, 0 to 1 percent slopes (HtA; Figure 2-2). The surface horizon is composed of fine, blocky structure, dark brown clay to 101.6 cm (40 in.) below the surface. This horizon is underlain by a gray clay approximately 38.1 cm (15 in.) in thickness. It is ideal farmland (Taylor et al. 1991). Figure 2-2 also shows soils surrounding the project area that included Lewisville silty clay, 0 to 1 percent slopes (LvA), Houston Black clay, 1 to 3 percent slopes (HtB), and Tinn-Frio soils, 0 to 1 percent slopes, frequently flooded (Tf). All of these soils are associated with stream terraces (Taylor et al. 1991).

Summary

San Antonio's regional climate produces moderate rainfall and has a relatively mild climate. While the project area lies within the Blackland Prairie, it has been an urban area since the late nineteenth century. As such, development has eliminated or reduced characteristics that define the Blackland Prairie such as productive soils and diverse wildlife.

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Chapter 3: Cultural History Background

No material associated with the prehistory of Texas were found during this investigation. As such, the initial portion of this chapter focuses on the history of the region beginning with the establishment of a permanent Spanish presence in the region (AD 1700) and terminating in the mid-twentieth century. Detailed reviews of Texas and San Antonio's history can be found in multiple volumes including Campbell (2003), Chipman and Joseph (2010), de la Tejas (1988, 1995), McDonald (2010), Heusinger (1951), and Garcia (1991).

Spanish Colonial Period (1700-1820)

While Spain first encountered Native Americans in what was to become Texas in the early 1500s, it was not until the later 1600s that Spain made an initial attempt to establish a presence in Texas to counter the other regional colonial power, France. It established several missions in east Texas all of which failed due to multiple causes that included Native resistance and crop and livestock failure (Cox 2005).

In 1700, Spain began new efforts to colonize Texas with the establishment of the San Juan Bautista presidio and mission complex, located near present day Guerrero, Coahuila, Mexico. It would serve as a military/supply depot for the expeditions that began to explore Texas (Ward 2003). These explorations ultimately resulted in the reestablishment of missions and a presidio in East Texas in 1716 (Tous 1930). In 1718, the Alarcón expedition established the presidio and the Villa de Bejar, as well as Mission San Antonio de Valero (Chipman and Joseph 2010).

In 1720, an additional mission, San José de Aguayo, was built in San Antonio (Habig 1968). Ultimately, three east Texas missions were moved to San Antonio (Habig 1968). They are Nuestra Senora de la Purisma Concepción de Acuña (1731-1824), San Juan Capistrano (1731-1824), and San Francisco de la Espada (1731-1824; Habig 1968; Ivey 2018). In addition to the missions, a royal order secured 15 families (56 individuals) from the Canary Islands to create the official civilian Villa San Fernando de Béxar in 1731 (de la Teja 1988:77).

Important to the success of San Antonio was it ability to sustain itself through the development of agriculture and ranching. The means to accomplish this in the rain-deficit environment was through an *acequia* (irrigation system). The first *acequia* was likely completed as early as 1719 emanating from San Pedro Springs and emptying into the San Antonio River (Cox 2005:18). Cox believes it serviced both the mission and presidio and provided water to approximately 300 acres (Cox 2005:18). The major *acequias* included the San Pedro, the Upper Labor, the Alamo, the Concepción and San José, and the Espada and San Juan.

The San Antonio community faced multiple obstacles to its success. Foremost among these obstacles was Native resistance primarily by the Apache in the form of raids that began as early as 1719. It was not until 1749 that an extended period of peace between the Apache and Spanish was achieved. A small increase in population soon followed (de la Teja 1988:80). However, the development of the community needed more than just a slight population growth to be successful. In 1780 the census counted 1,473 individuals living San Antonio (de la Teja 1988:86). During the ensuing decade, the population declined slightly, and by 1796, roughly 1,345 individuals were in San Antonio (de la Teja 1988:88). By the end of the eighteenth century, the community of San Antonio was still a frontier community dependent on the military for its security as well as an economic foundation (de la Teja 1988).

At the beginning of the nineteenth century, world events would ultimately result in the collapse of the Spanish Colonial Empire. In 1810, Father Miguel Hidalgo declared independence from Spain initiating a rebellion that would last until 1820 (Campbell 2003; Chipman and Joseph 2010). The rebellion and its aftermath resulted in major population declines in the Texas province throughout the first decades of the nineteenth century (Campbell 2003:93; de la Teja and Wheat 1985:10). The situation was exacerbated by the Comanche, the successors to the Apaches, who raided throughout the province creating insecurity that stunted the development of the region (de la Teja and Wheat 1985).

Mexican/Republic of Texas Period (1821-1845)

In 1821, the short-lived Mexican Empire was created, and it was replaced in 1823 by the Republic of Mexico. The 1824 constitution was led by the legislature with states and national government sharing sovereignty (Gammel 1898). The constitution merged the provinces of Texas and Coahuila into one state diminishing the relative independence of Texas.

A legacy of the Spanish Colonial and short-lived Mexican Empire was their effort to populate Texas through the *empresario* (land agent) system that gave land grants to heads

of families. The first colony of 300 families was created and led by Stephen Austin in 1822 (Barker 2016). Many other colonists from the United States followed, resulting in a large number of Anglo-American settlers with questionable loyalty to Mexico. After a review, changes to the *empresario* system were implemented in 1830. These included the suspension of immigration from the United States and a halt to the importation of slaves (Bishop 2016). In addition, more customhouses and presidios were built to curtail smuggling between the province and the United States. The latter actions initiated direct conflict between the settlers and Mexican officials, resulting in the Anahuac Disturbance of 1832 and the Battle of Velasco in 1832. These incidents were followed by the Conventions of 1832 and 1833 in which Anglo-American settlers in Texas petitioned the Central Government for modifications of the 1830 law and separation from the State of Coahuila (Steen 2010).

In 1833, General Antonio López de Santa Anna made General Martín Perfecto de Cós military commander of the eastern provinces that included the State of Coahuila y Texas (Campbell 2003; Ramos 2008). In April 1834, Santa Anna assumed the presidency and revoked the 1824 Constitution. Cós was ordered to San Antonio to secure it for the regime arriving in October of 1835 and fortifying the two plazas and Mission Valero (Barr 1990; Campbell 2003). The Siege of Béxar was initiated when an armed force of Anglo-American settlers and native Mexican Federalists (here to called the Texian Army) engaged Cós (Barr 1990; Campbell 2003). The siege ended in December with the defeat and surrender of Cós. Texian forces that remained in San Antonio began to fortify Mission Valero (the Alamo) in anticipation of a retaliation from Mexico (Barr 1990; Campbell 2003).

In February 1836, an army of 1,500 troops led by Santa Anna occupied returned to San Antonio. After a 13-day siege of the Mission Valero (here to referred to as the Alamo), the Mexican forces captured the city on March 6 (Barr 1990; Campbell 2003). The Convention of 1836 composed of Anglo-American immigrants and native Mexican Federalists declared independence from Mexico creating the Republic of Texas (Steen 2011). Subsequently, after several defeats the Texian Army defeated Santa Anna and the Mexican forces at San Jacinto on April 21, 1836 (Campbell 2003). The capture of Santa Anna led to terms (the Treaties of Velasco) that secured the ending of hostilities, the withdrawal of Mexican forces in Texas, the exchange of prisoners, and nominally the borders of the Republic (Texas State Library [TSL] 2020). The treaty was never recognized by the Mexican government, and a state of war remained between the two nations for the duration of the Republic of Texas' existence (Cox 1997).

The nine-year existence of the Republic of Texas was plagued by debt, internal political strife, and conflict with both Mexico and Native Americans. However, one of the assets hat the Republic had was its land, and it used this resource to compensate its veterans and to develop and populate the country (Pitts 1966). Texas recruited Europeans to immigrate, in addition to settlers from the United States. While conflicts continued between Mexico and Texas (see Haynes 2018; McDonald 2010), the U.S. Congress admitted Texas into the Union as the 28th state in 1845 (Campbell 2003; Neu 2015).

Statehood (1846-1900)

The annexation of Texas precipitated the war with Mexico. The Mexican-American War (1846-1848) was caused in part by the lack of definitive borders as well as nationalist tendencies by the United States and to some degree Mexico. The United States prevailed, with Mexico relinquishing California and New Mexico (inclusive of Arizona, Nevada, and Colorado) for payment of $15,000,000. The Rio Grande River became the border of Texas with Mexico (Campbell 2003; Wallace 1965).

As the United States pursued westward expansion and settlement, San Antonio became a logistical hub due, in part, to its proximity to Mexico and the gulf ports of Galveston and Indianola. San Antonio became the U.S. Army headquarters for the Department of Texas (Smith 2000). The first United States census of Texas, conducted in 1850, records 212,592 individuals in Texas. San Antonio was Texas' largest city with a population of 3,488 individuals (Texas Almanac 2020). The San Antonio population was composed of 1,167 native Texans, 678 individuals from other states (primarily southern) of the Union, 572 Mexicans, 455 Germans, 345 individuals from other countries or unknown, and 262 enslaved individuals (Heusinger 1951:24). In 1860, the population of Texas grew to 604,215 individuals (Texas Almanac 2020). San Antonio grew in a similar manner to 8,235 individuals (Ramos 2008; Texas Almanac 2020). By 1860, Anglos (inclusive of other European groups) comprised 64 percent of San Antonio's population with Mexican and Mexican-Americans making up 35 percent (Ramos 2008:207). The change in demographics would alter the political, social, and economic fabric of Texas with the culture becoming more Anglo-centric (Ramos 2008).

The population of enslaved people in Bexar County in 1860 numbered 1,359 individuals, with slave owners comprising only 2.2 percent of the population (Heusinger 1951). However, the connection of Texans to the southern states fostered anti-abolitionists sentiments. In February 1861, Texas voted for secession from the Union with Texas joining the Confederacy in March. During the subsequent war, Texas remained relatively untouched with major battles and campaigns occurring east of the Mississippi River (Wooster 2010). The enslaved population grew in Texas from 182,000

to 230,000 individuals during the war in part due to this relative security perceived by slave owners (Wooster 2010). Texas as a whole suffered economic and societal deprivations, although San Antonio remained relatively prosperous due to inland location and its proximity with Mexico and, thus, trade. In June 1865, Confederate forces surrendered with Union Troops occupying Galveston on June 19, 1865 (Congressional Research Service 2020).

Following Reconstruction, Texas was readmitted to the Union in 1870. The population of Texas was 818,579 with San Antonio's population numbering 12,255, second only to Galveston, the largest city in the state (Texas Almanac 2020). Three forces, mercantilism, commodities, and the military drove San Antonio's emerging economy. The 1870s witnessed the great cattle drives to the national railroad hubs in Kansas and Nebraska with the Chisolm Trail running adjacent to San Antonio (Worchester 2020). San Antonio with its numerous wholesale merchants became a major supplier to the cattle drivers as well as a recreational stop for the first leg of the trail. Sheep and goat ranching was also lucrative with San Antonio becoming a leading wool market (Dase et al. 2010). The presence of the military was a key component of San Antonio's economy. The city donated 92 acres for the construction of a standalone military facility to replace the outgrown facilities in the town (Boryczla 2012). The facility would be named Fort Sam Houston in 1890 (Boryczla 2012).

The population of Texas in 1880 stood at 1,591,749, a 94.5 percent increase from 1870. The population of San Antonio numbered 22,550 and was once again the largest city in the state. In 1877, the Galveston, Harrisburg, and San Antonio Railway arrived in San Antonio (Heusinger 1951). The railroad fostered growth and development in San Antonio, transforming it from a frontier town to a modern city. The city licensed private entities to develop public infrastructure, including a streetcar system (1878), a water supply system (1878), an electric grid (1881), and a telephone system (1881; Hemphill 2009; Heusinger 1951; Watson). In 1881, the second railroad company, the International and Great Northern (I&GN) Railway arrived in San Antonio (Heusinger 1951).

In 1890, San Antonio had a population of 37,673 individuals and remained the largest city in the state. The city and county governments also grew with the construction of a new city hall in 1891 and county courthouse in 1896 (Heusinger 1951). The streetcar system fostered expansion beyond the 36 square miles of the city limits with the emergence of suburbs to the north and west (Watson 1982).

San Antonio Emerges (1900-1950)

In 1900, the population of Texas stood at 3,048,710, and San Antonio had a population of 53,321 individuals (Texas Almanac 2020). It was now served by five railroad companies that linked not only to the major cities of Houston and Dallas but also to St. Louis, Chicago, and beyond (Heusinger 1951). San Antonio in the early to the mid-twentieth century was dominated by population growth and economic development. In 1920, the population had tripled to 161,379 and almost doubled in 1940 to 253,854. In 1950, the population of San Antonio numbered 406,811 or a population of increase of 60.25 percent from first U.S. census of 1850 (Heusinger 1951).

The increase in population was due, in part, to historic events that marked the first half of the twentieth century with the first being that of the Mexican Revolution (1910-1920). In 1900, San Antonio's population was dominated by Anglos at 60.0 percent followed by Mexican or those of Mexican descent at 25.7 percent. In 1920, the percentage of Mexican ethnicity grew to 37.2 with Anglos declining to 53.8 percent and African-Americans to 8.9 percent (Garcia 1991:Table 1). By 1940, the proportions of individuals of Anglo and Mexican ethnicity were virtually even at 46.7 and 46.3 percent, respectively, African- Americans accounted for 7.0 percent (Garcia 1991:Table 1). While the Mexican Revolution created waves of emigration to the southwest United States fleeing political unrest, it coincided with the need for cheap, unskilled and skilled labor in agriculture, light industries, transportation, and service industries in this region of the United States with Mexicans filling that role (Garcia 1991).

Population, as well as economic, growth was also due to the expansion of the military in San Antonio. The Department of Texas was reestablished in 1899 at Fort Sam Houston. In 1910, the fort was the site of the first military flight (Heusinger 1951). It also served as a troop staging area for the 1916 Punitive Expedition (JBSA 2020a). During both world wars, Fort Sam Houston served as a reception and training facility (JBSA 2020a). In 1916, Kelly Air Field was created for the U.S. Signal Corps with the adjacent Brooks Field becoming a flight training command in 1917 (JBSA 2020a). Following World War I, the military expanded its aviation programs with the development of Randolph Field in 1930 and the San Antonio Aviation Cadet Center (SACC) at Kelly Field in 1940 (JBSA 2020b). The SACC was renamed Lackland Field in 1946 becoming Lackland Air Force Base in 1948 (JBSA 2020b).

Throughout the twentieth century, increased local governance led to the creation of what was called the metropolis of Greater San Antonio (Heusinger 1951). Civic improvement bonds were proposed and passed. These bonds included major infrastructure construction such as city street widening to accommodate the streetcar system and automobiles (1912 through the 1920s), the creation of the Olmos Dam (1925) to control flooding, and the River Walk (1941) to control flooding

as well as promote city businesses and tourism (Fisher 2016; Heusinger 1951). The downtown skyline was changed with the creation of high-rise buildings that included the 10-story Clower Building (1910), the twelve- story Central Trust Co. Building (1919), the 21-story Milam Building (1927), and the 31-story Smith-Young Building (1927; Heusinger 1951). In 1941, voters approved the purchase of land and construction of the municipal airport and that was completed in 1949 (Heusinger 1951). In the 1940s, the city government began to annex areas beyond its original 36-mile boundary (Caine et al. 2017). By 1950, downtown San Antonio, while still active commercially, began to experience the migration of businesses following the suburban development of these outlying areas (Caine et al. 2017).

Chapter 4: Project Area History

This chapter provides background specific to the project area. The BV Corridor project area was on the western margin of the development of San Antonio. Its development began modestly in the 1760s and intensified during the late nineteenth century. It reached its zenith in the early twentieth century followed by a gradual decline beginning in the late 1940s. Since the late 1970s, the area has rebounded becoming a tourist attraction and site of the UTSA Downtown Campus. The chapter concludes with a section of on the archaeological sites documented near the project area and projects that are most relevant to this archaeological investigation.

The Late Eighteenth to Late Nineteenth Century

Initially, the area that includes the project area was a portion of the eight leagues of land granted to Villa de San Fernando in 1731 (Bobbitt 1981:5). The area was likely not inhabited due to lack of security and probably used as an open range for cattle and horses during this time (Labadie 1987). Beginning in 1761, the colony expanded from the community center into what became the Barrio de Laredo or Laredito (Figure 4-1; Teja 1988:115). This barrio, or neighborhood, is just to

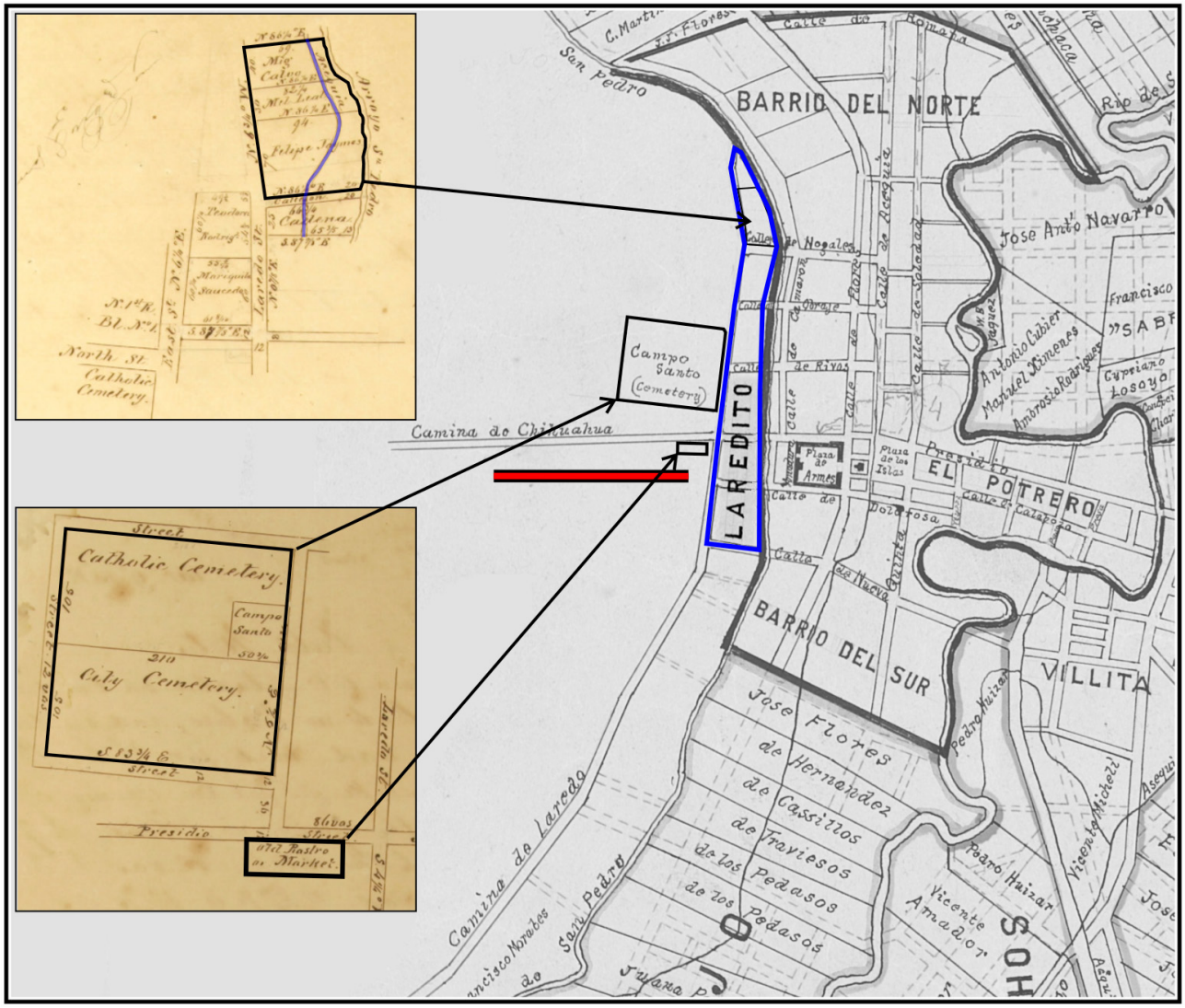

Figure 4-1 Rullman Map of 1912 showing the original barrios of San Antonio. Laredito is highlighted in blue. Insets are from the City Engineer, Survey Book 1. The top inset shows the Acequia de Laredo, and the bottom inset shows the Catholic Cemtery and City cemeteries and the slaughter house. The approximate location of the project area is in red.

the east of the project area and west of San Pedro Creek (de la Teja 1988; Thomas and McKenzie 2019).

De la Teja (1988:138) suggests that by the early 1770s an irrigation ditch known as Acequia de Laredo had been built and facilitated growth into the area. He cites multiple records of lot irrigation (de la Teja 1988:138-139). Figure 4-1, top inset, is a plat dating to 1850 showing the Acequia de Laredo bisecting Felipe Jaimes' property (City Engineer 1850; Leal 1991). The *acequia* is east of Laredo Street and north of Salinas Street (then known as Nogales). The Campo Santo (the consecrated cemetery) of the San Fernando parish was moved circa 1808 to a location just two blocks north of the project area (*San Antonio Express* 1935). In 1848, the City Council created the city cemetery (present day Milam Park) south of the Catholic cemetery (Figure 4-1, bottom inset; City Engineer 1848). As shown in the bottom inset, the project area is relatively isolated with cemeteries and a slaughterhouse relegated to the periphery of the city core.

In 1842, the City of San Antonio was incorporated by the Republic of Texas. A consequence of this action was that it was permitted to sell public lands within its jurisdiction (referenced in Bobbitt 1981). The project area and the lands west of it fell within the city's jurisdiction. It was not until the late 1840s that the area was platted and, beginning in 1850, sold to investors (Labadie 1987). Figure 4-2 is a portion of the 1852 map by Francis Giraud who was the City Surveyor. It shows the New City Block (NCB) designations that encompass the project area. The Stewart Title Collection (STC) records show that the NCBs of the project area were bought in just a few years beginning in 1850 to about 1853. The area remained relatively rural and open for livestock grazing during this period. Perhaps because of this practice

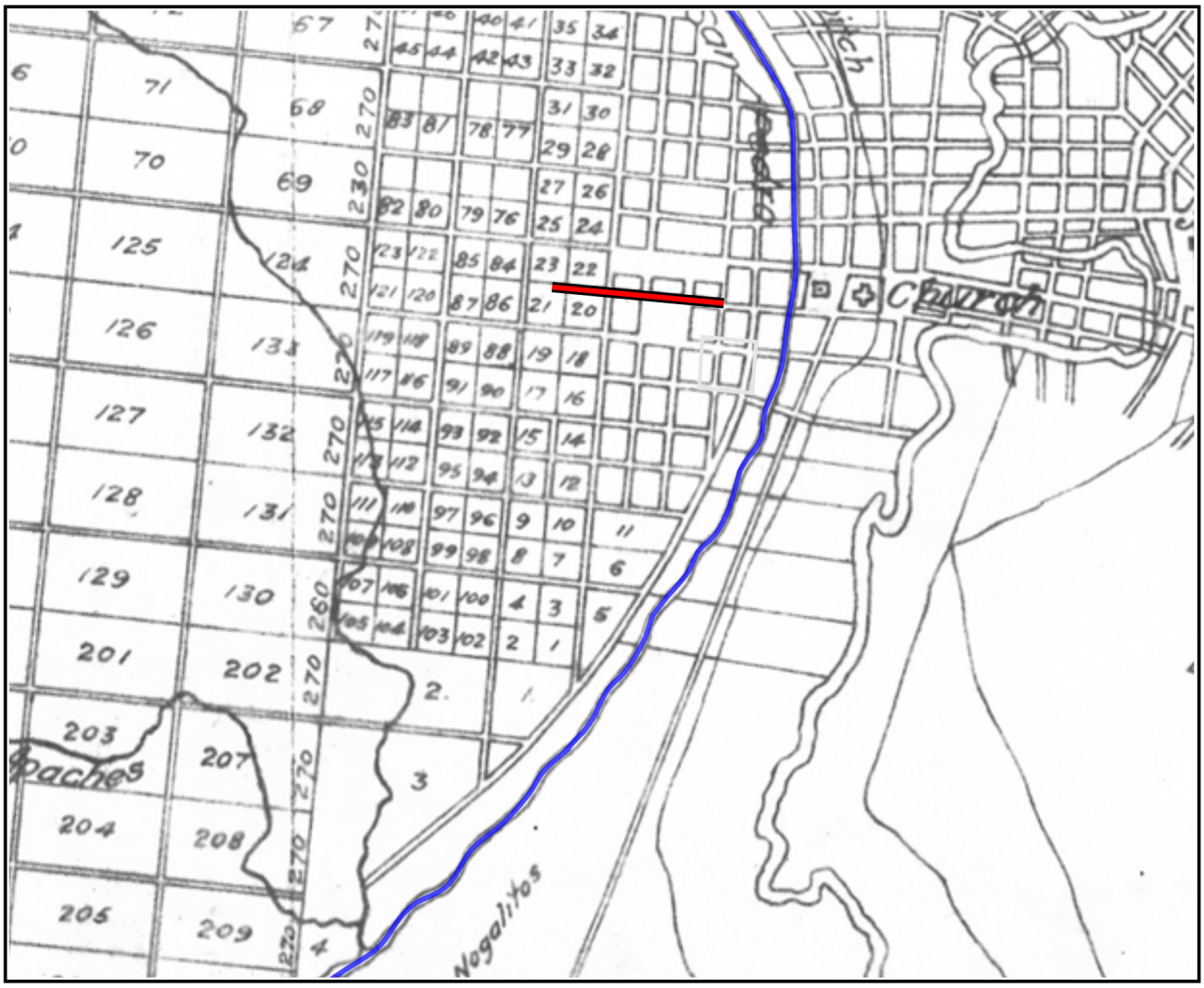

Figure 4-2. Image of Giraud's Survey Map of 1852 showing the plats surrounding the project area (in red), as well as San Pedro Creek (in blue).

and because it was located near the juncture of Laredo and Presidio streets, it became the hub of the freighting industry in San Antonio (Knight 2006; Urbano 2009).

August Koch's Bird's Eye View of San Antonio 1873 shows modest to small homes belonging to primarily German, French, Italian, and Mexican immigrants who had begun to settle the area (Figure 4-3; Bobbitt 1981; Guerra 1988; Labadie 1987). During this time, the area is sparsely settled, while to the east it was relatively denser. A little more than a decade later, Koch's Bird's Eye View of San Antonio 1886 shows increasing development in the project area and environs (Figure 4-4). It shows Santa Rosa Infirmary that was built by the Sisters of the Incarnate Word around 1875 and Milam Park that was constructed in 1885 (Heusinger 1951). Both properties were built on the former Catholic and City cemeteries, respectively. In 1881, the second rail line, the I&GN Railroad, came to San Antonio (Heusinger 1951). Its station and depot was located two blocks northwest of the project area. The station served as the impetus of commercial growth in the area. The westbound trolley line is shown traveling on Buena Vista Street with the line passing the station and continuing further to the west. The trolley system would foster residential growth outside the city's urban core (Watson 1982). The Alazán Ditch was operating by 1874 (Cox 2005). It is located just to the east of the project area on Frio Street. The ditch was designed to provide water for approximately 6,000 acres west of San Pedro Creek, although it failed to meet that expectation (Cox 2005).

The Early to Mid-Twentieth Century

The area surrounding the project area was at its peak of economic development and prosperity in the early twentieth century fostered by the market and the railroad (Freeman 1972; Labadie 1987). In 1898, the city council submitted a design competition for a new city market (Freeman 1972). They selected Alfred Giles' design of a two-story brick building decorated with a cupola and spire (Figure 4-5; Jennings 1992).

Figure 4-6 is a composite of Sanborn maps from 1911 and 1912 and shows development of the area adjacent to the project area. The location of the Market House (Figure 4-6:1). Secondary businesses, such as wholesale markets,

Figure 4-3. Koch's Bird's Eye of San Antonio of 1873 view to the southwest. The west portion of the project area is shown in red.

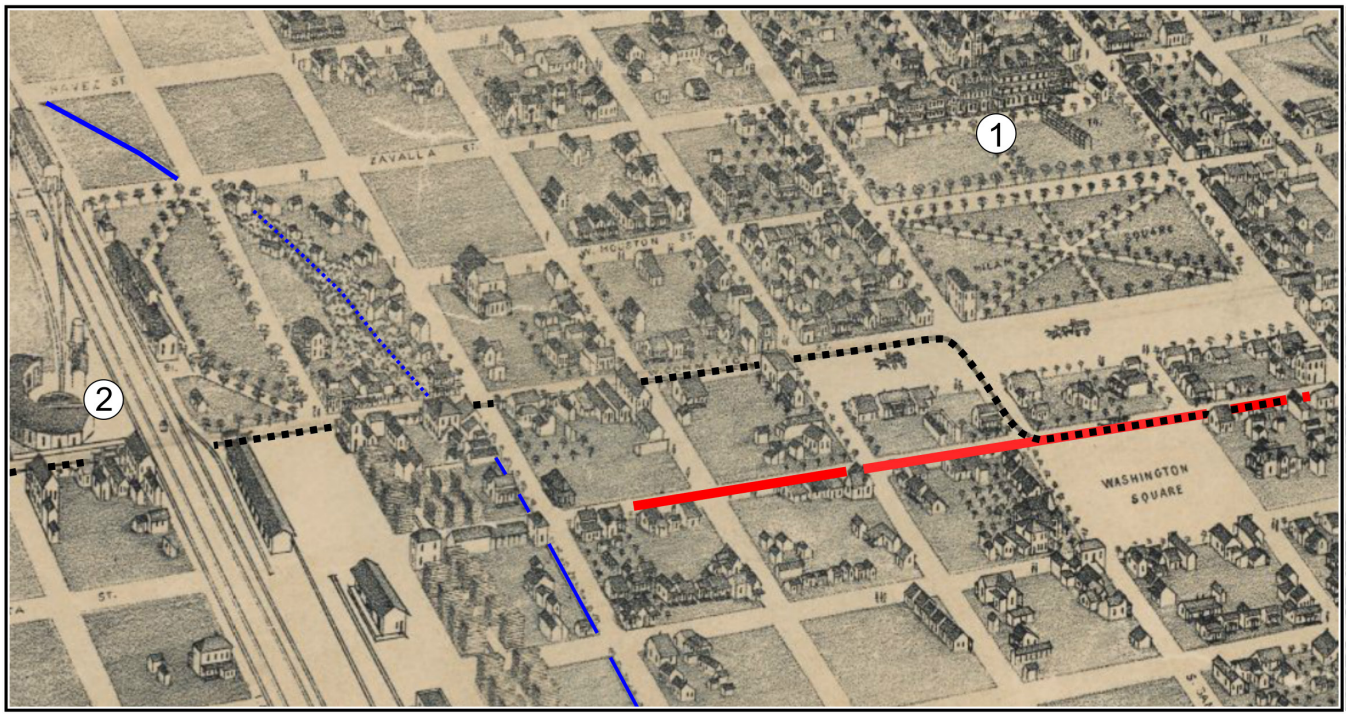

Figure 4-4. Koch's Bird's Eye of San Antonio 1886 with the view to the northeast showing development in the area surrounding the project area (in red), the Alazán Ditch (in blue) and the city trolley system (black dashed lines). This image shows 1) Santa Rosa Infirmary north of the project area and 2) the I&GN Depot to the west.

warehouses, restaurants, hotels, and delivery services, surrounded the Market House and the street south of the Market Place, which became known as "Produce Row." In 1907, I&GN Railroad (Figure 4-6, 2a) built a new depot designed by Harvey L. Page (Heusinger 1951:57). It was based on a Greek-cross plan with mission-style parapets and a central dome ceiling topped by a roof lantern (San Antonio Downtown Resources Survey [SARDS] 1981). Across the street to the east, Atlee Ayres designed the three story I&GN Hotel built in 1909 (Figure 4-6, 2b; COSA-OHP 2020). Businesses near the rail depot included the Beitel Lumber Company (Figure 4-6, 3) and Ed Steves and Sons Lumber Yard (Figure 4-6, 4) that were just west of the project area. Additional business surrounding the train facility included hotels, warehouses, and small- to medium-sized factories. Public buildings including the Santa Rosa Infirmary (Figure 4-6, 5), San Antonio Gas and Electric Company (Figure 4-6, 6), a firehouse, numerous churches, fraternal halls, and schools are also shown nearby.

By the late nineteenth century, a de facto red-light district, known as the "Sporting District" was formed of approximately ten blocks south of Buena Vista Street (Cain 2020). By 1912, the *Blue Book*, a visitor's guide to the district (Anonymous 1912) listed the names and addresses of prostitutes, as well as gambling dens, and cockfighting pits found in the area. These businesses were tolerated to some degree but were subject to closure due to their quasi-legal status (Cain 2020). As shown in Sanborn maps of the period (Figure 4-6), the so-called district was not exclusive to those business and contained within it residences, shops, churches, and schools.

The early twentieth century witnessed increased immigration from Mexico, which fostered sustained population growth in and around the project area (Garcia 1991). The first wave of immigration beginning circa 1900 was a result of political/religious persecution targeting the Mexican elite and middle class (Garcia 1991:35). A second wave beginning in 1920 was composed of laborers seeking opportunities created by the need for agricultural and industrial labor in the United States (Garcia 1991:36). Both groups of immigrants settled in and around the City Market House area creating small businesses catering to the market and the railroad. In addition, a large number of Chinese immigrants came to San Antonio from Mexico in 1917 to escape persecution for their role in assisting the U.S. Army during the Punitive Expedition (Rhoads 2020). They settled in the project area creating businesses, such as restaurants and grocery stores, focused on the market's clientele (Freeman 1972).

In 1923, an annex to the Market House was built on the lot to the east of it. Leo Dielhman designed it in the Spanish Colonial Revival style with arcaded passageways on the north and south sides (Gravenhorst 2017:27, 28; SADRS 1981a). By the late 1920s, the Giles-designed Market House was considered out-of-date (Freeman 1972:9). In 1933, the city

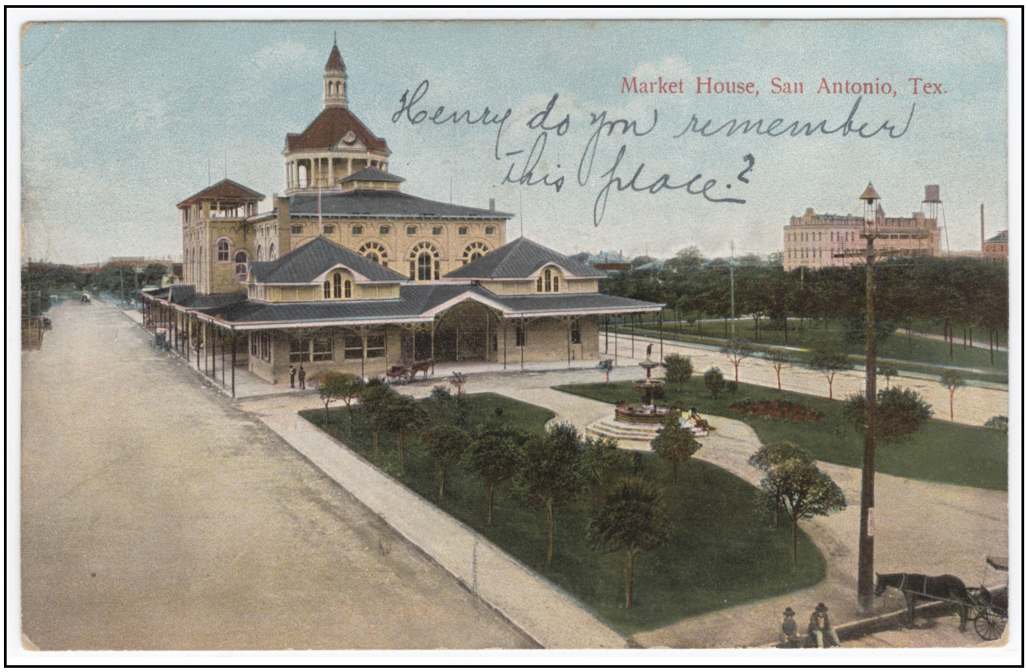

Figure 4-5. Postcard showing the Market House in the early twentieth-century view to northwest (Portal to Texas History 2020).

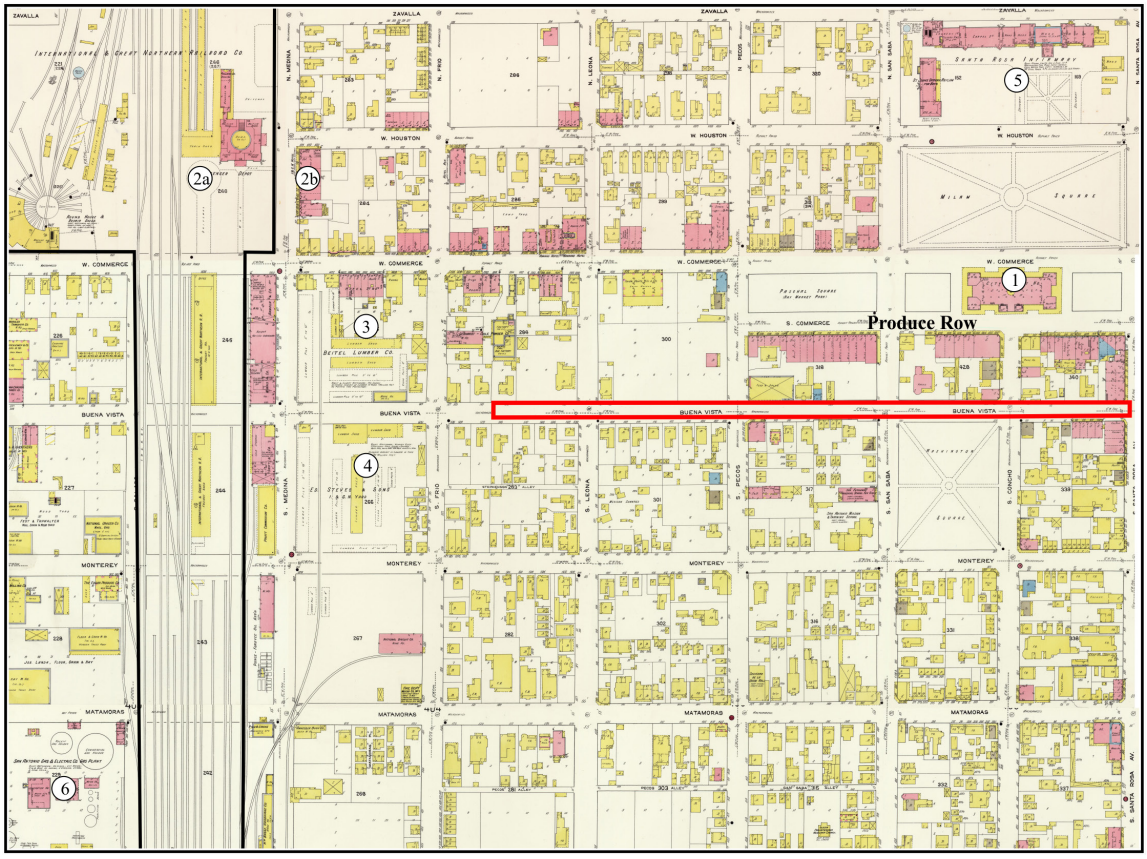

Figure 4-6. Sanborn map of 1911/1912 showing the project area (in red) and businesses important to the development of the district. It includes 1) the Market House, "Produce Row," 2a) the I&GN Rail Depot and 2b) hotel, 3) the Beitel Lumber Yard, 4) the Ed Steves and Sons Lumber Yard, 5) Santa Rosa Infirmary, and 6) San Antonio Gas and Electric Company.

authorized the construction of a new market house through the National Industrial Recovery Act (Freeman 1972:9). It was a stucco and brick building designed in the Mission Revival style with a tiled gabled roof and turrets on both ends of the roof (Figure 4-7; SADRS 1981b). It was open on both ends to accommodate the growing market based on the use of produce trucks (Freeman 1972:9). It replaced the Giles-designed facility by 1938.

The Late Twentieth Century

In 1951, the downtown market was eclipsed by the recently constructed 2.5 million dollar, 35-acre facility known as the Produce Terminal Market. It was built on the city's west side on S. Zarzamora Street. A newspaper advertisement (*SAE* 1951:32) describes the benefits of the new market's capacity to hold over 600 produce trucks that were permitted to enter and leave the facility at any time, as well as the lack of busy city streets. Although the downtown Market House remained open until the mid-1960s, many vendors left in favor of the modern and larger facility to sell their produce to buyers from the new grocery chains (Freeman 1972; Gravenhorst 2017).

In addition to the opening of the Produce Terminal Market, other events led to the decline of the project area. In the late 1950s, the interstate highway system was constructed through the project area displacing businesses and homeowners. It created a concrete division, as well as symbolic divide,between downtown San Antonio and the west side. In the mid-1960s, urban renewal programs directly impacted the project area. The Vista Verde project was implemented for the area of Buena Vista Street west of Pecos Street (Bobbitt 1981; Labadie 1987). While the Rosa Verde and the Central West Area Urban projects effected the area north and south of Dolorosa Street, respectively (Freeman and Pfeiffer 2010). The three projects initiated the demolition and clearing of entire city blocks as shown in Figure 4-8. Finally, in 1970, the former I&GN Depot was closed adding to the unemployment rate within the project area (Werner 2017).

Figure 4-7. The new Market House constructed in 1938. The photo is circa 1960s (UTSA General Photograph Collection).

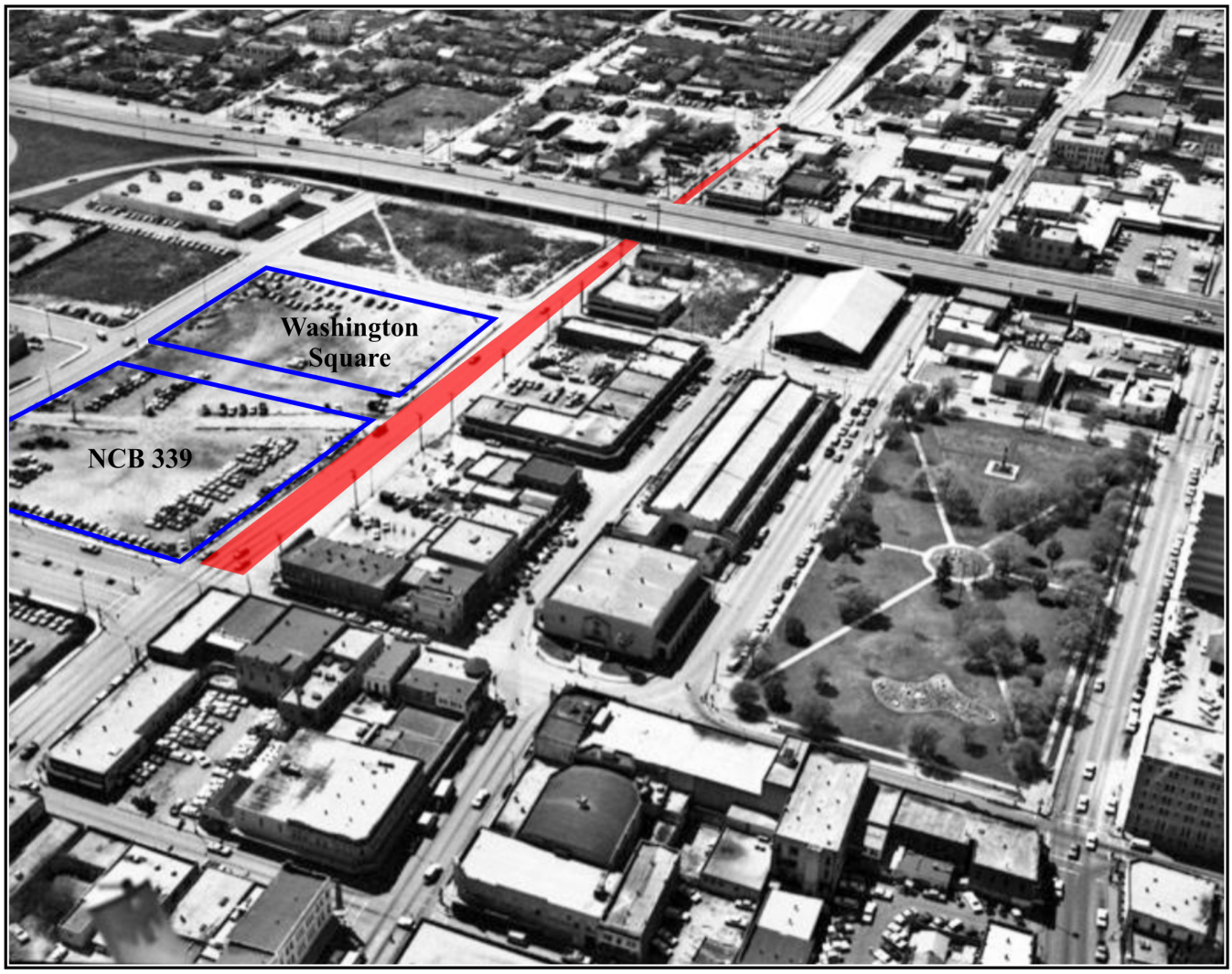

Figure 4-8. Aerial view to the southwest of the project area (in red). The image dates to 1968. It shows the demolition of Washington Square and NCB 339 (both in blue), as well as the closure of Concho Street between those two blocks as a result of urban planning (UTSA-Ray Howell Photograph Collection).

However, the decline began to reverse in the late 1960s and early 1970s with the funding of a study to rehabilitate the market and surrounding area (Freeman 1972; Guerra 1988). Funds were created to consolidate the three Produce Row blocks creating what would become Historic Market Square (shown in Figure 1-1). Funds for the renovation resulted in the area being closed to traffic and the conversion of the Market House into a tourist destination. Mi Tierra Café y Panderia, established in 1951 on Produce Row by Pedro and Cruz Cortez, has served as an anchor institution along with other La Familia Cortez restaurants (Mi Tierra 2020). The surrounding buildings of Produce Row were rehabilitated into shops and restaurants. The former Market Annex is now a COSA-run art museum gallery called the Centro des Artes. On the west side of Pan Am Expressway, the short-lived Fiesta Plaza Mall was created to serve as an incubator for economic development and as a shopping mall for tourists in 1984 (Hayden 2011). It was located on the south side block of the project area between Frio and Pecos streets. However, it failed to generate economic growth, and in 1997, the land was donated to UTSA for the construction of its Downtown Campus (Hayden 2011).

Archaeological Sites and Past Archaeological Projects

Prior to and at the conclusion of the project, CAR performed a review of the cultural resources located with one kilometer of the center of the BV Corridor project area. CAR consulted multiple databases including the restricted online Texas Archeological Sites Atlas and the National Register of Historic Properties (THCa 2020; NRHP 2020). There are close to one hundred archaeological sites within 1 km (0.62 mi.) of the project area. Because there are so many sites, archaeological projects, and sites relevant to the project area and this investigation are discussed in more detail (Table 3-1).

Table 4-1. Archaeological Sites within a Two-Block Radius of the Project Area

Site	Description	NRHP Eligibility	Project
41BX302	Jose Antonio Navarro House, 19th c. structure	eligible	Texas Parks and Wildlife
41BX600	Ed Steves and Sons, late 19th and early 20th c. structures	not eligible	Vista Verde
41BX601	Steves Lumber Yard, several remaining structures ca. 1907-1913 brick, reinforced concrete	not eligible	Vista Verde
41BX611	Peter Marx House, late 19th c. structure, (relocated)	eligible	Vista Verde
41BX612	Callaghan/Navarro House, late 19th c. structure, (relocated)	eligible	Vista Verde
41BX613	Navarro/Leal House, settlement style 19th c. structure (destroyed)	eligible	Vista Verde
41BX620	Alazan Ditch, late 19th c. irrigation channel	eligible	Vista Verde
41BX2092	Late 19th/early 20th c. midden	not eligible	Cattleman Square
41BX2194	Schoenert's Bakery Foundations	not eligible	Frio Street Monitoring
41BX2195	Pettus Commercial Shops Foundations	not eligible	Frio Street Monitoring
41BX2196	A. Androlli's Residence and Saloon Foundations	not eligible	Frio Street Monitoring
41BX2197	Gebhardt Chili Warehouse	undetermined	Frio Street Monitoring
41BX2198	Hotel Rex Foundations	not eligible	Frio Street Monitoring

CAR also consulted the COSA-OHP's interactive map called Explorer that provides the location of areas and resources that are specific to San Antonio's history (COSA-OHP 2020). The Cattleman Historic District is to the north and west of the project area. The district was designated in 1985 and includes the I&GN Depot and the I&GN Hotel. Both structures are listed on the NRHP under criteria A (historic events) and C (artistic design).

Five projects have conducted near the project area that are relevant by proximity and/or historical association to this investigation. These projects are the Vista Verde project (Labadie 1987), the Federal Courthouse (Freeman and Pfeiffer 2010; Green et al. 2014; Green 2018), the San Antonio Public Safety monitoring (Tomka et al. 2014), the S. Frio Street Utility Improvements (Thomas and McKenzie 2019), and the S. Frio VIA facility (Griffith et al. 2015).

The Vista Verde project was conducted as part of an urban renewal project that focused on the 31-city block area (150 acres) south of Buena Vista Street in the early 1980s. The project is immediately south of the eastern portion of the project area. CAR documented historic structures and conducted limited testing in conjunction with a historical architectural study (Bobbitt 1981; Labadie 1987). CAR recommended 21 sites eligible for nomination to the NRHP (Labadie 1987:23). However, a lapse of coordination resulted in the destruction of 10 of those properties (Labadie 1987:23). A portion of the UTSA Downtown Campus is located on NCB 301. The lot contains 41BX601, 41BX604, 41BX611, 41BX612, and 41BX613. Labadie (1987:38) describes four archaeological sites immediately to the south of the project area on Buena Vista and Pecos streets. All the sites are domicile structures with two dating to the mid-nineteenth century and the other two dating to the late nineteenth and early twentieth century. All the structures had been destroyed or removed by the time of the archaeological survey. Labadie reports artifacts dating to the early to mid-twentieth-century ceramics, bottlenecks, and construction debris were observed on the surface.

In 2010, Geo-Marine Inc. conducted an archival study of an area one block to the southeast of the current project area (Freeman and Pfeiffer 2010). The study was undertaken to determine the potential for intact archaeological deposits associated with the development of a new federal courthouse. This study is applicable because of its proximity to the current study, as well as, it presents a comprehensive study of that portion of the colonial Barrio de Laredito and nineteenth/ twentieth century land use of the area. Freeman and Pfeiffer (2010) summarized that urban renewal led to the demolition of all historic-aged buildings within the three-block project area. Subsequent construction of the San Antonio Police Department Headquarters and facilities within the project area contributed to the impact to below the surface archaeological deposits. Freeman and Pfeiffer (2010) suggested that monitoring was necessary during ground-disturbing activities.

Green and colleagues (2014) monitored the demolition of the former SAPD headquarters and facilities in 2012 and 2013. They reported disturbed contexts associated with early and mid-twentieth century infrastructure construction. In 2018, Cox/McClain Environmental Consulting, Inc. excavated 42 trenches within a three-acre footprint of the courthouse project area (Green 2018). During that investigation, Cox/McClain recorded 41BX2251, a trash pit dating between 1830 and 1850. In addition to the site, Cox/McClain recorded unknown number of ceramics, glass, and metal artifacts. Green (2018) states the artifacts were generally out of context with examples of Spanish Colonial ceramics and late nineteenth-century artifacts commingled. They also noted a small assemblage of prehistoric artifacts including a Late Paleo Indian St. Mary's point.

In 2011, CAR monitored the grading for the new Public Safety Administration Building just to the west of the planned federal courthouse (Tomka et al. 2014). It is one block south of the project area. CAR identified several foundations belonging to late nineteenth-century buildings. In addition, CAR discovered and excavated a privy dating from the late 1880s to the 1920s. None of these features were designated an archaeological site.

In 2017, CAR conducted archaeological monitoring associated with upgrades of utilities on S. Frio Street (Thomas and McKenzie 2019). Sixteen archaeological features were recorded with four of those features associated with the Alazán Ditch (41BX620). The other 12 features are associated with five new archaeological sites: 41BX2194 (Schoenert's Bakery), 41BX2195 (Pettus Commercial Shops), 41BX2196 (Androlli's Saloon and Residence), 41BX2197 (Gebhardt Chili Powder Company and Warehouse), and 41BX2198 (Hotel Rex). They are located approximately one block to the west of the project area. These sites are associated with the commercial development in the late nineteenth and early twentieth century of the project area.

A project (Griffith et al. 2015) associated with the creation of the S. Frio VIA facility revealed the location of the 41BX2074. It consisted of nine features including two possible privies, brick pier remnants, a trash pit, and a buried artifact scatter. These features and associated artifacts of glass and faunal bone date between the late 1880s to the mid-twentieth century. The site is not eligible for listing to the NRHP or as a SAL due to the lack of site integrity.

Summary

The project area embodies the late nineteenth- and early twentieth-century economic growth of San Antonio. This period included the development of a commercial zone centered on the market place and the rail depot to the north and west of the project area. Secondary businesses grew to service and be served by these two entities in the project area. The project area also became the home of immigrants, primarily of Mexican and Chinese descent who then established businesses to serve that community. However, by the early 1960s, the area was viewed as impoverished and in need of rehabilitation under urban renewal programs. The area was greatly affected by these programs with all but the former city market and Produce Row buildings escaping demolition. Past and recent archaeological projects including this current one have begun to uncover some of that history.

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Chapter 5: Field and Laboratory Methods

This chapter outlines field and laboratory methods that CAR developed to investigate the BV Corridor. It includes the definition of what constitutes a site, as well as SAL and NRHP eligibility requirements. No artifacts were collected during the project; therefore, curation information focuses on the final deposition of records generated by the project. The chapter concludes with a brief review of reporting requirements to complete the permit.

Field Methods

The project area is located in an urban environment that has been impacted by construction of utilities, sidewalks, streets, and a major expressway. CAR coordinated with COSA-TCI and the construction supervisor when excavations below the impact zone of this previous work were planned. An archaeologist monitored multiple below-fill grade excavations consisting of drilling and trenching along the BV Corridor for the installation of traffic and pedestrian infrastructure.

The archaeologist maintained a standard monitoring form containing descriptions of the activities. These observations were supported by digital data, including GPS locations and photographs. A lab-based GIS technician supported the project by creating a shapefile of the project area and by managing GPS data a collected by the monitor. The Project Archaeologist maintained a photographic log in addition to the daily monitoring forms. CAR consulted historic maps, including Sanborn maps and images of the project area, to help identify potential features and sites. No diagnostic artifacts were observed during monitoring.

Site Definition and Documentation

It was assumed that only historical archaeology would be encountered during monitoring due to lack of prehistoric sites in the area and the overwhelming number of historic sites found in the vicinity of the project area. A historic archaeological site was defined by the presence of a feature such as wall or other architectural feature, wells, middens, or civil infrastructure, such as a streetcar rail or *acequias* dating before 1950 (THC 2020b).

Two historic archaeological sites were identified during monitoring. The first appears to be a ditch or channel cut into caliche, and the second is a wall remnant dating to the early twentieth century. In both cases, CAR halted work in each area and notified the COSA City Archaeologist of the findings. CAR also initiated documentation of the feature at the same time. Standard archaeological documentation included the completion of a feature form, measured drawings, photographs, and in the case of the ditch, 3-dimensional documentation. An archaeological site form was completed for each new site and submitted to the THC, and the sites were assigned trinomials 41BX2345 and 41BX2346.

State Antiquities Landmark and National Register Eligibility Criteria

Upon defining an archaeological site, CAR made eligibility recommendations as to whether the site warrants protection and/or further study or no protection and/or study as determined by its eligibility as a SAL and/or its eligibility for inclusion to the NRHP. The THC and the City Archaeologist determined the SAL and NRHP eligibility of each site, and the determinations are recorded in this report.

Guidance for designation as a SAL is found in the Rules of Practice and Procedure for the Antiquities Code of Texas, Texas Administrative Code, Title 13, Part 2, Chapter 26, Subchapter C, Rule §26.10 for archaeological sites. It states that the archaeological site must meet one or more of the following criteria:

1) the site has the potential to contribute to a better understanding of the prehistory and/or history of Texas by the addition of new and important information;

2) the site's archeological deposits and the artifacts within the site are preserved and intact, thereby supporting the research potential or preservation interests of the site;

3) the site possesses unique or rare attributes concerning Texas prehistory and/or history;

4) the study of the site offers the opportunity to test theories and methods of preservation, thereby contributing to new scientific knowledge; and/or

5) there is a high likelihood that vandalism and relic collecting has occurred or could occur, and official landmark designation is needed to ensure maximum legal protection, or alternatively, further investigations are needed to mitigate the

effects of vandalism and relic collecting when the site cannot be protected.

The National Park Service (NPS) lists four criteria, A through D, to assess the eligibility of a historic property to the NRHP as required under Section 106 of the National Historic Preservation (NHPA) Act 1966, as amended. While there are no federal funds associated with the project, these criteria are:

A) properties that are associated with events that have made a significant contribution to the broad patterns of our history;

B) properties that are associated with the lives of persons significant in our past;

C) properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose component may lack individual distinction;

D) properties that have yielded, or may be likely to yield, information important to prehistory or history [36 CFR§60].

Laboratory Methods and Curation

Throughout the project, the analysis and organization of records and daily logs was ongoing. All records generated during the project were prepared in accordance with Federal Regulations 36 CFR Part 79 and THC requirements for State Held-in-Trust collections. Field forms were printed on acid-free paper and completed with pencil. All field notes, forms, and photographs were placed in labeled archival folders. Digital photographs were printed on acid-free paper and placed in archival-quality page protectors to prevent accidental smearing due to moisture. All project-related materials, including the final report, will be permanently stored at the CAR curation facility, under accession # 2278.

Reporting Requirements

CAR prepared a draft report of the investigations and provided documentation summarizing the activities and results of the project. The report included recommendations regarding the significance of any archaeological discoveries and suggestions for additional research. The CAR submitted the draft report to COSA-OHP and the THC for comments. The review comments were incorporated into the final document, which was printed and distributed to the COSA, THC, other state repositories, and libraries.

Chapter 6: Results of the Archaeological Investigation

CAR monitored the excavations for the installation of traffic and pedestrian infrastructure along four blocks associated with the BV Corridor project in downtown San Antonio. This chapter presents the results the archaeological investigation. The first section of this chapter discusses the archaeological monitoring of trenching, auger excavations, and pit excavations. The second section of the chapter describes the two new archaeological sites, 41BX2345 and 41BX2346, found within the BV Corridor project area. In addition to the site description, a short archival study for each is presented. The final section summarizes the project and provides SAL and NRHP eligibility recommendation for each site.

Backhoe Trenching

From July 11, 2019, through February 19, 2020, CAR monitored four trench excavations for the BV Corridor project (Figure 6-1). In chronological order, the first trench (1) was located on the north side of Buena Vista Street between S. Leona and S. Pecos streets for the installation of electrical conduits (Figure 6-2). The trench was 91 m (299 ft.) long, 40 cm (16 in.) wide, and 80 cm (31.4 in.) deep. The top 20 to 30 cm (7.8 to 11.8 in.) of the trench is construction fill with the remaining soil consistent with the Houston Black series of very dark (10YR 2/2) brown to black (10YR 2/1) silty clays. The trench revealed numerous utilities running north to south that serviced the former building(s) in the current UTSA parking lot. Fragments of red brick and non-diagnostic clear glass were observed in the trench backfill.

Trench 2 was excavated on the north side of Dolorosa Street under the Pan Am Expressway overpass to the Framers Market Building entrance on August 21 and September 9, 2019 (Figure 6-3, left). The trench was excavated to connect existing utilities from Buena Vista and Dolorosa streets. The trench were 37 m (121.3 ft.) long, 50 cm (19.6 in.) wide, and 30 cm (11.8 in.) deep. The trench matrix consisted of construction fill with the bottom 5 cm (1.9 in.) revealing a dark brown clay (Figure 6-3, right). No artifacts or features were observed in the profiles or backfill.

Trench 3 for a crossing walk signal was excavated on December 5, 2019, on the south portion of Buena Vista Street across from its intersection with S. Leona Street (Figure 6-4). The trench measured 3 m (9.8 ft.) long, 70 cm (27.5 in.) wide, and 1.82 m (5.9 ft.) deep. The trench contained asphalt to 60.9 cm (24 in.) below the grade followed by flowable fill. A cast iron pipe was found at 1.82 cm (5.9 ft.) deep. No artifacts or features were observed in the profiles or backfill.

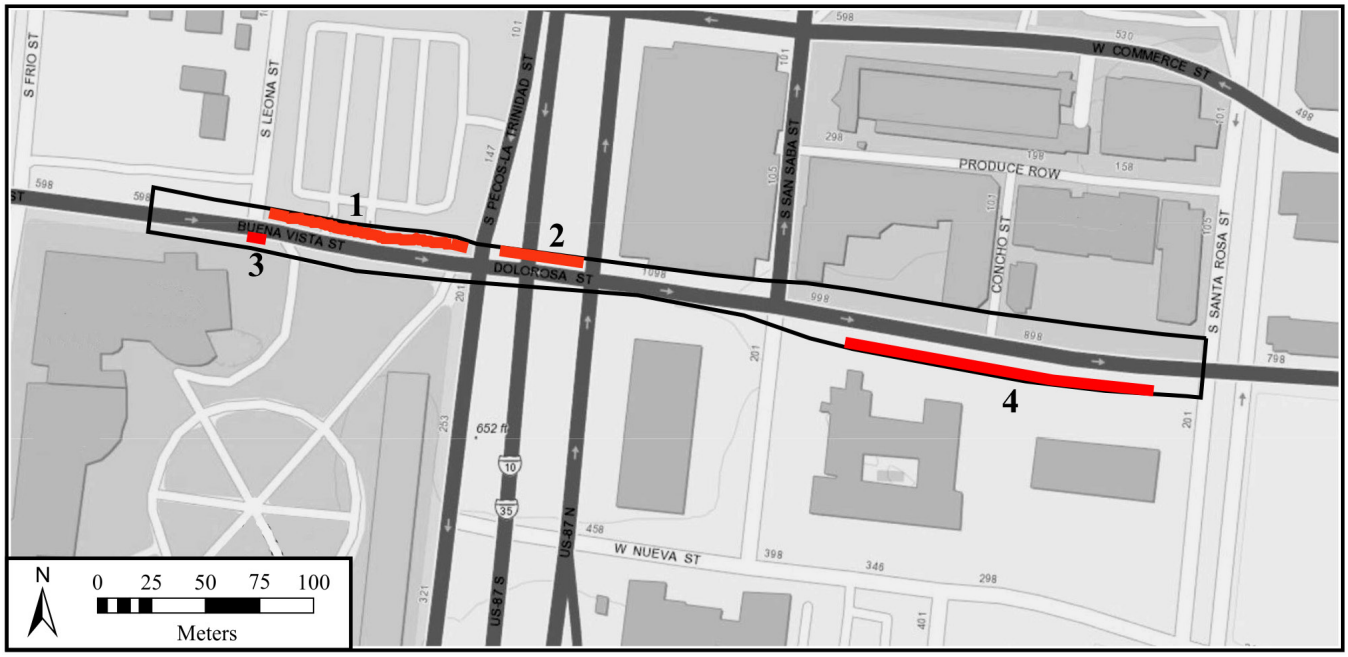

Figure 6-1. Trench locations excavated in the BV Corridor project. Trench numbers are keyed to date of excavation.

Figure 6-2. Trench 1 excavated on the north side of Buena Vista Street (left). Profile of the southern trench wall (right).

Figure 6-3. The image on the left shows the layout of the trench under the Pan Am Expressway. The image on the right shows the profile of the northern trench wall.

Trench 4 was excavated on February 19, 2020, on the south side of Dolorosa Street between San Saba and Santa Rosa streets for an irrigation line (Figure 6-5, left). The trench is 140 m (459.3 ft.) in long, 30 cm (11.8 in.) wide, and 30 cm (11.8 in.) deep. The top 25 cm (9.8 in.) of the trench consisted of construction fill and asphalt over a dark brown silty clay (Figure 6-5, right). No artifacts or features were observed in the profiles or backfill.

Auger Excavations

From August 6, 2019, through February 17, 2020, CAR monitored auger excavations along the north and south side of BV Corridor project. Fourteen auger holes were excavated for light poles, pedestrian signal poles, and traffic poles. Excavations ranged from 60 cm (23.6 in.) to 90 (35.4 in.) cm in width to a depth of 1.82 m (6 ft.) below the surface. Figure 6-6 shows the locations of the number of auger excavations grouped by the date and size. Table 6-1 is the key to the auger locations and summarizes attributes of the excavation (date, number of excavations, size, and findings). No artifacts or features were observed in any of the auger profiles.

Auger excavations in Areas 1 revealed past construction activities with construction fill and concrete. The auger location at S. Leona and Buena Vista streets contained rebar and unidentifiable metal at 1. 2 m (4 ft.) and concrete at 1.52 cm (5 ft.) below the surface (Figure 6-7). The auger excavation at Buena Vista and Pecos streets encountered concrete 60.96 cm (2 ft.) below the surface followed by soils. The final auger

Figure 6-4. Excavation of Trench 3 on the south side of Buena Vista and S. Leona streets (left). The right image shows the trench with asphalt and flowable fill over an existing cast iron pipe.

Figure 6-5. View to the west of the irrigation trench excavation with layout for planter boxes painted in white (left). Typical profile of irrigation wall view with construction fill to 25 cm (9.8 in.) below the grade followed by 5 cm (1.9 in.) of silty clay (right).

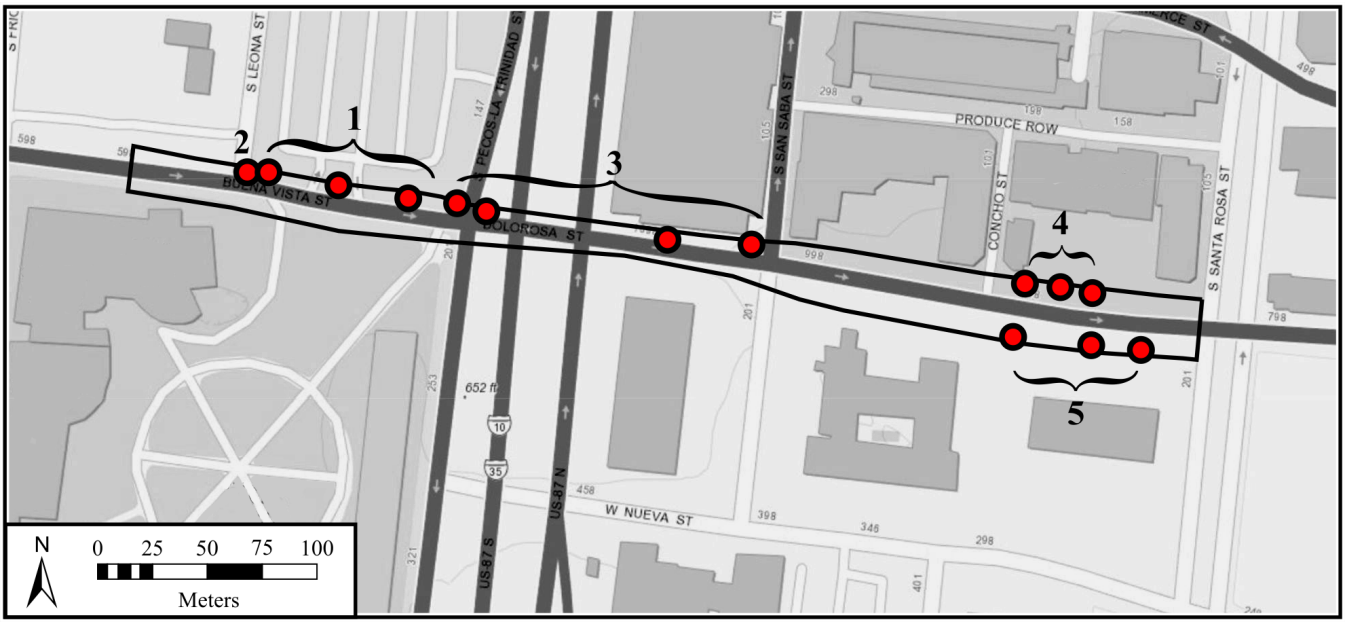

Figure 6-6. Locations of auger excavations along the Buena Vista Corridor.

Table 6-1. Auger Excavation Key to Figure 6-6 with Excavation Attributes

Key	Location	Date Excavated	Number of Excavations	Dimensions	Findings
1	north side of Buena Vista between S. Leona and S. Pecos	8/6/2019	3 auger holes	60 cm (2 ft.) wide by 182.8 cm (6 ft.) deep	None
2	north side of Buena Vista and S. Leona	9/11/2019	1 auger hole	60 cm (2 ft.) wide by 396 cm (13 ft.) deep	None
3	northwest corner of Dolorosa and Pecos, northeast corner of Buena Vista and S. Pecos, northwest corner of Dolorosa and S. San Saba, north side of Dolorosa in front Market Square Building	9/18/2019	4 auger holes	60 cm (2 ft.) wide by 182.8 cm (6 ft.) deep	None
4	north side of Dolorosa in front of Mi Tierra complex	12/3/2019	3 auger holes	60 cm (2 ft.) wide by 182.8 cm (6 ft.) deep	None
5	south side Dolorosa between San Saba and Santa Rosa	2/17/2020	3 auger holes	90 cm (35.4 in.) wide by 182.8 cm (6 ft.) deep	None

excavation revealed a dark clay over a light brown clay. No soil depths were given for this auger excavation.

The Area 2 auger excavation was the deepest at 3.96 m (13.1 ft.) below the grade. Approximately 1 m (3.2 ft.) was excavated prior to the arrival of the monitor. No soil description was given with the exception that the auger encountered clay by 3.65 m (12 ft.) below the grade. Photographs of the excavation shows what appears to be construction fill with the spoil pile showing a light brown soil with gravels (Figure 6-8).

Auger excavation in Area 3 primarily consisted of construction fill. However, the auger location at Buena Vista and Pecos streets is described as sterile clay. Area 4 auger excavations contained construction fill over a dark brown clay. No soil depths were given. Area 5 soils were consistent with construction fill to 20 cm (7.8 in.) below the grade followed by brown silty clay with gravels and calcium carbonates 20 to 100 cm (7.8 to 39.3 in.) terminating with light brownish gray sandy clay (Figure 6-9).

Pit Excavations

From February 24 through February 28, 2020, CAR monitored pit excavations along the south and north side of Dolorosa Street for planter boxes (Figure 6-10). The 13 pits were 4.8 m (16 ft.) long, 1.2 m (4 ft.) wide, and 0.9 m (3 ft.) deep (Figure 6-11). A second deeper and smaller pit was excavated along the wall of each pit for drainage. This second pit was 1.52 m (5 ft.) long, 60 cm (23.6 in.) wide, and 91.4 cm (3 ft.) deep. Figure 6-12 shows the typical profile observed when the pit was not disturbed by previous construction. The upper 20 to 30 cm (7.8 to 11.8 in.) below the surface consisted of construction over a dark brown to very dark brown silty approximately 60 to 90 cm (23.6 to 35.4 in.) in depth over a light grayish brown caliche.

While the majority of pits contained relatively intact deposits, several revealed past disturbances associated with construction or demolition of the project area. In Pit 5, a large amount of the fill contained asphalt and concrete fragments. Based on its location, it is appears to be the remnants of Concho Street before it was closed. A cast iron water pipe was also found in Pit 5. A T-shaped concrete feature was found in Pit 6. It is also associated with Concho Street based on its location. Large tree roots were found in Pit 13.

Two historic archaeological features were discovered during pit excavation that were later defined as archaeological sites. The first feature was found in Pit 3 and appears to be a water channel or ditch. The second feature was found in Pit 10 and is a foundation remnant constructed of brick.

New Archaeological Sites

CAR archaeologists identified two new archaeological sites, 41BX2345 and 41BX2346, within the BV Corridor project area. This section describes those findings and

Figure 6-7. Auger excavation at S. Leona and Buena Vista streets (left). The image of the right shows concrete at 152.4 cm (5 ft.) below the surface.

Figure 6-8. Excavation of the auger in Area 2 showing spoil pile.

Figure 6-9. Image on the right shows location of Area 5 view to the southeast. Profile view of auger in Area 5.

Redacted Image

Figure 6-10. Location of pit excavation on Dolorosa Street.

Figure 6-11. Typical pit excavation with deeper drainage pit against the wall and soil profile.

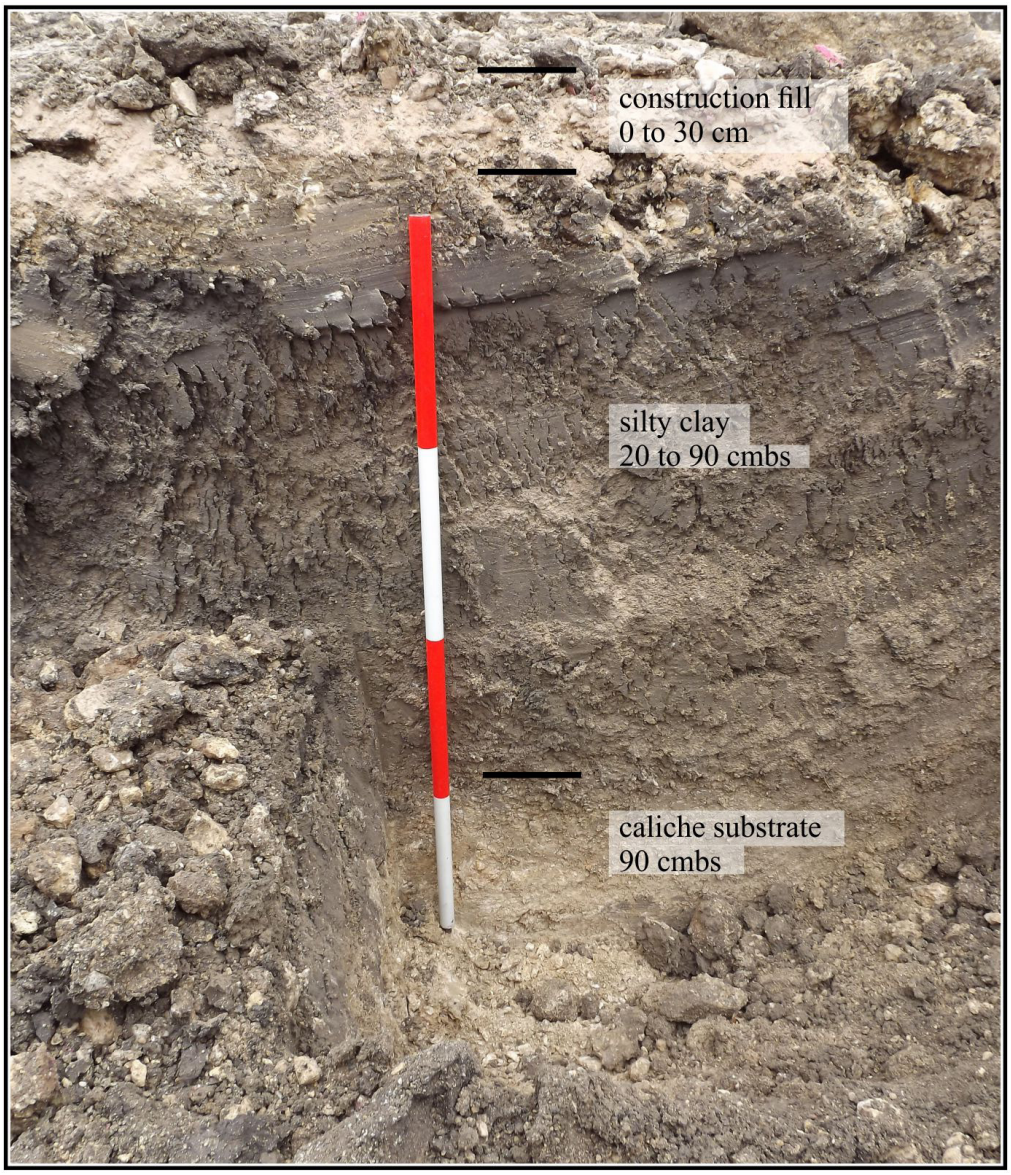

Figure 6-12. Typical soil profile observed during pit excavation.

includes archival research, including lot history to provide background and context for the sites identified during the project. The information provided for NCB 370 corresponds with the water channel identified within site 41BX2345. While the information provided for NCB 339 corresponds to the foundation identified as site 41BX2346. The section concludes with a discussion of their eligibility for listing as SALs and their inclusion for listing to the NRHP.

Site 41BX2345

Site 41BX2345 was discovered during excavation of Pit 3 and appears to be a cut into the caliche substrate suggesting a possible water channel or ditch. The location was recorded with a Trimble GPS. It was documented with notes, profiles drawn to scale and documented with digital photographs. The digital photographs were later used to create a 3-dimensional model of the ditch using Agisoft software (Figure 6-13). It was given site trinomial 41BX2345. The site measure approximately 78.5 m^2 (257.5 $ft.^2$) in area.

The base of the feature is approximately 95 cm (37.4 in.) below the grade and 1.9 m (6.6 ft.) in length east to west. The north profile shows a 26 to 27 cm (10.3 to 10.6 in.) cut into a caliche substrate on the west end of the profile. The western portion of the north profile is very distinct and contains two angular rocks that line the cut (Figure 6-14). The east portion of the profile feature is distinct with a near vertical

cut approximately 35 cm (13.7 in.) in depth. The south profile of the feature is not as well defined as the north profile, but it appears to have similar dimensions as the north profile (Figure 6-15).

History of NCB 370

Site 41BX2345 is located in the near center on what was formally identified as Washington Square (NCB 370). A review of the Stewart Title Collection indicates the lot was a public space since its platting circa 1848. Two NCBs, 428 and 331, are directly north and south of the Washington Square, respectively. NCB 428 was sold to F. Guilbeau in 1850 and S. Lytle in 1853 (STC NCB 428). The eight lots comprising NCB 331 were sold between 1850 and 1851 to G. Cupples, G. Herman, J. Poinsard, and J. Devine (STC NCB 331). An online review of the Bexar County public records beginning with these first transactions to 1877 found no mention of an irrigation ditch feature associated with either of these properties.

The first image of Washington Square is Koch's Bird Eye View of San Antonio of 1873 (Figure 6-16). It shows what is interpreted as an open field with a couple houses on the two lots directly to the north and south of it. The image does not show any irrigation feature or surrounding vegetation or agricultural fields to suggest one. Washington Square remained an open plaza utilized for public activities such as when the circus came to town in 1882 (*San Antonio Evening Light* 1882:4). By 1904, Washington Square had been reconfigured and contained a central circular sidewalk with sidewalks radiating from it to the corners of the lot.

During the 1930s, the City allowed individual fruit and produce stands to be placed on Washington Square (Freeman 1972; Gravenhorst 2017). In 1949, the City replaced these ad hoc produce stands with concrete stands to house the produce vendors (Figure 6-9, left; Freeman 1972; Gravenhorst 2017). Unfortunately, the Washington Square market stands coincided with the opening of the Produce Terminal Market in 1950. As a result, it suffered from a limited number of vendors as well as the reduction of buyers. The Central West Area Urban Renewal Plan demolished all facilities located on Washington Square by 1965 (Figure 6-17, right).

Site 41BX2345 Recommendations

Site 41BX2345 appears to be a rock-lined cut into subsurface caliche possibly a water channel or ditch based on the limited exposure of that feature. No artifacts were associated with the channel. Archival research failed to find any documentation of the ditch, and the time frame of the ditch is unknown. Given the limited exposure and in conjunction with COSA and THC archaeologists, it is more than prudent to designate it as a

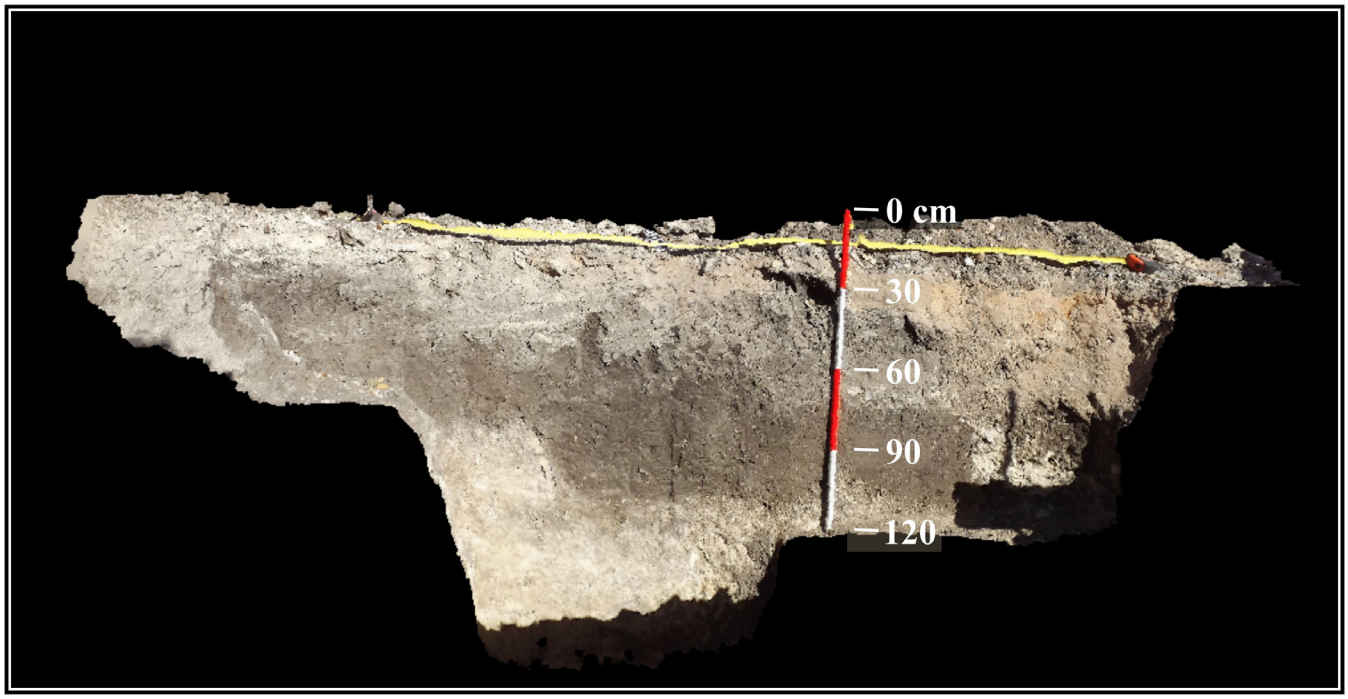

Figure 6-13. North profile of 41BX2345, a possible channel created from 3-dimensional model.

Figure 6-14. Detail of the east portion of the north profile highlight the stones.

Figure 6-15. South profile of 41BX2345.

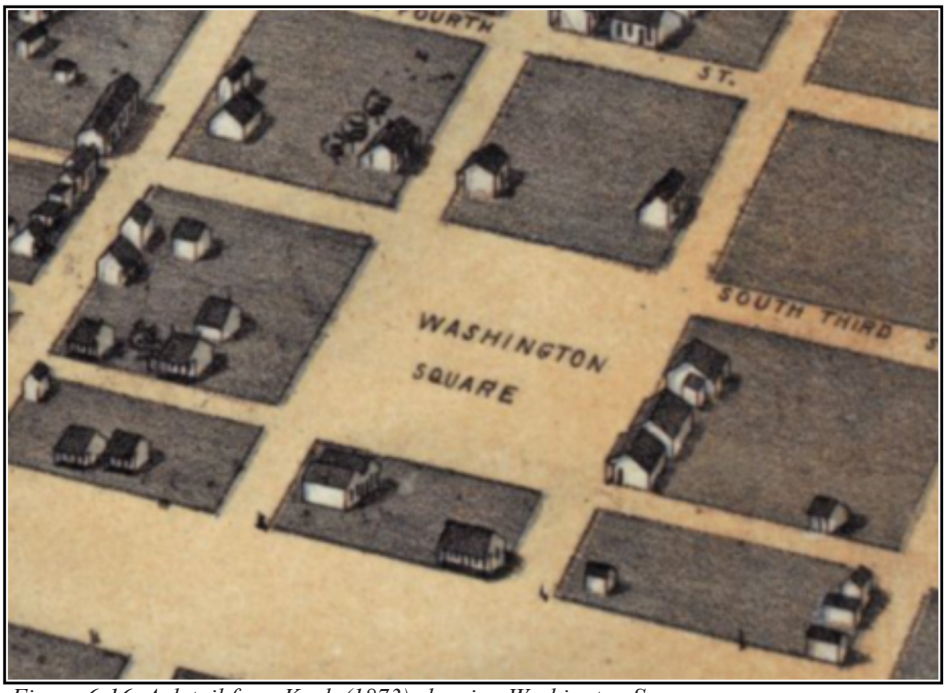

Figure 6-16. A detail from Koch (1873) showing Washington Square.

site. However, CAR recommends that there is insufficient information concerning 41BX2345 to make a determination concerning its status as a SAL or its eligibility to the NRHP. The water channel was covered in permeable fabric and backfilled with gravels.

Site 41BX2346

Feature 2 was discovered during excavation of Pit 10. It was recorded with a Trimble GPS and documented with digital photographs. It is located on the southeastern edge of the project area. The feature is a foundation remnant consisting of four courses of cemented tan brick on a concrete foundation. It measures 75 cm (29.5 in.) in height with 30 cm (11.8 in.) consisting of the concrete foundation and 60 cm (23.6 in.) in width (Figures 6-18 and 6-19). The exposed length is 1.30 m (4.2 ft.) with the foundation continuing into the north and south profiles. It was given site trinomial 41BX2346. The site measure approximately 78.5 m^2 (257.5 $ft.^2$) in area.

History of NCB 339

The foundation remnant is located in what was formally identified as Block 1 of NCB 339, the current NCB 13417. The City sold NCB 339 Lot 1 to William Crump, a captain in the Texas Rangers in 1851 (Bexar County Deed Records [BCDR] 1851:I2:336; Ivey 2010:72). The deed describes two lots, "Lots No. 1 and 3 First South range situated on East and South Second Streets," sold for the sum of $61.98. These two lots form the northern portion of what becomes NCB 339. Crump then sold Lot 1 to John James and James Sweet in 1852 (BCDR 1852:K2:305-06). The firm of James and Sweet were major land developers during this period (Strong 2019).

In 1865, James sold the property, after he attained sole title to it, to Vicente Hernandez (BCDR 1865:T1:423-24). The deed states that Hernandez was already living on the property. Koch's Bird's Eye View of San Antonio of 1873 shows a modest dwelling near the corner of East and S. Second streets (Figure 6-20). At this time, the house would have belonged to Hernandez. The image shows a scatter of dwellings west of East Street, while on the east side of the street is more densely populated.

The lot is sold to Isidoro Flores in 1887 (BCDR 1887:57:226-28). The 1880 U.S. census identified Flores as a 51-year-old, widowed farmer with four children (U.S. Census 1880). The oldest son at 22 years of age is José (U.S. Census 1880). The 1886 Koch Bird's Eye View and the 1888 Sanborn map shows that Flores had expanded the single-room dwelling to a multi-room dwelling (Figure 6-21). The building portion fronting S. East Street is numbered as 201 and listed as a grocery. The San Antonio City Directory (1890-91) lists the address of 201 S. East Street as "J. Flores Groceries and Saloon" (Figure 6-22). This is the same José who is the son of Isidoro (BCDR 1900:193:139-40).

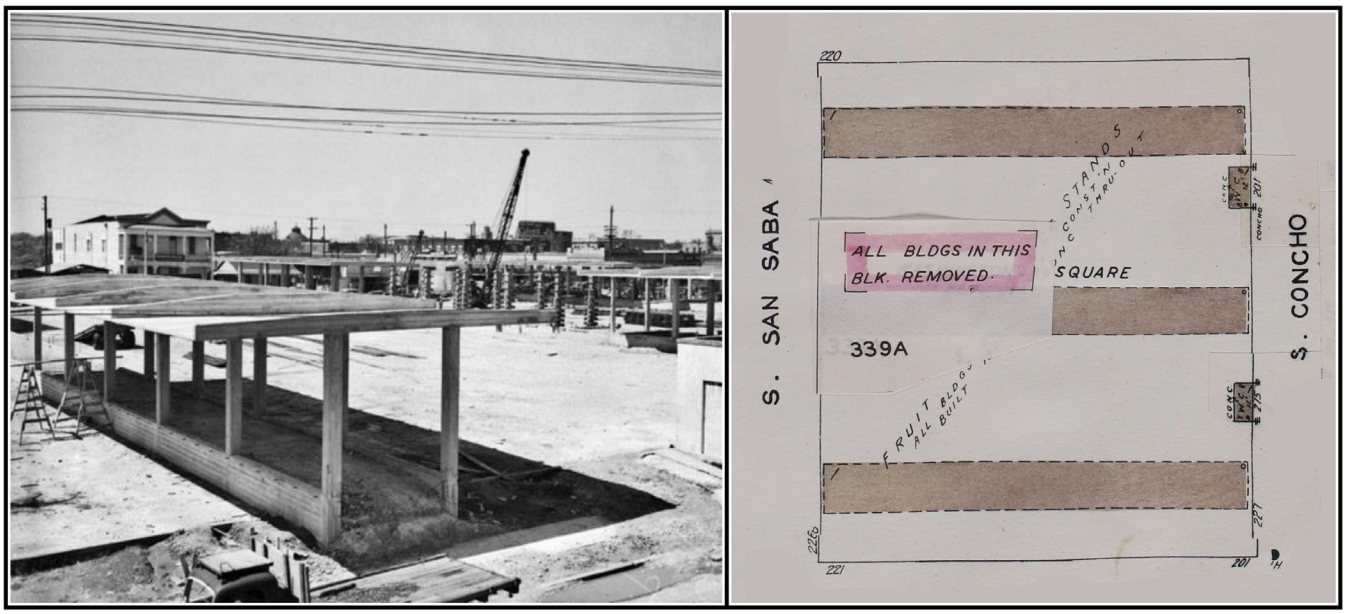

Figure 6-17. Image shows construction of produce stands on Washington Square in the late 1940s (left). The 1965 Sanborn map shows all structures in Washington Square had been demolished (right).

Figure 6-18. A view to the east of the brick foundation comprising 41BX2346.

Figure 6-19. An overhead view of the brick foundation comprising 41BX2346.

Redacted Image

Figure 6-20. A detail from Koch (1873) showing the Hernandez house (circled in red) at the corner of S. East and S. Second streets. The view is to the southwest.

The 1896 Sanborn map (Figure 6-23) shows a new and adjacent single-story structure similar in size that is identified as 203 S. East Street. The 1897 J. Appler Directory lists José Flores as the owner of a saloon at that same address (J. Appler 1897). Prior to his death in 1897, Isidoro had sold the property to Frank J. Beitel, owner of Beitel Lumber Company in 1895 (BCDR1895:145:422-24; BCDR 1900:193:139-40).

The remainder of this history will focus on the northern portion of Block 1 where the foundation remnant was found. Between 1904 and 1912, two single-story brick buildings of similar size and layout replaced the structures shown on the 1896 Sanborn map (Figure 6-24). The building contained four separate spaces addressed as No. 102 through 108. All addresses are identified as stores. The location of the

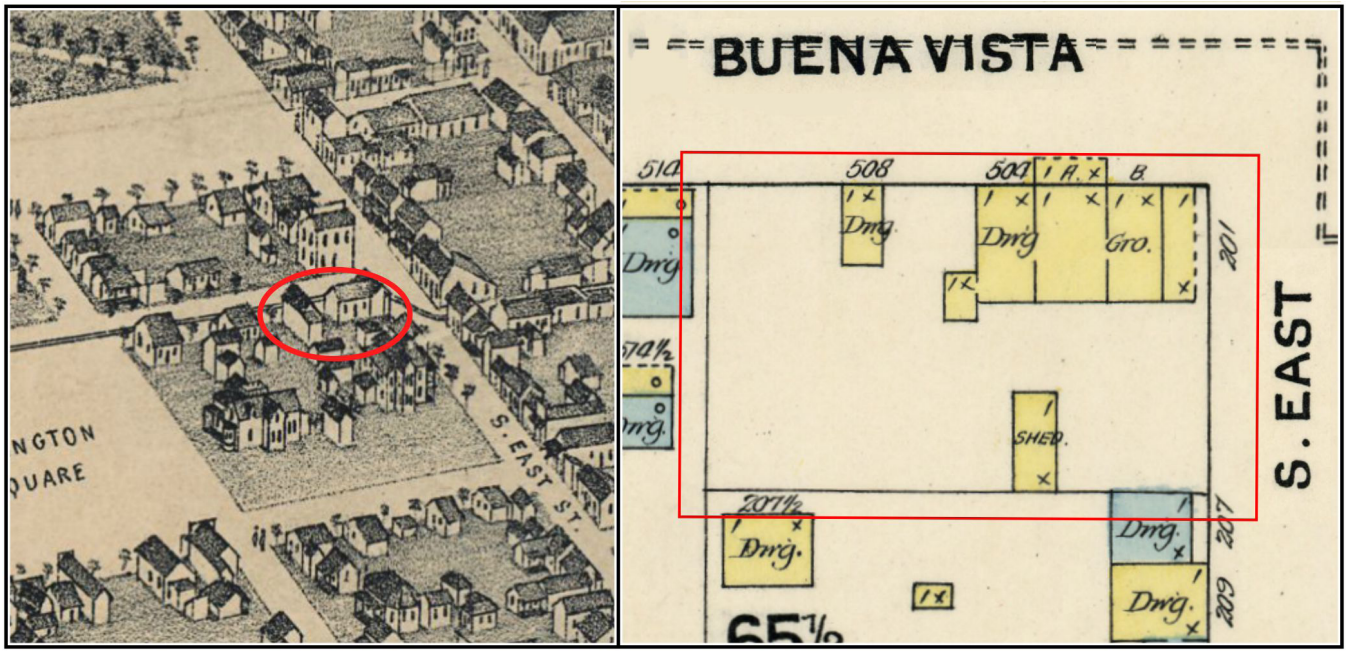

Figure 6-21. A detail from Koch (1886) on the left shows a representation of the Flores property (circled in red). The 1888 Sanborn map shows structures built on NCB 339 Lot 1(highlighted in red).

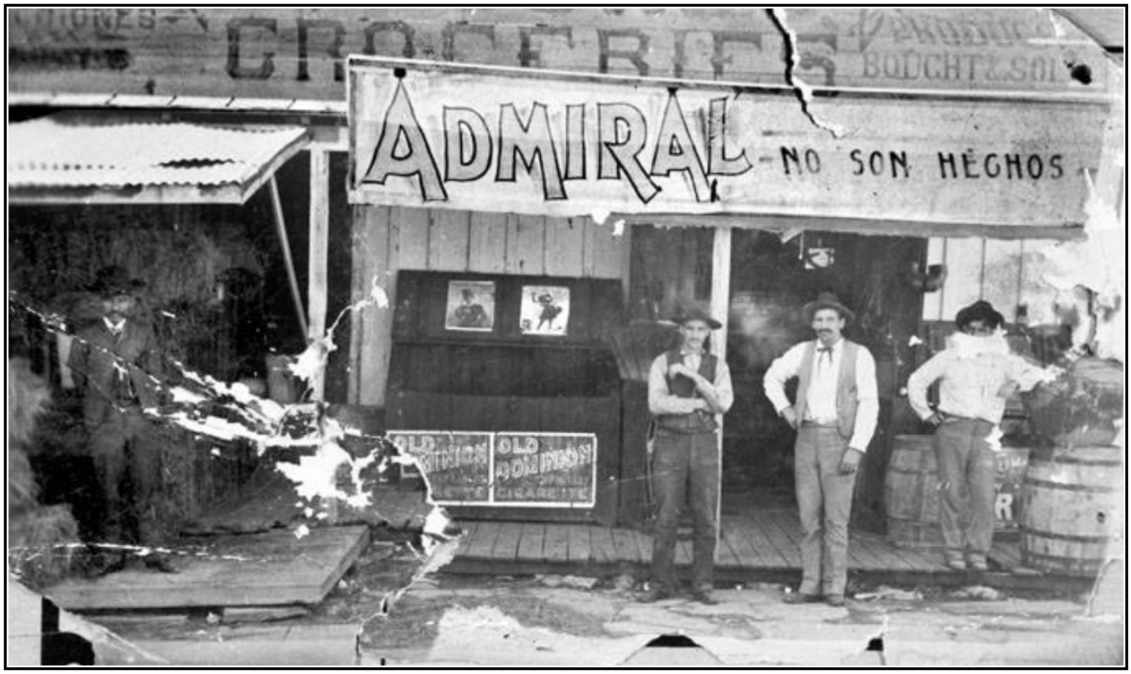

Figure 6-22. A photo of the J. Flores Groceries and Saloon circa 1890 (UTSA General Photograph Collection).

foundation feature is approximately 40.8 m (134 ft.) from the corner of then Buena Vista and Santa Rosa streets and matches the western wall of No. 108 Buena Vista Street.

Figure 6-24 shows the building fronting the former East Street renamed to S. Santa Rosa Street addressed as No. 201 through 207. Numbers 201 and 202 are labelled as vacant with No. 205 and 207 listed as stores. It is likely the first tenant of 201 S. Santa Rosa is Cadena's Pharmacy. Various newspaper advertisements and an article identify 201 S. Santa Rosa as the location of C.M. Cadena's Pharmacy with the earliest dating to 1915 (*La Prensa* 1915:10; *San Antonio Light* 1916:8). In 1917, the *San Antonio Light* advertised an estate sale for Cadena's Pharmacy (*San Antonio Light* 1917:11).

In 1921, Robert F. Burgess, a pharmacist sold all the stock and accoutrements of what was named Bell Drugstore, also known as La Botica de Camapana to partners Dr. L.E. Devendorf and Fred B. Flores (BCDR 1921:4:194; U.S. Census 1920). The address is specified as 201 S. Santa Rosa Street. Devendorf sold his portion of the business to Flores the following year (BCDR 1922:4:289-90). By 1931, the building had been remodeled and expanded and included the addresses of 203 Santa Rosa Street as well as No. 102 through 108 Buena Vista Street (Figure 6-25). The 1931 Sanborn map indicates a clinic on the premise, which would remain listed with the business until at least 1960 based on Sanborn maps dating from 1931 through 1960.

Based on multiple newspaper advertisements, Bell Drugstore would remain in business through the 1950s under the proprietorship of Flores (*SAE* 1923:53, 1930:37, 1941:21, 1950:14) and to H. Moguel after 1953 (*La Prensa* 1953:4). In 1963, the owner of NCB 339, Block 1, H.M. Toudouze, received a notice of eminent domain from the Urban Renewal Agency (BCDR 1963:253:12-13). The 1965 Sanborn map shows that all structures on NCB 339 as well as surrounding blocks were "removed" under the Central West Area Urban Renewal Project (Figure 6-25, right).

Site 41BX2346 Recommendations

Site 41BX2346 was documented in the field and with archival research. Following field documentation, the portion of the foundation within the excavation footprint was removed. The THC and COSA-OHP approved of this action during

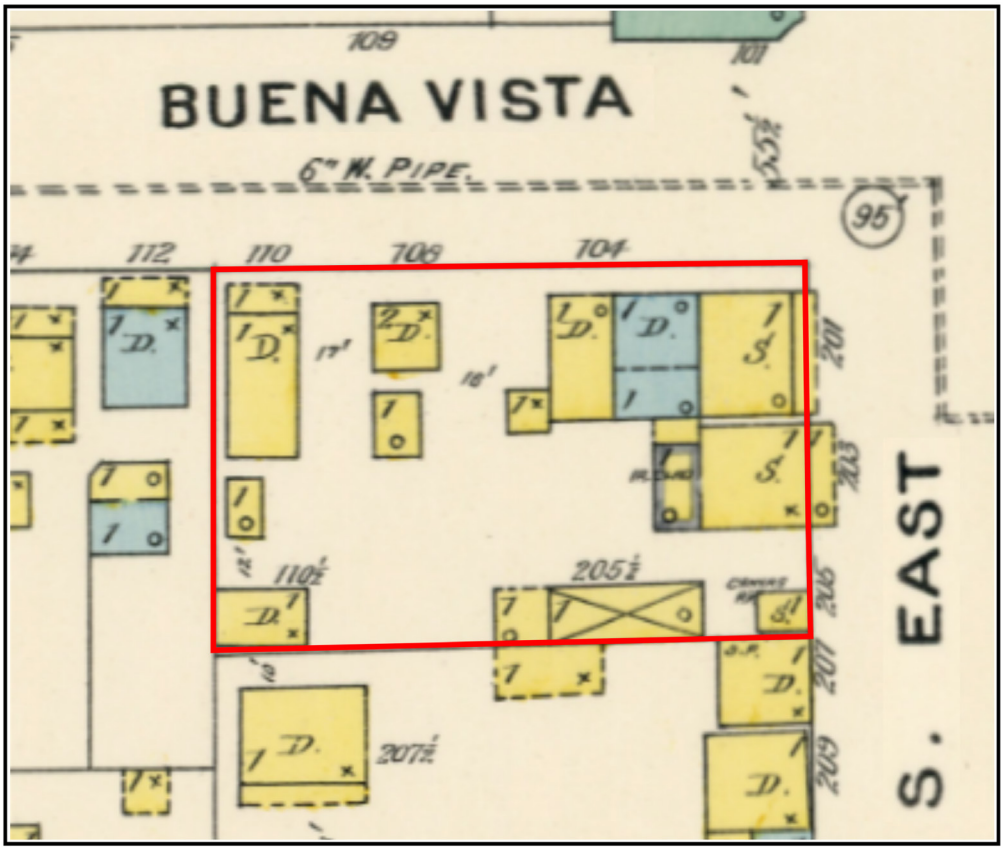

Figure 6-23. A detail of the 1896 Sanborn map showing structures of NCB 339, Lot 1.

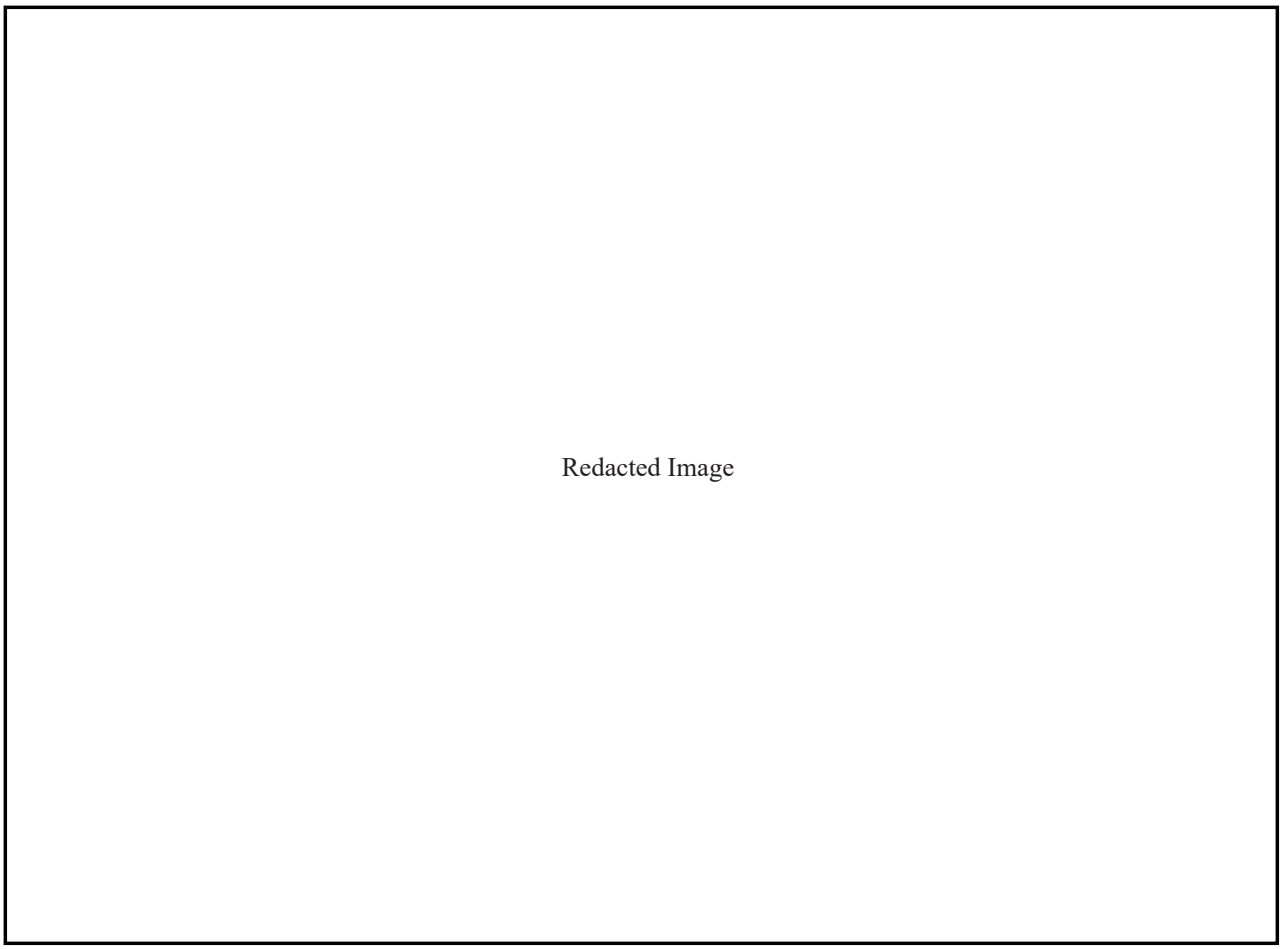

Figure 6-24. The 1912 Sanborn map showing the NCB 339 highlighting Lot 1 in red. The red circle denotes the approximate location of the brick/ concrete foundation.

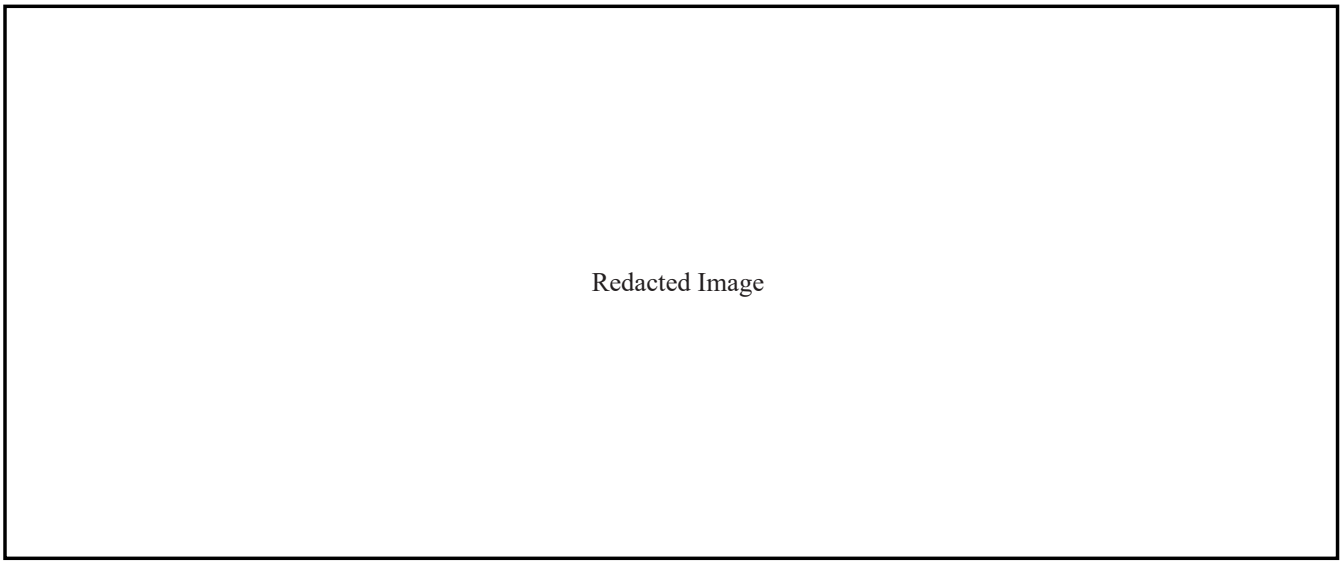

Figure 6-25. On the left is a layout of Bell Drugstore and clinic (Sanborn 1949). On the right is the 1965 Sanborn showing all structures with NCB 339 demolished. The approximate locations of the brick foundation is shown with a red circle in both images.

a site visit on February 20, 2020. Archival research found that an earlier occupation dating to the mid-to-late nineteenth century is located within the footprint of the original City Lot 339 Block 1. CAR recommends that 41BX2346 does not warrant nomination as a SAL or eligibility to the NRHP because it lacked significant archaeological data or unique historic associations, and it has no site integrity.

Summary

As reported in Chapter 4, this portion of the project area had once been a relatively prosperous area followed by a severe decline culminating in urban renewal, which literally cleared large areas of the project area. This in turn affected the potential for finding intact archaeological deposits. CAR monitored excavation beginning July 11, 2019, through February 28, 2020, that included trenches, auger, and pit excavations. In general, excavations were relatively shallow, within deposits that were impacted by past construction and demolition. During pit excavations, two sites, 41BX2345 and 41BX2346, were recorded. They are a ditch or water channel and the remnant of a brick building from the early 1900s, respectively. CAR recommends there is insufficient information to determine the eligibility of 41BX2345 for listing as a SAL or nomination to the NRHP. The profile of the water channel was covered in permeable fabric and backfilled with gravels. Site 41BX2346 lacked significant archaeological data or unique historic associations, and the site has no integrity. CAR recommends that it does not warrant listing as a SAL or nomination to the NRHP. COSA-OHP in consultation with THC allowed a portion of 41BX2346 to be removed to permit construction activities.

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Chapter 7: Summary and Recommendations

This final chapter presents a summary of the BV Corridor project and its findings. It provides recommendations for future work related to the two new archaeological sites recorded during this project.

Project Summary and Recommendations

Archaeological monitoring began on the north side of Buena Vista Street between S. Leona and S. Pecos streets on July 11, 2019. Between those dates, CAR monitored off-and-on again trenching, auger pit excavations for sidewalk, lighting, and aesthetic improvements to facilitate pedestrian traffic. Monitoring was concluded on February 28, 2020.

The objective of the archaeological monitoring was to identify and document cultural resources that may be located in the project area. The project area was an active commercial district in the late nineteenth and early twentieth century that centered on the city market place and the rail depot. It also became the home of immigrants, primarily of Mexican and Chinese descent, who then established businesses to serve that community. The area gradually declined after the 1940s, when a new and larger city market opened to the west. In the 1960s and 1970s, urban renewal programs in the name of rehabilitation bought and then demolished large portions of the city. The project area was greatly affected by these programs with all but the former city market and produce row buildings escaping destruction. In the late 1980s, these surviving structures were repurposed, which began a revitalization of the area. In the 1990s, UTSA built its Downtown Campus on the western portion of the project area.

CAR archaeologists identified two new archaeological sites within the BV Corridor project area. The first site, 41BX2345, is a possible water channel or ditch cut into caliche. No artifacts were associated with the channel. Archival research failed to find any documentation of the ditch, and the time frame of the ditch is unknown. CAR recommends there is insufficient data to make a determination regarding 41BX2345 concerning its eligibility for nomination as a SAL or eligibility to the NRHP. The profile of the water channel was covered in permeable fabric and backfilled with gravels. CAR suggests that any future ground-disturbing activities near the site take into account its presence and, at a minimum, the activity be monitored.

The second site, 41BX2346, is the remnant of a brick and concrete foundation associated with a building constructed in the early 1900s. The early 1900s foundation that comprised site 41BX2346 lacked significant data or unique associations and lacked site integrity. CAR therefore recommends that 41BX2346 does not warrant nomination as a SAL nor is the site eligible to the NRHP. In consultation with the THC and COSA-OHP, a portion of the site was removed to allow construction to proceed. CAR recommends that if ground-disturbing activities occur to the south of site 41BX2346 on what is now a parking lot the excavation should be monitored to determine if features of the mid- to late nineteenth-century occupation still exist.

No diagnostic artifacts were identified, and no artifacts were collected during the project. All other project-related materials, including the final report, are curated at the CAR curation facility, a state certified repository, under the accession # 2278.

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Bexar County Deed and Record

Year	Volume:Page	Date	Instrument	Grantor	Grantee
1851	DeedI2:336	2/14/1851	Deed	City of San Antonio	Crump, W
1852	DeedK2:305-06	10/12/1852	Deed	Crump, W.	James, J. and Sweet, J.
1865	DeedT1:423-24	6/3/1865	Deed	Sweet, J.	Hernandez, V.
1887	Deed57:226-28	12/1/1887	Deed	Hernandez, V.	Flores, Y(I).
1887	Deed57:231-32	12/1/1887	Deed	Egar, S.E.	Flores, Y(I).
1895	Deed145: 422-24	10/28/1895	Deed	Flores, I.	Beitel, F.
1900	Deed193:139-40	12/14/1900	Affidavit	Estate of Flores, I.	Flores et al.
1921	BSale4:194	11/23/1921	Bill of Sale	Burgess, R.F.	Devendorf, L.E. and Flores, F.B.
1922	BSale4:289-90	5/19/1922	Bill of Sale	Devendorf, L.E.	Flores, F.B.
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