

ZONING CHANGE REVIEW SHEET

CASE NUMBER: C14H-07-0023

HLC DATE:

October 22, 2007

PC DATE:

November 13, 2007

APPLICANTS: Elana Einhorn and Will Andrews

HISTORIC NAME: Walter and Mae Simms House

WATERSHED: Town Lake

ADDRESS OF PROPOSED ZONING CHANGE: 906 Mariposa Drive

ZONING FROM: SF-3-NP

TO: SF-3-H-NP

SUMMARY STAFF RECOMMENDATION: Staff recommends the proposed zoning change from single family residence, neighborhood plan (SF-3-NP) district to single family residence – Historic, neighborhood plan (SF-3-H-NP) combining district zoning.

HISTORIC LANDMARK COMMISSION ACTION: Recommended a zoning change from single family residence, neighborhood plan (SF-3-NP) district to single family residence – Historic, neighborhood plan (SF-3-H-NP) combining district zoning. Vote: 6-0 (Bunton and Hansen absent; Leary ill).

PLANNING COMMISSION ACTION: Recommended a zoning change from single family residence, neighborhood plan (SF-3-NP) district to single family residence – Historic, neighborhood plan (SF-3-H-NP) combining district zoning. Vote: 9-0.

DEPARTMENT COMMENTS: The Walter and Mae Simms House is beyond the bounds of the Comprehensive Cultural Resources Survey (1984), but is individually listed in the National Register of Historic Places.

CITY COUNCIL DATE: December 6, 2007

ACTION:

ORDINANCE READINGS: 1ST 2ND 3RD

ORDINANCE NUMBER:

CASE MANAGER: Steve Sadowsky

PHONE: 974-6454

NEIGHBORHOOD ORGANIZATION: South River City Neighborhood Association

BASIS FOR RECOMMENDATION:

The ca. 1935 Walter and Mae Simms House is a unique house with an integrated 5-bay garage designed by Roger Q. Small, the chief draftsman for local architect Hugo Kuehne, and is associated with Walter Simms, a prominent seafood market owner in the city.

Architecture:

Two-story rectangular-plan side-gabled brick residence atop a limestone-faced 5-bay garage; single, paired, and triple 1:1 fenestration.

Historical Associations:

Walter and Mae Simms purchased this property from the Stacy Realty Company in 1934 and hired Roger Q. Small, an architect and chief draftsman for Hugo Kuehne to design the house. Walter Simms (1885-1949) was born in Austin and worked as a clerk at the Fulton Market in his youth. After his marriage to Mae Lois Moore (1885-1966), he worked as a fireman for the railroad, became a butcher, then the owner of a grocery store at 1201 E. 1st Street, where he specialized in meats. By 1918, he moved the meat market to 315 E. 6th Street, and began to specialize in fresh seafood, which was brought in from the Gulf coast on ice. He opened the Simms Fish Market at 701 E. 6th Street in 1922, then moved to the 1000 block of Congress Avenue by 1930, and to 405 E. 7th Street by 1941 into a building owned by his brother, Paul Simms, one of the developers of Travis Heights. Simms sold fresh seafood to retail customers but developed a large wholesale trade, serving local hotels, restaurants, and grocery stores in Austin and the surrounding area. He bought two delivery trucks to bring in the fish himself, which he purchased fresh in Galveston and Port Lavaca and packed in ice for the journey back to Austin. Simms died in 1949 as a result of an infection he caught while cleaning fish. His widow Mae continued to run the fish market for a short time, then sold the business to Henry G. Moreno, who had been the general manager and vice-president of the market. Moreno moved the market to 1013 East Avenue, but supermarket chains eventually put the small market out of business; it closed in the mid-1950s. At the time of Simms' death, his market was the longest continually-running fish market in the city and one of the city's largest fish dealers. Many have speculated that the 5 garages under the house on Mariposa Drive were for delivery vehicles, but it does not appear that they were ever used as such. Family legend states that the Simms family originally intended to build a duplex on the eastern edge of their property and that the garages were for future tenants. The family never built the duplex and the garages have been used as storage space.

The Simms family retained this house until 1999, when they sold it to Jerry and Jennifer K. Patterson. Jerry Patterson was appointed the Commissioner of the Texas General Land Office in 2002; when their family outgrew the house, they sold it to the current owners, attorneys Elana Einhorn and Will Andrews in 2003.

PARCEL NO.: 03030205120000

LEGAL DESCRIPTION: Lot 1 and the south 37.5 feet (average) of Lot 2, Block 21, Travis Heights

ANNUAL TAX ABATEMENT: \$5,702; city portion: \$1,386

APPRAISED VALUE: \$432,995

PRESENT USE: Residence

CONDITION: Excellent

PRESENT OWNER

Will Andrews and Elana Einhorn
906 Mariposa Drive
Austin, Texas 78704

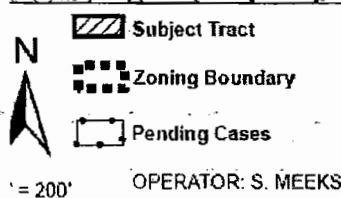
DATE BUILT: ca. 1935

ALTERATIONS/ADDITIONS: None

ORIGINAL OWNER(S): Walter and Mae Simms (1934)

OTHER HISTORICAL DESIGNATIONS: Listed in the National Register of Historic Places (2005).

LOCATION MAP



HISTORIC ZONING
CASE#: C14H-2007-0023
ADDRESS: 906 MARIPOSA DR
SUBJECT AREA: 0.00 ACRES
GRID: J20
OPERATOR: S. SADOWSKY



This map has been produced by G.I. Services for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



WALTER AND MAE SIMMS HOUSE
906 MARIPOSA DRIVE





WALTER AND MAE SIMMS HOUSE
MARIPOSA DRIVE FAÇADE

OIC to go
SS 9-11-07 03

HISTORIC ZONING (HISTORIC LANDMARK DESIGNATION)

WALTER & MAE SIMMS HOUSE

906 Mariposa Drive

Austin, Texas 78704

Prepared for

Elana Einhorn & Will Andrews, Owners

September 2007

By

Phoebe Allen
2510 Cedarview Drive
Austin, Texas 78704
512-444-1326
phoebezink@aol.com

CITY OF AUSTIN
TRANSPORTATION, PLANNING AND SUSTAINABILITY DEPARTMENT

A. APPLICATION FOR HISTORIC ZONING

PROJECT INFORMATION:

#10070763

| DEPARTMENTAL USE ONLY | |
|--|------------------------------------|
| APPLICATION DATE: <u>9/11/07</u> | FILE NUMBER(S): <u>CUH-07-0093</u> |
| TENTATIVE HLC DATE: _____ | |
| TENTATIVE PC or ZAP DATE: _____ | |
| TENTATIVE CC DATE: _____ | CITY INITIATED: YES / <u>(NO)</u> |
| CASE MANAGER: <u>S. Sedovsky</u> | ROLLBACK: YES/NO |
| APPLICATION ACCEPTED BY: <u>Rosemary</u> | |

BASIC PROJECT DATA:

| | |
|---|------------------------------|
| 1. OWNER'S NAME: <u>Elana Einhorn & Will Andrews</u> | |
| 2. PROJECT NAME: <u>Walter Simms House</u> | |
| 3. PROJECT STREET ADDRESS (or Range): <u>908 Mariposa Drive</u> | |
| ZIP: <u>78704-3156</u> | COUNTY: <u>Travis County</u> |
| IF PROJECT ADDRESS CANNOT BE DEFINED ABOVE: | |
| LOCATED _____ FRONTAGE FEET ALONG THE <u>N. S. E. W.</u> (CIRCLE ONE) SIDE OF | |
| APPROXIMATELY _____ (ROAD NAME PROPERTY FRONTS ONTO), WHICH IS | |
| INTERSECTION WITH _____ DISTANCE FROM ITS CROSS STREET. | |

AREA TO BE REZONED:

| 4. ACRES: less than one acre | | (OR) | SQ.FT. (house is 1540 sq. ft.) | | |
|-------------------------------------|---------------------|----------------------------|--------------------------------|--------------|-----------------|
| 5. ZONING AND LAND USE INFORMATION: | | | | | |
| EXISTING ZONING | EXISTING USE | TRACT# (IF MORE THAN 1) | ACRES / SQ. FT. | PROPOSED USE | PROPOSED ZONING |
| 01 1 FAM DWELLING | Residence/Homestead | | 1540 sq. ft. | | |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |

RELATED CURRENT CASES:

| | |
|-------------------------------------|--------------|
| 6. ACTIVE ZONING CASE? (YES / NO) | FILE NUMBER: |
| 7. RESTRICTIVE COVENANT? (YES / NO) | FILE NUMBER: |
| 8. SUBDIVISION? (YES / NO) | FILE NUMBER: |
| 9. SITE PLAN? (YES / NO) | FILE NUMBER: |

PROPERTY DESCRIPTION (SUBDIVISION REFERENCE OR METES AND BOUNDS):

10a. SUBDIVISION REFERENCE: Name: Travis Heights (1913)

Block(s): 21 Lot 1 & S 37.5 Ft. Avg. of Lot 2

Plat Book: Vol. 3, page 15

10b. METES AND BOUNDS (Attach two copies of certified field notes if subdivision reference is not available or zoning includes partial lots) UTM References: Zone 14, Easting 620862, Northing 3346180

DEED REFERENCE CONVEYING PROPERTY TO PRESENT OWNER AND TAX PARCEL I.D.:

11. VOLUME: Instrument #2003292447 Property ID #284693, TAX PARCEL I.D. NO. 03030205120000

OTHER PROVISIONS:

12. IS PROPERTY IN A ZONING COMBINING DISTRICT / OVERLAY ZONE? YES / NO

TYPE OF COMBINING DIST/OVERLAY ZONE (NCCD, NP, etc) NA

13. LOCATED IN A LOCAL OR NATIONAL REGISTER HISTORIC DISTRICT? YES / NO

14. IS A TIA REQUIRED? YES / NO (NOT REQUIRED IF BASE ZONING IS NOT CHANGING)

TRIPS PER DAY: _____

TRAFFIC SERIAL ZONE(S): _____

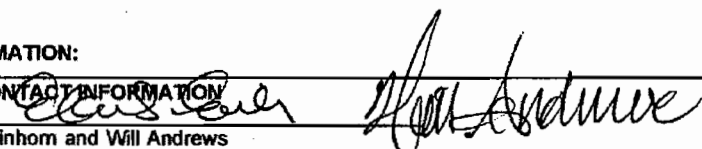
OWNERSHIP TYPE:

15. SOLE X COMMUNITY PROPERTY PARTNERSHIP CORPORATION TRUST

If ownership is other than sole or community property, list individuals/partners/principals below or attach separate sheet. (Elana Einhorn and Will Andrews)

OWNER INFORMATION:

16. OWNER CONTACT INFORMATION

SIGNATURE: 

NAME: Elana Einhorn and Will Andrews

TELEPHONE NUMBER: 512-445-5553

STREET ADDRESS: 906 Mariposa Drive

CITY: Austin STATE: Texas ZIP CODE: 78704-3156

EMAIL ADDRESS: anarene@jo.com

AGENT INFORMATION (IF APPLICABLE):

17. AGENT CONTACT INFORMATION

SIGNATURE: 

NAME: Phoebe Allen

TELEPHONE NUMBER: 512-444-1326 or 627-8170 cell

STREET ADDRESS: 2510 Cedarview Drive CITY: Austin STATE: Texas ZIP CODE: 78704

CONTACT PERSON: Phoebe Allen TELEPHONE NUMBER: 444-1326 EMAIL ADDRESS: phoebezink@aol.com

DEPARTMENTAL USE ONLY:

Revised June 30, 2002

Walter & Mae Simms House

9/7/07

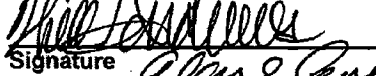
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C. SUBMITTAL VERIFICATION AND INSPECTION AUTHORIZATION

SUBMITTAL VERIFICATION

My signature attests to the fact that the attached application package is complete and accurate to the best of my knowledge. I understand that proper City staff review of this application is dependent upon the accuracy of the information provided and that any inaccurate or inadequate information provided by me/my firm/etc., may delay the proper review of this application.

PLEASE TYPE OR PRINT NAME BELOW SIGNATURE AND
INDICATE FIRM REPRESENTED, IF APPLICABLE.

 9 September 2007
Signature _____ Date _____


Will Andrews & Elana Einhorn
Name (Typed or Printed)

Firm (If applicable)

INSPECTION AUTHORIZATION

As owner or authorized agent, my signature authorizes staff to visit and inspect the property for which this application is being submitted.

PLEASE TYPE OR PRINT NAME BELOW SIGNATURE AND
INDICATE FIRM REPRESENTED, IF APPLICABLE.

 9 September 2007
Signature _____ Date _____

Will Andrews & Elana Einhorn
Name (Typed or Printed)

Firm (If applicable)

TAX CERTIFICATE
Nelda Wells Spears
Travis County Tax Assessor-Collector
P.O. Box 1748
Austin, Texas 78767
(512) 854-9473

NO 609290

ACCOUNT NUMBER: 03-0302-0512-0000

PROPERTY OWNER:

EINHORN ELANA S & WILL ANDREWS
906 MARIPOSA DR
AUSTIN, TX 78704-3156

PROPERTY DESCRIPTION:

LOT 1 * & S 37.5 FT AV OF LOT 2 BLK
21 TRAVIS HEIGHTS

ACRES 0.000 MIN* .00000 TYPE

SITUS INFORMATION: 906 MARIPOSA DR

This is to certify that after a careful check of tax records of this office, the following taxes, delinquent taxes, penalties and interests are due on the described property of the following tax unit(s):

| YEAR | ENTITY | TOTAL |
|----------------|-----------------------------------|------------|
| 2006 | AUSTIN ISD | *ALL PAID* |
| | CITY OF AUSTIN (TRAV) | *ALL PAID* |
| | TRAVIS COUNTY | *ALL PAID* |
| | TRAVIS COUNTY HEALTHCARE DISTRICT | *ALL PAID* |
| | ACC (TRAVIS) | *ALL PAID* |
| TOTAL SEQUENCE | 0 | *ALL PAID* |
| | TOTAL TAX: | *ALL PAID* |
| | UNPAID FEES: | * NONE * |
| | INTEREST ON FEES: | * NONE * |
| | COMMISSION: | * NONE * |
| | TOTAL DUE ==> | *ALL PAID* |

TAXES PAID FOR YEAR 2006 \$8,691.66

ALL TAXES PAID IN FULL PRIOR TO AND INCLUDING THE YEAR 2006 EXCEPT FOR UNPAID YEARS LISTED ABOVE.
The above described property may be subject to special valuation based on its use, and additional rollback taxes may become due. (Section 23.55, State Property Tax Code).
Pursuant to Section 31.08 of the State Property Tax Code, there is a fee of \$10.00 for all Tax Certificates.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS DATE OF 08/13/2007

Fee Paid: \$10.00

Nelda Wells Spears
Tax Assessor-Collector

By: *Donia Herrera*

F. 1: Historical Documentation - Deed Chronology

Deed Research for 906 Mariposa Drive, Austin, Texas 78704

| Year | Transaction, Grantor/Grantee, date, Vol./Page |
|------|--|
| 1835 | State of Coahuila, Texas → Isaac Decker (Title; Filed: 3/17/1835; Book 16, pg. 177; General Land Office) Two tracts of land in the City of Austin, Travis Co., Texas part of the Isaac Decker League and fronting on the south side of the Colorado River. Said two tracts containing 230 acres and 4 acres respectively. |
| 1840 | Isaac Decker → Mathew Cartwright (Special Warranty Deed; 3/13/1840; Recorded in Book A, pp. 342-343, Travis Co.) League of land situated on the western bank of the Colorado River fronting on the said river opposite the city of Austin, and known as the lower half of a league of land granted to Decker by the State of Coahuila and Texas to Decker, a citizen of said state and Gov. of the Republic of Mexico |
| 1853 | Mathew Cartwright → James G. Swisher (Special Warranty Deed; 5/4/1853; Filed 5/4/1853; Book "G", pp. 163-4; Travis Co.) 1266 acre tract out of Isaac Decker league, situated on the right hand bank of the Colorado River |
| 1853 | James G. Swisher et al. (Agreement; 4/25/1853; Filed: 3/8/1854; G/484-87) James G. Swisher, Jas. E. Bouldin, Jno. Swisher, and Jas. H. Raymond (Witnessed by Jos. Lee, H. B. Slaughter) Equitable division of 1266 acre tract out of the Isaac Decker league |
| ... | [Land changed hands numerous times; complete transactions available if needed] |
| 1927 | The American National Bank of Austin → Stacy Realty Co., Inc. (WD; 2/5/1927; 397/565; included lots 1, 2 in Block 21) |
| 1934 | (10/15) Stacy Realty Co. → Mae M. Simms (& Walter E. Simms); Warranty Deed [Travis Co. Deed Records; Vol. 510, Pg. 301; 1934]) |
| 1935 | Walter E. & Mae Simms → Richard Schmidt; Mechanic's lien (for house construction) [2/12/1935; Vol. 518; Pp. 378-382, Travis Co. Deed Rec's; Filed 7/23/1935] 2/13/1935 - Mechanic's lien and Mortgage note transferred to Kuntz-Sternenberg Lumber Company (526/14) 7/18/1935 - Mechanic's lien transferred to North Millican (526/232) (This information recorded in a note on pg. 24 of Abstract D) |
| 1966 | (12/7) Olin M. Harrell & F. W. Harrell (husband) → Simms, W. E. Jr.; Transfer of undivided _ interest in property (Sum of \$7,500.00) [Travis Co. Deed Records; Vol. 3227, Pg. 133] [Olin M. Harrell is Walter E. Simms Jr.'s sister; transfer of inheritance conveyed after death of their mother, Mae Simms] |
| 1999 | (6/1) Walter E. Simms, Jr. → Jerry E. & Jennifer K. Patterson; Warranty deed; Lot 1 and south 27.5 ft. of lot 2; Blk 21; Travis Heights subdivision [Travis Co. Deed Records; Instrument #: 1999039920; 1999] |
| 2003 | (12/19) Jerry E. & Jennifer K. Patterson → Elana Einhorn & Will Andrews [Travis Co. Deed Records; Instrument #: 2003292447] |

F. 2: Historical Documentation - Occupancy History

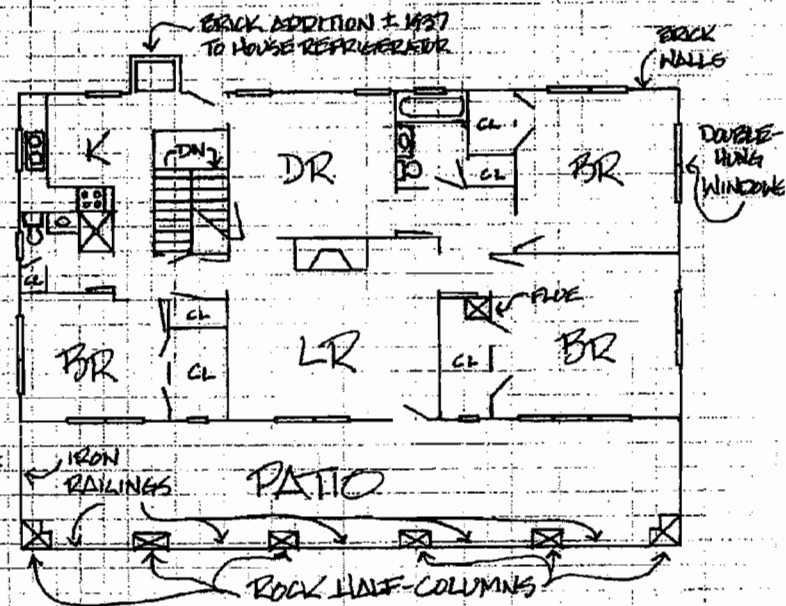
Occupancy Research for 906 Mariposa Drive, Austin, Texas 78704

Using City Directories available at the Austin History Center or other information available, please provide a chronology of all occupants of the property from its construction to the present. For commercial property, please provide residential information on business owner as well.

| Year | Occupant Name & Reference | Source: Austin City Directories unless otherwise noted |
|-----------------------|--|--|
| 1879-80 | No listing for John Simms or Pacific Express | |
| 1881-82 | Simms, John, transfer agent Monroe Miller, r. se corner Pecan & Guadalupe Simms, William A., delivery clerk, Pacific Express Company, r. ss Pecan, east of city limits Simms, Frank L., r. ss Pecan e of city limits Pacific Express Company, east side Congress bet. Pecan & Pine, John Potts, Mgr. Advertisement: Forwarders of Merchandise, Specic & Valuables of all kinds to all points in Texas and (in connection with other Express Companies) to all points in the United States, Canada and Europe | |
| 1883-84 | Simms, John, driver, Pacific Express wagon Pacific Express Company, J.H. Morrill agent, office 509 Congress | |
| 1885-86 | Simms, John, driver, Pacific Express Company, r. 105 Trinity bet. Water & Live Oak | |
| 1887-88 | Simms, John, driver, Pacific Express Company, r. 105 Trinity | |
| 1889-90 | Simms, John, clerk, Pacific Express Company, r. 105 Trinity | |
| 1891-92 | Simms, John, front clerk, Pacific Express Company, r. 105 Trinity Pacific Express Company, Driskill Hotel, 114 E. 6th, Edward E. Bane, agent Advertisement for Pacific Express Co: "Operates over 22,000 miles of railway, ocean and stage routes and has over 2,200 offices. It offers the safest and cheapest transportation facilities to and from all points in the East, Northeast, North, Northwest, Canada and Europe. Order and ship merchandise, jewelry, valuables and money by the Pacific Express. | |
| 1893-94 | Simms, John, front clerk, Pacific Express Company, r. 400 E. 1 st | |
| 1895-96 | Simms, John, front clerk, Pacific Express Company, r. 400 E. 1 st Pacific Express Company, 114 E. 6 th | |
| 1897-98 | Simms, John, front clerk, Pacific Express Company, r. 400 E. 1 st | |
| 1898-99 | Simms, John, front clerk, Pacific Express Company, r. 400 E. 1 st Pacific Express Company, Driskill Hotel bldg, J.P. Lochridge, agent | |
| 1900-01 | Simms, Walter E.; clerk; res. 400 E. 1 st St. Simms, John, clerk, Pacific Express Company, h. 400 E. 1 st Pacific Express Company, 506 Congress | |
| 1903-04 | Simms, Walter E.; Clerk, Fulton Market; res. 400 E. 1 st St. Simms, John, bill clerk, Pacific Express Company, res. 400 E. 1 st Fulton Market, 213 E. 6 th , John Sheehan, proprietor; John W. Sullivan, mgr., beef, veal, pork, etc. | |
| 1905 | Simms, Walter E.; Delivery Clerk-Pacific Express Company; res. 400 E. 1 st Simms, Lionel, wks Austin Candy Factory, h. 400 E. 1 st Simms, John; clerk. Pacific Express Company, r. 400 E. 1 st Pacific Express Company, J.P. Lochridge, agent, 109 W. 6 th | |
| 1909-10 | Simms, Walter E.; Brakeman, H & TC Railroad; res. 812 E. 1 st (2 people in res.) | |
| Revised June 30, 2002 | Walter & Mae Simms House | 9/7/07 |

- Simms, John; r. 400 E. 1st St.; 4 people in household (1 wife, 2 sons)
 Simms, Paul O.; h. 400 E. 1st St.
 Simms, Leon L. [Lionel]; candy maker; h. 400 E. 1st St.
- 1912-13** Simms, Walter E.; brakeman-H & TC Railroad; res. 1007 Willow
 Simms, Earl E.; collector, Austin National Bank, bds. 400 E. 1st
 Simms, John; collector, res. 400 E. 1st
 Simms, Lionel J.; brakeman H&TC, bds. 400 E. 1st
 Simms, Paul O.; clk Stacy-Robbins Co., also notary, res 105 Fraternity
- 1916** Simms, Walter E., Meat Market 1201 E. 1st Street; res 1007 Willow
 (Note: Texas Fish Company 1004 Congress Ave.; not the same as Simms Fish Market but located near eventual site of same)
 Simms, John; Collector; res. 400 E. 1st St.
 Simms, Paul O.; clk Stacy-Robbins Co.; also notary; res. 105 Fraternity
 Small, Roger Q. UT student res 1807 Colorado St.
 Simms, Lionel J.; brakeman H&TC, bds. 400 E. 1st
- 1918** Simms, Walter E. (Mae M.; Simm's [sic] Market); res. 1007 Willow
 Simm's [sic] Market: meats, ice (1200 E. 1st St.); meats (1116 E. 12th St.)
 Newspaper Ad: Simms Meat Market moved from 1200 E. 1st to 315 E. 6th, 1/17/1918, Statesman
- 1920** Simms, Walter E. (May [sic]); Manager City Fish Market ([res] 909 E. 1st St.)
 City Fish Market (423 E. 6th St.)
- Census (1920)** Simms, Walter E.; 37 years old; Merchant-Fish & Oyster
- 1922** Simms, Walter E. (May [sic] M.; Simms Fish Market); r. 909 E. 1st St.
 Simms Fish Market (701 E. 6th St.)
 City Meat and Fish Market (423 E. 6th St.)
- 1924** Simms, Walter E. (Mae; Simms Fish Market); r. 909 E. 1st St.; Simms Fish Market (206 W. 6th St.)
- 1927** Simms Market 206 W. 6th St.
 Simms, Walter E.; r. 909 E. 1st (phone directory)
 Simms, Paul O., r. 308 W. 6th, real estate, 121 W. 7th
 Simms, John, r. 400 E. 1st
 Simms, Earl E. r. 100 W. 33rd
 City Meat and Fish Market (423 E. 6th St)
 Starr, J. F., Contr. 1005 Congress Ave.
- 1929** Simms Market, fish, 206 W. 6th
- 1930-31** Simms' [sic] Market (1005 Congress Ave.)
 Simms, W. E.; r. 909 E. 1st St.
- 1932-33** Simms Market (W. E. Simms) fish, 1005 Congress Ave.
 Simms Walter E. (Mac M.) (Simms Market); h. 909 E. 1st St.
- 1935** Simms Seafood Market (1007 Congress Ave.)
 Simms, Walter E. (Mae M.) (Simms Seafood Market); h. 906 Mariposa Dr.
 Simms, Walter E., Jr.; student U of T; r. 906 Mariposa Dr.
 Small, Roger Q. (Clara B.); h. 705 Highland Drive
 Schmidt, Richard W. (Eliza); contr; h. 59 East Ave.
- 1939** Quality Fish Market & J.A. Starr Fruits 1005 Congress Ave. [Note: first listing for Quality Fish Market]
 Simms Seafood Market, 1007 Congress Ave.
- Revised June 30, 2002 Walter & Mae Simms House 9/7/07 7

- 1940** Simms, Walter E. (Mae M.) (Simms Seafood Market) h 906 Mariposa Drive
 Simms, Walter E., Jr.; sisman Paul O. Simms Co.; r. 906 Mariposa Dr.
 Simms Seafood Market (Walter E. Simms) 1007 Congress Ave.
 Quality Seafood Market (Garnette W. Lenz) 1005 Congress Ave.
 Small, Roger Q. (Clara B.; 1); archit 705 Highland Ave., h do
- 1941** Simms Seafood Market (405 E. 7th St.)
- 1942** Simms Seafood Market (405 E. 7th St.)
- 1944** Simms Seafood Market (Walter E. Simms), Seafoods & Produce 405 E. 7th St.
 Small, Roger Q. (Clara B.; 1) draftsman h 705 Highland Drive
- 1945** Simms Seafood Market (405 E. 7th St.)
- 1947** Simms, Walter E. (Mae M.); 906 Mariposa
 Simms Seafood Market-Seafoods and Produce (405 E. 7th St.)
- 1949** Simms Seafood Market, Inc.—Seafoods and Produce [sic] (405 E. 7th St.)
 Simms Seafood Market Inc., Mrs. Mae M. Simms Pres.,
 Henry G. Moreno V-Pres., Seafoods & Produce 405 E. 7th St.
- 1952** Simms, Mae M. (wid Walter E.) h 906 Mariposa Dr.
 Simms Seafood Market, Inc. (1013 East Ave.)
 Henry G. Moreno; President of Simms Seafood Market, Inc.; Res. 1921 Redwood Ave.
 Mrs. L. G. Moreno Sec-Treas., Seafoods & Produce, 1013 East Ave.
 Small, Roger Q. (Clara B.) archit. H 705 Highland Ave.
 Small, Roger Q., Jr. (Jo Ann) h W. 12th St.
- 1953** Simms Seafood Market Inc. (1011-13 East Ave.)
- 1954** Simms Sea Food & Grocery (1013 East Ave.)
 No listing for Simms Fish Market
 Henry G. Moreno listed as employed—clerk, Safeway Stores; Res. 1921 Redwood Ave.
- 1965** Simms, Walter E., Jr.; r. 906 Mariposa Dr.
- 1935-1999** Simms Family (Source for this section: Walter Simms, Jr. and his daughters)
 1935-1949 Walter E. Simms, Sr. (until his death in 1949)
 1935-1966 Mae M. Simms, wife of Walter E. Simms, Sr. (until her death in 1966)
 1935-1942 and 1948-1949 Walter E. Simms, Jr.
 1956-1977 Walter E. Simms, Jr. with two daughters (and his mother until 1966)
 1956-1975 Roxan Simms (Staff) and Donna Simms (Flippin), daughters of Walter E. Simms Jr.
 1977-1979 Donna Simms Hardin and (first) husband John Wesley Hardin, Jr.
 1979-1982 Rental Property
 1983-1999 Walter E Sims Jr. & wife #3, Aileen Marschner Shufflebarger
- 1999-1/04** Jerry and Jennifer K. Patterson
- 3/04-present** Elana Einhorn, Will Andrews and daughter



ARCHITECTURAL & HISTORICAL NARRATIVES

Architectural Summary¹

The Walter & Mac Simms House at 906 Mariposa Drive is a unique, two-story, vernacular home, situated in the historic Travis Heights neighborhood of South Austin, Texas. Built in 1935 at the intersection of Mariposa with Travis Heights Boulevard, its striking arrangement of rough-cut limestone and Elgin-Butler brick, and the integrated 5-bay garage system that dominates the bottom floor, represent a local translation of the Colonial Revival style that proliferated in Austin and other parts of the country during the early part of the 20th century.

The structure's rectangular plan and regular, geometric massing are set back into the sloping hillside, and its simple gable roof is sheathed in original asbestos shingles. The primary elevation, marked by the five adjacent garage bay doors and rising limestone half-columns, is oriented south-southwest and fronts onto Mariposa Drive. The upper floor is recessed along its primary elevation creating a long, concrete patio space that continues in limestone flag around the east end of the house. The property steps down gradually from east to west, and is bounded on its south side by a similarly stepped, limestone masonry retaining wall. With the exception of a few minor changes made to its exterior, the house has retained a high level of historic and architectural integrity.

Introduction

The Simms House is a two-story, five-bay, double-pile building with a masonry load-bearing frame, covered in a brick and limestone veneer. (Photo #1, South Façade) The main (second) level of house is wood frame. It is located at 906 Mariposa Drive, at the corner intersection of Mariposa with Travis Heights Boulevard. It occupies the western end of a parcel of land comprising all of lot #1 and the southern 37.5 feet of lot #2 in block 21 of the Travis Heights Addition (as recorded in Plat book #3, page 15, of the Plat records of Travis County, Texas). The long axis of the building's rectangular plan is oriented in a northwest-by-southeast direction and its primary elevation—the southern aspect—fronts onto Mariposa Drive (See Site Plan in Appendix).

The building's unusual structural arrangement—a bottom story of rough-cut limestone walls, supporting an upper floor of Elgin Butler brick—represents a local translation of the Colonial Revival architectural style that was popular in Austin, and across America, when the house was built in 1935. The lower floor's integrated five-bay garage system, accessed through five adjacent garage doors, reflects an early manifestation of the wide-scale impact that the automobile had on American architecture during the early decades of the 20th century.

The Simms family had originally planned to construct a one- or two-story building on the east side of the property (fronting onto Travis Heights Boulevard) to house a duplex or several rental apartments. The multi-garage component of the main house would have been used to house the vehicles of future boarders. The architect, **Roger Q. Small**, chief draftsman for well-known local architect Hugo Kuehne, designed a number of residential structures in Austin, including several residences with garages or garage apartments.¹¹ It is unclear as to why the building project never materialized, but the Depression was one probable cause.

Exterior: First Floor

The building's concrete slab foundation is set partially into the hillside. The bottom story exhibits masonry construction and a veneer of large, rough-cut limestone fastened with Portland cement. The stone was reportedly excavated from the hills west of the city, near the Bee Caves Road area (Simms Jr. 2004; personal communication). The unusual five-bay garage system (each bay approx. 10.5 x 19 feet) accounts for nearly two-thirds of this floor's functional space. Five multi-paneled garage doors dominate the lower half of the home's primary elevation. Each door contains two contiguously spaced, single-pane windows, the placement of which mimics that of the windows in the original doors (Photo #1 - South Façade). The original garage doors visible in the 1930s photo of the house (Historic photograph circa late 1930s) were first replaced in the early 1950s.ⁱⁱⁱ

While the first level northern and eastern elevations are completely obscured by earth, the western elevation is visible. A clear line of demarcation separates the two floors at the point where the lower limestone masonry wall ends and the horizontal courses of Elgin-Butler brick begin (Photo #2 - West Elevation). There is a single doorway located at the midpoint of the lower story. A truncated canopy, sheathed in asbestos shingles, extends out over the entrance. The interior wooden door, with three narrow single panes in its upper panel, is protected by a modern, glass-and-metal storm door. The remaining two features at this level include: a small, three-over-three, casement window screen (hinged at the top), protecting an interior, single pane window, on the right side of the door; and, a similarly situated opening to the left of the door that is presently covered by a white wooden panel. Oral history revealed that the latter was used at one time to transfer food to guests and/or renters occupying the room inside. A single drainpipe extends the full height of the façade on either end of the elevation. The east and west side-gables have louvered, semi-circular vents in the attic level, both trimmed with brick edging (Photos #2 & 4).

Exterior: Second Floor

The upper story (comprising 1540 square feet) serves as the primary living space, and exhibits a veneer of Elgin Butler brick set in an all-stretcher bond configuration (Photo #3 - Upper front/south façade). It is slightly recessed along its primary elevation, creating a concrete patio space (approximately 56 feet long by 10 feet deep) that extends the full length of the building and wraps around its east end in limestone flag. Limestone masonry half-columns extend upward from the lower story to partially frame this area. Simple, black iron rails connect the half-columns near their cement caps.

The fenestration visible in the primary façade is configured in an unbalanced, asymmetrical pattern. There are nine double-hung, one-over-one sash windows of varying sizes, spaced both singly and in contiguous pairings. The door entry is located just west of the midline. There are two modern ornamental light fixtures—one at the east end at a height approaching the roof's edge, and another just west of the midline, at the same height. The original wood door is intact and in good condition. A modern exterior metal and glass storm door was added sometime in the 1950s.^{iv} The doorway is framed by two paired-sets of iron "S" brackets and is hooded by a short canopy/extension protruding from the roof's edge line.

Fenestrations within the western, eastern, and northern elevations continue the asymmetrical flow exhibited on the primary façade. All windows are one-over-one double-hung sash, and a rear door (Photo #6a - rear door), also in good condition, leads from the west end of the north elevation to the narrow back-yard space (Photo #4 - East façade; #5 & #6 - North (rear) façade).

A narrow brick apron extends along the base of the rear wall from the eastern end to the left side of the door. The small brick enclosure visible on the rear elevation was added in the 1950s to provide a recessed space for the kitchen's refrigerator. A modern air-conditioning unit, resting on a raised concrete slab lies just behind the addition. A path marked by round cement disks leads from the entrance to an exterior stairway on the west side of the house.

The gable roof with original asbestos shingling remains in good condition. There are two interior chimneys visible: one at the peak's center point and one positioned slightly east of center on the southern down-slope. The latter was incorporated to accommodate a small woodstove which was to have been located in the bedroom directly below, but, according to former resident testimony, it was never utilized. Both chimneys exhibit a brick exterior sheathing. There are also four revolving metal vents spaced evenly along the roof's ridgeline; presumably added in the early 1950s. The present owners replaced the vents in 2006 but still have the originals, which they hope to refurbish and reinstall.

Interior: First Floor

The interior walls are shiplap and have been covered with sheet-rock. The lower floor's interior is dominated by the open five-bay garage space. All four walls are composed of exposed concrete. Marking the individual bay dimensions are four 12 x 12 inch steel-reinforced concrete piers spaced along the midline of the garage's long axis, supporting the front wall of the level above. The concrete piers and articulated joists provide support for the upper story's wood floor and the concrete patio at the front of the house. According to the testimony of former residents, the garage space typically housed one or two automobiles at any given time, with the remaining area dedicated to storage. Clotheslines in one bay were used through the 1960s on wet days.

A bi-directional, concrete staircase, accessed in the rear of the garage, allows for interior movement between floors. The bottom floor also includes a laundry room (approx. 14 x 18 feet in dimension) located in the northwest corner. This space can be accessed from the garage by a short wooden staircase that was added in 1982, or through the exterior door (previously described) on the west side of the building. In the early 1940s this room served as living quarters for the mother of Mae Simms.

A small door in the northeastern corner of the laundry room provides access to a storage area/crawl space partially excavated into the hillside's limestone bedrock. This area, though not currently in use, has variably functioned as storage space, a bomb-shelter in the 1960s, and for a short time in the 1960s, a mushroom garden.

Interior: Second Floor

The upper floor comprises the primary living space and includes two bedrooms, one bedroom/home office, two baths, a living room, a dining room, and a kitchen area. A large brick fireplace and wood mantel dominate the center of the living room's back wall (Photo #7 – Fireplace with mantel), alongside original, built-in bookshelves.

The oak wood floors, moldings and window/door hardware, though simple in design, are original and in good condition. Modern, pre-fabricated parquet flooring was added in the kitchen in 1999 by the Pattersons', though presumably, the original hardwood is still intact underneath. The walls in each room have been sheet-rocked and painted off-white. The two bathrooms were each finished in an art-deco style, with single tone ceramic tiling—light blue with thin black trim in one and yellow with similar trim in the other. With the exception of one toilet and both bathroom sinks, all of the porcelain fixtures, appliances, and door hardware are original and in

pristine condition. It is likely that the kitchen was remodeled with new cabinets and appliances when the Simms family moved back in circa 1982.

Landscape Features

The property is bounded by Travis Heights Boulevard on the east, Mariposa Drive on the south, a narrow alleyway (15 feet wide) to the west, and a line of vegetation on the north. (Photo #8 – View from Travis Heights Boulevard)

Two exterior concrete stairways provide access to the upper story of the house. One is located off Mariposa Drive near the east end of the building (Photo #9 – Stairway). A small, black metal gate opens at the top. The other set of steps lies just off the west end and leads up to the rear of the house (Photo #2). Both have simple iron support rails.

The yard slopes gradually downward from east to west and north to south (Photos #8 above & #10 – View from southeast of house). Near the east end of the house, the angle drops abruptly to the flagstone patio space below. A short set of flagstone steps with an iron railing ascends from the patio to the raised yard area. At the top, a short walkway provides access to an original, decorative limestone well/cistern (Photo #11 – Cistern). The current owners have added a playhouse on stilts for their young daughter, visible in Photo #8.

A limestone masonry retaining wall borders the yard space along Mariposa Drive. Beginning at a large Arizona ash near the Travis Heights intersection, it steps down with the sloping terrain before terminating at the east end of the house (Photo #10). Several small trees are positioned at intervals along its length. Two half-square concrete retaining wall sections have been placed at the street edge of Mariposa Drive, near the intersection. There are also two retaining wall sections near the house: a small one of concrete at the base of the building's east end stairway and one longer limestone section along the narrow alleyway that borders the house to the west.

The area between the east end stairway and first garage door has been modestly landscaped with several varieties of decorative vegetation, shrubbery, and three small trees.

Historic and Physical Integrity

Overall, the house has retained excellent historical and architectural integrity. A small section of the stone wall/patio has been repaired twice due to water damage, once in 1982 and again in 1998. Care was taken in matching the stone and fastener and only a slight color difference is visible between the original and repaired sections. The garage doors were replaced in the early 1950s due to rot, and the awnings that once covered the upper-story windows have been removed. The garage doors were replaced more recently, likely in 1982, with overhead doors similar in appearance to the originals.

The new owners have reinstalled the original awning frames and plan to have the awnings restored (frames are visible in Photo #3). The windows are original, though each of the 3-over-3 and 6-over-6 window screens (visible in the 1930s historic photo) has been removed—excepting the small 3-over-3 screen affixed to the lower quadrant window in the western façade. A small brick addition was made to the rear of the upper story in the 1950s to provide a recessed alcove to house a refrigerator (Photos #5 & #6). The same Elgin brick and same roofing materials were used to blend the addition with the rest of the façade.

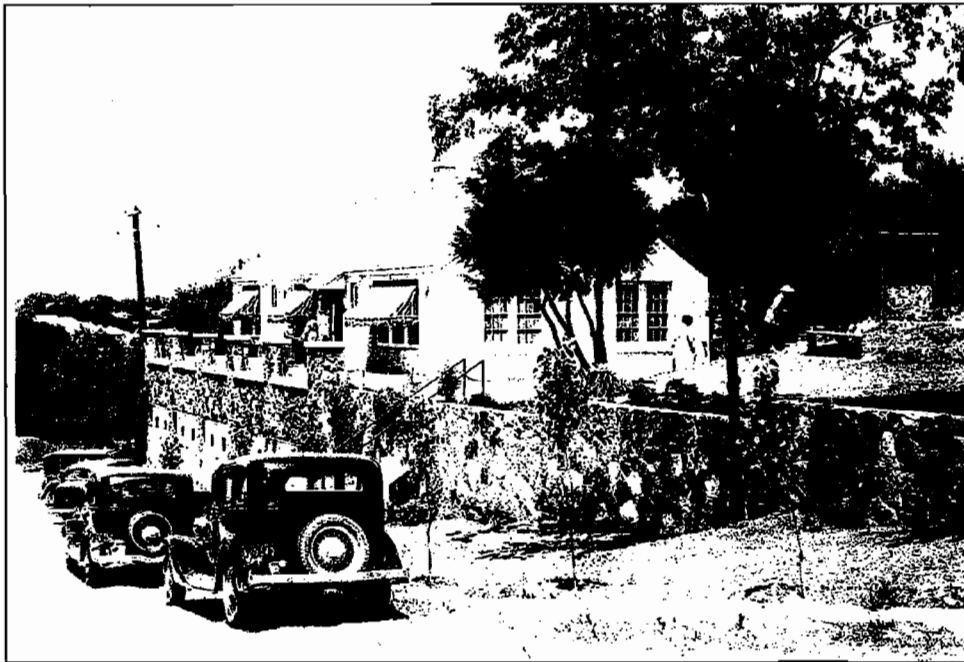
The second story's interior oak floors and all of the door and window hardware are original and in good condition.^{vi} The tiling and fixtures in the two Art Deco bathrooms are likewise intact. Sheet rock has been added to the walls in each room and painted off-white.

A short set of wooden steps was added to the interior of the garage space to provide access to the small room located in the northwest corner of the house (previously accessed exclusively through an exterior door in the western elevation).

Future Plans

The owners have expressed interest in restoring both the second floor awnings and the multi-light exterior window screens to their original appearance. Oral history testimonies from surviving members of the Simms family, and historic photo documentation are available to facilitate the process.

HISTORICAL NARRATIVE



WALTER & MAE SIMMS HOUSE, 906 MARIPOSA CIRCA LATE 1930s

Introduction^{vi}

The Simms House inspires a very memorable and lasting first impression. The whole structure is set partially back into the hillside. Thick, rough-cut limestone seems to rise up from the ground to lift skyward the upper story's stacked courses of Elgin-Butler brick. Attention then quickly shifts to the five, cream-colored garage bay doors punctuating the bottom floor's main façade. At first glance, their presence seems incongruous—an oddity among the quaint, single-family homes and garden-community feel of the surrounding neighborhood.

Upon reflection, however, another picture emerges. As the building's overall sense of symmetry begins to assert itself, the visual impact of the doors shifts from one of incongruity to one of balance. You begin to get a sense of what the architect intended here; a design that

acknowledges both the unique natural features of the surrounding landscape and the practical needs of an emergent automobile culture.

To understand the historical significance of the Simms House, it is also important to consider the broader social, geographic, and technological contexts that gave rise to its design. Prevailing architectural tastes, natural and planned elements of the Travis Heights subdivision, and the significant impact effected by the rise of the automobile on the city's built environment, all contributed to the finished product.

GEOGRAPHICAL CONTEXT: TRAVIS HEIGHTSTM

The Travis Heights neighborhood is bordered on the north by the Colorado River and Riverside Drive, on the south by Oltorf Street, South Congress Avenue on the west, and IH-35 on the east. A six-span truss bridge on stone piers—the first permanent bridge that replaced the previous pontoon bridge and ferries so affected by flooding—was built across the river at Congress Avenue in 1883, opening the city to development south of the Colorado. But traffic across the iron bridge was congested and a new, wider concrete bridge replaced the first, narrow bridge in 1910.

Gen. William Harwood Stacy, a former commander of the Texas National Guard, had partnered with Charles Newning in 1886 to purchase 200 acres of land in the north part of South Austin. Taking into consideration the failure of Newning's early development in Fairview Park, which had been geared strictly to the wealthy, Stacy made sure there were varying sizes and prices of lots in Travis Heights, which he opened in 1913. (Sanborn Map, South Austin 1921, below) He did, however, incorporate deed restrictions that prevented multi-family and commercial development, ensuring that the neighborhood would remain a residential area. He laid out both curving and grid streets in the heavily wooded, hilly terrain, and ran full streetcars of prospective buyers out to Travis Heights Boulevard from the Capitol. An immediate success, a great surge of homebuilding took place in Travis Heights in the 1920s.



Sanborn Map, South Austin 1921

By the time of his death in 1928, 600 lots had been sold and more than 160 homes built. Following his death, his sons Harwood, Gillespie and Franklin Stacy continued development in Travis Heights. The Stacy family is remembered for their donation of Stacy Park along Blunn Creek.

By 1939, the *South Austin Advocate* newspaper claimed that 10,000 people lived in South Austin in 2,360 homes. Access to work in the downtown business district was a key to the success of Stacy's project. The automobile had arrived in relatively small numbers by 1913, so Stacy made sure streetcar service between the Capitol and Travis Heights was available.^{ix} (Sketch of Travis Heights Neighborhood with Streetcar, below.^x)



SOME HOMES ON TRAVIS BOULEVARD.

SOCIAL CONTEXT: RISE OF THE AUTOMOBILE^d

The early success of Travis Heights, and its contemporary status as one of Austin's oldest surviving streetcar suburbs, are both related to the emergence and refinement of that form of public transportation. But the rising popularity of the automobile, which had only begun to manifest when Stacy started selling lots in 1913, would have significant implications for this South Austin community, and the city in general, over the course of the next several decades.

Though initially a novelty item, the "horseless carriage" quickly caught on. In 1905, a local news article observed, "Austin is getting more and more proud just about now. We are getting more automobiles every day of the week."^{xii} Over the next few decades the numbers continued to accelerate. By the close of 1910, there were several hundred automobiles registered in Travis County. Ten years later, in 1920, the number had jumped to 6,229, prompting a local news report to proclaim Austin, "The Automobile City of Texas."^{xiii} In 1935, the same year construction finished on the Simms House, 22,330 local drivers plowed Austin's streets and outlying roads.^{xiv}

The arrival of the automobile spurred a number of welcomed changes in the city. New roads and improved city streets, weekend outings to the hill country, and shorter commute times were all popularly embraced.

Architecture for the Automobile

The automobile's impact on the city extended to the built environment as well, inspiring a host of new architectural forms and functions. Almost overnight, filling stations and repair shops began to appear on main streets. Drive-in and drive-thru services also evolved as theatres, restaurants, and other businesses capitalized on their increasingly mobile customer base. As road

systems improved and expanded, weekend and overnight leisure travel became more common. In response, new roadside domestic forms like the tourist court and motor motel sprang up, offering travelers a comfortable bed and hot meals.^{xv}

Residential landscapes were also affected by the rising ubiquity of the automobile. Streets were widened and stop signs were added. But, in hindsight, perhaps the most telling sign was the emergence of the *American garage*.

The Garage: Evolving Form and Function

Many of the early car models sported an open-top design offering passengers uninhibited views of the passing countryside. Unfortunately it also left the unit vulnerable to damage from sun and rain. Additional concerns for the first wave of car owners included a lack of street-side parking and unbroken sidewalks that prevented driveway access along main roads.

So, from the outset, the task of finding accessible covered parking proved a priority. In the early 1900s, automobile owners adapted existing spaces for this purpose: livery stable stalls for city dwellers and private carriage homes for suburban residents.^{xvi} Wealthier owners even began commissioning elaborate, multipurpose structures with space to accommodate both their cars and their carriages. The latter form also incorporated space for storage, work areas, and horse stalls. Some even sported a second floor living space for staff and drivers.^{xvii}

None of these methods proved useful in the long term, however. Constant exposure to the dust and acids migrating from the horse stalls wreaked havoc with an automobile's paint and brass fixtures.^{xviii} Also, as the price of cars started coming down in the 1910s, and the number of new middle class car owners went up, it became clear that demand for storage space would quickly outstrip supply. Large architect-designed auto/carriage structures were too expensive for average car owners, and there were only so many livery stable stalls to go around.

The solution to this dilemma came in the form of a simple, prefabricated, shed-like structure whose sole function was to provide shelter for the family car.^{xix} The single-purpose, autonomous garage proved affordable and easy to build, and by the 1920s, it had become a permanent fixture in the urban residential landscape. Close-up views of several Sanborn fire insurance maps show this broader trend manifesting in Austin, Texas as well. Reasons for this preferred arrangement were three-fold. First, the average city lot size at this time (ranging from 25-50 feet by 100-150 feet) provided limited frontage space for both a home and a detached garage. Second, the average pre-fabricated garage was utilitarian in both purpose and design, and lacked stylistic distinction and/or aesthetic appeal. Most homeowners were not inclined to feature it prominently in the front yard. Third, situating the small, often wooden structures some distance from the main house helped minimize the risk of fire. Before gas stations became common on every street corner, car owners sometimes stored fuel tanks in their garage. While convenient, their proximity to the car's engine posed a definite risk; so much so, in fact, that insurance companies often refused to cover them.^{xx}

As time wore on, and the automobile became a more permanent fixture in daily life, so, too, did the American garage. During the late 1920s, and continuing into the 1930s and 40s, the garage began inching its way closer to the main house, becoming a more integral component of the domestic sphere.^{xxi} This "domestication" of the garage form was characterized, initially, by the use of covered walkways and attached additions.^{xxii} In some cases an external door connecting an attached garage to the kitchen or a small ante-room ("mud room"), allowed residents to shed dirty clothes or shoes before entering the primary living space.^{xxiii} Facilitated

access to the garage also engendered a shift in its function. Owners began utilizing this adjunct space for things like storage, hobby areas, laundry, etc.

Another product of this second phase of development was the carport; a “canopied and unenclosed structure” erected as a detached unit or as an extension off the main house. This new form offered middle- and working-class families living in warmer climates—a cost-effective alternative to its enclosed counterpart.^{xxiv}

This broad pattern of increasing spatial proximity and multi-functionality continued into the late 1930s and early 1940s. After World War II it peaked with the advent of the *fully integrated*—externally and internally—garage space. New home construction during this period began to incorporate the garage into the overall design and massing of the main house.^{xxv} “Two decades later, after World War II, the whole garage scene had undergone a radical change. Not only was the garage in the average detached dwelling thoroughly integrated into the street façade of the house—to the point where its wide doors served to balance the picture window so popular in the fifties—it was *internally* integrated.”^{xxvi}

Another important aspect of this last phase in the garage form’s evolution is its almost universal manifestation among distinct architectural styles. The pattern is evident in both moderne and asymmetrical-styled homes in Austin, and in the Colonial Revival design of the Simms House. Such a pattern is testament to the automobile’s emergent influence on architectural forms and functions during this period, and the architect’s growing mandate to make accommodations for it.

Travis Heights Garages

While the garage form evolved in Travis Heights in a manner largely consistent with the broader national trend, a small group of 1930s homes with “autos in the basement,” deviated somewhat from the general timeline. Specifically, their manifestation of a fully integrated garage space in the 1930s anticipated the broader trend by up to a decade in a few cases. Collectively, they signify a unique design adaptation that evolved in Travis Heights, and in isolated cases around Austin, in the first half of the 20th century; an adaptation derived from the intersecting influences of Austin’s emerging car culture and the area’s distinct topographical qualities, specifically its undulating, hilly landscape.

The Simms House is the most clearly articulated example of this design adaptation. Constructed in 1935, its five contiguous garage bays are particularly distinctive, not only within the Travis Heights area but among middle-class homes citywide. An analysis of the property’s history, reveals important insights into the social, geographical and technological factors that gave rise to this unique architectural phenomenon.

Walter and Mae Simms owned and operated Simms Fish Market, a prominent fixture in Austin’s service economy during the first half of the 20th century. Established in 1915, the market sold fresh seafood out of the local store and offered wholesale delivery service to hotels and restaurants in Austin and other towns within a one-hundred-mile radius. In the early 1930s, despite the onset of the Depression, the business was holding steady. Walter Simms had just purchased several new delivery trucks to enhance the wholesale side of the business and to facilitate his supply runs to Galveston and Port Lavaca.^{xxvii}

In 1934, Mr. And Mrs. Simms purchased property for a new home in Travis Heights; a home that would better reflect their social and economic standing. They selected a corner lot with

sloping contours and wide views to the west. They hired architect **Roger Q. Small** to design it, and local contractor **Richard Schmidt** to build it.

The project posed several design challenges for Small. First he had to find a way to create a flat space on a sloping hillside without adversely affecting the property's views and other natural assets. Also, as Travis Heights was a flourishing *suburban* community, well removed from the downtown location of Simms Fish Market on Congress Avenue, Small had to accommodate space for the family car. His solution on both counts was unique. Over the next two decades Roger Small went on to design a number of new homes in Austin, several of which called for two-story structures with integrated garage space on the first floor.

Abstracts indicate that the lot was purchased in October 1934, that the contractor was hired in February 1935 to build the house according to Small's existing plans, and that the foundation had already been built by 1935, when construction on the house began. About halfway through, the Depression finally caught up with the Simms family, and money became tight. As a cost saving measure, the contractor, Schmidt, suggested altering Small's design somewhat, using Elgin-Butler brick for the second floor veneer rather than the more expensive limestone.

The finished product raised some eyebrows in the neighborhood. Some residents wondered what all the garages were for given that deed restrictions in Travis Heights allowed only single-family homes. Whether Walter Simms had intended to store his delivery trucks here is not known. It is known however, that the family had planned to build another two-story structure on the property to accommodate a duplex, whose tenants would have used the extra garage spaces. They had a portion of the front yard, fronting onto Travis Heights Boulevard, leveled for that purpose. The project never materialized, and the extra garage bays became primarily storage space.^{xviii}

WALTER SIMMS & FAMILY HISTORY^{xix}

Walter Simms was born in Austin to **John Simms** (1851-1938) and his second wife, German native **Camilla Mary Rathmann** (1867-1934).

According to an article in the *Austin Statesman*,^{xxx} John Simms was quite a character.

"To his last frontier has gone John Simms of the twinkling eyes, the white mustache and a fund of frontier anecdotes ... The 86-year-old pioneer who settled in Austin more than 50 years ago and reared a family of outstanding sons and daughters died late Monday... Young Johnny Simms reached the frontier by punching cattle on Buffalo Bayou for old Sam Allen in '67, and he was then a smooth-faced youth fresh from his native New Orleans. By '69 he was in the "wild country" near San Angelo. Johnny was the driver for the El Paso stage coach lines on the run from Concho to Fort Phantom Hill, a drive that lasted from 10 in the morning to 3 p.m. the next day, and had in its crowded hours its share of Indian threats and outlaw depredations. A government escort with a "Long Tom" rifle sat beside the driver on those trips, and so it was a matter of more than passing luck that Johnny Simms came across the Colorado 33 miles out of Concho one day with a whole skin on his back and some jolted but otherwise unharmed passengers in the coach. Indians driving stolen cattle were also making the crossing, and in the exchange of pleasantries the government escort did his best with the "Long Tom" while Johnny Simms helped out by

holding the reins between his knees and giving fire for fire. It was right after that trip that Johnny resigned his job and tried a clerkship at Fort Griffin, but the work was dull to his way of thinking and soon he was back at Concho. He handled the Jacksboro run for a time and then drove on the Fredericksburg-Austin line. When he decided to settle down he chose the thriving town of Austin and here his family was reared."

John Simms is listed in the Austin City Directories beginning in 1881, working as a transfer agent for Monroe Miller. Two other Simms men are listed in 1881, quite probably John's brothers or family members: Frank L. and William A. Simms, who lived together east of the city limits that year. William was a delivery clerk with Pacific Express Company, "Forwarders of Merchandise, Specie & Valuables of all kinds to all points in Texas and (in connection with other Express Companies) to all points in the United States, Canada and Europe."^{xxxii} John is listed as a driver for the Pacific Express wagon beginning in 1883 (his eldest son Walter was born in 1885) and as a clerk for the company beginning in 1889. By 1889 John is a clerk and in 1891 a front clerk with the company, which was then located in the Driskill Hotel on Sixth Street just off Congress Avenue, advertising that it "Operates over 22,000 miles of railway, ocean and stage routes and has over 2,200 offices. It offers the safest and cheapest transportation facilities to and from all points in the East, Northeast, North, Northwest, Canada and Europe. Order and ship merchandise, jewelry, valuables and money by the Pacific Express."^{xxxiii}

After the death of his first wife, who bore him two daughters, John Simms married again and built a home at 400 East First Street in 1893, where he raised a family of seven children that included four "prominent Austin business men."^{xxxiii} John continued working for the Pacific Express Company until at least 1905 and is listed as a collector beginning in 1912. Camilla died in 1934 and John followed in 1938; both were Christian Scientists.



← Walter & Mae Simms, circa 1906

Walter Eugene Simms (1885-1949) was born in Austin. From 1901 to 1904 he worked as a clerk at Fulton Market, and in 1905 he became a delivery clerk for Pacific Express, where his father worked.

Walter was married on July 4, 1906, to Mae Lois Moore (1885-1966), the daughter of Olin T. and Sally Shuford Moore; Olin Moore was an engineer with H&TC railroad and lived in Austin for 35 years before his death. According to daughter Olin Harrell, her parents moved to Palestine for a short time right after their marriage to work for the railroad, but soon returned to Austin. Mae was very active in the Eastern Star as early as 1914.^{xxxiv} A photo from Houston District #5 in 1931 lists her as District Deputy Grand Matron of Texas.^{xxxv}

From 1909-1913 Walter Simms is listed in the City Directory as a brakeman with the H&TC Railroad. According to his son, Walter worked as a fireman for the railroad, serving as an employee representative in the capacity of 'union leader' before there were unions.^{xxxvi} It was during this period, in 1910, that Walter built his first family home at 909 East First Street, where they lived until 1935. The couple had two children, daughter Olin (Mrs. Wilburn Harrell), born in 1910, and Walter E. Simms Jr. ("Bud"), born in 1916.



1007 Willow Street, where Walter Sr. lived from 1912-1920; early 1900s/AHC; 2004/Maroney

Family connections were obviously very important to both John and Walter Simms, so it is no coincidence that Walter's younger brother Paul O. Simms (1891-1969) had in 1912 joined the Stacy-Robbins Company, which began developing Travis Heights in 1913 (Walter would build there in 1935). Paul Simms began a successful insurance and real estate career in 1906 and was a well-known developer before selling his firm in 1937 to Harrison-Wilson, who added Forrest Pearson, Simms' nephew, to the firm. Paul developed Barton Heights, Loma Linda, and McKinley Heights – the first African-American subdivision.

In 1934, Walter and Mae Simms bought property in Travis Heights from the Stacy Realty Company and commissioned architect Roger Q. Small to design their new home, which they lived in until their deaths in 1949 and 1966 respectively. Both of their children were young adults when the Travis Heights home was built, but Walter Jr. lived there from 1935 to 1942, when he joined the service, and again from 1948 to 1949.

Walter ran for City Council at one time (one of several candidates in a race with Tom Miller) but did not win the seat. As a Mason, he was a member of the Austin Shriner Lodge #12, Ben Hur and Scottish Rite.^{xxxvii} In the late Twenties and Thirties he was involved with Austin's B team. The baseball players traveled five to a Model T. On one road trip to San Antonio, he had 13 flats. Walter was also active in the Austin Pioneers, with Austin Baseball Club Incorporated in the Big State League – he was president of the club one year and lost money at it.^{xxxviii}

After Walter Sr.'s death, Mae took in boarders; one was Bonnie Stockerbrand, who owned Twin Oaks Cafeteria. Students from Nixon-Clay Business College also roomed with her, helping with chores rather than paying rent. Mae's mother lived in the basement rooms of the house for some time before her death, to avoid climbing the stairs. During the Cold War days of the 1960s, Walter Jr. equipped the room as a bomb shelter.



Walter Jr. first married Dorothy Jackson. He and his second wife, Margaret Harper Buchanan (1918-1956) had two daughters, Donna (Flippin) and Roxan (Staff). Margaret died in January of 1956 after a long illness, and Walter Jr. brought his two daughters to live with his mother (now in her seventies) in the family home in January of 1956. Mae had been caring for the young girls while their mother was ill, and their Aunt Olin sewed for them.

← *Walter Simms Sr. & Margaret B. Simms @ 906 Mariposa*

After Mae's death in 1966, the two girls continued to live there with their father. The girls moved out in 1975. Walter Jr. married **Aileen Marschner Shufflebarger** (1925-living) in 1977 (she was a cousin of his first wife), and they moved out on their own.

Donna lived in the home from 1977 to 1979 with her first husband, John Wesley Hardin, Jr. The house served as rental property from 1979 to 1982. After renovations, Walter and Aileen returned to the house from 1983 until 1999, when they could no longer climb the stairs. They currently live in a retirement center in Austin.^{xxix}

Simms' Markets^d 1915-1954

According to daughter Olin, her father became a butcher and then owner of a neighborhood grocery store. Walter Simms opened his first store about 1915, a "Meat Market" at 1201 East 1st Street,^{xi} followed by "Simms Market" in 1918, when he sold ice and meat at 1200 East 1st and 1116 East 12th, indicating diversification and expansion. An advertisement in the Statesman on January 17, 1918, notes, "Simm's Meat Market has moved from 1200 E. First St. to 315 East Sixth St. where it is more conveniently located for its patrons, carrying a full line of fresh meats at living prices."^{xii} According to W.E. Jr., the store was "burned out a couple of times" while at the 1200 E. First Street location.

Soon afterward Walter began selling fish exclusively. In 1920, City Directories list Walter's profession as "Manager, City Fish Market" at 423 East 6th Street, and the 1920 Census lists him as a 37-year-old "Merchant-Fish & Oyster." In the 1922 directory is the first reference to "Simms Fish Market," located at 701 East 6th Street, and then, in 1924, at 206 West 6th Street, where the business stayed until relocation to 1005 Congress Avenue circa 1930.

From 1935 to 1940, the market was located at 1007 Congress Avenue. Walter E. Simms Jr. began helping out in the store for \$1.50 a week in the summers while he was in grade school or junior high. He recalled working afternoons in the market while it was on Congress Avenue, after his classes at the University of Texas.

In the early years of the business, fish and oysters were express shipped in big barrels by train from South Texas ports such as Galveston, Brownsville and Corpus Christi, and from as far

away as Mexico and Maryland. Shrimp came in 100 pound barrels; fish 150 pounds, both packed with broken ice.

During the 1930s, after the move to Congress Avenue, Simms purchased two delivery trucks and drove to the Texas coast with the largest truck, which carried ice, to purchase fish straight off the docks. On one particular trip to Port Lavaca, Walter Jr. and his father purchased 100 gallons of oysters at \$1.00/gallon, packed them in ice in the back of the trucks and returned to Austin where they sold them for \$1.25/gallon.

Simms' son also recalled watching parades down Sixth Street from in front of the building that housed Ben Garza's Meat Market and his father's store. For several years Garza and his father also participated in the event, driving a truck along the parade route. One year his father mounted a large tarpon frozen in ice onto the back. Over the course of the morning, the ice melted and the big fish slid off into the street. "A Mexican fella ran over, scooped it up and hurried it back to my father, telling him 'you lost your fish!'" Another year, Mr. Simms packed a huge red snapper into 300 pounds of ice.^{xlii}

Though the Market sold retail for local customers, a large part of the business involved wholesale delivery with the smaller of the two trucks to various restaurants, hotels, and grocery stores around town. The client list included the Driskill Hotel, the Confederate Home, Luke's Café, the Longhorn Café, and Lung's Restaurant which once stood on the 500 block of San Jacinto. Simms would take orders at the various cafes in the early morning, return home for breakfast, and then go back to work.

Service also extended well beyond city limits, ultimately reaching a 100-mile radius. Regular deliveries were made to Central Texas towns as far away as Temple to the north, Brenham to the east, Lampasas to the west and San Marcos to the south.^{xliii}

During the post-Depression years, as the economy began its recovery, other seafood establishments appeared on the Austin scene, including Quality Seafood Market, established in 1938 and located adjacent to Simms Market at 1005 Congress Avenue.

By 1941, Simms had moved his business to 405 East 7th Street (a building that belonged to his brother Paul) where it remained until his death in 1949. In 1947, Simms began diversifying, listing 'Seafood and Produce' as his main products. While cleaning fish, he got a fish bone in his hand that caused an infection that led to blood poisoning and his death. His wife Mae thus became the temporary president of the newly incorporated Simms Seafood Market. **Henry G. Moreno**, born in Travis County in 1911 to a ranch foreman, had started out as a young delivery clerk in 1924 and had risen to general manager and vice-president, was elected president in 1950. Moreno bought and took over the business, which was moved for the final time to 1013 East Avenue.^{xlv}

The 1953 City Directory lists Simms Fish Market, Inc. for the last time. In 1954 Simms Seafood and Grocery is still listed at the same location, but Moreno is listed as a clerk at Safeway Stores, and Quality Seafood is the only fish dealer listed in 1955.

At the time of Walter E. Simms' death in 1949, *Simms Market* had been the longest continuously running fish market in the city.^{xlvi} It defined the retail fish industry in Austin for nearly 40 years. In many ways, the story of its founding, development, and ultimate demise reflect the changing scene of Austin's service economy during the first half of the Twentieth Century. When the *Simms Fish Market* faded away in the 1950s, it marked the decline of the mom-and-pop corner store and the emergence of the city's large, retail market industry, embodied in store chains like *Safeway* and *HEB* that offered one-stop shopping for their customers.



ARCHITECT: Roger Q. Small, (photo circa 1945)^{xvii}

Roger Quarles Small (1891-1960), who designed the Simms House for Walter Simms, was born in Chappell Hill, Texas. His father, Joseph Small, sold his properties in the Chappell Hill area by 1910 and moved his wife and four of his five children to Austin, Texas, so the children could attend the University of Texas.

Roger attended the University for seven years from 1910 until 1917. According to his son^{xviii}, Small did not graduate from the UT School of Architecture, but was president of the senior class of architecture for two terms. Small was known for his great sense of humor. He told his son that he did not pass English 1b, but made very good grades in French.

Small studied under **Hugo Kuehne** (1884-1963), who founded the School of Architecture at UT in 1910, and worked for Kuehne as chief draftsman for eleven years. Kuehne was a native of Austin, having attended Austin High School; he

received a bachelor's degree in civil engineering from the University of Texas in 1906, and a bachelor's in architecture from the Massachusetts Institute of Technology in 1908. Subsequently Kuehne worked as a draftsman for G. Henri Desmond, a Boston architect, before he was called back to Austin to organize an architectural program in the UT College of Engineering. Kuehne served as an adjunct professor from 1910 to 1915 and founded the architecture library, which became one of the most important collections in the country. Kuehne was involved in the master plans for the Enfield suburb in 1915, and in the development of Austin's first master plan in 1928. Kuehne is probably best known for the Old Austin Library (1933), now the Austin History Center, at 400 West Ninth Street.

On March 30, 1918, during World War I, Roger Q. Small was inducted into the army and went overseas at the age of 26 as a French interpreter, Headquarters Company, 90th Division; just before going to the front lines he was transferred to the Commissary Unit where he was in charge of dispensing food goods from two homes in a small town behind the American lines. He was honorably discharged on August 19, 1919. Small married Clara Belle Hook on January 8, 1921 (they shared January 8th as their birthdate) and had two children, Betty and Roger Jr. In a 1942 resume, Small states his work record to date as follows:

| | | | |
|-------------|-----------|------------------|--------------------------------|
| Austin | 1919-1921 | H. F. Kuehne | Chief Draftsman |
| San Antonio | 1921-1922 | H. H. Harrington | Draftsman |
| Austin | 1922-1931 | H. F. Kuehne | Chief Draftsman ^{xix} |
| Austin | 1931-1942 | | Self Employed |

Having received on-the-job training at the Kuehne architectural firm, Small was certified by the State of Texas as an architect on his birthday in 1938. According to Roger Small Jr., "My father was "grandfathered" and assigned license number 481, since he had been in private practice since 1931 at the time the licensing act was passed in 1938."

During WWII, Small worked at the Houston Sash & Door Company in Houston, Texas. He was involved in drafting and design of buildings for military installations. After his return to Austin following the conclusion of WWII, Small did some drawings for a contractor/developer

involving mass production techniques coming out of the concept of manufacturing for the war effort. Although he was not comfortable with the concept, he worked on the project because his regular business had not redeveloped during this recovery period. Subdivisions built by the mass production concept were replacing the custom designed homes he had built his reputation on.¹

Small's private career ran from 1931 until the late 1950s, with work on at least 37 projects between 1934 and 1956 referenced in the architectural files of the Austin History Center. The great majority of projects in those files are for realtor Edward J. Hofheinz, most for repairs and/or additions. Among those architectural drawings are 18 files described as residential apartment or multi-family projects, with at least three mentioning or depicting an integrated garage component. At least 32 projects involved designs for Hofheinz, including 1944 plans for a residence and/or a duplex at 1402 Hartford Road, floorplans for 3300 Windsor Road (one-story 2BR, no date), 4702 Ramsey Avenue (one-story, 2BR w/ separate garage, no date), and a 1940 "cottage" with elevations and floor plans for Mrs. Hofheinz at 1608 Poquito.

Small often pointed out to his family the Fireman's Drill Tower on Cesar Chavez just west of Congress Avenue as one of the many projects he worked on. (Designed by Roy White and the Kuehne firm circa 1931, the six-story tower served as a practice tower to train firefighters. The tower became obsolete in 1974 and was restored as an Austin Landmark in 1978, when the carillon was installed.) Small's granddaughter, Sally Small Fly, who currently serves as the executive director of the American Institute of Architects' Austin Center for Architecture in Austin, holds drawings from Small's UT days as a student, as well as 1932 plans which Small worked on for the original Austin Public Library.

ADDITIONAL PROPERTY OWNERS

Jennifer K. and Jerry Patterson purchased the property from the Simms family June 1, 1999. Jerry Patterson served from 2002 to current as Commissioner for the Texas General Land Office. Born in Houston in 1946, Patterson served as a U.S. Marine for over 20 years and as a state senator for six years. He graduated from Texas A&M in 1969 and retired from the Marine Corps Reserve as a Lieutenant Colonel in 1993. Jennifer Patterson received her Bachelor of Arts in 1992 from the University of Texas at Austin, her Juris Doctor in 1995 from the UT School of Law, and a Master of Laws in Taxation in 1996 from Southern Methodist University School of Law. She is presently in private practice. Expecting twins and in need of a larger home, they sold the house in December of 2003.

Elana Einhorn and Will Andrews purchased the house from the Pattersons and are the current owners and occupants, together with their young daughter. Elana is originally from Miami Beach, Florida, and has lived in Austin for over 20 years. A former long-time staff attorney for the Texas Supreme Court, she is presently in private practice. She received her undergraduate degree from Florida International University (B.A., with high honors, English, 1986), and her law degree from the University of Texas School of Law (J.D., with honors, 1989). She is board certified in civil appellate law by the Texas Board of Legal Specialization. Will is a fifth-generation Texan, and was raised in Archer City; his family arrived in Archer County in 1879, the second family to settle in that county. He received his undergraduate degree from Texas A&M University (B.B.A., Finance, 1985), and, after working in Dallas for a few years, found his

home in Austin. Since 1994 he has worked as a consultant for a number of local non-profit organizations.

The following City of Austin Historic Landmark criteria are applicable to the Walter Simms House and have been illustrated in detail in the above narrative:

1. Character, interest or value, as part of the development, heritage or cultural characteristics of the City of Austin.
2. Recognition as a Recorded Texas Historic Landmark (application pending submission Jan. 1, 2008), and entered into the National Register of Historic Places, 2005.
3. Embodiment of distinguishing characteristics of an architectural type or specimen.
4. Identification as the work of an architect whose individual work has influenced the development of the city.
5. Embodiment of elements of architectural design, detail, materials, or craftsmanship which represent a significant architectural innovation.
7. Portrayal of the environment of a group of people in an area of history characterized by a distinctive architectural style.
9. Exemplification of the cultural, economic, social, and historical heritage of the City.
11. Identification with a person or persons who significantly contributed to the culture of the City.
12. A building or structure that, because of its location, has become of value to a neighborhood, community area, or the city.
13. Value as an aspect of community sentiment or public pride.

Summary

The 1935 Simms House's first owner, merchant Walter Simms, defined the wholesale and retail fish industry in the city for almost 40 years with his seafood markets. His story reflects the changing scene of Austin's economy during the first half of the Twentieth Century and marks the decline of mom-and-pop grocers in favor of supermarket chains. His contributions to the economy and thereby the culture of the city, were considerable and consistent.

The home's architect, Texas native Roger Q. Small, actively participated in the development of the city from his days at the University of Texas throughout the first half of the century. His work as Chief Draftsman for well-known architect Hugo Kuehne - which included work on the Austin Public Library (currently the Austin History Center) - and in his subsequent private practice is deserving of historic commendation, particularly in relation to the home that he designed for the Simms family.

Already on the National Register, the Simms House is also nominated for status as a Texas Historical Landmark. Everyone in the neighborhood knows the "House with All the Garages" as it's on a main approach to the local elementary school, thus neighboring residents pass it every day. The fully integrated, five-bay garage system comprising the lower half of the home's main façade communicates the significance of the house in two important ways. First, it represents an early and very clearly articulated manifestation of the automobile's growing influence over Austin's, and the nation's, architectural landscape during the early decades of the 20th century. Second, it is the defining element in a unique, localized design adaptation that manifested among a small group of homes constructed in Travis Heights during the 1930s and 1940s—an adaptation whose general design anticipated a similar national trend by nearly a decade. The

Simms House, as the most prominent example of this group, represents an invaluable link to an important period in the City's past—a time when the practical demands of Austin's emergent car culture intersected with local geography in sometimes surprising and unusual ways.

APPENDIX

SIMMS FAMILY TREE

John Simms (b. New Orleans? 12/17/1851-3/14/1938) married 2nd wife **Camilla Mary Rathmann** (Germany, 2/6/1867-8/?/1934) [from scrapbook of Olin Harrell] Camilla came from Germany with father.

Children:

1. Emma (Jack O.) Andrewartha
2. Mary Quinlan
3. Helen Camilla (Mrs. Milton) Pearson → Kay Nell, Forest, Milton Jr.
4. **Walter Eugene Simms Sr.** (9/28/1885-4/30/1949) married July 4, 1906 to **Mae Lois Moore** (6/15/1885-3/17/1966) [Mae was daughter of Olin T. & Sally Moore; Olin was an engineer with H&TC railroad and lived in Austin 35 years before his death]
 - i. **Walter E. Simms Jr.** (11/5/1916-living) married 2nd wife, Margaret Harper Buchanan (11/6/1918-1/15/1956); married 3rd wife, Aileen Marschner Shufflebarger (1925-living), in 1977 (a cousin of his first wife, Dorothy Jackson)
 - Donna Flippin (Austin) and Roxan Staff
 - ii. **Olin (Mrs. Wilburn) Harrell** (1910-living) → Ken (280-8614)
5. Leonel [Lionel] J. Simms
6. Paul O. Simms (-1969) → William P. and Mrs. Robert Ehrlick
7. Earl E. Simms

Photographs

Historic Photograph circa late 1930s, from Simms Family

B&W photos by Phoebe Allen, August 2007:

- 1 - South (front) façade
- 2 - West façade
- 3 - Upper front/south façade
- 4 - East façade
- 5 - North (rear) façade from west end
- 6 - North (rear) façade from northeast corner
- 6a - Rear door
- 7 - Fireplace with mantel
- 8 - View from Travis Heights Boulevard (includes slope of property and view of playhouse)
- 9 - Stairway from Mariposa to upper level of house and retaining wall
- 10 - View of lot from southeast, indicating slope in property and retaining wall
- 11 - Cistern, decorative, east of house

Inserted family photos:

Walter & Mae Simms, from daughter Olin Harrell

Walter Jr. & wife, from Olin Harrell
Roger Q. Small, from his son Roger Small Jr.

FOOTNOTES

- ⁱ Architectural component was written by Sean Maroney (National Register of Historic Places, 2005), 2004 as part of his Master's Degree at the University of Texas at Austin. Edited by Phoebe Allen.
- ⁱⁱ Architectural Records, Roger Q. Small, on file at the Austin History Center.
- ⁱⁱⁱ Walter Simms Jr. 2004, personal communication with Sean Maroney.
- ^{iv} Simms Jr, personal communication 2004.
- ^v According to Jennifer Patterson, the kitchen floor was linoleum when they bought it, and it did not have underneath it the oak floor seen in the rest of the house, but wider floorboards, the contours of which were visible in the linoleum.
- ^{vi} The Pattersons removed two doors leading into the kitchen and one where the living room meets the hallway; they are stored downstairs and could be reinstalled.
- ^{vii} Written by Sean Maroney, edited by Phoebe Allen
- ^{viii} Written by Phoebe Allen.
- ^{ix} McGraw, Marsburger & Associates, 2003, South Congress Avenue Preservation Plan, prepared for City of Austin, Texas.
- Travis Heights history, compiled by Peter Flagg Maxson, Heritage Society Homes Tour, 2005.
- Copeland, Robert (compiler), "Travis Heights...A Critical Period." A report prepared for South River City Citizens by University of Texas School of Architecture, 1975.
- ^x Sketch of Travis Heights Neighborhood with Streetcar, Austin History Center, Travis Heights file.
- ^{xi} Written by Sean Maroney, liberally edited by Phoebe Allen. For more details about automobile development and illustrations, see Maroney's National Register nomination.
- ^{xii} Austin Statesman, January 27, 1905.
- ^{xiii} Humphrey, David C., Austin: An Illustrated History. Windsor, North Ridge, CA; 1985, p. 159
- ^{xiv} Austin Statesman January 27, 1905.
- ^{xv} Charles, Hall, Page & Associates, *Austin Historic Preservation Plan* (AHPP), 1981, prepared for City of Austin, Texas.
- Hooks, Lisa Nungesser, *Transportation Development in Austin, Texas from 1838 to 1938 and Its Impact on the Urban Form*, Master's Thesis, University of Texas at Austin, Texas, 1977.
- Jackson, Kenneth T., *Crabgrass Frontier: The Suburbanization of the United States*, Oxford University Press, NY, 1985.
- ^{xvi} Op. cit., Jackson 1985. Maples, Gareth, *The History of Garage Doors – The Search for the Perfect Carriage House*. GreatPossibilities.com; Accessed on 7/30/04 at: http://www.greatpossibilities.com/articles/publish/printer_the-history-of-garage-doors.shtml
- ^{xvii} Comstock, Wm. Phillips, *Garages and Motor Boat Houses*, The Wm. T. Comstock Co. NY, 1911. op. cit. Jackson 1985.
- ^{xviii} J.B. Jackson 1976 – referenced by Maroney but not listed in his bibliography.
- ^{xix} Op. cit. Jackson 1976. Nelson, Connie, Fancy garages are not mirages. *StarTribune.com*, 2002; accessed on 9/28/04 at: <http://www.startribune.com/dynamic/story.php?template=print>
- ^{xx} Ibid. J.B. Jackson 1976; Comstock 1911. Jackson 1985.

Markey, Kevin, The great American garage. USAWeekend.com, Sept. 23, 2001, Accessed on 9/15/04 at: http://www.usaweekend.com/01_issues/010923/010923garage.html.

^{xxi} Ibid. J. B. Jackson 1976. K.T. Jackson 1985.

^{xxii} Ibid. Jackson 1985.

Normile, John, ed. *Better Homes and Gardens: New Ideas for Building Your Home*. Meredith Publishing Co., Des Moines, Iowa 1938.

^{xxiii} Ibid. Jackson 1976; Jackson 1985.

^{xxiv} Jackson 1985: 252.

^{xxv} Ibid. Jackson 1976; Jackson 1985.

^{xxvi} Ibid. Jackson 1976: 16.

^{xxvii} Walter E. Simms, Jr., personal communication to Phoebe Allen 6/16/07, and to Sean Maroney 8/2004.

^{xxviii} Op. cit. Walter E. Simms Jr.

^{xxix} Written and researched primarily by Phoebe Allen, with acknowledgement to Sean Maroney for his initial work.

^{xxx} Barnes, Lorraine, "John Simms, Who Drove Stage Coach, Goes to Last Frontier," Austin Statesman, March 15, 1938.

^{xxxi} Austin City Directory, 1881-82.

^{xxxii} Austin City Directory, 1891-92, advertisement for Pacific Express Company, Driskill Hotel

^{xxxiii} "Final Tribute Paid John Simms," Austin American, March 16, 1938.

^{xxxiv} Austin Statesman, 10/12/1914, lists Madame W.E. Simms of Austin in an article on the Eastern Star.

^{xxxv} Family photo in possession of W.E. Simms Jr.

^{xxxvi} Simms, W.E., Jr, personal communication with Sean Maroney, 2004.

^{xxxvii} Walter Simms, Jr. to Phoebe Allen, 2007.

^{xxxviii} Olin Simms Harrell, his daughter, in an interview with Phoebe Allen on June 23, 2007.

^{xxxix} Austin City Directories, interviews of Olin Harrell 6/2007 and W.E. Simms, Jr. 6/2007, e-mails from Donna Simms Flippin.

^{xl} Section written by Phoebe Allen, with elements from Sean Maroney

^{xli} Austin City Directory, 1916.

^{xlii} Newspaper Ad: Simms Meat Market, 1/17/1918, Statesman.

^{xliii} Walter E. Simms, Jr., personal communication with Sean Maroney; 2004.

^{xliv} Walter E. Simms, Jr. 2004/2007; Austin American Statesman, 2/14/1942; Central Texas Business and Professional Directory, 1952, pp. 197-198.

^{xlv} Central Texas Business and Professional Directory, 1952, pp. 197-198.

^{xlvi} Central Texas Business and Professional Directory, 1952, pp. 197-198.

^{xlvii} Written by Phoebe Allen.

^{xlviii} Roger Q. Small, Jr. in phone conversations June 2007, with Phoebe Allen, and e-mails of June 29 and August 6, 2007. Roger Jr. (979-968-3840); Sally Small Fly (512-452-4332, sally@AIAaustin.org).

^{xlix} It is likely that Small worked on the Kuehne firm's 1927 design of 300 West 33rd Street, a project of Paul O. Simms, brother of Walter Simms.

ⁱ According to Roger Small Jr., 2007

(Oct. 1990)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. NAME OF PROPERTY

HISTORIC NAME: Simms House
OTHER NAME/SITE NUMBER: N/A

2. LOCATION

STREET & NUMBER: 906 Mariposa Drive
CITY OR TOWN: Austin
STATE: Texas CODE: TX COUNTY: Travis CODE: 453
NOT FOR PUBLICATION: N/A
VICINITY: N/A
ZIP CODE: 78704-3156

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this (☒ nomination) (☐ request for determination of eligibility) meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property (☒ meets) (☐ does not meet) the National Register criteria. I recommend that this property be considered significant (☐ nationally) (☐ statewide) (☒ locally). (☐ See continuation sheet for additional comments.)

Signature of certifying official

Date

State Historic Preservation Officer, Texas Historical Commission
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

Signature of the Keeper

Date of Action

☐ entered in the National Register
 ☐ See continuation sheet.
☐ determined eligible for the National Register
 ☐ See continuation sheet
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain):

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: Private

CATEGORY OF PROPERTY: Building

| NUMBER OF RESOURCES WITHIN PROPERTY: | CONTRIBUTING | NONCONTRIBUTING |
|---|---------------------|------------------------|
| | 1 | 0 BUILDINGS |
| | 0 | 0 SITES |
| | 0 | 0 STRUCTURES |
| | 0 | 0 OBJECTS |
| | 1 | 0 TOTAL |

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING: N/A

6. FUNCTION OR USE

HISTORIC FUNCTIONS: DOMESTIC: Single Dwelling

CURRENT FUNCTIONS: DOMESTIC: Single Dwelling

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: OTHER: Minimal Traditional

MATERIALS: FOUNDATION CONCRETE
WALLS STONE, BRICK
ROOF ASPHALT
OTHER

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-15).

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- ☐ A PROPERTY IS ASSOCIATED WITH EVENTS THAT HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE BROAD PATTERNS OF OUR HISTORY.
- ☐ B PROPERTY IS ASSOCIATED WITH THE LIVES OF PERSONS SIGNIFICANT IN OUR PAST.
- ☒ C PROPERTY EMBODIES THE DISTINCTIVE CHARACTERISTICS OF A TYPE, PERIOD, OR METHOD OF CONSTRUCTION OR REPRESENTS THE WORK OF A MASTER, OR POSSESSES HIGH ARTISTIC VALUE, OR REPRESENTS A SIGNIFICANT AND DISTINGUISHABLE ENTITY WHOSE COMPONENTS LACK INDIVIDUAL DISTINCTION.
- ☐ D PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD, INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

CRITERIA CONSIDERATIONS: N/A

AREAS OF SIGNIFICANCE: Architecture

PERIOD OF SIGNIFICANCE: 1935

SIGNIFICANT DATES: 1935

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Small, Roger Q.; Schmidt, Richard

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-16 through 8-50).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheet 9-5 through 9-54).

PREVIOUS DOCUMENTATION ON FILE (NPS): N/A

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #
- ☐ recorded by Historic American Engineering Record #

PRIMARY LOCATION OF ADDITIONAL DATA:

- ☒ State historic preservation office (*Texas Historical Commission*)
- ☐ Other state agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other -- Specify Repository:

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: less than one acre

| UTM REFERENCES | Zone | Easting | Northing |
|----------------|------|---------|----------|
| 1. | 14 | 620862 | 3346180 |

VERBAL BOUNDARY DESCRIPTION: All of lot 1 and the south ½ of lot 2 in block 21 of the Travis Heights subdivision (1913)

BOUNDARY JUSTIFICATION: Boundary description corresponds to dimensions of lot purchased by the original owner in 1935 and includes all property historically associated with the house

11. FORM PREPARED BY

NAME/TITLE: Sean Maroney, Consultant

ORGANIZATION: University of Texas at Austin

DATE: November 18, 2004

STREET & NUMBER: 705c Castle Ridge Road

TELEPHONE: (512) 921-9188

CITY OR TOWN: Austin

STATE: Texas

ZIP CODE: 78704

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS

PHOTOGRAPHS (See continuation sheet Photo-55)

ADDITIONAL ITEMS

PROPERTY OWNER

NAME: Elana Einhorn and Will Andrews

STREET & NUMBER: 906 Mariposa Drive

TELEPHONE: (512) 445-5553

CITY OR TOWN: Austin

STATE: Texas

ZIP CODE: 78704-3156