

ZONING CHANGE REVIEW SHEET

CASE NUMBER: C14H-2008-0037

HLC DATE:

February 23, 2009

March 23, 2009

PC DATE:

April 14, 2009

APPLICANT: Lorelei Brown, building owner

HISTORIC NAME: Texaco Depot

WATERSHED: Town Lake

ADDRESS OF PROPOSED ZONING CHANGE: 1300-04 E. 4th Street

ZONING FROM: TOD-NP to TOD-H-NP

SUMMARY STAFF RECOMMENDATION: Staff recommends the proposed zoning change from Transit-oriented development, Neighborhood Plan (TOD-NP) district zoning to Transit-oriented Development – Historic Landmark – Neighborhood Plan (TOD-H-NP) combining district zoning.

HISTORIC LANDMARK COMMISSION ACTION: February 23, 2009: Postponed to the March 23, 2009 meeting due to a lack of a super-majority. March 23, 2009: Recommended a zoning change from General Commercial Services, Mixed Use, Conditional Overlay, Neighborhood Plan (CS-MU-CO-NP) combining district zoning to Transit-oriented Development – Historic Landmark – Neighborhood Plan (TOD-H-NP) combining district zoning for the buildings only. Vote: 6-0 (Limbacher absent).

PLANNING COMMISSION ACTION: Recommended a zoning change from General Commercial Services, Mixed Use, Conditional Overlay, Neighborhood Plan (CS-MU-CO-NP) combining district zoning to Transit-oriented Development – Historic Landmark – Neighborhood Plan (TOD-H-NP) combining district zoning for the buildings only. Vote: 8-0 (Anderson absent).

DEPARTMENT COMMENTS: The buildings are not included in any city survey.

CITY COUNCIL DATE: April 30, 2009

ACTION: Passed on first reading only for the buildings only. The applicant for historic zoning does not own the land; it is owned by Capital Metro.

ORDINANCE READINGS: 1ST 2ND 3RD

ORDINANCE NUMBER:

CASE MANAGER: Steve Sadowsky

PHONE: 974-6454

NEIGHBORHOOD ORGANIZATION: East Cesar Chavez Neighborhood Association

BASIS FOR RECOMMENDATION:

The ca. 1912 complex of two industrial buildings along the railroad tracks in East Austin represent a vanishing building type – these combination depot/warehouse buildings were built by the Texas Company (Texaco) along the railroad tracks to hold petroleum products delivered by railroad and then dispensed in trucks to various locations throughout the city. The building at 1300 E. 4th Street, the larger of the two, served as a warehouse and office; the building at 1302 E. 4th Street housed the Texaco trucks which would then deliver the company's petroleum products in Austin. Buildings such as these along the railroad tracks are now very rare in Austin, and are endangered with the continuing development of this part of the city.

Architecture:

The Texaco Depot complex consists of two one-and-a-half story front-gabled rectangular plan, frame buildings with corrugated metal siding, wood-framed windows, and metal roofing. The building at 1300 E. 4th Street has a one-story rectangular plan frame addition to the rear with board-and-batten siding and a metal roof. The building at 1302 E. 4th Street has a large deck area at the rear; some of the rear windows in the building have been replaced. Original fenestration in the building at 1300 E. 4th Street consists of 4:4 wood-frame, wood-sash windows. The building at 1302 E. 4th Street has wood garage doors, and 1:1 fenestration, the only windows being in the tympanum of the gables.

Historical Associations:

Both buildings are believed to have been built around 1912, when the Texas Company opened a facility in Austin for the distribution and delivery of petroleum products. Previously, this site had been the home to a railroad roundhouse and warehouse at the current location of 1300 E. 4th Street and the Heierman brothers' Austin Foundry and Machine Works on a portion of the current location of 1302 E. 4th Street. These buildings appear on the 1900 Sanborn map; they were both removed in the first decade of the 20th century – the roundhouse was located further east along the tracks near Chicon Street, and the foundry and machine works moved to E. 5th Street at Brazos. 1912-13 city directory is the first to show Texaco (then the Texas Company) at this site, with a description of "wholesale illuminating oils and gasoline." W.S. Oliver was the local agent for the company. This area of the city was not shown on the 1922 Sanborn map, but the 1935 map shows the current configuration of the two buildings – the building at 1300 E. 4th Street originally had a canopy over the east elevation of the building, which has been removed, and a large wooden platform running along the back half of the building and around the back of the building extending to the tracks behind the site. The platform remains.

Texaco maintained its operations here until around 1950, when they moved their bulk station to Springdale Road. By 1952, the buildings were being used by Firestone as an automobile tire warehouse. In 1964, the buildings were again used as an oil distribution center and warehouse, this time by Shell, which is listed in the directories from 1964 to 1967. The buildings were vacant in 1969, and for most of the early 1970s. The current owner, Lorelei Brown, purchased the buildings for an art studio in 1976, having returned from living in San Francisco, where many artists had their studios in abandoned warehouses. The buildings today house several studios and workspaces in addition to residential uses.

PARCEL NO.: N/A The applicant owns the buildings but not the land.

LEGAL DESCRIPTION: N/A The applicant owns the buildings but not the land.

ANNUAL TAX ABATEMENT: \$870 (income-producing); city portion: \$212.

APPRAISED VALUE: \$95,596 (buildings only)

PRESENT USE: Studio/workspaces.

CONDITION: Good

PRESENT OWNER:

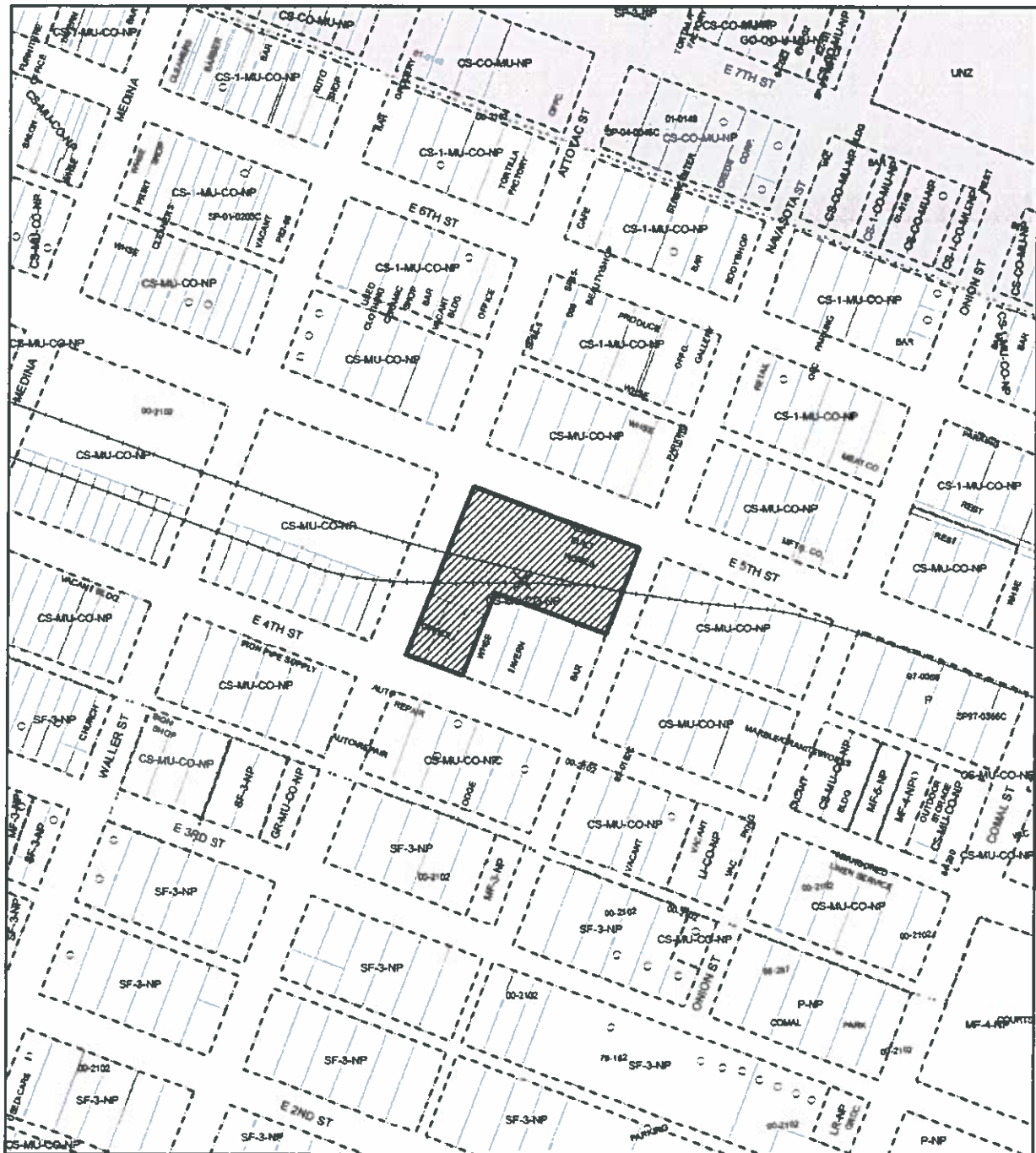
Lorelei Brown
1014 Spence Street
Austin, Texas 78702

DATE BUILT: ca. 1912




ALTERATIONS/ADDITIONS: The original canopy over the east side of the building at 1300 E. 4th Street has been removed; doors have been replaced in both buildings; the original central garage opening at 1304 E. 4th Street has been filled in as a doorway; some windows in the gables of the building at 1304 E. 4th Street have been replaced.

ORIGINAL OWNER(S): Texas Company (1912)

OTHER HISTORICAL DESIGNATIONS: None.



1" = 200'

-  **SUBJECT TRACT**
-  **ZONING BOUNDARY**
-  **PENDING CASE**

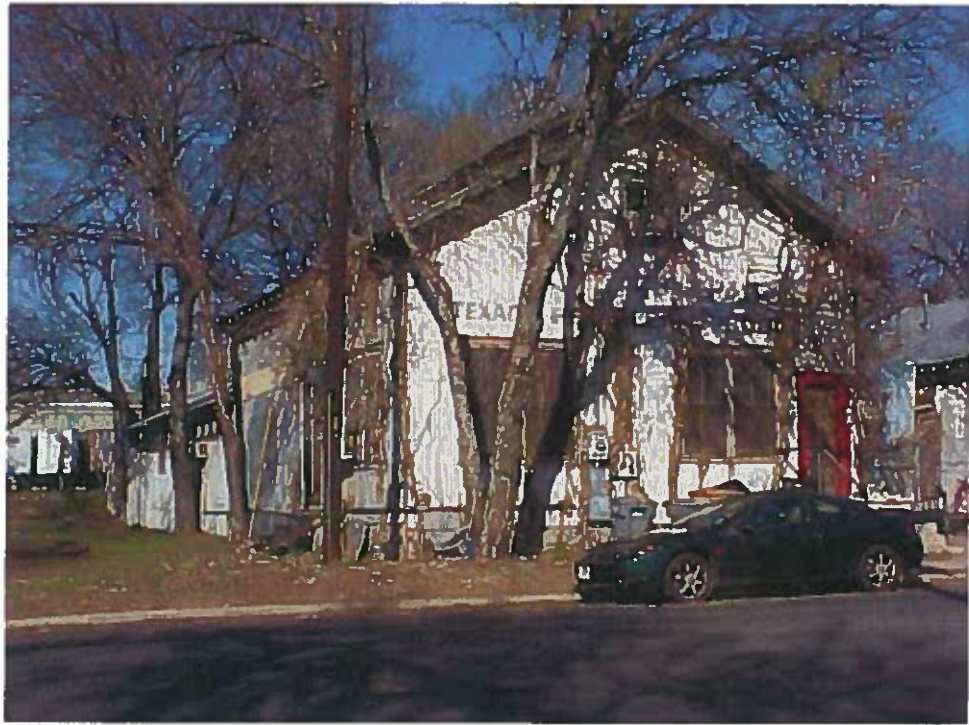
OPERATOR: S. MEEKS

HISTORIC ZONING

ZONING CASE#: C14H-2008-0037
 ADDRESS: 1300 E 4TH ST
 SUBJECT AREA: 0.257 ACRES
 GRID: J22 & K22
 MANAGER: S. SADOWSKY



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



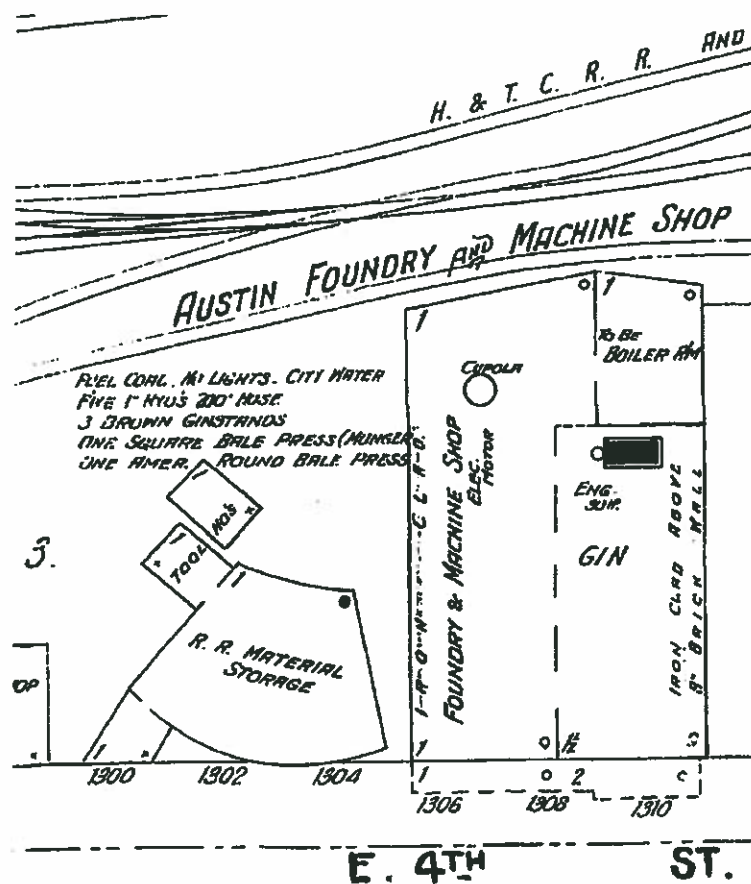
1300 E. 4th Street
ca. 1912



1302 E. 4th Street
ca. 1912

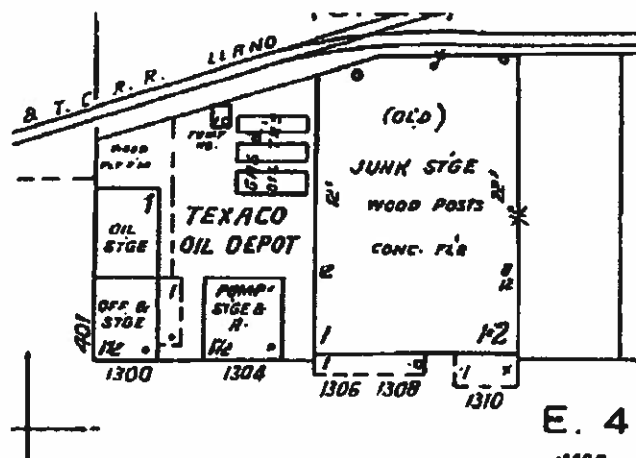


Detail of paired 4:4 windows in the front façade of 1300 E. 4th Street and the painted signage for Texaco Petroleum Products above the windows.

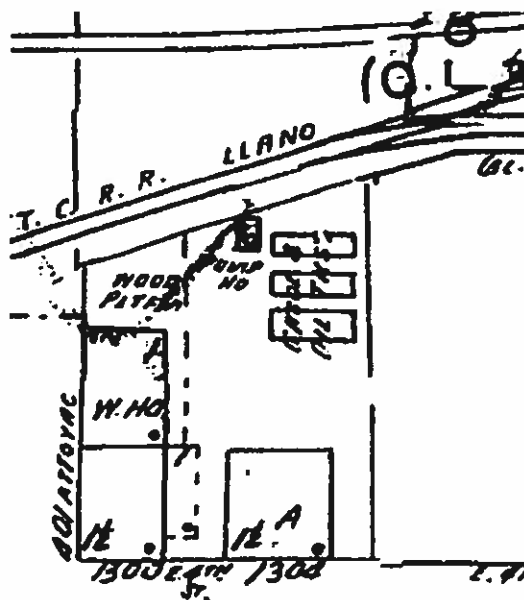


The 1900 Sanborn map shows the railroad roundhouse, labeled "R.R. Material Storage" and Austin Foundry and Machine Shop's foundry and gin at the current

location of the Texaco Depot. These buildings were on the south side of the Houston and Texas Central Railroad tracks.



The 1935 Sanborn map shows the current configuration of the Texaco Depot buildings. The building identified as 1300 E. 4th Street is labeled “Off. & Stge” – office and storage – in the front section, and “Oil Stge” – oil storage in the back section, which corresponds to the one-story frame addition at the rear of the building at 1300 E. 4th Street. Note that the building has a one-story canopy to the right (east) of the front section of the building and a wood platform that extends to the rear of the property, wrapping around the rear of the oil storage area. The building at 1304 E. 4th Street is labeled “Pump Stge & A” or pump storage. Behind the building at 1304 E. 4th Street are three gas and oil storage tanks and a small pumphouse. Both buildings are noted as being one and a-half stories tall.



The 1961 Sanborn map shows the same configuration as shown in the 1935 map; the building at 1300 E. 4th Street is noted as a warehouse. The gas and oil tanks as well as the pumphouse remain behind 1304 E. 4th Street.

PREFACE

The subject buildings of this application for historic zoning are not so much architectural icons, such as a historic home might be, but rather artifacts of the history that shaped Austin. This became apparent as my research continued to expand over the recent months. I began this report by grabbing the proof from the directories that the buildings were existent as far back as I could. However as I chronicled the year to year chronology of the occupants, the depth of this history sunk in, became more engrossing, and my frustration at not knowing more about the historical context more apparent. The request for an historical narrative encouraged me to research further the history of Austin. Of particular interest to me at that point finding out how there was a brightly lit capital building in which to party all night, which led to inquiry how lighting developed in Austin, which touched upon development of public utilities and in particular coal gas manufacturing. Although I knew this was getting off course to developing the history of the buildings, it did lead directly into understanding the background of the petroleum industry in Texas. A couple of books, one given me at the Austin History Center, The History of Travis County and Austin by Mary Stuart Barkley, pub. Steck Co. 1963, and the other Oil in Texas 1895-1945 by Mary Olien and Roger Olien University of Texas Press, 2001, provided enough obscure detail to allow me to feel more certain of my perspective to try to deliver the historical narrative included with this narrative. However, after writing up the story I felt was sufficiently evocative of the background leading to the major turning of events in the location's history, it became too long and I wound putting this material that I developed into a couple of attachments to the narrative. Attachment #22 is informative detail developed mainly from Barkley's book about Austin in the days leading up to the arrival of the train at the H&TC rail yard in 1871. Attachment #7 is the story of the discovery of oil in Texas and adjunct founding of the Texas Company (Texaco), which is necessary background to the point that they put a depot on the track in Austin.

As I try to wrap up this report I wished to know more about the development of the area around the Tracks in East Austin, including the cotton and cottonseed business, about how the tracks spread around the Austin city, including the street car lines, and more about a particular German family, the Heermans, and their Austin Foundry. I may have been bitten by the Historic Research bug. As I prepare to turn this over to you, I regret not being able to give you any further discoveries that might have been made at the State Libraries, researching in Travis County Appraisal maps, and in deed research. I realize that even the relatively recent history of the occupants of the last 30 years may or may not be my business to know, or even try to find out, but I regret the people that did not return my calls and that I could not trace for sure.

Describing the buildings was more challenging than I expected also, especially not having studied architectural history, or architecture. After reading the scanty descriptions of historic buildings online though, I am happy to have recalled as much as I did. Making the photographs in black and white was a revealing exercise, also. "It is what it is," to cop a common phrase, can't deny anything in black and white. The pictures do serve to inspire continued maintenance, thank you for that.

So I hope this application for 1300 and 1302 E 4th, The Texaco Compound, is adequate. I won't apologize for its length. 100 years is a long time. I didn't want to leave anything or anyone out, and tried to find everything I could. I trust that by the time you review it from the various angles required, it will present a coherent picture, and you will have been sufficiently entertained.

F.9.a: Historical Narrative 1300 and 1302 East 4th Street

Our story starts with a chugging steam train arriving in Austin in the rain on the 28th of December in 1871, 33 years after Mirabeau Lamar chose "Waterloo on the Colorado" to be the capital of the new Republic of Texas. It was now twenty-five years after statehood, and for all the progress that had come about, Austin was still a practically a frontier town. There still was no indoor plumbing, and horses or oxen were needed for conveyance. The train boosters who had wanted the railroad since 1850, wasted no time after the end of the war to muster their resources to bring the train into Austin. As is generally known (Limbacher & Assoc. Report, Exhbt #26, The New Handbook of Texas, Exhbt #24, and online about "Texas Railroads, Exhbt #25), construction on the Houston and Texas Central Railway (H&TC) began in Houston in 1853, and 81 miles of track between Houston and Millican were open by 1861. Construction ceased during the war, to resume in 1867 when the H&TC acquired the Washington County Railroad which was extended by 1873 to take the track all the way to the state line at Red River City, where connection was made with the Missouri, Kansas, and Texas Railroad (M-K-T) to form the first all-rail route from Texas to St. Louis and the East. Meanwhile train proponents in Austin, having despaired of other avenues to build into Austin raised bonds to extend the line west to Austin where our story about 1300 and 1302 East 4th Street begins.

Until 1871, despite its stature as the capital, Austin had remained a tiny settlement. Exhibit #22 is a short report culled from Mary Barkley's book, Austin and Travis County 1839-1899, which tells more about this early period. There was a fire department, a marching band, a gas lighted state capital made of brick, and a newspaper. Austin was in the midst of a building boom, fueled by the continuing recovery six years past the Civil War, and the long anticipated arrival of the railway. Ms. Barkley, in her book, describes how the citizens made their way to the top of Robertson Hill above the French Embassy to watch John M. Swisher (of the ferry and street rail) drive the final spike for the H&TC extension on Christmas Day, 1871. The train from Houston and Galveston arrived shortly thereafter on December 26th, according to Brown's Annals of Travis County.

The writer from the Tri-Weekly Statesman, reporting on the 28th, waxed ebullient about the epic event, describing how the train load of adventuresome "tourists" arrived in Austin to cheers, a booming cannon, a speech by Governor A.J. Hamilton, and a band in a parade of marching cadets, U.S. Infantry, and all the fire department divisions. Exhibit #1 contains a transcription of the article describing that day from the Tri-Weekly Statesman, a copy of the photo of the H&TC train arriving at the bridge over Waller Creek, a later article by Audrey Bateman written on the centennial of the event from the Austin-American Statesman, and a historic photo of the H&TC train, probably taken in the area of the freight depot grounds between 4th and 5th.

For weeks after the iron horse locomotive started making daily trips to and from Galveston, crowds came just to gawk at this state of the art travel opportunity connecting their frontier town with wherever any one could dream. Ms. Limbacher, in her Report made for Capital Metro's Roma Design Team's study for the Saltillo Station Area, summarizes her research on its arrival and impact, pp. 8-15. She writes, "But the train was much more to Austin than public amusement, opening local markets to fast, reliable means of transport. Thousands of bales of cotton were shipped by train to Galveston in 1872, and deliveries of lumber and building materials flowed into the city. Shipping by train, as opposed to by wagon, allowed significant reductions in cost of building materials." Historians all agree to the undeniable fact that the rail connection ushered in the next epoch in Austin's development: "A decade long building and population boom followed, as Austin became a mercantile and shipping center for Central Texas." "The History of Austin" Wikipedia. The debate about where the capital of the state would be was finally settled, the year after the train came, no doubt in great measure due to its arrival.

A passenger terminal was built on Congress at Cypress (3rd), (insert the photograph) and the freight terminal was on Pine (5th) east of East Avenue. Exhibit #2, attached to this narrative, is a copy of the 1871 H&TC ROW (right-of-way) map of this freight yard from one of the earliest volumes at Travis County's property records. This map shows the freight depot as well as 58 lots platted along Cedar (4th) Street. It is of foremost importance for the buildings at 1300-1302 East 4th street, because they are located on Lots 56-58, which I've outlined in color on this map.

For comparison, Exhibit #2 also has a copy of a map of this area before 1871, that came from the State Land Office. This map is of the inlots platted by Edwin Waller for Austin, and the agrarian outlots, that were auctioned off to the east of town. It shows a broad East Avenue, the east border of the town's inlots, and the hills above Bois D'Arc (7th), where De-Saligney chose to place his French Legation in the very first days of the Republic. It also gives the name of the owners of the outlots. Looking at where the train came in, along Pine, down to Cedar where the 58 lots were platted, we see that two outlots in that area were owned by Mr. James and Ms. Elizabeth Smith. The Limbacher & Assoc. Report excerpts Frank Brown's Annals on page 10 of their "Historic Resources Survey" to help record the dramatic transformation brought by the train:

A considerable village sprang up in the vicinity of the freight depot, east of Waller Creek, between Fourth and Sixth streets. East Sixth was extended across the sand hill and rapidly became lined with buildings. East Avenue lots were in demand. In the early days the ground below Fifth street had been enclosed by worm fences and planted in corn from year to year, up to this time. The property, consisting of ten acres, was owned by John F. Smith, who divided it into lots. Warehouses and stores were in the process of erection and others contemplated, besides dwellings.

So evidently it was John F. Smith who rendered the land for the H&TC ROW plat map! Without going into whatever birth records may still exist, I cannot definitely state it, but probably John F. was a son of Elizabeth and James Smith, who'd owned the outlots on the

early map.

After finding these early maps, I went to the Sanborn maps on microfilm in the Austin History Center. The earliest Sanborn map that I could find there was from 1883, Exhibit #3. It shows the part of the rail yard, where the lots 56-58 are, being occupied by railroad maintenance and storage facilities, outlined in color as usual. To the west of this is a long building with a track running into it, evidently for maintenance of long train cars. To the east is a large building labeled the Austin Foundry and Machine Shop, with a dead end track running up to and along it behind. The 1883 City Directory had four listings under Foundries, including the Austin City Foundry at 1304 E. Cedar. All these operations on 4th street are opposite the Roundhouse, with a small building, apparently an office, next to it on 5th street. Looking closely, it appears that all these buildings were connected, because the letters F,G,H,J,K,L,M, are positioned next to all the structures, except the Austin Foundry. As such, these letters may be a way of identifying the H&TC Railway property.

The City Directory in 1883 under Railroads listed three. First, the H&TC with ticket office and passenger depot at 222 Congress and a freight depot on Pine (5th), but otherwise nothing more listed for it. Second was the International & Great Northern (I&GN), also serving the public at 222 Congress, with freight on Cypress (3rd) between Lavaca and Guadalupe. A 1884 photograph of the Union Depot on Congress Avenue is in Exhibit #4. The third train, the Austin & Northwestern, was a narrow gage railway that had its freight and passenger depot on Cedar (4th) between San Marcos and Medina. Taken together they indicate the development that had occurred during the first decade of the railroad's presence in Austin.

The general configuration of this part of Austin remains unchanged through the 1894 maps to the 1900 Sanborn map, Exhibit #5. This map identifies the two small buildings adjoining the long building with the track running into it. One is a blacksmith shop and the other a Carpenter shop, next to a building clearly meant to cover a train, or portion of one, while repairs were being made. This facility is next to the R.R. 'storage' building clearly located at the 1300-1304 E. 4th street location. The oversize pictorial overview map, from the Austin History Library that is with the historic photo section, depicts this part of Austin three dimensionally. It makes it appear that the 'storage' building may also have been a building that had access to track running into it. Small buildings adjoining it are labeled "tool" and "ho's" (hoses?). Above these buildings on the map is a list of things evidently associated with these buildings: Fuel Coal, No Lights, City Water, Five 1' Ho's(?), 200' Hose. 3 Brown Gin stands, One Square Bale Press (Munger), and One Amer. Round Bale Press. This list may be associated with the Gin in the Foundry building next door, rather than railroad storage, but the fuel coal would have been of paramount importance for both the blacksmith shop and the foundry.

It is unfortunate that no particular names or addresses are associated with the railroad as far as I can tell in the City Directories. However some of the closest other businesses to this area reveal a little more, and draw the story on into the next period of Austin's development. There was a lot of cotton processing going on in the vicinity of the

tracks in the 1800's. The 1889-90 Directory showed a cotton gin run by a John Condon at the corner of East 4th and San Marcos. The 1895-96 Directory listed the Proprietors of the Austin Foundry at 1304-06 E 4th as Frank Heierman & Bro. who also were advertising Cotton Gin & Mill Machinery on the back cover of the Directory that year! Meanwhile, the Austin Oil Manufacturing Co. was offering cottonseed oil, cake and meal on the south side of 5th street by Comal, while the Travis County Farmer's Alliance ran the cotton yard on the south side of 5th between Trinity and Neches. By 1900-01, the Heierman brothers, according to their listing and back cover advertisement, besides still being the proprietors of the Austin Foundry at 1304-06 E. 4th, had a salesroom at 121-123 E. 5th, close to Congress, and they were cotton ginning, too. The Heierman's expanding Foundry next door to the H&TC Central ROW must have been a significant business to afford to advertise repeatedly on the back cover of the City Directory, and by 1906-07, under Foundry and Machine Shops, the Heierman, F.& Bro, listed Manufacturers brass & iron castings, dealers in Boilers, engines, gin machinery etc. at 117-125 E. 5th, but no further mention of 4th Street. They may still have been using their building there but it's not clear, nor when the railroad moved their storage and carriage house from 4th street.

Although the Austin Foundry and Machine shop is still listed at 117-123 E. 5th under Architectural Iron Works in 1910-11, there appears to be only one Heierman selling cotton gins and Machinery there, where he has also expanded to be the Heierman-Vance Cotton Tie Co. By 1912, under a list of incorporated companies, one finds the Austin Foundry and Machine Company with a list of new principals, and offices on Congress. Under Heierman was Allie D. (widow Frank) r. 818 San Marcos. Also Heierman, Frank & Bro. (John G. Heierman, Estate of Frank) dealers in Boilers, gasoline engines gin machinery, genl machinery supplies H&B Boiler compound, pipe fittings, also wholesale dealers in carriages and wagons 119-123 E. 5th. John G. Heierman had a residence at 805 Lydia as did also a Harry W. Heierman who was a storekeeper at City, Water, and Light.

Even though the Heierman family is associated only obliquely with 1300-02 E. 4th, through the 1883 Sanborn Map, and through being in the building next door to the railroad properties from the earliest days, they are the most prominent family that jumped out from the 19th century Directories consulted for this early period. Their skilled, technical accomplishments were associated not only with cotton production and architecture, but all things mechanical and practical. They are also representative of the Anglo-germanic roots of early East Austin, and of pioneering manufacturing, industrial entrepreneurs that I found in researching the 1300 block of 4th street.

Looking at the larger map of the area, a composite map pieced together from segments of the 1900 Sanborn maps, Exhibit #6, it is clear how the lots 56-58, opposite the round house, helped to anchor this first rail yard of Austin where Austin's first industries developed. In those days when roads were not paved it was a dusty, muddy time. Skilled people pounded and forged metal to rim the wheels of things that rolled, and carriages were made by hand, so ladies could ride more pleasantly than riding a horse or walking. Everything was here in this little corner of the town to repair any type of conveyance of the day. The blacksmith to shoe horses as well as fix all manner of metals. The long carriage

house with tracks running into it for maintenance of passenger cars for the train. The foundry to pour metal parts the train would require. History testifies that repair of the trains was one of the emerging industries in Texas at this time. The City Directories, especially during the 1880's, included many full page advertisements for the expanding offerings of the railroad lines. They were competing not only for the connections and destinations, but also for the types of cars and comforts offered. It all happened on this little rail yard in Austin where the steel rails went to practically to infinity, and delivered so much of the world, or so it may have seemed to all the people who paused to consider or dream. Presently we are on the eve of a 2008 introduction of commuter rail on "fixed guideway" on roughly this same track. It occurs to me that this location, lots 56-58 Central ROW, the anchoring end of the track yard, where the locomotives went to turn around and be repaired, next to the first tracks into Austin, might be recognized as the beginning of "mass transit" in Austin. In seeking recognition for the buildings on these lots, I would hope also to recall this original platted map of Austin's first rail yard, since these buildings are the last structures remaining on it.

Although the configuration of the rail yard stayed the same through the 1900 Sanborn Map, after 30 years, the area around it had grown a lot. Although the Limbacher & Assoc. Report discusses the development of subdivisions in this area, the rise of the cottonseed oil industry was the most significant development of the post Civil War period, supplanting flour and grist milling, behind lumbering, to become the second ranked among Texas industries by 1900. The expansion of the railroad connections brought a concurrent expansion in the agrarian capabilities of the state which was clearly reflected in the Austin City Directories consulted for this report. The cotton and the cottonseed oil industry is paramount beside the construction products, stone, granite and lumber, that were being transported in the area around the track. By 1895 though, another oil industry emerged in Texas, in Corsicana, soon to bloom by the track in Austin.

The story of 1300 and 1302 East 4th street turns a corner itself after the turn of the century. The emergence of the oil industry in Texas, excerpted and abbreviated from a very interesting book, Oil in Texas: the Gusher Age 1895-1945 is attached to this narrative as Exhibit #7. It gives the background of the founding of the Texas Company (which eventually came to be known by the name of it's lubricant brand, Texaco).

In the 1912 Austin City Directory the "Texas Company" shows up the first time occupying 1302 East Fourth, Exhibit #8. There is a local agent there, W.S. Oliver, delivering 'wholesale illuminating oils and gasoline'. At that time, it appears that kerosene was the emphasized product. Texaco lubricating oils may have been sold in addition to gasoline as well. Unfortunately, I cannot be sure of the actual date of construction of the Texaco buildings at 1300 and 1302 East 4th, nor know when the Railroad moved its facilities away from the east end of the rail yard between 4th and 5th streets. The next available Sanborn map for this specific area dates from 1935, Exhibit #9. These maps show in detail the Texaco Oil Company Depot occupying these Lots 56-58. They also show the round house moved farther east to along the track by Chicon Street.

Between the discovery of oil at Spindletop at Beaumont in 1903 and 1935, the oil industry evolved away from kerosene for lighting and heat, to gasoline for transport. The Handbook of Texas Online's brief history of the founding of Texaco, Exhibit #10, confirms that in the first decade of the 20th century the discovery, refining, and distribution of petroleum products effectively began the more widely mechanized age we are living in today. The Chronology of Occupants report includes further details about where filling stations had been in Austin. In the 1922 Austin City Directory there were two filling stations connected with the Texas Company address on 4th, one at 1900 Guadalupe and the other at 101 W. 5th.

In the 'description of the buildings' part of this application, I describe how this Texaco facility appears to have operated. The main activity was dispensing the Texas company products that arrived on the railway. Information found in a cursory search about tanker cars and trucks of this period, is in Exhibit #11. A tanker truck used to pull up along the side of the building, under a big roof extending way out to shelter it, on the cement driveway between the buildings, to be attached to a filler hose, beside the foreman in the window, recording the petroleum product dispensed. During this period in Austin, as verified by Libby Limbacher's research, and by information in the 'chronology of occupants' report, there was a concentration of oil companies around this part of the railroad tracks.

The depiction of the Texaco property on the 1935 Sanborn map is essentially the same as on the map of the property given to me by Southern Pacific when I started a land lease with them in 1976, Exhibit #12. Although I wasn't thinking of any historical import when I bought the buildings and improvements, from the start I appreciated the all wood walls of the front offices, and heavy timber construction, clad in corrugated tin, of the rest of the building. I've been told that they are interesting as relatively original, i.e. not significantly modified, examples of turn of the 20th Century "generic" industrial architecture. Built in the earliest days of the Texaco Petroleum Company, they appear to be similar to buildings in a photograph of the Texas Company's 'campus' in Beaumont in 1905, Exhibit #13.

The final time the Texas Company shows up at 1300 E 4th Street is in 1949, identified finally as the bulk station with no proprietor listed, Exhibit #14. After 37 years and two World Wars at this location, obviously requirements for an international corporation's bulk station had changed. The next City Directory, 1952, shows the Texas Company bulk station relocated to Springdale Road Exhibit #15.

After the Second World War, the returning soldiers and post war economy changed the face of the U.S. again. The automobile, highways, cities, re-evolved more than ever. As the Chronology section of this report indicates, there was a concurrent development of the rubber tire industry with the spread of the gasoline marketing. The same 1952 Directory shows that The Firestone Company begins occupying 1300 E. 4th for storage, Exhibit #15.

In the beginning, Firestone was a service center catering to the rise of the automobile as the primary means of transport. Later the Firestone Store branched out into

appliances for the home market, according to promotional material in their Directory listings. Neighbors on 4th street told me in some of our earliest conversations about how the buildings were burglarized, on account of all the valuable things Firestone was storing there. Man size cuts to peel back the corrugated metal siding still exist, which though crudely repaired, remain to attest to this period of the buildings' history.

William B. Wilson, who began managing the Firestone store in Austin in 1947, must have enjoyed what clearly had been an exciting period of innovation and expansion. By the 60's however, the country's focus was changing again. Many socioeconomic issues and class frictions, exacerbated by new foreign involvements, came to embody an undercurrent increasingly hard to avoid. This period was reflected in East Austin, where certain populations felt marginalized in East Austin. Photos taken at the corner of 4th and Waller show the derelict condition of the street at that time, Exhibit #16. Mr. Wilson continued as manager of the Firestone store at 901 Lavaca until 1968, a run of 21 years since 1947, but since 1960 Firestone, had started another store, at 5357 L.H.35. The new store on the freeway no doubt changed the focus of Firestone's Austin operations, and by 1964 evidently they figured they didn't need storage on 4th street by the junkyard anymore.

So in 1964, after being used twelve years by Firestone stores for storage, another business took over the buildings at 1300-02 4th. Extrapolating from the scant documentation of names and addresses available in the Directory, it would appear that a Mr. Kemp, who had background in the oil industry, got help from a Mr. Bridges, who had run a farm implements store, to start the Shell distributorship in Austin. It was called the Kemp-Bridges Company in 1964. Then an investor, Mr. Battle, came, and for another two years Kemp-Battle, Inc. was distributing Shell oil products from that address until 1967 when the address is listed vacant, which it remained through 1969.

Firestone was still responsible for the buildings even though they became vacant. The roofs were probably beginning to leak, but in 1970 the Perry Rose Tire Company (whse) appears in the City Directory for 1300-02 4th Street, Exhibit #17. In 1969 Perry Rose came to town. A big article was in the paper about him, which is in the attachments to the Chronology of Occupants. He took over management of the store at 901 Lavaca and at that time, Mr. Wilson became listed as salesman. Perry Rose wasted no time in expanding his operations and by 1970 already had a second store, Rose Truck Tire Center at 325 Congress besides the warehouse on 4th. Two years later he had three Perry Rose Firestone Stores, 8415 Research, 5201 Burnet, and 901 Lavaca with a Tommy Love, the manager. By that year, 1972, the warehouses on 4th were vacant again and remained so until 1976, Exhibit #18.

I began trying to research my buildings at the Austin History Center quite a few years ago, but coming to a more full understanding of the historic context has been a gradual and ongoing process. When I came across the buildings in 1975, they were abandoned, with roofs beginning to go. The yard was filled with weeds, old tires, and other debris. This was not very different from the area outside the fenced yard, which was metal scrap yard, all the way from the west wall of my building practically unfenced to Waller Street, along the south side of the tracks along 4th. The freight yard was still in

active operation, hauling and moving cars around on a full rail yard of tracks which radiated from single track along 5th at Comal Street, with the the number of spurs increasing west of Navasota between 4th and 5th to IH-35, (Exhibit#20, the County Appraisal Map). Fourth street east of the interstate was unpaved and very dusty. As I recall many of the other streets south of 6th Street were unpaved as well. I'm including some photographs of this block that I took in circa 1976, Exhibit #21.

Now, looking back from over 30 years later, at where we've come from in this part of Austin, I can better understand my incomprehension facing the dearth of materials available at the history center when I began to research this area five or six years ago. It has only been after reading the historical report provided last year for Capital Metro's Master Plan for the Saltillo District, by Libby Limbacher Associates in conjunction with the Roma Design consultant Team, that I've gained the confidence to trust the paucity of historical information available. The first 28 pages of this report covers the early period of the rail into Austin and makes superlative sense of the historical context of the area around the the rail yard in East Austin, and the nascent industrial district of that period. I'm giving you her whole report for reference, Exhibit #26.

In 1975 I was returning to Austin after living in San Francisco for seven years. I went there after completing a degree in Plan II at the University of Texas at Austin in 1968, to go to the San Francisco Art Institute. I bought a small house in the city and rebuilt it there, was in a group printmaker show at the Oakland Art Museum, spent nine months helping to build a show for Arizonan visionary architect, Paolo Soleri, that he had at the Cocorran Museum in Washington D.C., among other experiences. After seven years though I tired of California, and came home. I started looking for a place to live, and found a job at the Humanities Research Center in the Iconography Collection, helping Director Kathleen Gee put together a bicentennial traveling exhibit to tour Texas' small towns in 1976.

The abandoned warehouses on the tracks interested me because many artists that I knew in California had places like them for their studios. I asked about them at the neighboring Scoot Inn Bar, at the other end of the block. There, they told me to inquire at the local Southern Pacific office which was located in those days on the tracks by the street that used to be Canadian, now called Robt. Martinez. After a lot of phone calls later, I'd negotiated with Firestone Company to buy the buildings and with the Southern Pacific offices located in Dallas to lease the land. In 1976, I moved in; the 1977 City Directory shows that I, Lorelei Brown, was residing at 1300 4th, Exhibit #19.

For almost twelve years things were relatively quiet and peaceful. I returned to the University, did another year in art and ceramics, then two years of community and regional Planning school. My father passed on and I began to take care of my mother. In 1987, Capital Metro, with a grant from the Federal Government in conjunction with the City of Austin, purchased the right of way and the rail yard from Southern Pacific Transportation Company. In order to comply with the requirements of the grant to use the right of way for public transit they began planning almost immediately. My name will be

found on their sign up sheets from every phase of their 20 year process leading to the final voter approval, if Capital Metro kept all these records. I believe I saw more of it than any other single person, as well as seeing the changes of many boards and general manager/chief executive officers, but my anecdotal memories are inconsequential to the history of the Texaco Compound.

The part of this application about the chronology of occupants tells the rest of the story as best I can relate it about what else was going on at the buildings. The part about the description of the buildings and their improvements fills it out further.

F.9.b

Description of the Buildings

There are two buildings, as indicated by the site map prepared by Southern Pacific and the 1935 Sanborn map, of approximately 3,000 and 2,000 square feet respectively. As the first mention of them in the City Directory proves, they were built sometime before 1912. Built by The Texas Company, (Texaco), they are typical of turn of the 20th Century warehouse architecture. They are heavy timber framed, sided with corrugated tin. Both have gable roofs with exposed rafter ends.

Together, with the other equipment in the yard, they composed an industrial compound that served to move petrochemicals delivered by train out again by truck. Originally the main building at 1300 4th had large circular Texaco logos painted boldly on the west side facing the downtown, and on the rear facing the railroad. It also had large painted lettering on the front and on the west side announcing "Texaco Petroleum Products", which still remains. The facility has a yard surrounded with wire fencing on three sides of the rear, with high chain link along the front, where there are two gated openings. Between the buildings, where there is a cement driveway, the gate is single driveway width, hinged on the right to open out. The second gate, to drive into the yard the other side of 1302 4th, is a double gate, closing in to the center.

The two story front part of the larger building, 1300 4th is founded on parallel cement walls, open to the sides of the structure. The single story section to the rear is founded on piers. The smaller building, 1302 4th, is founded directly on a cement slab. Both are all wood framing, with 1x10 planked roof decking originally covered with composition shingle material. In the 1980's all the roofs were gradually covered with v-crimp metal roofing, except the 1300 4th second story roof which was reshingled in 1991.

When I arrived late in 1975, they were in run down condition. The first thing I did was to have the yard cleaned, which necessitated a front-end loader making five dump truck loads. At this time, a wide cantilevered roof, which hung off the side of 1300 4th, designed to protect the tanker trucks as they were filling, had to be removed because it was dangerous to be near. However, the closet sized room, built into an alcove in the side of the building beside the deck, remains. It has a built-in, slant-topped desk, where the records were kept, and is an interesting artifact that still remains intact by the loading dock. Photos are in F.5, the Black&White pack of photos.

Behind 1300 4th was a large, around 400 square foot, platform on piers. This once had a loading ramp that ran from the building up to the railroad spur that ran along the back fence. Evidently this is where 50-gallon drums of petrochemicals were unloaded to store in the rear of the building. A photograph of the gate in the back fence that accessed the rail cars is also in F.5.

Near this platform, by the gate in the back fence, there is a small cement slab with a rectangular indentation in its middle. Beside the gate also, there is a metal post with glass insulator knobs which served electricity to whatever the machinery was on the slab.

Probably this slab was part of a pump house that pumped the liquids to and from the tanks in the yard, and moved them in the pipes that ran along the side the larger building out to the trucks that pulled in to be loaded. In the 1990's, the vacant slab finally got a new structure put on it, a small prefab metal storage unit.

This slab is beside three brick walls that still remain, though damaged, in the back corner of the yard. They have circular indented arcs in their tops that clearly once held a large round tank. There is also a stone section of wall in the back most corner on the east fence line, in line with the three brick walls. This artifact stone wall is so different from anything else on the property, that it may predate the Texaco installation. Other remains, eight cement blocks, clearly supported something in an area between the brick walls and a lower level behind 1302. These large blocks, four in each of two lines 24 feet apart, are on opposite sides of a square area beside and to the front of the brick walls. This roughly 435 square foot area is like a flat raised platform. It probably was the location of the long rectangle objects shown in map diagrams of the property, which were probably some sort of tanks, that rested on the support blocks.

There is another interesting artifact in the yard behind the smaller building, 1302. It is a cement 11'x 24' containment pad, that has rounded curbs on three sides, is banked down to a drain hole in the center, and with a steep sloped entry ramp. This was evidently used for washing the trucks that were maintained at this facility. The drain in the center evidently went to some sort of small underground tank a few feet away in front of the Firestone tractor tire. I suspect this, because at a point in the late 70's, there was a mysterious collapse of the ground there, into which I raked fill periodically until it was level again, which it has remained since.

Back to describing the main building at 1300 4th, one enters by going up four steps onto a comfortable front porch landing where everyone often sits by the street. The original wood four panel entry door was damaged in the late 70's, and replaced with a heavier door with pretty decorative carved panels.

The front office area is composed of two rooms with all wood 1x4 walls and high ceilings. The original vinyl tile type floor was so damaged when I arrived that I covered it with quarter inch Masonite which remained until 2003. The first group of tenants, unauthorized by me, had to see what was underneath it. After much grief and sweat, both rooms now have restored 1x4 tongue and groove flooring.

There are 2 over 2 sash windows on the front three sides of this office section. The first room one enters has one east window and two to the front. It has a coat closet built into the corner, a photo of which is in F.5, the photo packet. The second office room has two front and two western windows, making it the most comfortable room of the building. It also has a built-in cabinets in one corner. An upper section is above the closet type lower part with a shelf. The door between these two rooms has a nice functional transom window above it. Each room, besides the windows to the outside, has a window to the open area on the other side. Originally this open area comprised the rest of the building without further walls, all the way to the loading dock doors, four in all, on the back three sides of the building.

Leaving out the door beside the closet in the front office to go to the warehousing areas in back, one comes first to an area defined mainly by two huge opposing doorways just beyond the front offices. The doorway on the west side opens to the yard along Attayac easement, and the other one on the east side opens to the loading dock porch. Originally both of these doors were of the heavy, sliding loading dock type, but now only the west side one, which opens to the as yet undeveloped Attayac Street easement and downtown city view, remains intact. The east side door was replaced in the late 80's with two large, heavy hinged plywood doors that are more human scale, convenient, and easier to use, to access the deck/porch that runs along the yard side of the building.

This area defined by the huge doorways, is further defined by the 6x6 beams running down the center of this section, which ends where the second story above ends. They support the 2x10 framing and rafters which support the 1x8 plank ceiling which is also floor for the room above. This central/main living room area of the building with the posts, presently has a wall partially down its center. This serves to separate the rehearsal/exhibit /living area from the utility/kitchen side. In the 1970's, walls were added, of 4x8 fiberboard over insulation and a 10" wide section was cut out of the corrugated metal siding eight feet above the floor to get light inside. An aluminum 2x4 slider window was also added at the foot of the stairs looking out to the loading dock porch.

The floor in this section is heavy 2x6 boards running across the width, which have been painted in the west side of this room. Due to the increased wear on the kitchen side over the years, sheet and vinyl square tile covering has been added in the kitchen. A water closet/toilet room exists in original form in the right, rear most corner of this central area. The ceiling of this WC doubles as the floor of the landing, midway up, of the stairs. In the late 70's, when I was first to live in the building, I extended this platform out to put the first bathtub, a footed one, off to the side of the stairs, accessed from the stair landing. Underneath I had a big black enamel free-standing sink, (that I didn't realize until much later was a hair dresser's sink), and rolling wringer washing machine.

In the 80's, my footed tub without walls was replaced by a poorly designed room, with a standard tub and lavatory, which badly cramped the use of the stairs. Underneath was placed a crude counter with a double sink. In 2003 when the tenants finally left, this bathroom in the stairwell was rebuilt again. It is now masterfully designed, with a fiberglass shower, pedestal sink, second toilet, and tile floor. Presently the electric water heater is under the highest part of the stairs to the landing. A new 8' counter and cabinet, with stainless steel standard double kitchen sink, front the side of the stairs. There's a tile backsplash, with a light and long mirror above it. This makes the kitchen, with the stove and refrigerator on the opposite center wall. The stairway in 2003 got insulated walls and ceiling, and new handrails, which altogether makes a nice entry leading to the spacious 1,000 square foot room upstairs.

When I arrived in 1975, everything was painted industrial gray. This was certainly the case for this upstairs room which had only a small window on the south/front side, and a slightly larger fixed glass window on the north end which overlooks the rail tracks. The crowning glory was, and remains, the bee hive louver vent running almost the full length of

the ridge of this second story. Along the sides, the walls were lined with 1x4 boards to a height of about four feet, where the 1x6 framed ceiling, solidly decked with 1x10 boards begins. There was a 1x4 shelf built the length of both sides of this room as well. Otherwise, besides the hatch with removable floor area for access from below, there was a cabinet with shelves, floor, and hinged doors built of 1x4 in one corner which still remains, and a sort of walk-in closet in the other corner on the south/front side which was removed in 2003.

Since 1976 this upstairs has been used periodically as sleeping area. In fact during most of the 90's, the couple inhabiting put a canopied bed in this room under the window, with only the bed being air conditioned. It has been otherwise, a spacious place in which to dance around and meditate. After 2003, yoga classes were being held there, however, the 1x8 plank floors were uneven, and there were rather large gaps between boards. So the next year the room was upgraded with 1/2" plywood over black plastic on top of the rickety 1x8's. I also made the investment to sheet rock over the 1x4 drafty half height walls, to install ceiling fans, and tack silver back bubble insulation in between the rafters. However, even with the improvements, it was still difficult to hold classes year round, so now it is a residence once again.

It is in this upstairs area that framing details of this building are most appreciable. Long 2x6's bolted to posts on either end define the span of the walkable area under the roof louvered vent. Crisscrossed 2x6's bolted to this post structure create triangulation to stabilize the structure of the roof, and the building generally. Due to the fact that the inhabitant had too much stuff in this area to get a good black and white photo at this point, a photo taken in 2004, after the renovation was completed, one of my favorite pictures, is included at the end of this description.

The back most part of the building, which extends back beyond the two story part, has a truss like structure for the roof framing, once again of triangulated 2x6, decked solidly with 1x10 boards. Most of this section now has gotten a ceiling but this truss framing is still visible in one little area. The floor in this section is the heaviest, most crudely hewn, planking of all, heavy rough 3x8's that run lengthwise in this back most section. It is similar to what was originally on the loading dock/porches, that was already severely rotting by the time I arrived. I replaced it immediately along the side of the building, and also rebuilt a roof over this section, though not as grand as the former roof which had extended out far enough to cover a truck loading. Then little by little the back most platform was removed, although all of the piers remained in place. The last week of August 2008, a deck was rebuilt on these piers. The group using the warehouse now is excited about using it for a stage.

The original plank flooring in the back of the building is still very strong however, no doubt in part due to the fact that the oils kept there in the drums, impregnated it. However, the main problem with this floor is it's uneven quality, so it has had secondary coverings practically from the start. I recall starting with carpeting, and beginning to frame up a wall down the center, where I was having ceramic and printmaking equipment. During the 80's, two fairly nice rooms were created on the west side of this portion of the building, one for inhabiting and the other for a woodworking shop. Several people have

refurbished these rooms lately when they moved in. In 2005, a new room was created in the east side of this back section. The old style metal 4'x 5' triple louver window that I installed in order to have light in this dark back corner in the 70's makes this room very pleasant. It is a very secure room which enjoys the original loading dock door for outside entrance. This opens to the side deck beside the driveway, which has a ramp and steps into the back yard.

This original heavy sliding warehouse door is exactly like one on the back of the building that originally went to the ramp to unload the trains. Now this door goes to a small floor level deck, that steps up to the large higher level of deck/platform. This is now used as a stage for the backyard venue that periodically has CD release celebrations, benefits, and SXSW shows. In 2003, the porch deck along the two story part of the building was extended from the roof covered part to the sliding loading door of the back section, and the handicap ramp curving down to the yard was added. Since then, especially during SXSW, the crowds that come each year have been more than an eye-opener.

The yard is shared by the second, smaller building at 1302 E. 4th measuring roughly 36x36, and had no less than six heavy sliding garage doors. It was originally used for storing and maintaining the Texas Company's trucks, of whatever kind they were. By the time I first saw inside this building in 1976, it was already leaning, very much like the tower of Pisa. The structure originally had six large, heavy sliding garage doors, about 10' wide by 9' high, three each front and back. Eight 6x6 posts support two hand built trusses, composed of 2'x 8's (or 2x9's--100 year old lumber measurements differ from the present standard) bolted and nailed together. Each of the two 36' trusses, running front to back in the building, four posts each, effectively divide the inside of the structure into three long bays running between each pair of doors. Originally, it would have been possible to drive in any of these doors and drive through to the other side. The trusses on the posts support 25 rows of ceiling rafters running lengthwise between the walls. Each row is three 2"x10"x12' boards lapped over on top of each of the two trusses in such a fashion that the width between the side walls is 36 feet.

The side walls are composed of 2x6's bolted and nailed to a 2x10 upper plate running the length of the building. The 2x10 ceiling rafters support the 1x 8 ceiling/floor above. On the east side of the building are five (or six), double hung windows of the traditional two panes (12x28 inches) per sash style, without window weights. On the other west side there are two aluminum windows 2'4"x 5' that I had installed sometime late 70's or early 80's, I forget when exactly. The 2x10 ceiling rafters have a unique stabilization in between them, a system of flat-sided, crisscrossed 1x4's, which would no doubt serve to date the structure. A photo is included in the pile of Black & White pictures, P-5.

When I arrived, the building was unplumbed, with the most minimal of electricity. There was a stairs going up into the upstairs loft area, with also a hatch. The first person to rent the building, after the tires were gone, was a strong African-American man, Aaron, who was doing a rehab of a movie theater on 6th street. He stabilized the structure by bracing four of the six sliding doors. At that time, he changed the middle front sliding/loading/garage door to two heavy regular doors. When both are open, they allow