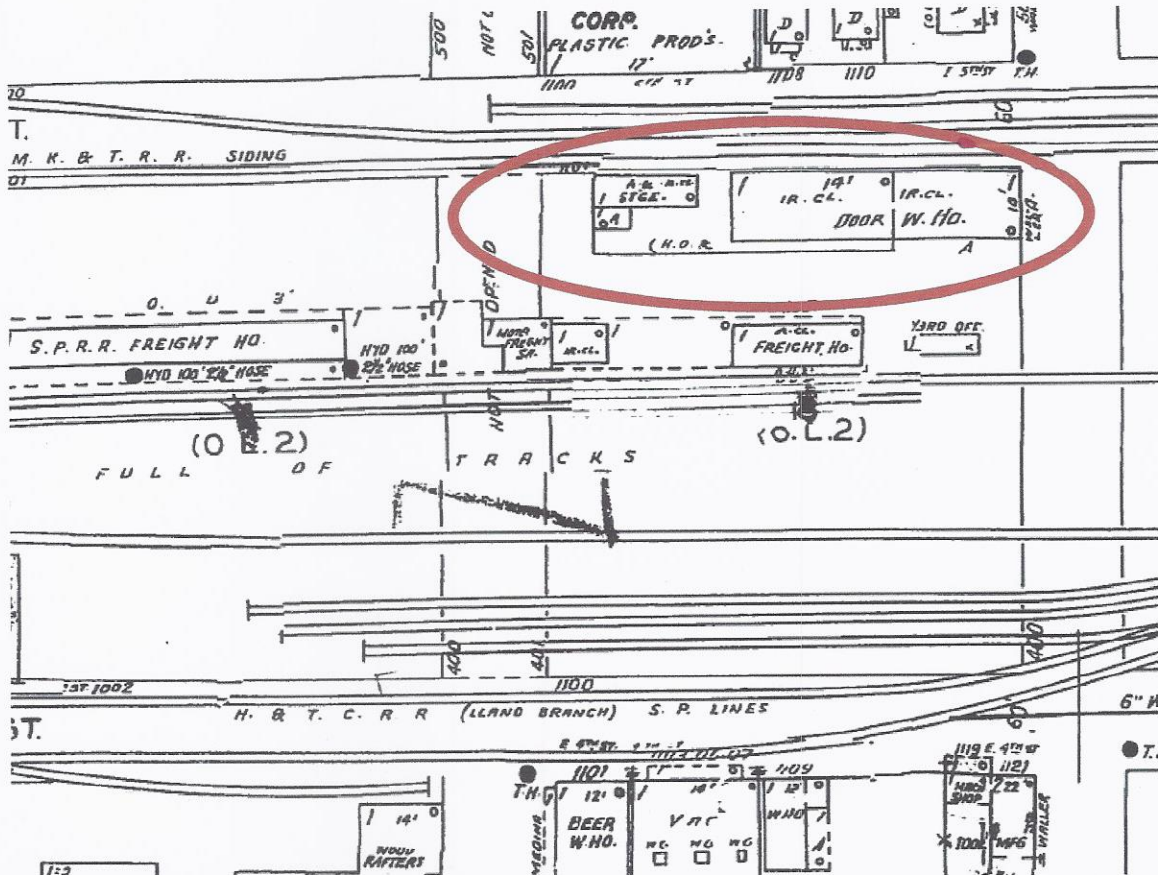


The 1935 Sanborn map clearly shows the Humble Oil and Refining Company facilities at the site of the current building, which is shown as the oil storage warehouse. The building shown here (the current building) is not the same building as depicted in the 1900 map above.



The 1962 Sanborn map shows the expansion of the building westward along E. 5th Street – the buildings are noted as a door warehouse – Davidson Sash and Door Company had its plant just to the west of this facility.

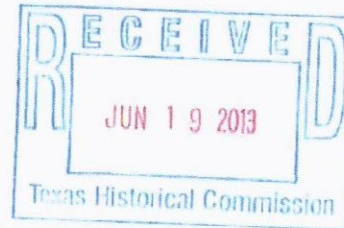
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June 18, 2013

Ms. Linda Henderson, Historian
Federal Programs
History Programs Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711



Re: Plaza Saltillo Railroad Track Relocation

Dear Ms. Henderson:

The above-referenced project, which will receive funding from the Federal Transit Administration, would relocate the commuter-rail tracks between Onion Street and the IH-35 northbound frontage road in East Austin. Track relocation would allow development of pedestrian-friendly, dense, mixed-use development surrounding commuter rail stations on the Metro Rail Red Line. The proposed double tracks would skirt E. 4th Street between Interstate Highway 35 on the west and Waller Street on the east, and then turn northeast to connect with the current track alignment immediately west of the Plaza Saltillo MetroRail station. No new right-of-way would be required for this project.

Capital Metro's historical consultant, Ama'terra Environmental, Inc., conducted a reconnaissance survey of the project Area of Potential Effects to identify historic properties. Survey efforts identified a total of 20 historic-age properties, of which one is recommended eligible for listing in the National Register of Historic Places. No eligible historic districts were identified. Capital Metro requests your concurrence with a finding of no adverse effect on historic properties under Section 106.

A completed Request for SHPO Consultation form with attachments is enclosed.

Please feel free to contact me if you have any questions. I can be reached via telephone at 512-363-3706 or via email at steve.roudebush@capmetro.org.

Sincerely,

Steve Roudebush
Real Estate and Asset Management
CAPITAL METRO

TEXAS HISTORICAL COMMISSION
real places telling real stories

29 July 2013

Steve Roudebush
Real Estate and Asset Management
CAPITAL METRO
2910 East Fifth Street
Austin, Texas 78702

Re: *Project review under Section 106 of the National Historic Preservation Act of 1966*
Proposed Plaza Saltillo Railroad Track Relocation, Austin, Travis County, Texas (TIA)

Dear Mr. Roudebush,

Thank you for submitting information on the above-referenced project and for allowing us time to reach out to Preserve Austin to find out if there were local concerns over the track relocation within the current Metro Rail Red Line right-of-way. This letter serves as official comment from Texas' State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff led by Linda Henderson reviewed the materials. THC has determined that the project will have no effect on historic properties. It is possible that buried cultural materials may be present in the project area. If such materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue in the project area where no cultural materials are present. Please contact the Texas Historical Commission's Archeology Division (512/463-6096) to consult on further actions that may be necessary to protect the cultural remains.

Thank you for your continued coordination with our office. Please contact us with any questions: 512/463-5851 or linda.henderson@thc.state.tx.us.

Sincerely,



Linda Henderson

For:

Mark Wolfe, State Historic Preservation Officer





Figure 5: Surveyed Property Locations. (Google Earth)

Map ID 5 is a circa 1950 commercial warehouse building. The single-story building is composed of five Quonset huts with joined barrel vault roofs and has steel frame walls with corrugated steel panels on a concrete foundation. The building has three large steel sliding doors and a pair of inset steel doors on the main facade, with a similar pair of inset steel doors on the east side. The building has no visible windows, but the three central vaults each have one metal slat vent near the top. A wood stairway is located on the front of the building. The building was occupied by the Steck Company in the 1950s, vacant in the 1960s, and used by the Glastron Mobile Homes Company in the 1970s. Its current use is unknown. It has minimal significance under Criterion A for its commercial associations. Its architecture is unusual for the area, but not particularly noteworthy or significant under Criterion C. It is recommended not eligible for listing in the NRHP.

Map ID 6 is a circa 1935 single-story building that once served as a residence. The building sits on a raised foundation concealed by metal siding, with board and batten siding on the walls and a side-gabled roof with exposed rafter tails covered with standing seam metal roofing. Windows are multi-light wood sash. The front entry is accessed by a wood stairway leading to a raised concrete porch. The rear entry has a small wood ramp. The building has been converted into a business with an ATM (automated teller machine) sign hanging prominently above the main entrance but its present use is unknown. Sanborn maps indicate a second residence (since demolished) was located behind the existing one, facing the alley. The building has minimal significance under Criterion A for association with important events or trends and is not architecturally significant under Criterion C. As such, it is recommended not eligible for listing in the NRHP.

Map ID 7 is a circa 1935 commercial warehouse building. The single-story building has wood-frame walls with corrugated metal siding under a gabled roof with exposed rafter tails and corrugated metal roofing. Windows are a mix of multi-light wood-sash and metal-sash; visible doors are wood. The north side of the building has multiple loading docks that are currently covered with corrugated metal. The west end of the building is a smaller, more modern section that has been converted into an entertainment facility with a small outdoor stage and seating area. The building was originally owned and operated by the Humble Oil and Refining Company, and later served as a warehouse for the Davidson Sash and Door Company and was one of several buildings on the property. The other buildings have been demolished and this lone survivor has since been converted into multiple small spaces that house an organic farming company and artists' studios. It has nominal significance under Criterion A for its commercial associations and under Criterion C as an example of commercial warehouse architecture. However, the modifications to the property and loss of associated buildings

impact integrity of design, setting, materials, workmanship, and feeling. It is recommended not eligible for listing in the NRHP.

NOTE: The building at 414 Waller Street is Map ID No. 7 above.

PURCELL DESIGNS, LLC
ELIZABETH STUART PURCELL
ARCHITECTURAL INTERN, DESIGN CONSULTANT, PROJECT
MANAGEMENT
(512) 436-5302
purcell_designs@hotmail.com

1101 E. 5TH AND 414 WALLER STREET HISTORY

Historic Landmark Commission
C/O Austin Historic Preservation Office
Planning and Development Review Dept.
P.O. Box 1088
Austin, Texas 78767

July 28, 2015

We would like to update the new Commission members on what is really going on. Capital Metro submitted an application to the commission in 2013 for Historical Designation of 20 buildings without notifying the owners. Their research was approved and these buildings all gained a Historical status based on this flawed report. Of particular concern to them was 414 Waller and 1101 E. 5th which sit in the middle (ground zero) of the new Plaza Saltio Development. They were very clever and did not mention that 2 buildings sat directly in the middle of the new project in the RFP for their development. They thought that they could just get rid of the owner, like they did at the Texaco Compound, and demolish these two historic buildings based on their flawed Reconnaissance Survey that was approved by the Historic landmark commission in 2013.

There are a couple of issues of concern. First of all, 414 Waller has gained historic zoning and a relocation is proposed with a plaque. Which portion of the warehouse is actually historic? Please reference Attachment "A". Their proposal is to relocate less than 1/4 of the original Humble oil depot that was approved by City Council in the 20's. The remaining addition was built sometime between the 1935 Sanborn map and the 1962 Sanborn map. This portion also has significance to the railroad history of Austin. Please reference Attachment "B" which clearly indicates Capital Metro's intension. This was actually recommended for approval at last night's hearing. We no longer support the relocation of a sliver of the "historic portion" of the building. Move it all or at least the portion built and approved by the COA in the 20's.

We also would respectfully ask the commission to look at the fact that this was a depot not just two buildings. Please reference Attachment "C & D". The history of these building needs to be saved.

The little building was also built in the late 20's, early 30's. The Plaza Saltio Development Historic Report mentions the little building. The report is just as flawed regarding 1101 E. 5th. The representative from Capital Metro who got up and spoke, out of place, said this building was determined of non-historic significance. Yes that is true. The Reconnaissance Survey Report, that is flawed, did determine it of non-historic significance. And the Historic Landmark Commission approved this recommendation in 2013. They also made the same determination on the warehouse at 414 Waller, which now has partial historic zoning. They most certainly don't want 1101 E. 5th declared historic because it is slab on grade. Little harder to move. The warehouse is pier and beam! Capital Metro failed to mention the buildings in the middle of the proposed Plaza Saltio Development RFP because they planned on getting rid of the buildings before the historical significance that they had approved in 2013 with flawed documentation, was questioned. Approval of historical significance on the property that they did not own and with no notification to the owner of this property.

I would like to reiterate. We have no problem with the relocation of the Depot. All of it. Not a sliver that Capital Metro has determined is historic without experience or knowledge of historic significance.

I am resending my backup from the hearing last night so that all of you can read a real survey and history of the two buildings, including the minutes from City Council that approved the construction in the 20's.

Thank you again for your consideration.



Elizabeth S. Purcell

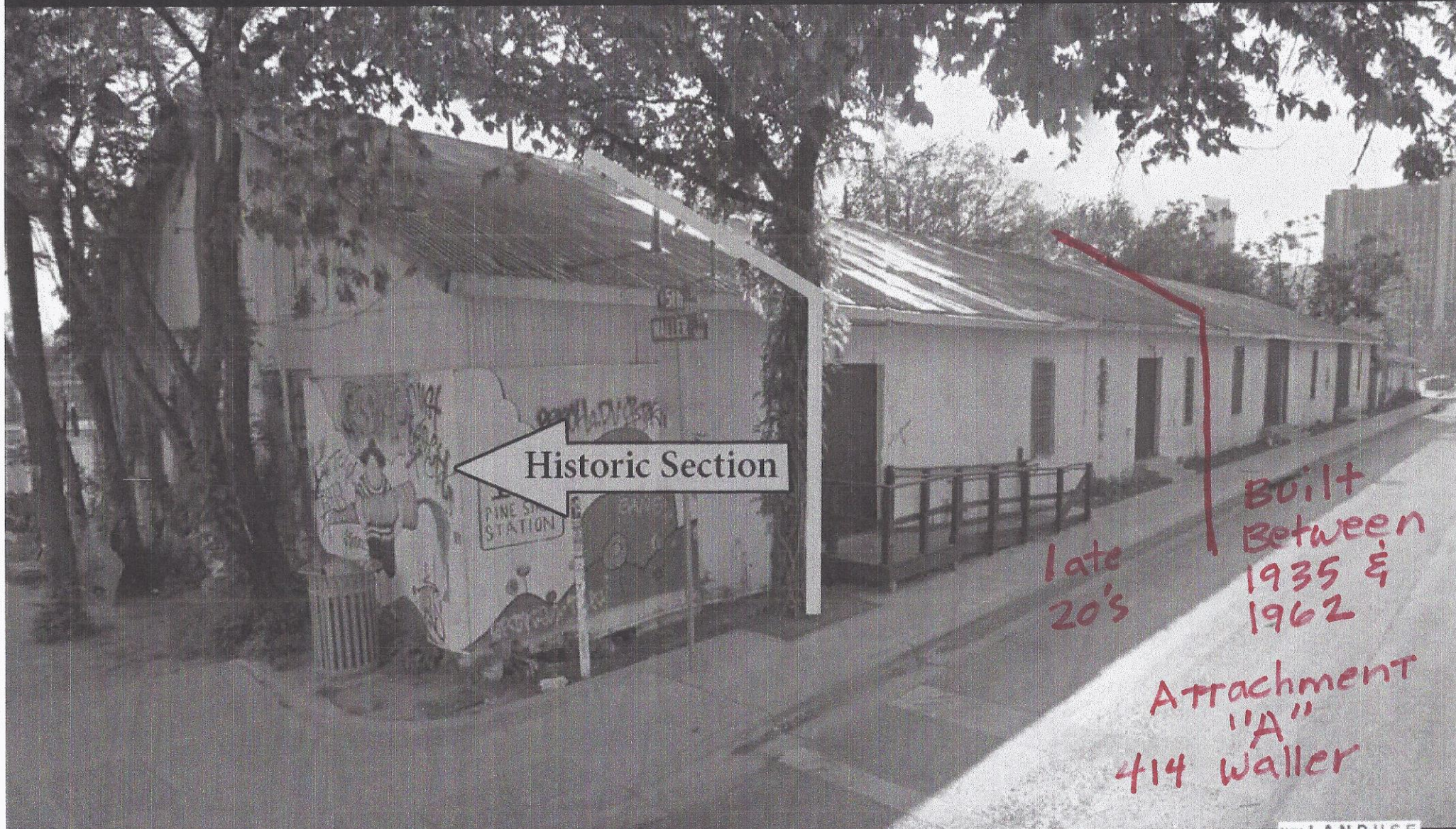
July 28, 2015

Date

PURCELL DESIGNS, LLC
(512) 436-5302
purcell_designs@hotmail.com

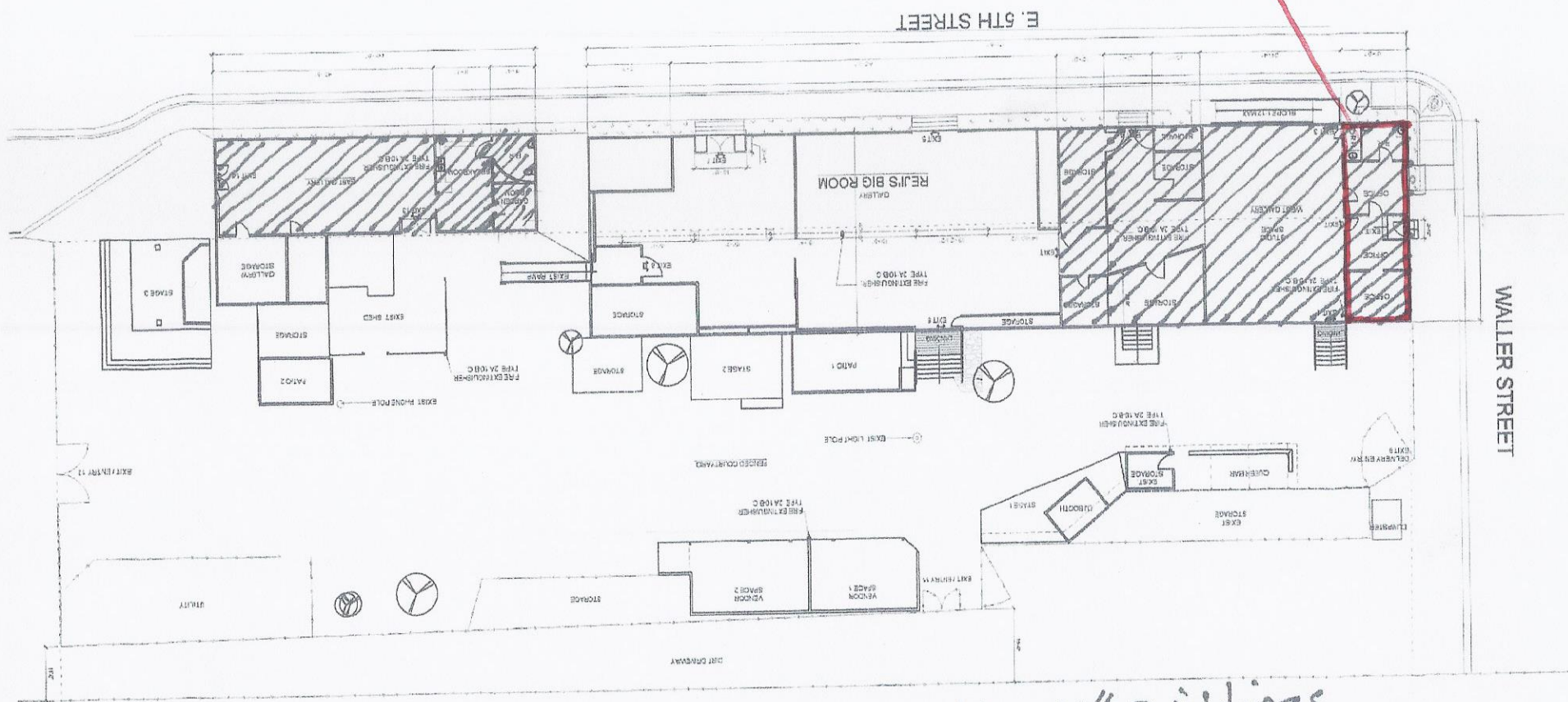
Historical Section

Pine Street Satation



ATTACHMENT "E" (P. 1)
B

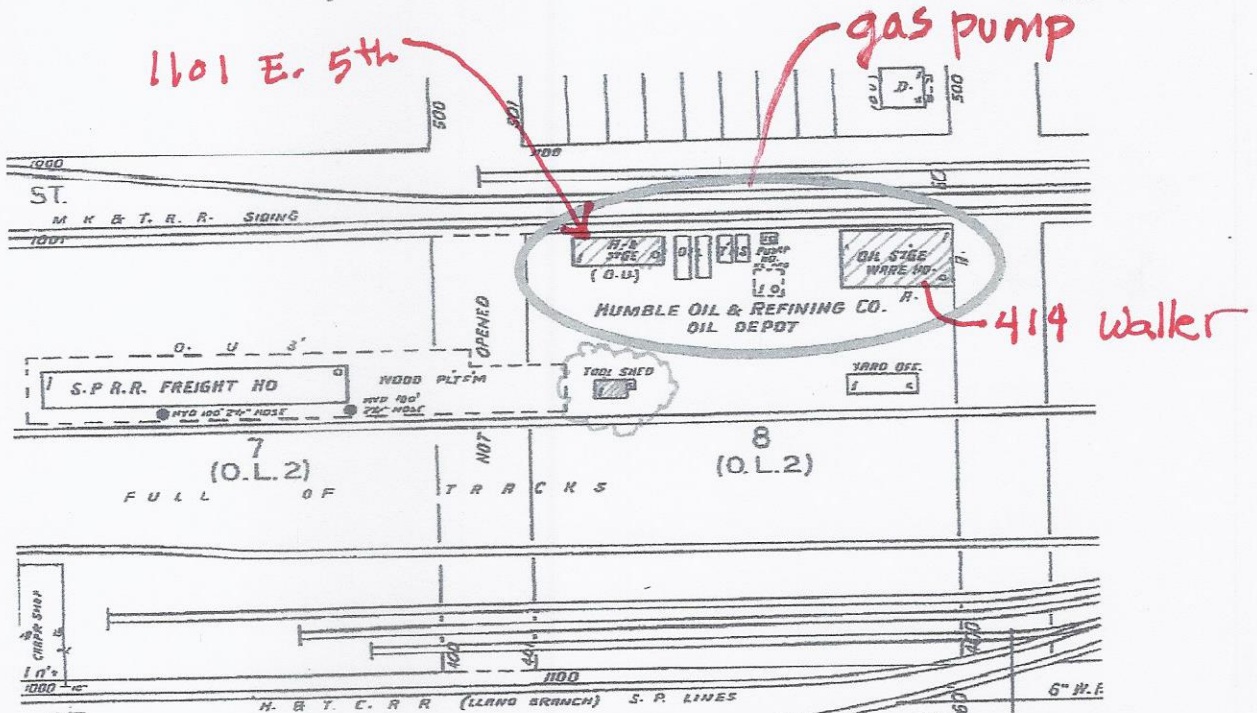
This is
what they
are planning
to relocate.



THE ORIGINAL "Humble Oil" Buildings
SANBORN MAP - 1935

ATTACHMENT "C" (P.1)

A.1-5



The 1935 Sanborn map clearly shows the Humble Oil and Refining Company facilities at the site of the current building, which is shown as the oil storage warehouse. The building shown here (the current building) is not the same building as depicted in the 1900 map above.

"D"

