

Correction . "We can conclude that the addition to the warehouse and the (ADDITION TO THE) small building were added by Acme Fast Freight. More then likely in or around 1939 when Humble oil became Exxon and I believe relocated their main facility in Austin.

Kalan please include this as part of my backup. Do I have a limit to my amount of backup? I am not even close to being finished yet. Month after month the commission doesn't have a clue about what I am talking about. It is time this was resolved.

I do apologize to everyone for filling up your in-box's, but I have no other alternative. Almost one year! I have other projects I need to spend my attention on. When my friend Reji Thomas asked me to help, I let her know. If I took this on, I could not quit until I found resolution. So here we are. I spent several years working with Gregory Free and associates, Historical Preservationist. Seven years working, project management and design with Jeff Kester, Historical Architect in San Marcos and was the designer and project manager for all of the Historic work in San Marcos and Southwest Texas for all of these years. I was the designer for Las Manitas when the sisters were trying to relocate their kitchen into the La Pina art gallery. I was retained by Lorelei Brown to help her get her buildings up to code for life and safety issues and retained permits. Map ID 17 in the report. Pine street station and The Texaco Compound were both owned by the women, but the land was owned by Capital Metro. The City of Austin sent me an e-mail and Capital Metro had them pull the permits until Lorelei signed a lease saying she would have to move or demolish the compound at the end of her lease. She refused and they threatened eviction because she refused to sign and her buildings could not be brought up to life and safety code standards. The City actually stopped the work because Capital Metro pulled the Site Plan exemption.

I just ask that the commission members read my backup before next months hearing. In one years time that has never happened.

On Tue, Jul 28, 2015 at 7:28 PM, liz purcell <purcelldesigns@gmail.com> wrote:

To all of the new commission members. This is the document Capital Metro had approved without notifying the owners of any of these buildings. (Kalan) this is not part of my backup for next month. I am in contact with several of the owners who are very angry that this could be done on property they own with out their knowledge or consent. When Capital Metro stands up there and says that the buildings at 414 Waller and 1101 E. 5th MAP ID 7 are determined to be of no historical significance, that is based on this flawed document. I am going to volunteer my services to the Austin Metal and Iron Co. MAP ID 19 to assist them at having the decision regarding their property reversed. They are extremely upset. There are several others.

Capital Metro could say that AmaTerra Environmental, Inc. made an error or two regarding this document, however, is that the excuse for submitting a document to relocate less than 1/4 of the original portion of the warehouse? Or is that the fault of Land Use solutions. A building. One building (414 Waller) a Warehouse with an office and bathrooms. Approved for construction in 1924. We can

conclude that the addition to the warehouse and the small building were added by Acme Fast Freight. More then likely in or around 1939 when Humble oil became Exxon and they most likely relocated their main facility in Austin. When the additions were added, the gas pump was removed. Match books can be purchased on-line from e-bay dating to the 40's with the address 1101 E. 5th, Austin, TX. This is included in my documentation I submitted last night.

On Tue, Jul 28, 2015 at 5:36 PM, liz purcell <purcelldesigns@gmail.com> wrote:

Kalan, please put this as part of our backup for next months hearing.

I will be resending everything I have submitted for the soon to be, 1 year time period I have been mentioning two buildings, not one. Hopefully more than one Commission member will receive my e-mails this month. I will be sending Capital Metro's Reconnaissance Survey that was approved on these twenty building's without the owners knowledge.

Our concerns:

1. 414 Waller, the warehouse. Who actually determined which portion of this building is historical? They are planning on saving less than 1/4 of the original Humble oil depot that was built in the late 20's. Demolition is planned for the entire rest of the warehouse that is the actual part of the building that have the original loading docks. They are planning on only relocating the office and bathroom area and demolishing all of the warehouse portion of this building. We feel the Historical Landmark Commission should be aware that Capital Metro is pulling another move to destroy most of this historic building. They have decided which portion of the building is historic.

2. This is a depot. A compound. It is not just two buildings, it is a part of Austin's railroad history. Humble oil later to become Exxon Mobile.

3. The little building also known as 1101 E. 5th. One year and I still have not gotten the commission to recognize this building. This building was also built in the late 20's, early 30's and was part of the original Humble Oil Depot.

Thank you and please e-mail me back if you receive this. I sent the Historic refutal to all of you before the hearing last Monday and it appears only one of you received it.

Here is just a portion of the Reconnaissance Survey Report that Capital Metro filed and will receive Federal Transit funding on. 20 buildings. NONE of these owners were notified. 20 properties and building owners are just now finding out what Capital Metro has done regarding these properties. Historic status on some of them would bring them tax breaks. This was approved in 2013 by the Historic Landmark commission. I already have one of the properties 1/2 way there to reverse the original decision because the report is flawed.

Kalan please don't put this in my backup, I will have it on my stick during this months presentation.

Thanks so much, I don't know if any of the Commission members are receiving my stuff.

On Tue, Aug 4, 2015 at 6:17 PM, liz purcell <purcelldesigns@gmail.com> wrote:

Kalan, please put this in my backup. If you do a Google search for my company, Purcell Designs, LLC. My original document nobody seems to ever read, is posted as the number 1 item on Google. Dated Oct. 2014. I sure would like to know the Commission has received my information this month.

On Tue, Jul 28, 2015 at 10:35 PM, liz purcell <purcelldesigns@gmail.com> wrote:

Correction . "We can conclude that the addition to the warehouse and the (ADDITION TO THE) small building were added by Acme Fast Freight. More then likely in or around 1939 when Humble oil became Exxon and I believe relocated their main facility in Austin.

Kalan please include this as part of my backup. Do I have a limit to my amount of backup? I am not even close to being finished yet. Month after month the commission doesn't have a clue about what I am talking about. It is time this was resolved.

I do apologize to everyone for filling up your in-box's, but I have no other alternative. Almost one year! I have other projects I need to spend my attention on. When my friend Reji Thomas asked me to help, I let her know. If I took this on, I could not quit until I found resolution. So here we are. I spent several years working with Gregory Free and associates, Historical Preservationist. Seven years working, project management and design with Jeff Kester, Historical Architect in San Marcos and was the designer and project manager for all of the Historic work in San Marcos and Southwest Texas for all of these years. I was the designer for Las Manitas when the sisters were trying to relocate their kitchen into the La Pina art gallery. I was retained by Lorelei Brown to help her get her buildings up to code for life and safety issues and retained permits. Map ID 17 in the report. Pine street station and The Texaco Compound were both owned by the women, but the land was owned by Capital Metro. The City of Austin sent me an e-mail and Capital Metro had them pull the permits until Lorelei signed a lease saying she would have to move or demolish the compound at the

end of her lease. She refused and they threatened eviction because she refused to sign and her buildings could not be brought up to life and safety code standards. The City actually stopped the work because Capital Metro pulled the Site Plan exemption.

I just ask that the commission members read my backup before next months hearing. In one years time that has never happened.

On Tue, Jul 28, 2015 at 7:28 PM, liz purcell <purcelldesigns@gmail.com> wrote:

To all of the new commission members. This is the document Capital Metro had approved without notifying the owners of any of these buildings. (Kalan) this is not part of my backup for next month. I am in contact with several of the owners who are very angry that this could be done on property they own with out their knowledge or consent. When Capital Metro stands up there and says that the buildings at 414 Waller and 1101 E. 5th MAP ID 7 are determined to be of no historical significance, that is based on this flawed document. I am going to volunteer my services to the Austin Metal and Iron Co. MAP ID 19 to assist them at having the decision regarding their property reversed. They are extremely upset. There are several others.

Capital Metro could say that AmaTerra Environmental, Inc. made an error or two regarding this document, however, is that the excuse for submitting a document to relocate less than 1/4 of the original portion of the warehouse? Or is that the fault of Land Use solutions. A building. One building (414 Waller) a Warehouse with an office and bathrooms. Approved for construction in 1924. We can conclude that the addition to the warehouse and the small building were added by Acme Fast Freight. More then likely in or around 1939 when Humble oil became Exxon and they most likely relocated their main facility in Austin. When the additions were added, the gas pump was removed. Match books can be purchased on-line from e-bay dating to the 40's with the address 1101 E. 5th, Austin, TX. This is included in my documentation I submitted last night.

On Tue, Jul 28, 2015 at 5:36 PM, liz purcell <purcelldesigns@gmail.com> wrote:

Kalan, please put this as part of our backup for next months hearing.

I will be resending everything I have submitted for the soon to be, 1 year time period I have been mentioning two buildings, not one. Hopefully more than one Commission member will receive my e-mails this month. I will be sending Capital Metro's Reconnaissance Survey that was approved on these twenty building's without the owners knowledge.

Our concerns:

1. 414 Waller, the warehouse. Who actually determined which portion of this building is historical? They are planning on saving less than 1/4 of the original Humble oil depot that was built in the late 20's. Demolition is planned for the entire rest of the warehouse that is the actual part of the building that have the original loading docks. They are planning on only relocating the office and bathroom area and demolishing all of the warehouse portion of this building. We feel the Historical Landmark Commission should be aware that Capital Metro is pulling another move to destroy most of this historic building. They have decided which portion of the building is historic.

2. This is a depot. A compound. It is not just two buildings, it is a part of Austin's railroad history. Humble oil later to become Exxon Mobile.

3. The little building also known as 1101 E. 5th. One year and I still have not gotten the commission to recognize this building. This building was also built in the late 20's, early 30's and was part of the original Humble Oil Depot.

Thank you and please e-mail me back if you receive this. I sent the Historic refutal to all of you before the hearing last Monday and it appears only one of you received it.

**PURCELL DESIGNS, LLC
ELIZABETH STUART PURCELL**

ARCHITECTURAL INTERN, DESIGN CONSULTANT, PROJECT MANAGEMENT

1611 EVA ST.
AUSTIN, TX. 78704
(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**

October 31, 2014

**THE REFUTAL OF THE RECONNAISSANCE SURVEY REPORT – THE CORRECT
ARCHITECTURAL HISTORY OF 1101 E. 5TH AND 414 WALLER ST.**

The decision made last year regarding the building at 1101 E. 5th and 414 Waller needs to be reversed based on in-correct data presented the commission by Ama Terra. The Reconnaissance Survey Report (RSR) dated June 2013 is greatly flawed. Please Reference Attachment "A" (p.1-3). MAP ID 7.

AGE OF THE BUILDINGS:

Reference Attachment "B" (p.1-3) and "C" (p.1-4) the City Council minutes from 1924 - the application and approval to build the warehouse. This depicts the age of these buildings around 1925-1927 not 1935 as indicated in the RSR provided by Capital Metro to the Historical Landmark Commission.

The 1935 Sanborn map, reference Attachment "D" clearly indicates two buildings, not one. The RSR references the westerly building as a smaller more modern section, when, in fact, it also dates between 1925 and 1935. Reference Attachment "E" (p.1) The caption under the Sanborn Map 1935 was added by the RCR and appears to be correct. The buildings are still in tact as I have indicated in Attachment "D"(p.1), which depicts the current Architectural floor plans of the buildings. At this time the buildings were the Humble Oil and Refining Co. Oil depot, Humble Oil's main Austin facility.

The Sanborn map submitted by the RSR dated 1962 has a description below it which is incorrect. In 1962 the buildings were the home of the Acme Fast Freight. Reference Attachment "F" (p.1) and Attachment "G" (p.1). It is unclear which year these additions were added to the buildings, but they remain intact to this day. There is also a little building that we have not spoken about that Reji owns that is located on the Southern side of the tracks to this day. Please reference Attachment "f" (p.1). I am not sure but is this building the building that Reji owns on the other side of the tracks?

I did find some conflict in the date that Acme Fast Freight took over the buildings. According to the City Directory Research, Acme first appears in 1952. However, I found match books for sale on E-Bay claiming to be from the 40's.

E-BAY ADD 1940s Matchbook Acme Fast Freight Trucking East 5th Street Truman Fry Austin TX.

Acme Fast Freight, Inc. 1101 East 5th St. Austin TX Truman Fry Matchcover 050413



http://www.ebay.com/itm/1940s-Matchbook-Acme-Fast-Freight-Trucking-East-5th-Street-Truman-Fry-Austin-TX-/141441930987?pt=Postcards_US&hash=item20ee9896eb

Please note the address on the match books.

HISTORIC ARCHITECTURAL ANALYSIS OF THE WESTERDLY BUILDING:

1101 E. 5th Street - The small more modern building as RSR refers to it: The building to the west, which was built at some time between 1925-1935, is not attached to the warehouse as the RSR is insinuating. It is a separate building and as can be seen on Attachment "H", is separated from the warehouse by fencing. The hatched area's indicate a stage and little exterior structures that have been added that in no way effect the original building that is shown on the 1962 Sanborn Map. This building is slab on grade, wood frame walls and exposed original roof trusses with corrugated metal siding and roof. It still has the original long leaf pine and the siding and roof probably date back to the period when the addition was added between 1935 and 1962. I believe the small bathroom and office were added in later years, but the area that is now a kitchen is also part of the original building. The roof trusses are exposed to the interior. Some areas of the original Humble Oil building have been finished out with gypsum board, but the original structure has been well cared for by Ms. Thomas. All of the windows are original on the north elevation. A few of them have been boarded up, but I do believe Ms. Thomas has even saved most of the original glazing and protected it for over 35 years. The storefront doors on the west elevation do appear to be a newer alteration to the building. On the south elevation the double doors and a window do not appear to be original.

The RSR has left out some really relevant information regarding this building. They state that "the building was originally owned and operated by Humble Oil and refining company, and later served as a warehouse for the Davidson Sash and Door company. This building may have been a warehouse during the period of time between when Acme owned the building and the next records indicate no addresses for the buildings. They could have possibly been a storage for Davidson Sash between 1968 and In 1979 but TCAD has the property owned by a Odas Jung owner of the Calcasieu Lumber Yard. Odas sold Ms. Thomas the buildings for \$10.00 in 1982. Not just one, but all three. We keep forgetting about the little building on the South side of the tracts which Ms Thomas has not be evicted from yet. I find that TCAD is not ever very correct with their information.

This smaller building is and never has been converted into an entertainment facility. It has housed ACC art students during the East Side Studio Tour along with numerous other organizations and schools. This little historic building also became the office for the largest SXSW event ever to hit Austin. Fader Fort. They came and rented from Ms. Thomas once a year and did stage their office in the smaller building. This event brings thousands and thousands of dollars to Capital Metro and the City of Austin every year. Ms. Thomas is gone but Capital Metro signed a contract with Fader fort already for the event in March. Permits have already been filed for road closures.

414 Waller – The warehouse: This single story warehouse was the original Humble Oil Depot as was the little building. The original building remains in tact with a small office, waiting room, bathroom and closet. The office still has the original pass through window into the first bay of the warehouse. All of the original long leaf pine is preserved. The RSR indicates that the north side of the building has multiple loading docks that are currently covered with corrugated metal. In fact, the loading docks are mirrored on the north and south sides of the building and have the original sliding wood doors that were constructed in the mid 1920's. None of the doors or windows have been altered in any way, and Ms Thomas has preserved the original glazing. The early portion of the warehouse has smaller sliding doors than the addition that was added later. Again we have the exposed interior roof trusses and long leaf pine flooring. The south loading docks were to access the railroad tracts and the north loading docks access E. 5th. Some partitioned storage rooms have been added, but are Temporary and do not alter the existing structure. The corrugated metal siding and roof probably date to when the addition was added before 1962. The addition duplicates the mirror design of the original humble oil except that the loading docks are larger and the few windows that were added are slightly wider than the original windows. All of the loading dock doors in the building remain operable. This building has not been

converted into "multiple small spaces that house an organic farming market and artist's studios as indicated by the RSR.

Historic Landmark Criteria #1. Pine Street Station is a 90-year old commercial warehouse facility that has historic associations with the early Texas oil industry and railroad transportation in the first half of the 20th century. This property represents a period of significance in the economic development of the State of Texas, when the rapidly growing oil industry transformed the State's economy and the railroads were the dominant form of commercial transportation. The warehouse was permitted by the Austin City Council in October 1924. It served as the Austin depot/storage facility of the nation's largest oil producer, transporter, and refiner during an approximately 25-year period when Texas developed into the nation's largest oil-producing state. It is adjacent to, and was served by, the original rail line serving the City of Austin -- the Houston and Texas Central Railway (H&TC) line extending along Pine/5th Street.

Historic Landmark Criteria #2. Pine Street Station has a longstanding association with two businesses of historic importance to the City of Austin and the State of Texas: Humble Oil & Refining Company and the Houston and Texas Central Railway Company. In addition, it has an historic connection to the Texas State Capitol because the glasswork used in the 1990s Capitol Restoration Project was designed and produced at this facility.

[LIZ - IN THE FOLLOWING PART, I WOULD ADD SPECIFIC EXAMPLES (IF YOU FOUND ANY) OF AUSTIN-RELATED EVENTS OR CONNECTIONS.]

Humble Oil & Refining Company. The Pine Street Station warehouse had its beginnings in 1924, when Humble Oil and Refining Company applied to the Austin City Council "to erect a warehouse on the corner of 5th and Waller Streets on property of the H&TC Railway right-of-way". Humble is the company that later became Exxon and is now ExxonMobil. The minutes of the special Austin City Council meeting held September 26, 1924, state the application was referred to the Safety Committee that date on a 5-0 vote; and, the minutes for the October 2, 1924 regular meeting of the Council state that Humble's application was approved in a 5-0 vote. The city directory records indicate that Humble continued to use the warehouse from the mid-1920s until approximately 1950 (for purposes referred to variously as "main facility", "office and plant", "wholesale oils", or "bulk station"). Oil was often transported in railcars (in addition to pipelines), and the 1935 Sanborn map indicates the warehouse was used as an oil depot and storage facility.

The period from 1925 to 1950 when the warehouse was Humble's depot/storage facility in Austin was a key time in the development of the Texas oil industry. During this period, Humble Oil became the largest domestic producer of crude oil in the U.S., its subsidiary Humble Pipe Line Company became the largest transporter of crude oil in the U.S., and Humble had the largest refinery in the U.S. (See The Handbook of Texas entries for Exxon Company, U.S.A.; and Oil and Gas Industry.)

It would be difficult to overstate the importance of Humble Oil in the history of Texas in the 20th century. Texas Monthly named Humble Oil the "Company of the Century" in its December 1999 The Best of the Texas Century list, stating: "As much a defining company as a refining company, Humble Oil shaped the reality and perception of Texas oil around the globe." ExxonMobil traces its beginnings to the Humble Oil Company, which was chartered in Texas in February 1911. It reorganized in 1917 as the Humble Oil and Refining Company. In February 1919, Humble doubled the number of

authorized shares and sold 50 percent of its stock to Standard Oil Company of New Jersey. This sale initiated Humble's long-term connection with the company that eventually absorbed it as Exxon. The following summarizes Humble's historic importance to the State of Texas, and the U.S.:

- Largest producer of crude oil in the U.S. In 1917, Humble had 217 wells and a daily crude oil production of about 9,000 barrels. The company's production was expanded steadily. It made large additions to its reserves in the 1930s and increased production during World War II in order to meet war needs. Humble became the largest domestic producer of crude oil during the war and continued in that position into the 1950s. In 1949, the company had a net production of 275,900 barrels daily of crude oil and 15,900 barrels daily of natural-gas liquids. At the end of 1949 the company was operating 9,928 wells. Among the important fields in which Humble has participated have been East Texas, Conroe, Mexia, Powell, Raccoon Bend, Sugarland, Thompsons, Friendswood, Tomball, Anahuac, Tom O'Connor, Webster, Seeligson, and Hawkins, all in Texas.
- Largest transporter of crude oil in the U.S. At the end of 1949, the Humble Pipe Line Company (a subsidiary) had 3,233 miles of gathering lines and 5,776 miles of trunk lines. These facilities served all important producing areas in Texas and southeastern New Mexico, and the Humble Pipe Line Company was the largest transporter of crude oil in the U.S. In the postwar period, the company built a pipeline from Baytown to the Dallas-Fort Worth area and in June 1950 completed an eighteen-inch direct line from West Texas to the Gulf Coast.
- Largest refinery in the U.S. In 1919, construction was begun on Humble's Baytown refinery. Its capacity expanded steadily until 1940, when it was the largest installation in the U.S., with a capacity of 140,000 barrels. Other Humble refineries were located in San Antonio and Ingleside. Humble refineries during World War II produced high-octane aviation gasoline, toluene for explosives, butyl rubber, and butadiene for synthetic rubber. In the 1940s, Humble products were retailed only in Texas, where retail sales had increased from seven million gallons of refined products in 1917 to 540 million gallons in 1949.

Houston and Texas Central Railway Company. The Humble Oil warehouse is located on what was the original H&TC rail line in Austin, on property owned by the H&TC. The H&TC began rail service in Austin on December 25, 1871, with its main tracks on Pine (now Fifth) Street. This was Austin's first railroad connection. By becoming the westernmost railroad terminus in Texas and the only railroad town for scores of miles in most directions, Austin was transformed into a trading center for a vast area. Construction boomed and the population more than doubled in five years to 10,363. The many foreign-born newcomers gave Austin's citizenry a more heterogeneous character. By 1875 there were 757 inhabitants from Germany, 297 from Mexico, 215 from Ireland, and 138 from Sweden. For the first time a Mexican-American community took root in Austin. (See The Handbook of Texas entry for Austin, Texas (Travis County).)

Very few commercial rail depot buildings from the early 20th century survive in the City of Austin. The two main passenger depots which served Austin in that period stood opposite each other at Congress Avenue and Third Street, and have both have been demolished. (The Amtrak railroad station, built in 1947 for the Missouri Pacific Railroad, still exists west of Lamar Boulevard.) The Depot Hotel on East 5th Street between Red River and Neches was Austin's first railroad station, but was operational only in the 1870s. It still stands on East 5th Street and houses Carmelo's Italian Restaurant. (See Amtrak's website at <http://www.greatamericanstations.com/Stations/AUS>.)

The H&TC was sold to Charles Morgan in March 1877 and came under Southern Pacific control when that company acquired the Morgan interests in 1883. However, the H&TC continued to be operated by its own organization until 1927, when it was leased to the Texas and New Orleans (T&NO). At the time of the lease the H&TC operated 872 miles of track. It merged with the T&NO in

1934. On August 19, 1986, the line from Giddings through Austin to Llano was sold to the city of Austin. (See The Handbook of Texas entry for Houston and Texas Central Railway.)

Texas State Capitol Restoration Project. In the early 1990s, work began on the massive restoration of the Texas State Capitol. Austin artist Rejina Thomas, whose studio was at Pine Street Station from 1979-2013, was contracted to create over 500 panels of etched glass for the Capitol restoration project. This work was done at Pine Street Station.

Respectfully Submitted,

Elizabeth S. Purcell

Elizabeth S. Purcell

October 30, 2014

Date

PURCELL DESIGNS, LLC
1611 EVA ST.
AUSTIN, TX. 78704
(512) 436-5302
purcell_designs@hotmail.com

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

Plaza Saltillo Rail Relocation Project

Reconnaissance Survey Report

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.



Figure 5: Surveyed Property Locations. (Google Earth)

Councilmen Avery, Nolen and Searight, 4; naves, Councilman Haynes.

Councilman Haynes laid before the Council the following communication as his reasons for voting against the passage of the ordinance:

" I vote no on the Meat Inspection Ordinance as the State laws and ordinances of the City already prohibit the sale of impure meat in Austin and the people are fully protected.

Under the proposed ordinance the small farmer cannot undertake to sell his surplus meat supply - sausage, etc. to the people of Austin and will be compelled to take for his surplus stock just what the dealers in the meat trust will give him, who, in turn, will then place it on sale at trust prices.

In other words, I believe this ordinance is class legislation and simply creates a meat trust in the interest of stock dealers and the butchers who belong to the combination, eliminates the farmer, and gives the people no better protection than they now have. Therefore, I cannot conscientiously vote for the ordinance.

H. L. Haynes."

Bids of the American Cast Iron Pipe Company and the United States Cast Iron Pipe & Foundry Company were opened and read and Councilman Avery moved that the bid of the United States Cast Iron Pipe & Foundry Company be accepted as the lowest and best bid. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The application of the Virginia Minstrels to show on East Avenue for one night, September 29th, was read and Councilman Haynes moved that same be granted, provided a deposit of \$50.00 was made to the Sanitary Department to cover cost of cleaning streets. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The Council then recessed.

SPECIAL MEETING OF THE CITY COUNCIL:

Austin, Texas, September 26, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The application of the Humble Oil Company to erect a warehouse on the corner of 5th and Waller Streets on property of the M&T Railway right-of-way was read and same was referred to the Safety Committee by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The claim of John A. Darter for damages caused by overflow of Lake Austin was read and referred to the City Attorney by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The monthly reports of C. N. Avery, Superintendent Water, Light and Power Department, R. E. Nitschke, City Sexton, and J. H. Maxwell, Sealer of Weights and Measures, were read and ordered filed.

Councilman Nolen introduced the following ordinance:

ATTACHMENT "B" (P.2)

GRANTING PERMISSION FOR THE ERECTION AND
DISPLAYING OF THE SHENANDOAH PLAU AND DECORATING
SYSTEM IN THE CITY OF AUSTIN, PROVIDING SPECIFI-
CATIONS FOR THE ERECTION AND DISPLAYING OF SAME
AND RETAINING CONTROL OF SAME IN THE CITY COUNCIL
OF THE CITY OF AUSTIN.

The ordinance was read the first time and Councilman Nolen moved that the rule be suspended and the ordinance placed on its second reading. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The ordinance was read the second time and Councilman Nolen moved a further suspension of the rule and the placing of the ordinance on its third reading and final passage. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The communication of E. McKinnon, Vice President of the Citizens State Bank, in regard to inclosing duplicate deposit slip, amounting to \$14,511.38 on account of \$14,000.00 Incinerator Bonds with interest at 5%, was read and referred to the City Attorney by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The application of O. O. Terrell for permission to erect an electric sign at 504 Trinity Street at Joe Lung's Cafe was read and referred to the Safety Committee by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Haynes laid before the Council the following communication:

"Austin, Texas, September 26, 1924.

To the Honorable Mayor & City Council,
City of Austin, Texas.

Gentlemen:

I regret to state that owing to the long continued illness of Mr. Henry Ziller, First Assistant Assessor and Collector, it has become necessary to grant him an indefinite leave of absence, without pay, from October 1st, with the hope that a complete rest from the arduous duties which he has so faithfully performed for many years may restore him to health and enable him to again undertake his work for the City.

In the meantime, to adjust and conduct the work of the Tax Department, I have the honor to make the following assignments or nominations:

W. D. Shelley, now 2nd Assistant, to serve as 1st Assistant Assessor and Collector.

T. L. Furnell, now 3rd Assistant, to serve as 2nd Assistant Assessor and Collector;

A. W. Townsend, now 4th Assistant, to serve as 3rd Assistant Assessor and Collector;

Frank H. Raymond, now temporary Assistant, to serve as 4th Assistant Assessor and Collector.

I respectfully ask your confirmation of the above.

Respectfully,

(Sgd) H. L. Haynes,

Superintendent Receipts, Disbursements
and Accounts."

The above nominations were confirmed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Nolen and Searight, 4; naves, none, Councilman Haynes present but not voting.

Councilman Haynes introduced the following:

"Austin, Texas, September 25, 1924.

To the Hon. Mayor and City Council,
Austin, Texas.

Gentlemen:

Appropriations for the Police Department (except for salaries and rent of pound) in the Budget of 1924 shows overdraft up to August 30th of \$2424.47. Therefore, I cannot legally approve the attached bills aggregating \$244.09 and submit same for your action:

Loss Evans -----	\$ 59.00
Dill Auto Top Co	15.00
Anton Mittenberg	5.00
L. D. McClain	31.60
E. W. Bargsley	18.31
J. E. McClain	35.05
F. C. Crittendon	21.63
A. H. Von Rosenberg	4.01
A. L. Bugg	54.49
	<hr/>
	\$244.09

Respectfully,

H. L. Haynes, Superintendent."

Councilman Nolen moved that the above claims be approved and paid. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Councilman Nolen moved that the City Attorney be instructed to draw ordinance regulating the inter-city bus lines, describing routes in the city, providing for stations, parking of cars, and other items incident to bus line traffic. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then adjourned.

James Hornsby
City Clerk

REGULAR MEETING OF THE CITY COUNCIL:

Austin, Texas, October 2, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The Minutes of the last meeting were read and upon motion of Councilman Avery were adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Mayor laid before the Council the following ordinance:

AN ORDINANCE AUTHORIZING THE INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A SPUR TRACK OVER AND THROUGH THE ALLEY RUNNING THROUGH CITY BLOCKS NOS. 22 AND 21, AND OVER AND ACROSS GUADALUPE STREET AND LAVACA STREET IN THE CITY OF AUSTIN, FOR THE PURPOSE OF SERVING THE SOUTH ONE-HALF OF CITY BLOCKS NOS. 22, 21 AND 20, SUBJECT TO CERTAIN CONDITIONS.

The ordinance was read the first time and Councilman Avery moved that same be placed on its second reading. Motion lost by the following vote: Nays, Mayor Yett, Councilmen Haynes and Searight, 3; ayes, Councilmen Avery and Nolen, 2.

Councilman Haynes introduced the following:

"Austin, Texas, September 25, 1924.

To the Hon. Mayor and City Council,
Austin, Texas.

Gentlemen:

Appropriations for the Police Department (except for salaries and rent of pound) in the Budget of 1924 shows overdraft up to August 30th of \$2424.47. Therefore, I cannot legally approve the attached bills aggregating \$244.09 and submit same for your action:

Less Evans -----	\$ 59.00
Dill Auto Top Co	15.00
Anton Mittenberg	5.00
L. D. McClain	31.60
E. W. Bargeley	18.31
J. E. McClain	35.05
F. C. Crittendon	21.63
A. H. Von Rosenberg	4.01
A. L. Sugg	54.49
	<hr/>
	\$244.09

Respectfully,

H. L. Haynes, Superintendent."

Councilman Nolen moved that the above claims be approved and paid. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Councilman Nolen moved that the City Attorney be instructed to draw ordinance regulating the inter-city bus lines, describing routes in the city, providing for stations, parking of cars, and other items incident to bus line traffic. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then adjourned.

James Hornsby
City Clerk

REGULAR MEETING OF THE CITY COUNCIL:

Austin, Texas, October 2, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The Minutes of the last meeting were read and upon motion of Councilman Avery were adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Mayor laid before the Council the following ordinance:

AN ORDINANCE AUTHORIZING THE INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A SPUR TRACK OVER AND THROUGH THE ALLEY RUNNING THROUGH CITY BLOCKS NOS. 22 AND 21, AND OVER AND ACROSS GUADALUPE STREET AND LAVACA STREET IN THE CITY OF AUSTIN, FOR THE PURPOSE OF SERVING THE SOUTH ONE-HALF OF CITY BLOCKS NOS. 22, 21 AND 20, SUBJECT TO CERTAIN CONDITIONS.

The ordinance was read the first time and Councilman Avery moved that same be placed on its second reading. Motion lost by the following vote: Nays, Mayor Yett, Councilmen Haynes and Searight, 3; ayes, Councilmen Avery and Nolen, 2.

The application of the Humble Oil & Refining Company for permission to erect a warehouse at 5th and Waller Streets, together with the report of the Safety Committee upon same, was read and same was granted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

The monthly reports of W. D. Walker, Dairy Inspector, A. S. Anderson, Public Weigher, Robert Rockwood, Fire Marshal, C. L. Woodward, Fire Chief, Fred Sterzing, Assessor and Collector, Mrs. R. C. Walker, Pure Food Inspector, and Milton Morris, Auditor, were read and ordered filed.

The application of O. C. Terrell to erect a sign at 505 Trinity Street, together with the Committee's report on same was granted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Nolen introduced the following resolution:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the Superintendent of Police and Public Safety be and he is hereby authorized and instructed to purchase for the use of the Police Department from P. R. James, doing business under the trade name of Austin Motorcycle Company, four Harley-Davidson Motorcycles 74, J. D. C. B. 25 Model, at \$421.15 each, aggregating the total sum of \$1684.60; and

BE IT FURTHER RESOLVED: That said Superintendent be authorized and instructed to deliver to said Austin Motorcycle Company four second-hand motorcycles now in use in said department, and to take therefor credit on the account of the City with said company the sum of \$420.00, making the net total due by the city to said company on account of said purchase the sum of \$1264.60; and

BE IT FURTHER RESOLVED: That the Mayor be and he is hereby authorized and instructed to execute in behalf of the City of Austin the promissory note of said city, payable to said P. R. James for the principal sum of \$1264.60, payable on March 1st, 1925, with interest at eight percent from maturity.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Haynes introduced the following resolution:

WHEREAS, investigation of the tax records shows that the affidavit of W. C. Johnson herewith attached is true.

For 1922 he rendered a lot in Hyde Park, and, in addition, rendered notes that he owed, amounting to \$2500.00;

For 1923 he rendered the lot and improvements that he had made on same, also notes to the amount of \$2000.00.

The rendition of the purchase notes of course was in error, same being held by other parties and should be stricken from the assessment against Mr. Johnson,

Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the Assessor and Collector be and he is hereby instructed to correct the assessment in accordance with above and take credit for the reduction.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; naves, none.

Councilman Haynes introduced the following resolution:

WHEREAS, the Board of Equalization, per statement attached, has called attention to an erroneous assessment on improvements on Lot 12, Fairview Park.

belonging to Mrs. Lula C. Jackson in that she assessed two houses at a valuation of \$3545.00, whereas she had but one house, one of the houses included in the assessment having been sold and assessed at \$1300.00.

Payment not having yet been made on the erroneous assessment of \$3545.00, the Board recommends that a reduction of \$1300.00, the valuation of the house sold and also assessed, be made,

Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That the Assessor and Collector be and he is hereby authorized to correct the assessment in accordance with the recommendation of the Board and to take credit for \$1300.00 reduction.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Councilman Nolen moved that L. J. Jambers Construction Company be allowed to close the alley in the rear of the construction work being done on West 6th Street for the hotel building. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

John Simms appeared before the Council and complained of sanitary conditions at #403-5 East 1st Street and after hearing said complaint, Councilman Nolen moved that A. Y. McWright, Sanitary Inspector, be instructed to examine the premises complained of and report back to the Council. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The bid of the Superior Incinerator Company of Dallas, Texas, was read and Councilman Haynes moved that said bid be referred to the City Attorney and the City Engineer for their report back to the City Council at their next regular meeting. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The bids of J. L. Snodgrass in the amount of \$395.00 and J. L. White in the amount of \$800.00 for trimming trees at Barton Springs were read and Councilman Haynes moved that both bids be referred to Councilman Avery for his report back to the Council. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The claim of John A. Darter for damages was read and after a verbal report by O. E. Metcalf, Engineer, Councilman Avery moved that the claim be referred to the City Attorney and City Engineer for their report back to the Council. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

AFTERNOON SESSION.

The following ordinance was introduced and Mayor Yett moved to reconsider the vote by which said ordinance was refused passage to its second reading. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

AN ORDINANCE AUTHORIZING INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A SPUR TRACK OVER AND THROUGH THE ALLEY RUNNING THROUGH CITY BLOCKS NOS. 22 AND 21, AND OVER AND ACROSS GUADALUPE STREET AND LAVACA STREET IN THE CITY OF AUSTIN, FOR THE PURPOSE OF SERVING THE SOUTH ONE-HALF OF CITY BLOCKS

Nos. 22, 21 AND 20, SUBJECT TO CERTAIN
CONDITIONS.

Mayor Yett moved that the ordinance be placed on its second reading. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The ordinance was read the second time and Mayor Yett moved a suspension of the rule and the ordinance be placed on its third reading and final passage. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The ordinance was read the third time and Mayor Yett moved that same do now finally pass. Motion prevailed by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then recessed.

SPECIAL MEETING OF THE CITY COUNCIL:

Austin, Texas, October 4, 1924.

The Council was called to order by the Mayor. Roll call showed the following members present: Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; absent, none.

The Mayor introduced the following resolution:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That it is hereby ordered that West 34th, or State Street, within the City of Austin, be closed to traffic proceeding eastward from the city limits to Guadalupe Street, for the period beginning October 6th and ending October 11, 1924, and that during said period traffic shall only be allowed to proceed on said street between said points when moving in a westerly direction; and

BE IT FURTHER RESOLVED:

That the Superintendent of Police and Public Safety be and he is hereby instructed to carry this order into effect.

The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

Mayor Yett introduced the following resolution:

WHEREAS, Wednesday, October 8, 1924, has been designated by the authorities of the Texas State Exposition as "Austin Day" at the Fair to be held in Austin during said week,

Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That Wednesday, October 8, 1924, be and the same is hereby declared to be a legal holiday, and the Mayor is authorized and instructed to make proclamation to that effect.

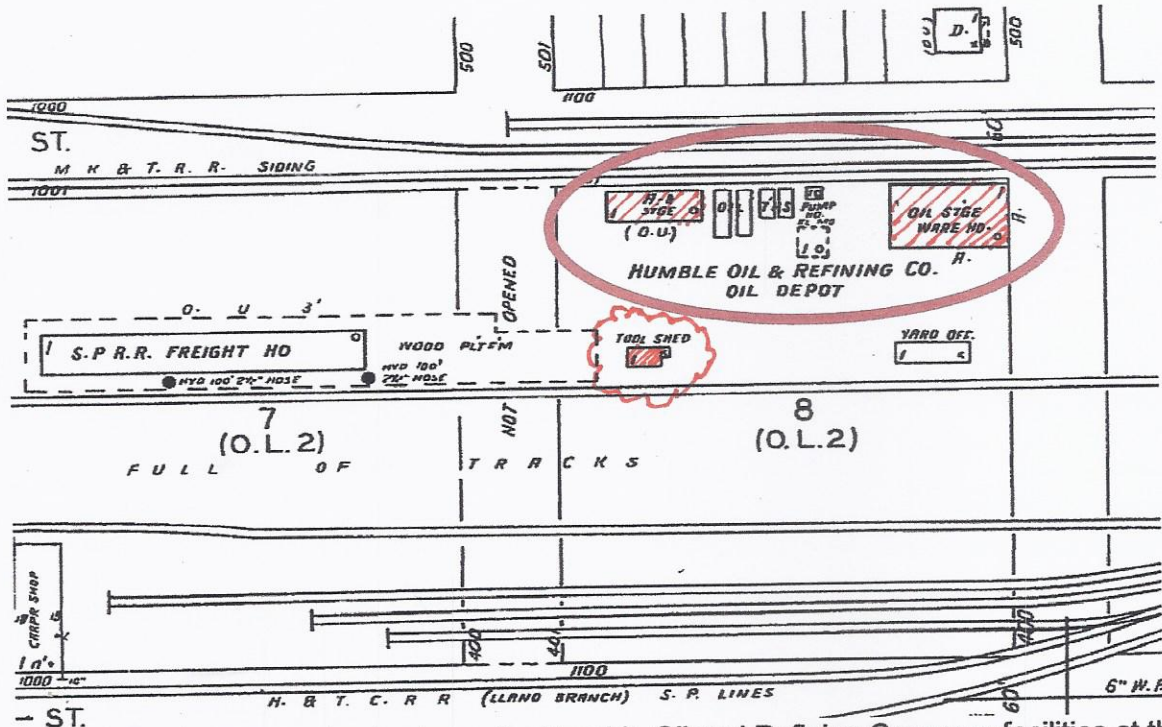
The above resolution was adopted by the following vote: Ayes, Mayor Yett, Councilmen Avery, Haynes, Nolen and Searight, 5; nays, none.

The Council then adjourned.

Joe Thomas
City Clerk

ATTACHMENT "D" (P.1)

A.1 - 5

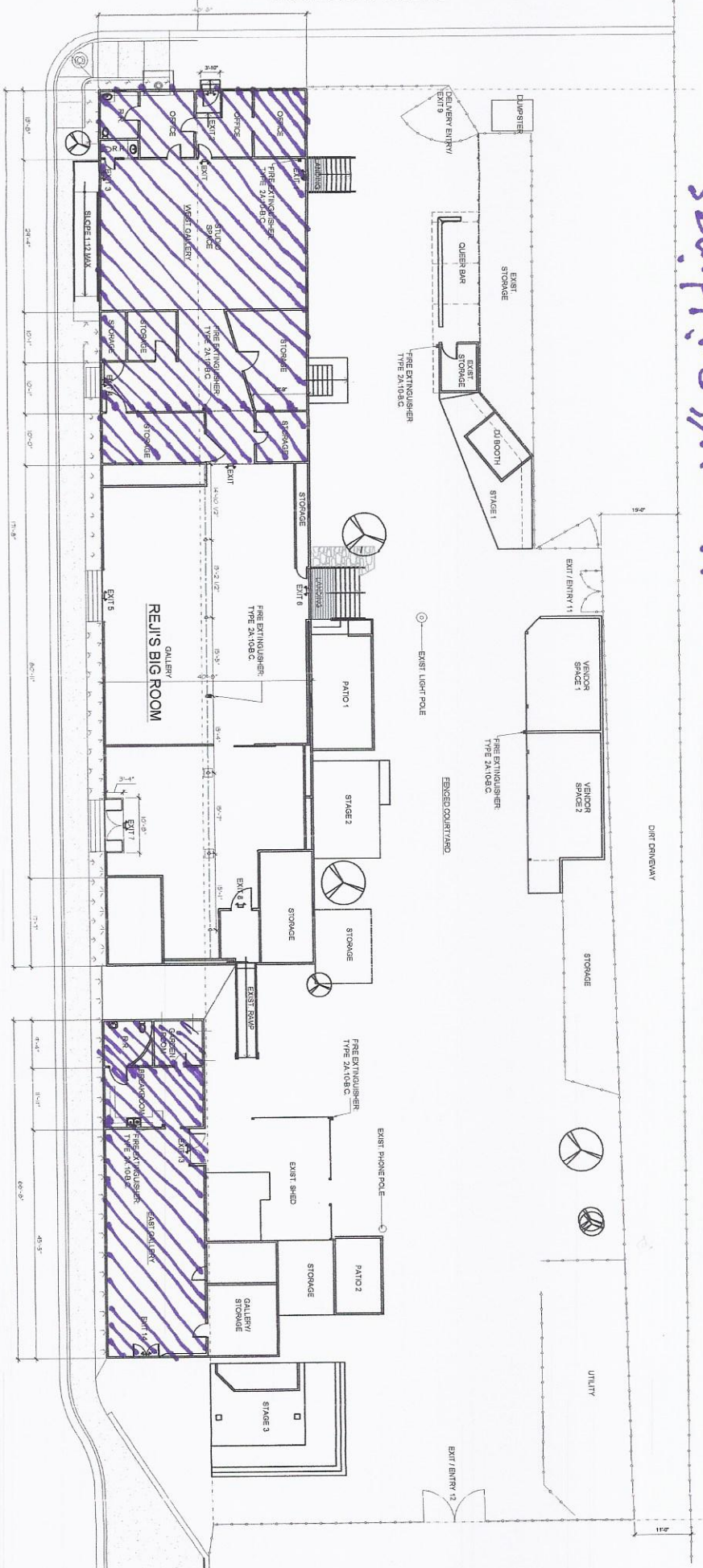


The 1935 Sanborn map clearly shows the Humble Oil and Refining Company facilities at the site of the current building, which is shown as the oil storage warehouse. The building shown here (the current building) is not the same building as depicted in the 1900 map above.

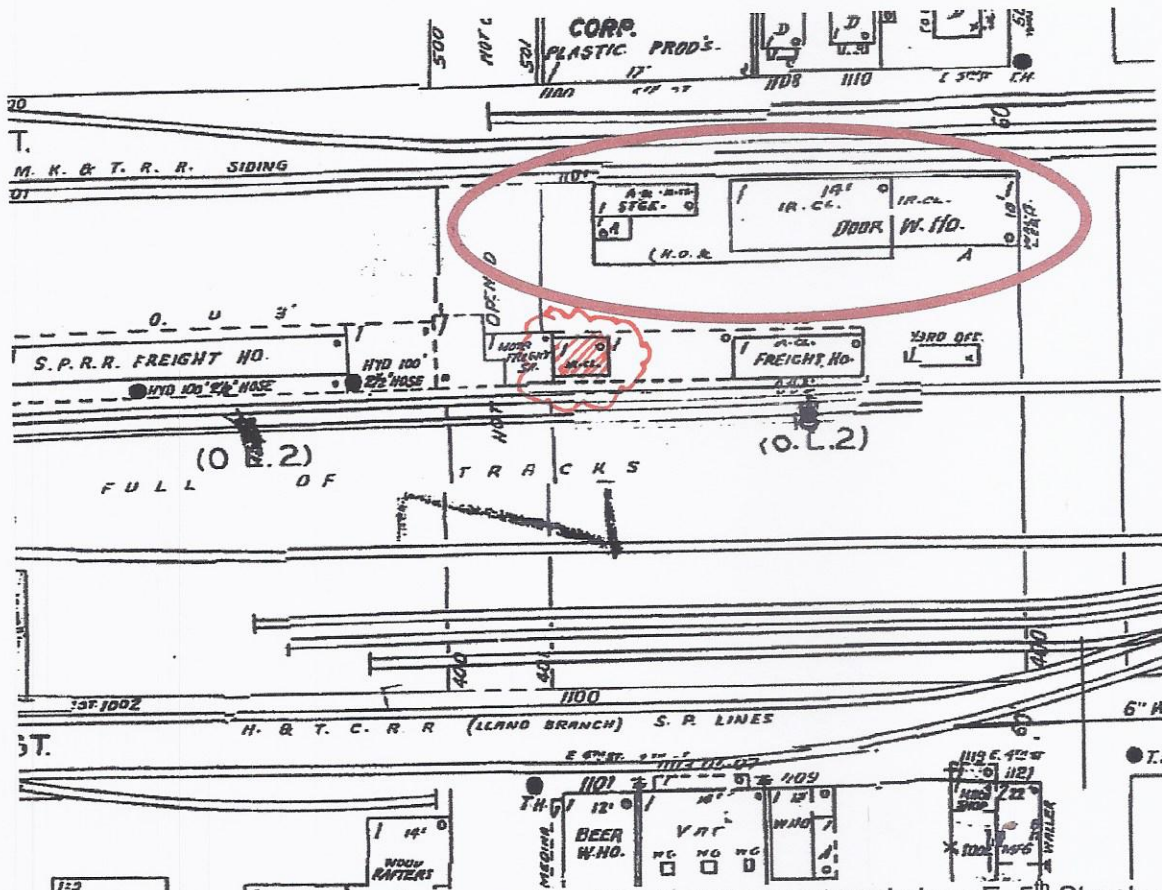
ATTACHMENT "E" (P.1)

E. 5TH STREET

WALLER STREET



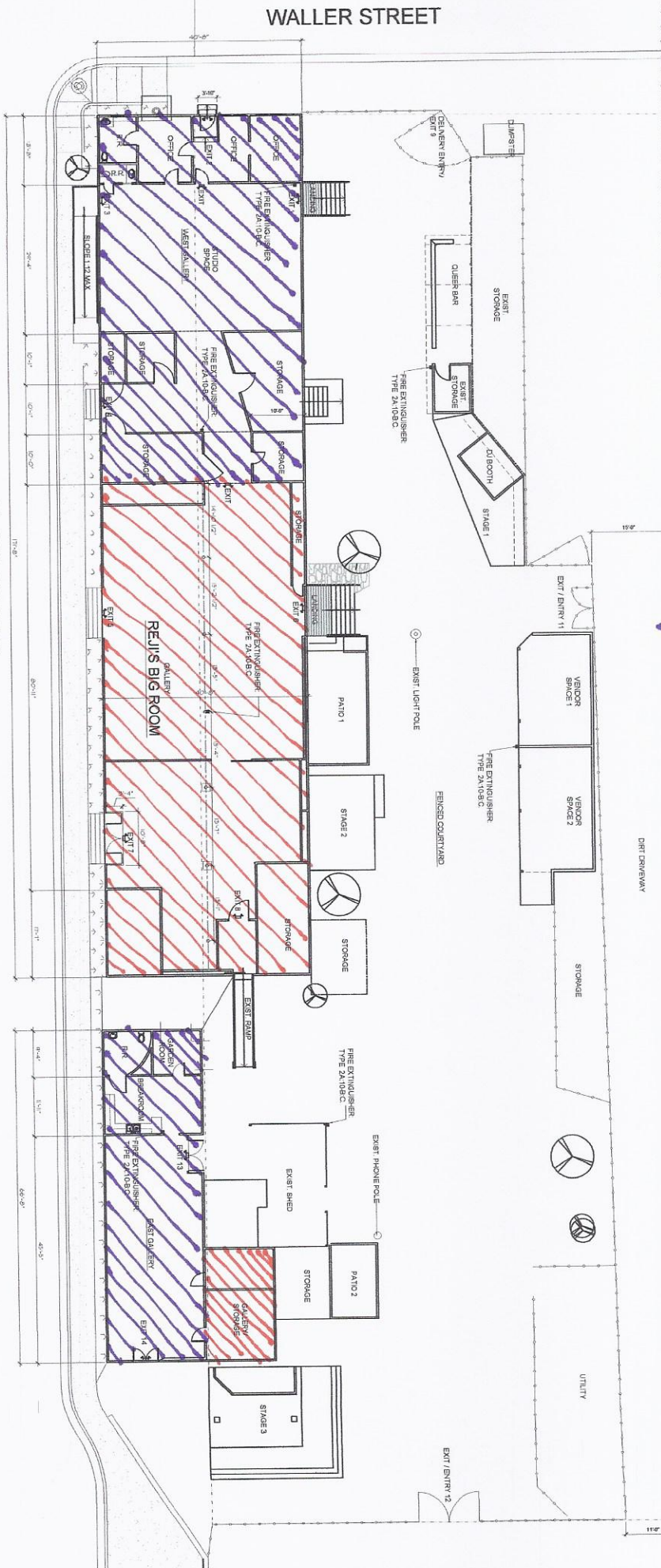
THE ORIGINAL "HUMBLE OIL" BUILDINGS
SANBORN MAP - 1935



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.

ATTACHMENT "G" (P.1)

E. 5TH STREET



710 - ORIGINAL
711 - ADDITION

SANBORN MAP 1962
ACME FAST FREIGHT, Forwarding Agents
CARL W. Wolff FREIGHT AGENT.

[illegible]

DIRT DRIVEWAY

//// - EXTERIOR NON-ATTACHED
OUT DOOR SPACES

ATTACHMENT
"H" (p.1)

TO DO BELIEVE
THE BATHROOM
Office were added
later

FENCE

File

E. 5TH STREET

Kalan and Steve

I want this posted under concerned citizens. Because this belongs in both files. maybe put it in all three again. It really is a pain in the behind we did not manage to do this right last year and do both buildings like I have been asking since last year, now we have to have stuff all over the place. Darn it. Really makes this difficult. Now I have to speak 3 times. Because I am not giving up due to 12 months of clerical errors. And I cant let 414 waller come up before 1101 E. 5th so that means I have to do a citizens concerns first so I can explain why I am not waiting for 414 Waller to come up, because I am not going down without a fight on having that building torn down for more condos. And especially because I AM CORRECT in my historic analysis of those buildings! I am tired and have been brushed under the carpet long enough!

According to TCAD 414 Waller does not exist! 1101 E. 5th does though and the property owner on the 2015 tax records are still Rejina Thomas, not Capital Metro!!!!!!!!!!!!!!!!!!!! and from what I know about pulling demo permits, the owner has to have a certified original tax statement on the property! They cant sell that property, they cant sign a lease they cant do anything on that property until they take care of the deed of that property. The tax is still in my clients name.! Call TCAD. My client has been evicted for over a year. Tax's still in her name! Property still in her name, According to TCAD MY client Still owns this property, not Capital Metro, this voids ANY AND ALL agreements you have going with Capital Metro at this time! They are not the legal owners according to TCAD! They cant keep her on the tax role and sell her property while her name is still being billed taxes. Something legal needs to be done here and they will be sorry when they see me in court!

TEXAS HISTORICAL COMMISSION

REQUEST FOR SHPO CONSULTATION:

Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

Please see instructions for completing this form and additional information on Section 106 and Antiquities Code consultation on the Texas Historical Commission website at <http://www.thc.state.tx.us/crm/crmsend.shtml>.

☒ This is a new submission.

☐ This is additional information relating to THC tracking number(s): _____

Project Information

PROJECT NAME

Plaza Saltillo Rail Relocation Project

PROJECT ADDRESS

Between E. 4th and E. 5th streets

PROJECT CITY

Austin

PROJECT ZIP CODE(S)

78702

PROJECT COUNTY OR COUNTIES

Travis

PROJECT TYPE (Check all that apply)

☐ Road/Highway Construction or Improvement

☐ Repair, Rehabilitation, or Renovation of Structure(s)

☐ Site Excavation

☐ Addition to Existing Structure(s)

☐ Utilities and Infrastructure

☐ Demolition or Relocation of Existing Structure(s)

☒ New Construction

☐ None of these

BRIEF PROJECT DESCRIPTION: Please explain the project in one or two sentences. More details should be included as an attachment to this form.

Construct new double-tracked rail along the southern edge of the Capital Metro Plaza Saltillo property

Project Contact Information

PROJECT CONTACT NAME

Steve Roudebush

TITLE

Real Estate Acq Agent

ORGANIZATION

Capital Metro

ADDRESS

2910 East 5th Street Austin TX 78702

CITY

Austin

STATE

TX

ZIP CODE

78702

PHONE

(512) 369-6232

EMAIL

steve.roudebush@capmetro.org

Federal Involvement (Section 106 of the National Historic Preservation Act)

Does this project involve approval, funding, permit, or license from a federal agency?

☒ Yes (Please complete this section)

☐ No (Skip to next section)

FEDERAL AGENCY

Federal Transit Administration

FEDERAL PROGRAM, FUNDING, OR PERMIT TYPE

FHWA/STP-MM (transferred to FTA)

CONTACT PERSON

Don Koski, Director of Planning and Program Development

PHONE

(817) 978-0571

ADDRESS

**819 Taylor Rm 8A36
Fort Worth, TX 76102**

EMAIL

donald.koski@dot.gov

State Involvement (Antiquities Code of Texas)

Does this project occur on land or property owned by the State of Texas or a political subdivision of the state?

☒ Yes (Please complete this section)

☐ No (Skip to next section)

CURRENT OR FUTURE OWNER OF THE PUBLIC LAND

Capital Metropolitan Transportation Authority

CONTACT PERSON

Jeffrey S. Beckage, Sr. Project Mgr/Brownfields Coordinator

PHONE

(512) 239-3582

ADDRESS

**Texas Commission on Environmental Quality
12100 Park 35 Circle
Austin, TX 78753**

EMAIL

jeffery.beckage@tceq.texas.gov

Identification of Historic Properties: Archeology
Does this project involve ground-disturbing activity? <input checked="" type="checkbox"/> Yes (Please complete this section) <input type="checkbox"/> No (Skip to next section)
Describe the nature of the ground-disturbing activity, including but not limited to depth, width, and length. See attached archeological letter report.
Describe the previous and current land use, conditions, and disturbances. See attached archeological letter report.

Identification of Historic Properties: Structures												
Does the project area or area of potential effects include buildings, structures, or designed landscape features (such as parks or cemeteries) that are 45 years of age or older? <input checked="" type="checkbox"/> Yes (Please complete this section) <input type="checkbox"/> No (Skip to next section)												
Is the project area or area of potential effects within or adjacent to a property or district that is listed in or eligible for listing in the National Register of Historic Places? <input checked="" type="checkbox"/> Yes, name of property or district: See attached historic resources survey report <input type="checkbox"/> No <input type="checkbox"/> Unknown												
In the space below or as an attachment, describe each building, structure, or landscape feature within the project area or area of potential effect that is 45 years of age or older.												
<table border="0"> <tr> <td>ADDRESS</td> <td>DATE OF CONSTRUCTION</td> <td>SOURCE FOR CONSTRUCTION DATE</td> </tr> <tr> <td>See attached historic resources survey report.</td> <td></td> <td></td> </tr> <tr> <td>ADDRESS</td> <td>DATE OF CONSTRUCTION</td> <td>SOURCE FOR CONSTRUCTION DATE</td> </tr> <tr> <td>ADDRESS</td> <td>DATE OF CONSTRUCTION</td> <td>SOURCE FOR CONSTRUCTION DATE</td> </tr> </table>	ADDRESS	DATE OF CONSTRUCTION	SOURCE FOR CONSTRUCTION DATE	See attached historic resources survey report.			ADDRESS	DATE OF CONSTRUCTION	SOURCE FOR CONSTRUCTION DATE	ADDRESS	DATE OF CONSTRUCTION	SOURCE FOR CONSTRUCTION DATE
ADDRESS	DATE OF CONSTRUCTION	SOURCE FOR CONSTRUCTION DATE										
See attached historic resources survey report.												
ADDRESS	DATE OF CONSTRUCTION	SOURCE FOR CONSTRUCTION DATE										
ADDRESS	DATE OF CONSTRUCTION	SOURCE FOR CONSTRUCTION DATE										

Attachments
 Please see detailed instructions regarding attachments.
 Include the following with each submission:

- ☒ Project Work Description
- ☒ Maps
- ☒ Identification of Historic Properties
- ☒ Photographs

For Section 106 reviews only, also include:

- ☒ Consulting Parties/Public Notification
- ☒ Area of Potential Effects
- ☒ Determination of Eligibility
- ☒ Determination of Effect

Submit completed form and attachments to the address below. Faxes and email are not acceptable.
 Mark Wolfe
 State Historic Preservation Officer
 Texas Historical Commission
 P.O. Box 12276, Austin, TX 78711-2276 (mail service)
 108 W. 16th Street, Austin, TX 78701 (courier service)

For SHPO Use Only



May 31, 2013

Mark Wolfe
State Historic Preservation Officer
Texas Historical Commission
108 W. 16th Street, Austin, TX 78701

Re: An Archaeological Assessment for the Proposed Plaza Saltillo Rail Relocation

Attention: Mark Denton

Introduction

Capital Metro proposes to relocate the existing railroad tracks between Onion Street and the IH-35 northbound frontage road in East Austin, Texas. The project is designed to facilitate the construction of pedestrian-friendly, mixed-use development surrounding commuter rail stations along the Metro Rail Red Line. Track relocation would open up land for development that is currently bisected by the rail line, limiting land use. The proposed double tracks would skirt East 4th Street with Interstate Highway 35 on the west and Waller Street on the east, before turning northeast to join with the current track alignment immediately west of the Plaza Saltillo MetroRail station located on the southwestern corner of East 5th Street and Onion Street (**Figure 1**). No new right-of-way or land will be required for this project.

The new double tracks will replace the existing single track that bisects the area into irregular parcels. The current layout of the property would present challenges for future development. Building new double-tracks aligned along E. 4th Street is in accordance with the adopted City of Austin (COA) Station Area Plan. The first step in implementing this plan consists of constructing double-track rail lines from Plaza Saltillo Station west to the IH-35 underpass, and connecting these tracks to the existing line while maintaining uninterrupted MetroRail service. The new alignment along the northern edge of E. 4th Street will include tracks and associated signalization equipment, street crossing infrastructure for quiet zones, and construction related impacts. The existing track will be disconnected from the operating rail line and removed to allow future development of the site.

Plaza Saltillo station, located at 408 Comal Street, is situated on a one-acre parcel owned by Capital Metro and leased to the COA for use as a commuter rail station. Capital Metro also owns an additional 10 acres bounded by E. 5th Street on the north, Comal Street on the east, E. 4th Street on the south, and IH 35 on the west. The archaeological Area of Potential Effects (APE) includes the approximate footprint of construction and is depicted in Figure 1. The maximum depth of impact for this project would not exceed two feet. The archaeological APE differs from the APE for non-archaeological resources, which incorporates indirect effects and extends outside of the footprint of the proposed project. The project's impact on non-archaeological resources outside the proposed footprint of construction is being coordinated through a separate letter.

The project will take place on land controlled by Capital Metro, a political subdivision of the State of Texas. It will also involve federal funding from the Federal Transportation Administration (FTA). Therefore, compliance with Section 106 of the National Historic Preservation Act (Section 106) and the Antiquities Code of Texas (ACT) is required prior to construction. Section 106 directs Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The requirements for the Antiquities Code are similar to those of Section 106 for lands owned or controlled by the State of Texas. Under the ACT consultation occurs through the Texas Historical Commission (THC).

This letter is intended to initiate Section 106 and ACT coordination with your office, regarding the impacts on archaeological resources by the proposed Capital Metro rail line realignment located between Onion Street and the IH-35 northbound frontage road in East Austin. We request your input regarding the need for further field identification for archaeological sites prior to implementation.

Physical Setting

The overall project area is heavily urbanized. Historically, the project area was dominated by a large rail yard owned and operated by the Southern Pacific Railroad (SPRR, prior to that it was the Austin and Northwestern Railroad) with a mix of commercial, industrial, and residential land along the area's periphery. During the latter portion of the 20th century, the rail yard was sold and demolished leaving the APE vacant with a few former warehouses converted to commercial businesses interspersed with industrial businesses (e.g., metal recycling and fabrication) along the areas periphery. Historic residential properties still remain along the periphery of the project area, with modern multi-family condominium developments located at the east end. The project area, where the current and proposed rail line is and will be located, will not require removal of any standing structures. Rather the direct impacts will occur across vacant and mostly vegetation free land.

The project area is located on a Pleistocene-Holocene fluvial fill terrace of the Colorado River. Soils in the area are characterized by fluvial terrace deposits composed of sand, silt, and clay derived from Quaternary-aged parent material. As a result of flood water dissipating laterally across the terrace, sediment accumulates rapidly preserving intact deposits at great depths (Feit et al. 2003). However, near the surface, deposits are often disturbed as a result of past and present construction. This is evident in the USDA's Web Soil Survey, which describes the local soils as urban land (USDA-NRCS 2013), as well as local archaeological site descriptions.

Archaeological Background and Previous Archaeological Studies

Background research for this project consisted of a records search online through the Texas Archeological Sites Atlas (Atlas), the Texas Historic Sites Atlas, and a review of historic maps. In addition, AmaTerra personnel conducted a thorough review of archival records at the Austin History Center, the Texas State Archives, and the Dolph Briscoe Center for American History at the University of Texas at Austin. The AmaTerra Senior Historian also conducted a pedestrian reconnaissance survey of the proposed project area and its periphery in May 2013. The results of

these endeavors are discussed below. According to the Atlas, no known archaeological sites exist inside of or within a one block radius (300 feet buffer) of the archaeological APE.

Historical Land Use

Research uncovered city directory listings and Sanborn Fire Insurance Company maps that provided project personnel with detailed snapshots of the development of the area, including business names, functions, and demolitions. Using this information, historians identified existing historic-age properties within the project area to better focus field survey and identification efforts. The historic-age cut-off was defined as 1970 to account for potential project delays and future project phases. As a result of their efforts, project historians identified 20 historic-age properties within the historical APE (**Table 1**). However, all historic-age properties are located outside of the archaeological APE. The background search also identified one Austin Historic Landmark (a former Texaco oil depot) (see **Figure 1**). Although it is within the archaeological APE, no construction would occur at this location and the buildings would not be impacted.

As previously mentioned, the archaeological APE has been heavily industrialized over the past 140 years with rail lines present as early as 1873 (**Figure 2**). The 1887 Bird's Eye View of Austin depicts the area as a rail yard with multiple rail lines (including a line along the route of the proposed relocation), a lumber yard, and associated industrial buildings (**Figure 3**). Sanborn Fire Insurance Maps from 1935 and 1961 indicate that the area remained a rail yard through the 19th and into the late 20th century (**Figures 4 and 5**). In 1986, the rail yard, as well as the associated rail line, was sold to the COA who at the time was seeking a mass transit corridor (Austin Steam Train Association). It is unclear when the SPRR rail yard was demolished, but this likely occurred after the sale in 1986. As a result, the majority of the area has remained free from recent development and is currently utilized as an informal parking locality for vehicles. The current rail line bisecting the archaeological APE is owned and operated by Capital Metro.

Archaeological Site Potential

The closest recorded archaeological site (41TV1495) is located approximately 1,140 feet to the west of the archaeological APE, across IH-35. Site records describe soils as urban, mixed and disturbed as a result of past and present construction activities. The pedological observations made at Site 41TV1495 are not surprising and coincide with what is already known about the area. Although deeply buried prehistoric sites are theoretically possible within the APE, numerous studies have already been conducted in similar geologic settings in Austin and these have never recorded deeply buried prehistoric sites (see Feit and Rose 2010, Feit and Jones 2006, and Feit et al. 2003). Furthermore, the depth of impacts for the proposed rail relocation will not exceed previous disturbances, avoiding any deeply buried and intact archaeological deposits. Therefore, there is very low potential for prehistoric sites within the APE.

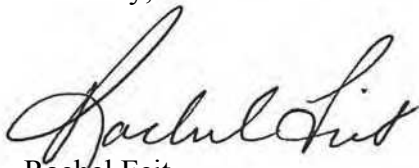
The area has been industrialized for the past 140 years and has seen the construction and demolition of numerous structures related to railroad activities and industrial use (**Figures 6 and 7**). As a result archaeological materials associated with 19th and 20th century industrial Austin are anticipated, but they likely are in poor condition and possibly lack geospatial integrity.

Summary and Recommendations

To summarize, there are no archaeological sites within or adjacent to the archaeological APE and the potential for prehistoric sites is low. There is a possibility for historical archaeological remains to be present within the project's APE. Remains could include those associated with industrial buildings, the train depot, or even structures that may have been present prior to construction of the railroad tracts. However, given the extensive overprinting from subsequent structures and rail lines, if present the archaeological materials would likely lack spatial integrity and be in poor condition. Archaeological field surveys are probably not warranted.

Once again, we are initiating coordination with your office under the ACT and seek your recommendations regarding the need for further archaeological resources identification. Please do not hesitate to call if you have any questions about the project or our recommendations.

Sincerely,

A handwritten signature in black ink, appearing to read "Rachel Feit". The signature is fluid and cursive, with the first name "Rachel" being more prominent than the last name "Feit".

Rachel Feit
Principal Investigator

RF: jas



Figure 1. Contemporary aerial depicting the location of the archaeological APE, existing and proposed tracks, Austin Historic Landmark (former Texaco oil depot), and the Plaza Saltillo MetroRail Station (ESRI World Imagery).

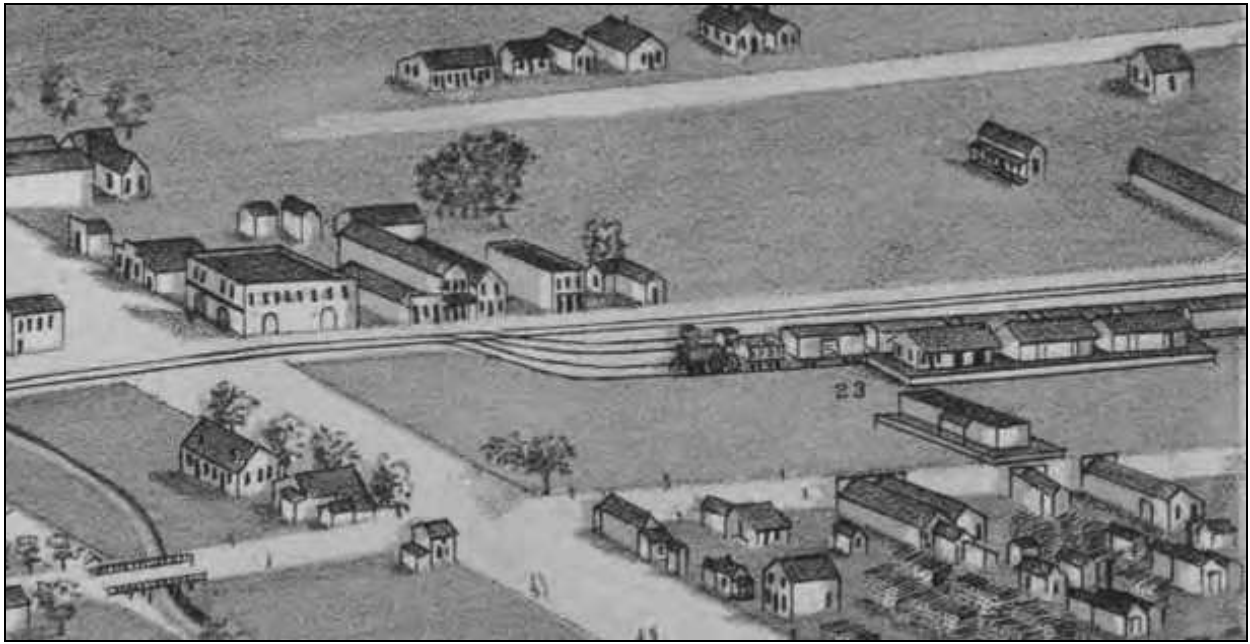
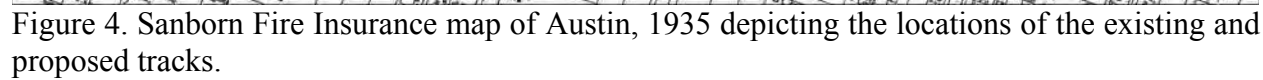


Figure 2. Koch's Bird's Eye view of Austin, 1873. Note the presence of the rail lines and depot (labeled "23").



Figure 3. Koch's Bird's Eye view of Austin, 1887 depicting the locations of the existing and proposed tracks. Note the presence of existing rail lines, round house, and stock and lumber yard.



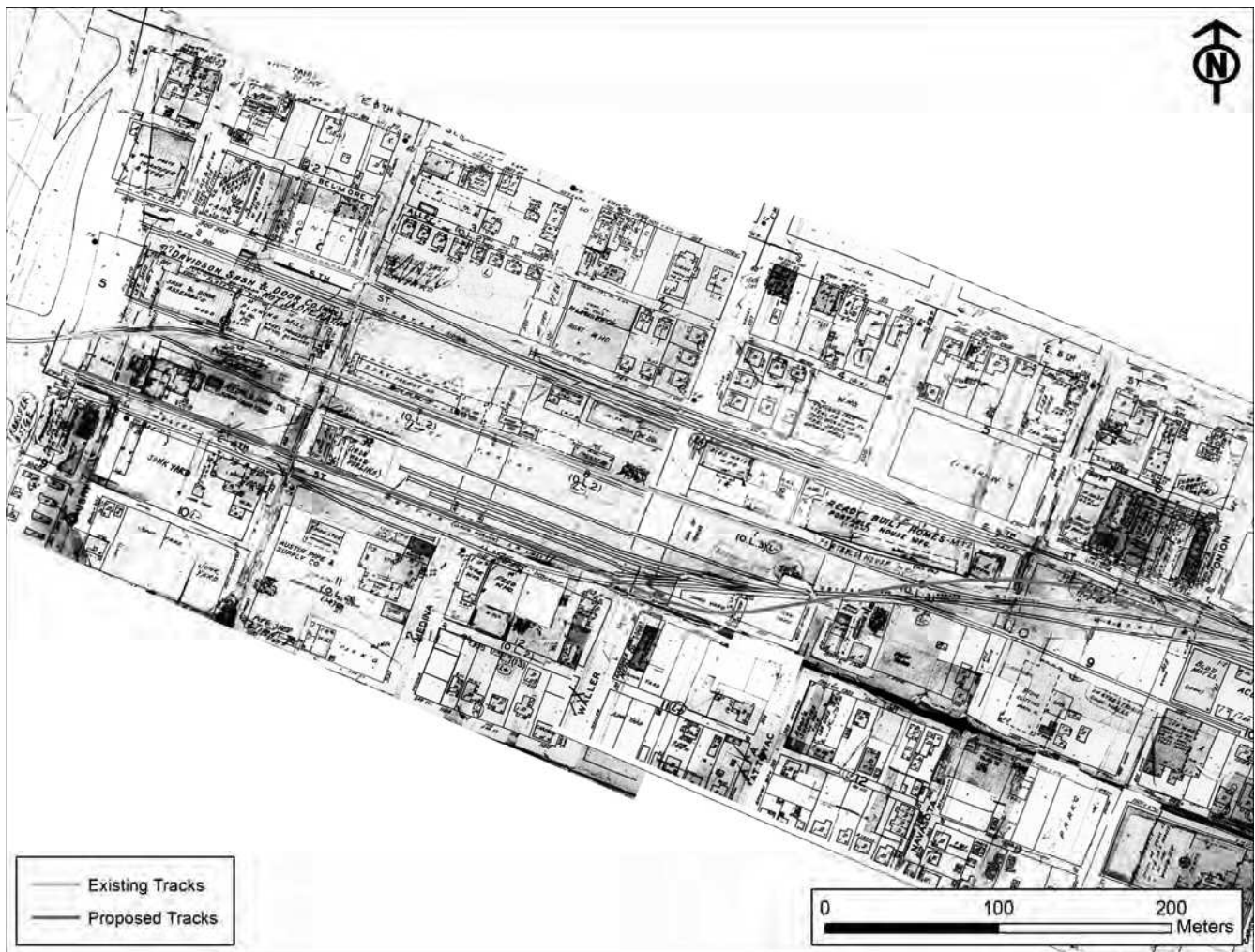


Figure 5. Sanborn Fire Insurance map of Austin, 1961 depicting the locations of the existing and proposed tracks.

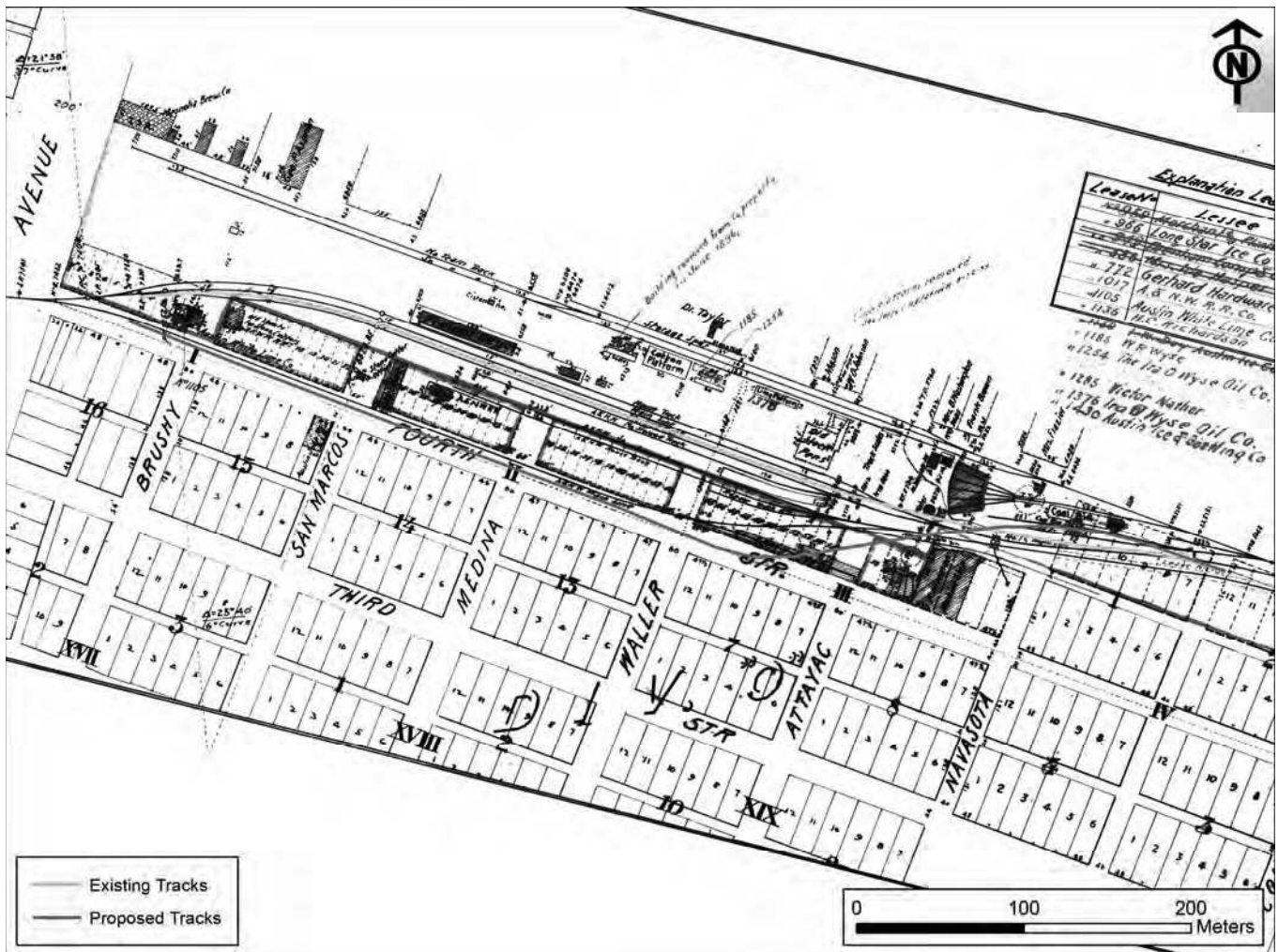
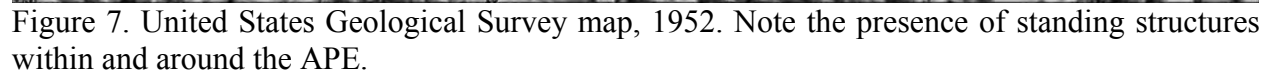


Figure 6. 1886 Railroad map. Note the structures associated with railroad activities within and around the APE (Texas Historic Overlay).



References Cited

Austin Steam Train

2013 Rail Line History. Electronic document, www.austinsteamtrain.org/history.php, accessed on May 28, 2013.

Bureau of Economic Geology

1992 Geologic Map of Texas. The University of Texas at Austin. Austin, Texas

Feit, Rachel, James Karbula, John Clark, and S. Christopher Caran

2003 *Boarding Houses, Bar Rooms and Brothels-Life in a Vice-District*. Archeology Series No. 104. Hicks & Company, Austin.

Feit, Rachel and Bradford M. Jones

2006 *An Archeological Inquiry into Austin's Daily Life and City Services at the Turn of the Twentieth Century: Archeological Survey of the Mexican American Cultural Center in Downtown Austin, Travis County, Texas*. Archeology Series No. 165, Hicks & Company, Austin.

Feit, Rachel and Daniel J. Rose

2010 *The Waller Creek Tunnel Project: Archeological Investigations Along Waller Creek in the City of Austin, Travis County, Texas*. Ecological Communications Corporation, Austin.

Texas Historical Commission

2013 Austin East - Texas Archeological Sites Atlas Online. Electronic document, <http://nueces.thc.state.tx.us/>, accessed May 28, 2013.

Texas Historic Overlay (THO)

2006 The Texas Historic Overlay: A Geographic System of Historic Map Images for Planning Transportation Projects in Texas. Texas Department of Transportation, Austin.

United States Department of Agriculture, Natural Resources Conservation Service (USDA-NRCS)

2013 Soil Survey, Travis County Texas. Electronic document, <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>, accessed May 28, 2013.



**HISTORIC RESOURCES
RECONNAISSANCE SURVEY REPORT
PLAZA SALTILLO RAIL RELOCATION PROJECT
AUSTIN, TRAVIS COUNTY, TEXAS**



**Prepared for
Weston Solutions, Inc.
and
Capital Metropolitan Transportation Authority**

June 2013

**by
AmaTerra Environmental, Inc.**

Historic Resources Reconnaissance Survey Report

**Plaza Saltillo Rail Relocation
Austin, Travis County, Texas**

Project Manager:
Thomas Eisenhour, R.A.

Architectural Historian:
Kurt Korfmacher

Consulting Firm:
AmaTerra Environmental, Inc.

Professional's Contact Information:
4009 Banister Lane, Suite 300
Austin, TX 78704
Telephone: (512) 329-0031
Email: eisen@amaterra.com

EXECUTIVE SUMMARY

To facilitate development of pedestrian-friendly, dense, mixed-use development surrounding commuter rail stations on the Metro Rail Red Line, Capital Metro proposes to relocate the tracks between Onion Street and the IH-35 northbound frontage road in East Austin. 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.

AmaTerra Environmental, Inc. conducted a reconnaissance survey of the project Area of Potential Effects to identify historic properties in the project area. 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. The proposed project would have no adverse effect on historic properties under Section 106.

INTRODUCTION

Project Summary

To facilitate development of pedestrian-friendly, dense, mixed-use development surrounding commuter rail stations on the Metro Rail Red Line, Capital Metro proposes to relocate the tracks between Onion Street and the IH-35 northbound frontage road in East Austin (**Figure 1**). Track relocation would open up land for development that is currently unavailable due to the track alignment.

Summary of Proposed Facilities

Currently, from the eastern edge of IH-35 to the Plaza Saltillo Station, a single MetroRail Red Line track runs through the center of the former Southern Pacific rail yard. Plaza Saltillo station, located at 408 Comal Street, is situated on a one-acre parcel owned by Capital Metro and leased to the City of Austin for use as a commuter rail station. Capital Metro also owns an additional 10 acres bounded by East 5th Street on the north, Comal Street on the east, East 4th Street on the south, and IH 35 on the west. The land is the site of the former Southern Pacific Railroad (SPRR) rail yard, which the SPRR vacated and sold to Capital Metro in the 1980s.

New double tracks will replace the existing single track that bisects the site into irregular small parcels that present serious challenges for development. Building new double-tracks aligned along the East 4th Street is in accordance with the adopted City of Austin Station Area Plan. The first step in implementing this plan consists of constructing double-track rail lines from Plaza Saltillo Station west to the IH-35 underpass, and connecting these tracks to the existing line while maintaining uninterrupted MetroRail service (**Figure 2**). The new alignment along the northern edge of East 4th Street will include tracks and associated signalization equipment, street crossing infrastructure for quiet zones, and associated construction to operate rail service on new alignment. Existing track will be disconnected from rail line and removed to allow future redevelopment of the site.

General Setting

The overall project area is heavily urban. Historically this section of Austin was dominated by a large rail yard with a mix of commercial, industrial, and residential land use. In the past decades, the rail yard has been removed and the area is now dominated by former warehouses converted to commercial businesses interspersed with industrial metal recycling and fabrication. Historic residential properties exist more on the periphery, with modern multifamily developments on the eastern end.



Plaza Saltillo Rail Relocation Project
Historic Resources
Reconnaissance Survey Report
Austin, Travis County, Texas

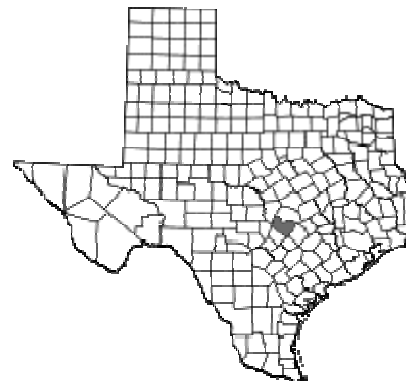


Figure 1: Project Location
(Google Earth)

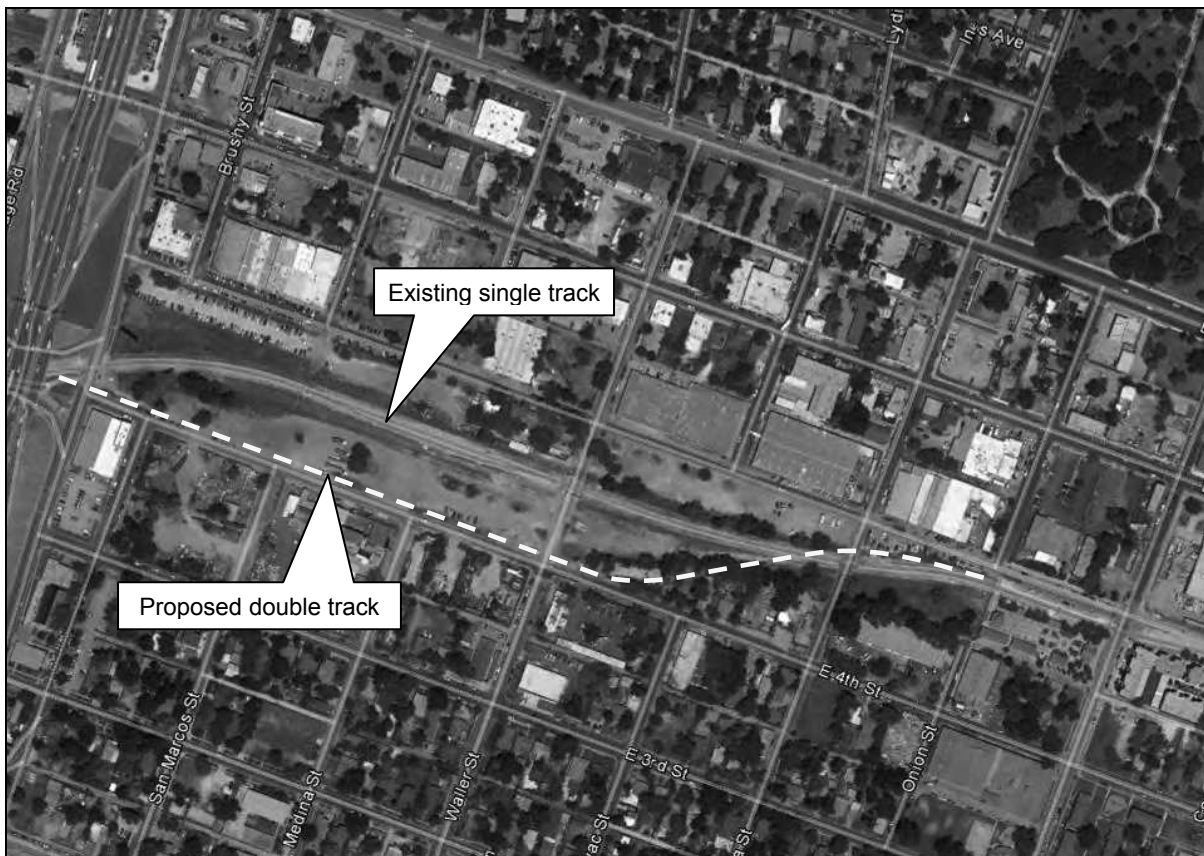


Figure 2: Proposed Track Relocation (*Capital Metro*)

METHODOLOGY

Area of Potential Effects

An Area of Potential Effects (APE) has been delineated that considers direct and indirect effects to historic properties from the currently proposed project and from any future projects that involve the Capital Metro-owned parcels. The APE extends from one-half block south of East 4th Street to one-half block north of East 5th Street from IH 35 east to Attayac Street. At this point, the southern boundary of the APE moves northward to the north side of East 4th Street, while the northern boundary remains at one-half block north of East 5th Street. The eastern boundary of the APE is the west side of Comal Street (**Figure 3**).

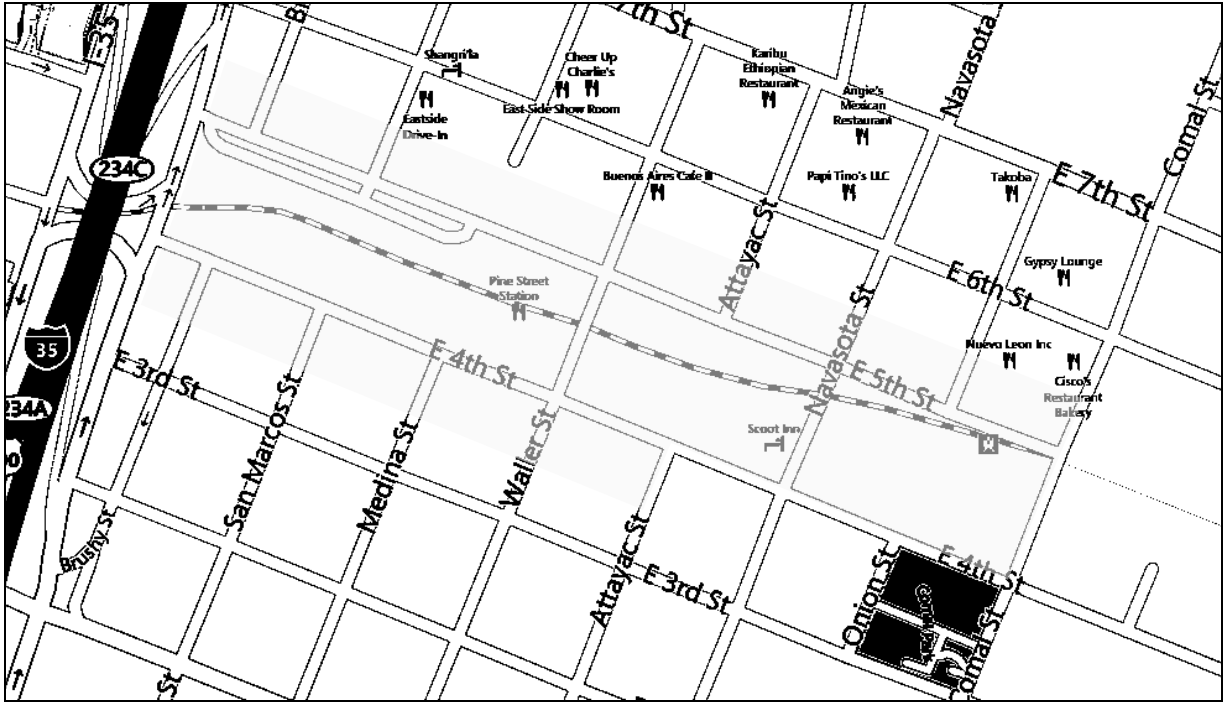


Figure 3: Project APE (Bing)

The proposed project involves removing the existing single railroad track and replacing it with a double track on Capital Metro property located along the north side of East 4th Street as shown in **Figure 2**. The parcels listed in **Table 1** would be directly involved.

Table 1: Capital Metro Parcels in the APE	
TCAD Property ID #	Legal Description
191642	81.5 X 84 FT OF LOT 1-7 ALL OF LOT 8-11 & 118 X 167 FT AV OLT 1 DIV O CENTRAL ROW
191688	LOT 12-22 & 170 X 275 FT OLT 1 DIV O CENTRAL ROW
191716	LOT 23-33 & 178 X 275 OLT 2 DIV O CENTRAL ROW
191760	LOT 34-44 & 178 X 275 FT OF OLT 2 DIV O CENTRAL ROW
191807	LOT 45-55 & 173 X 280 FT OF LOT 3 DIV O CENTRAL ROW
191855	LOT 56-58 & 130 X 285 FT OLT 3 DIV O CENTRAL ROW
191916	LOT 7-12 BLK 1 OLT 4 DIV O PECK R H
191930	LOT 7-12 BLK 2 OLT 4 DIV O PECK R H

The use of the term “Central ROW” in the legal descriptions refers to the right-of-way of the Houston & Texas Central Railroad. Its successor, the Southern Pacific Transportation Company, sold all the parcels to Capital Metro in December 1987.

Previously Identified Resources**National Register of Historic Places (NRHP)**

There are no listed or known eligible NRHP properties in the project APE.

State Archeological Landmarks (SAL)

There are no non-archeological SAL in the project APE.

Recorded Texas Historic Landmarks (RTHL)

There are no RTHL properties in the project APE.

Official Texas Historical Markers (OTHM)/Local Historical Markers

There are no OTHM in the project APE. Two City of Austin Landmarks are within the APE: the Robinson Brothers Warehouse at 806-14 E. 5th Street, and the former Texaco Oil Depot, at 1300 E. 4th Street (**Figure 4**).

Archival Research

Project historians and architects conducted background research at the Austin History Center, the Texas State Archives, and the Dolph Briscoe Center for American History at the University of Texas at Austin. This research provided city directory listings and Sanborn Fire Insurance Company maps that provided project personnel with detailed snapshots of the development of the area, including business names, functions, and demolitions. Using this information, historians identified existing historic-age properties within the project APE to better focus field survey and identification efforts. The historic-age cut-off was defined as 1970 to account for potential project delays.

Field Investigations

Field surveyors performed a reconnaissance survey of the APE in May 2013 to identify and record historic-age properties. The field survey consisted of:

- Identifying and photographing all previously noted historic-age properties;
- Keying all identified properties to a survey field map taken from the most recent Google Maps aerial photography;
- Noting major relevant architectural or engineering features for each identified property;
- Examining the setting and condition of identified historic-age properties; and
- Confirming that no other properties in the project APE were of historic age beyond those previously identified by archival research.



Figure 4: Previously Identified Properties and Area of Potential Effect. (Google Earth)

National Register of Historic Places Evaluation Criteria

In order to be considered for listing in the NRHP, buildings, structures, objects, sites, and districts must meet standards of historic significance defined by the Keeper of the National Register (36 CFR 60). Each property must be evaluated within the framework of its historic context and it must retain characteristics that make it a good representative of properties associated with that aspect of the past. The NRHP Criteria for Evaluation state that:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, setting, design, materials, workmanship, feeling, and association, and:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded or may be likely to yield information important in prehistory or history.¹

Criterion A

A resource that is representative of an important trend or event may be eligible for the NRHP under Criterion A. This broad definition provides flexibility when determining the kinds of significant historical associations. However, a property is not eligible for inclusion in the NRHP simply because it was built during an important era in history or if it fulfilled its historic role. In order for a property to be eligible under Criterion A, it must be significant under one or more defined historic context(s), convey a sense of the past, and remain recognizable to the period in which it was first constructed or achieved significance.

Criterion B

Criterion B applies to properties associated with individuals whose specific contributions to history can be identified and documented. However, it is important to determine not only what contributions are associated with the individual and how they compare with those of other persons, but also how the property represents or is linked to that individual and his or her accomplishments. The extent and

¹ Shrimpton, 2002

duration of that association is particularly important for determining NRHP eligibility. Moreover, the significance of that person must be associated with defined contextual themes. Properties significant under NRHP Criterion B should be those most closely associated with a person who has made important contributions to the past, be associated with the person during the time he or she achieved significance, and convey a strong sense of the past and remain recognizable to the period in which the person achieved significance.

Criterion C

Properties eligible for the NRHP under Criterion C derive significance from the physical qualities of their design, construction, and/or craftsmanship, including such disciplines as architecture, landscape architecture, engineering, and art. To be eligible under Criterion C, a property must embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant and distinguishable entity whose components may lack individual distinction (a historic district). A property significant under Criterion C is one that clearly represents a noteworthy example of a defined property type, dates from the period of significance of one or more historic context(s), and exhibits the character-defining features of its property type. Therefore, a property must retain a high degree of physical integrity, as well as having significance in the historic context.

Criterion D

Criterion D is applied most often to archeological resources, but it also may be used to evaluate the significance of extant buildings and structures. Properties significant under this Criterion are those that have the ability to yield important historic information, such as a rare type of construction. In order for these types of properties to be eligible under Criterion D, they must themselves be, or must have been, the principal source of the important information, such as how construction expertise affected the evolution of local building development. Due to the nature of the reconnaissance level survey, evaluation under Criterion D is generally excluded unless historians feel a particular property warrants additional investigation or consideration by an archeological professional.

Criteria Considerations

On occasion, certain types of resources are also evaluated that are not normally considered eligible for the NRHP. These resources include religious properties, structures moved from original locations, birthplaces and graves, cemeteries, reconstructed buildings, commemorative properties, and properties achieving significance within the last fifty years. These properties can qualify for inclusion in the

NRHP if they meet specific Criteria Considerations, in addition to meeting the regular requirements.

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- D. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.²

Seven Aspects of Integrity

In addition to being significant under one or more of the Criteria listed above, an NRHP-eligible property must also retain historic integrity of those features necessary to convey its significance.³ The Keeper of the National Register has identified and defined seven aspects of integrity by which potential candidates for the NRHP must be measured:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.

² *Ibid*, p. 25.

³ *Ibid.*, p.3.

- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture of people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event, person, or period and a historic property.⁴

Determining which of these aspects of integrity are most important to a particular property requires knowing why, where and when the property is significant.⁵ For Criteria A or B eligibility, the aspects of *location*, *feeling*, *setting*, and *association* take on greater importance in determining a property's integrity. To be eligible under these criteria, a property must be able to clearly convey its significant associations with the historic context. This often requires that a property's overall environment remain relatively unaltered from its period of significance. Properties eligible for the NRHP under Criterion C must retain a high degree of physical integrity, as well as retain some relation to the historic context. The most important aspects of integrity for Criterion C eligibility are *location*, *design*, *materials*, *workmanship*, and *feeling*.

At a minimum, a property eligible under Criteria A or B must retain its basic original form that identifies its property type and must be generally recognizable to its period of significance. However, the significance of properties under Criteria A or B is not derived mainly from their design or construction value. Therefore, a greater amount of alteration to a building's historic physical features is allowable when compared to the more stringent standards set for Criterion C eligibility. Some minor alterations to the physical fabric of the building do not necessarily preclude Criterion C eligibility, although they may result in some loss of integrity. Such acceptable alterations could include replacement of roof materials or replacement of a minority of exterior doors and windows within the original fenestration pattern of the building. In some cases, non-historic outbuildings or landscape features could also be considered acceptable modifications to the property, if they are visually unobtrusive and compatible in design and scale with the original building and its setting. Major changes to a building's roofline, form, or overall massing are generally considered unacceptable, and would render a building not eligible under NRHP Criteria A, B, and C.

⁴ *Ibid.*, p. 44-45.

⁵ *Ibid.*, p. 48.

SURVEY FINDINGS

Field Observations

The field survey inventoried a total of 20 historic-age properties within the project APE. Each identified resource has been keyed to a Resource Location Map (**Figure 5**). Photographs of the surveyed properties with additional information, arranged by Map I.D. number, are located in **Appendix A**. AmaTerra historians use a variety of style guides in categorizing historic resources encountered during survey, including (but not limited to) McAlester and McAlester's *A Field Guide to American Houses*, Jakle's *Common Houses in America's Small Towns*, Poppeliers' *What Style is It*, Longstreth's *The Buildings of Main Street*, National Park Service guidelines and publications, and personal knowledge.

Property Types

Residential Properties

Residential properties are buildings used for housing outside of commercial profit. They may be single-family houses or multi-family duplexes, condominium complexes, or apartment buildings. Stylistically they are highly variable as architectural tastes changed over decades and influences from one area of the country penetrated another. Common domestic styles in Texas during the twentieth century include (but are not limited to) Queen Anne, Craftsman, Prairie/Four Square, Spanish Revival, Tudor Revival, Art Deco, Mission Revival, Cape Cod, Contemporary, International, and Ranch. Many early twentieth century "kit" or catalog homes do not adhere to any one style but integrate various popular character-defining features, resulting in stylistic influence. Vernacular domestic architecture may not have an identifiable style as many lack architectural embellishment, but will adopt common forms such as bungalows, shotguns, and cottages.

A domestic building can be eligible for NRHP listing under Criterion C if it was constructed in or before 1970 and it retains a significant amount of its architectural integrity; it should appear almost exactly as it did at the time of construction or when it was sympathetically altered. Significant additions and unsympathetic alterations, such as the application of synthetic siding, replacement of original wooden porch supports with metal ones, and the replacement of wood-sash windows with aluminum sash units, diminish the building's architectural integrity and make it not eligible for NRHP listing. In addition, a domestic building should be clearly associated with an identifiable historic context. Buildings eligible only under Criteria A or B should have strong historical associations, but do not have to be unaltered or even particularly noteworthy examples of an architectural style, form, or type. Survey efforts identified one residential property in the project APE.

Commercial Properties

Generally, a commercial building is any resource originally built for commercial purposes. The oldest examples and densest concentrations are found in urban settings, typically in central locations, such as downtowns where they form one and two part commercial blocks. However, other examples of this property type are also found in suburban settings, along principal roadways, at major street/road intersections, or at other hubs of activity. They may be single buildings housing one or two businesses, or large structures supporting dozens of separate commercial enterprises. Later examples often include ample off-street parking in front of or even surrounding the building(s); by the mid-century, parking lots became a primary feature of strip malls, shopping malls, and freestanding commercial buildings. Although the category includes resources used for a variety of purposes and with differing physical characteristics, all buildings in this category were built for commerce and trade.

Like domestic residences, commercial buildings may have an identifiable architectural style or they may be utilitarian, vernacular, or of no style. Modern characteristics include flat roofing, asymmetrical facades, sharp angles, and either ribbon or large plate windows. Architectural embellishment is minimal, if present, and commonly formed by the fenestration, glass blocks, or decorative concrete blocks. The International style is a particular subtype of the more generic Modern style, popularized by European architects in response to the various classical revival styles that relied on heavy ornamentation. The International style emphasizes horizontal lines with wide expanses of windows, from ribbon windows to glass curtain walls. No ornamentation or architectural embellishment is a hallmark of the style. Vernacular commercial buildings often borrow heavily from local sources for inspiration; they may be functional or whimsical in appearance.

A commercial building can be eligible for NRHP listing under Criterion C if it was constructed prior to 1970 and it retains a significant amount of its architectural integrity; i.e., it should appear almost exactly as it did at the time of construction or when it was sympathetically altered prior to 1970. Significant additions and unsympathetic alterations, such as inappropriate storefront modifications, diminish the building's architectural integrity and make it not eligible for NRHP listing. In addition, a commercial building should be clearly associated with an identifiable historic context. Buildings eligible under Criterion A or B should have strong historical associations, but can be altered and do not even have to be particularly noteworthy examples of an architectural style, form, or type. There are 13 historic-age commercial properties in the project APE.



Figure 5: Surveyed Property Locations. (Google Earth)

Industrial Properties

In contrast to commercial buildings, industrial properties are generally those buildings, structures, objects, and districts associated with the production of goods, refinement of raw materials, or distribution of a resource. Factories, manufacturing centers, smelters, oil refineries, oil pipelines, and distribution warehouses are all examples of industrial properties. Industrial properties are rarely directly associated with the sale or distribution of their related products to the general public (except through wholesale); such is the realm of commercial ventures and related properties.

An industrial building or other resource can be eligible for NRHP listing under Criterion C if it was constructed prior to 1970 and it retains a significant amount of its architectural integrity; i.e., it should appear almost exactly as it did at the time of construction or when it was sympathetically altered prior to 1970. Significant additions and unsympathetic alterations that diminish the resource's integrity of design and materials make it not eligible for NRHP listing. In addition, an industrial building should be clearly associated with an identifiable historic context. Buildings eligible under Criterion A or B should have strong historical associations but can be altered, and do not have to be even particularly noteworthy examples of an architectural style, form, or type. Survey efforts identified six industrial properties in the project APE.

Individual Eligibility Determinations

Map ID 1 is the 1872 Robinson Brothers Warehouse, an Austin Historic Landmark. The one-story commercial block building sits on a masonry foundation with stone walls topped with a stone parapet capped with modern metal flashing. The doors and windows, while fitting the aesthetics of the building, are modern. The northeast corner of the building has been modified with a shallow-pitched roof, with the rest of the roof being flat. The building houses a variety of commercial ventures, including a restaurant and offices. It has nominal significance for its commercial associations under Criterion A and is architecturally significant under Criterion C, but the building has undergone significant changes and alterations that impact its integrity of design, setting, materials, workmanship, and feeling. As such, it is recommended not eligible for listing in the NRHP.

Map ID 2 is a circa 1960 commercial warehouse building. The two-story commercial block building sits on a concrete foundation and is partially embedded into a hill to the north. The masonry walls are coated with painted concrete stucco and have a mix of metal frame and casement windows. The minimal parapet has a simple concrete cap. Entries are a mix of single and double steel fire doors, some with decorative awnings. The roof is flat on the west side, with a shallow pitched metal roof

over the eastern two-thirds of the building. The building served as the J.R. Reed Music Company service center from 1960-1980, but has since been subdivided into multiple commercial spaces. It has minimal significance under Criterion A for its commercial associations but is not particularly noteworthy for its architecture under Criterion C. Alterations to the building impact its integrity of design, materials, workmanship, and feeling. As such, it is recommended not eligible for listing in the NRHP.

Map ID 3 is a circa 1920 commercial warehouse building. The two-story commercial block building sits on a concrete foundation and is partially embedded into a hill to the north. The masonry walls are coated with painted concrete stucco with three sets of double steel doors on the main façade and a single glass door with side lights on the rear alley. The center front door is recessed in a small alcove. All three front doors have arched windows of varying height above them. Two modern windows adorn the rear. The front and rear façades are a symbolic representation of the Alamo Mission in San Antonio, with a simple stepped parapet with a decorative half-circle in the middle. The roof is a shallow-pitched gambrel roof not visible from the street. The building has served a variety of commercial interests through its history, including wholesale grocers, a miscellaneous supply company, and the Davidson Sash and Door Company. It has since been subdivided into multiple commercial ventures. It has minimal significance under Criterion A for its commercial associations and is not particularly noteworthy for its architecture under Criterion C. Alterations to the building impact its integrity of design, materials, workmanship, and feeling. As such, it is recommended not eligible for listing in the NRHP.

Map ID 4 is a circa 1945 commercial warehouse building. The one and two-story commercial block building is a combination of three buildings that have since been merged into one property. It sits on a raised concrete foundation with loading dock, with the rear of the building embedded into a hill to the north. The brick masonry walls have a simple brick parapet on the central single-story and west two-story sections. Windows are a mix of metal-frame casement and wood sash. The two-story section in the northeast corner is topped by a modern hipped metal roof with no eave. The building served as part of the Davidson Sash and Door Company up through the early 1970s, but has since been subdivided and now serves a variety of commercial ventures including a restaurant and tattoo parlor. It has minimal significance under Criterion A for its commercial associations and is not particularly noteworthy for its architecture under Criterion C. Alterations to the building impact its integrity of design, materials, workmanship, and feeling. As such, it is recommended not eligible for listing in the NRHP.

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.

Map ID 8 is a circa 1955 commercial warehouse building. The large, single-story commercial block building has two distinct halves and sits on a concrete foundation. The original east half has brick masonry walls with a simple parapet topped by a brick course. A series of loading doors on the south side have since been bricked in, as have four windows on the east side. The west half of the building is a modern addition with modular concrete panel walls with decorative gravel. The warehouse originally served as Steck Warehouse #2, then later as part of the Davidson Sash and Door Company. It currently serves as the offices for Hostway Global Web Solutions. It has minimal significance under Criterion A for its commercial associations and is not particularly noteworthy for its architecture under Criterion C. Alterations to the building impact its integrity of design, materials, workmanship, and feeling. As such, it is recommended not eligible for listing in the NRHP.

Map ID 9 is a circa 1950 industrial warehouse building. The single-story warehouse sits on a concrete foundation with brick masonry walls and a minimal, unadorned parapet. The roof is a shallow pitched hipped metal roof. The rear of the building has a small addition with concrete masonry unit walls and a shed roof with wood siding and metal roofing. Most of the windows have been boarded up, but visible windows are plate glass. Doors are either simple single-entry or large metal sliding bay doors. A small awning has been added over the west entrance. The building served a variety of industrial interests through its history, and currently hosts National Coatings and Supplies. It has minimal significance under Criterion A for its commercial associations and is not particularly noteworthy for its architecture under Criterion C. Alterations to the building impact its integrity of design, materials, workmanship, and feeling. As such, it is recommended not eligible for listing in the NRHP.

Map ID 10 is a circa 1950 industrial warehouse building. The single-story warehouse has a concrete foundation supporting concrete masonry unit walls, topped with a front-gabled roof with a full-length metal monitor with steel casement windows. The façade has a single large rolling bay door flanked by single entries, with a single window on the west side. The smaller doors both have awnings. The building originally served an industrial purpose and housed the D&H Foundry until 1963 and Hall Level and Manufacturing until the mid-1970s, but has since been converted to commercial use and now houses They Might Be Monkeys, an arboreal and forest service company. It has limited

significance under Criterion A for its industrial associations and is not particularly noteworthy for its architecture under Criterion C. As such, it is recommended not eligible for listing in the NRHP.

Map ID 11 is a circa 1950 industrial warehouse building. The single-story warehouse has a concrete foundation supporting concrete masonry unit walls, topped by a hipped gable roof with metal roofing and a small gabled ventilation dormer. Below a single modern sash window, a strip of metal casement windows covered with steel security mesh extend three-quarters the length of the facade. Two single steel doors on the main facade provide entry, the west door built in to a converted bay door (no longer functional). The building housed a variety of industrial ventures through its history, but has since been converted to commercial office use. It has limited significance under Criterion A for its industrial associations and is not particularly noteworthy for its architecture under Criterion C. As such, it is recommended not eligible for listing in the NRHP.

Map ID 12 is a circa 1950 industrial warehouse facility. The complex is composed of a string of buildings connected into a C-shape around an open service yard. The buildings are set on concrete foundations with concrete masonry unit walls and mixed roof forms, primarily flat and low-pitched gable with metal sheet roofing. Windows are a mix of steel casement, aluminum sash, and fixed pane. Doors are mostly modern replacement units. The complex housed Hall Industries in the early 1950s and the Holloway Company in the latter 1950s. Later use is unknown, but it now serves as commercial retail space (Eastside Pedal Pushers bike shop). It has limited significance under Criterion A for its industrial associations and is not particularly noteworthy for its architecture under Criterion C. As such, it is recommended not eligible for listing in the NRHP.

Map ID 13 is a circa 1965 commercial building. The single-story building has Modern styling, with concrete masonry unit walls and a stone facade, a low-pitched shed and flat roof, wide porch overhang, and wood-sash windows and wood doors. A small fenced patio is attached to the main façade, and several windows on the south side have been covered. The building housed the Back Door bar from 1965-1975, and is now occupied by the White Horse bar. It has limited significance under Criterion A for its commercial associations and is not particularly noteworthy for its architecture under Criterion C. As such, it is recommended not eligible for listing in the NRHP.

Map ID 14 is a circa 1935 residence. The single-story building has no discernible style, but features board and batten siding mixed with plywood, under a hipped low-pitch roof with moderate eaves. Windows are six-light metal casement or replacement aluminum sash. The rear has a small shed addition. An adjoining residence, located to the north, was removed sometime after 1980. The house

has limited significance under Criterion A for association with events or trends, but has minimal significance under Criterion C. However, the alterations and changes to the house impacting integrity of setting, materials, workmanship, and feeling overshadow any architecture significance. It is recommended not eligible for listing in the NRHP.

Map ID 15 is a circa 1950 commercial warehouse building. The single-story building rests on a concrete foundation, with concrete frame and panel construction for the walls and a shallow-pitched front-gabled roof. Windows are mostly covered on the main building. A small entry building with fixed and wood sash windows and a flat roof is attached to the left side of the main façade, with a later small brick addition attached to the right side. A metal Butler building sits adjacent to the main building on the east side. The building served the Austin Beverage Company from 1952-1960, and Jax Beer Distributing Company from 1963-1970. Its current occupant, if any, is unknown. It has minimal significance under Criterion A for its commercial associations but is not particularly noteworthy for its architecture under Criterion C. Alterations to the building impact its integrity of design, materials, workmanship, and feeling. As such, it is recommended not eligible for listing in the NRHP.

Map ID 16 is a circa 1915 commercial and residential property. The property consists of two single-story wood-frame buildings connected with more recent construction along with a modern stage and a few storage sheds. The primary building is a single-story building with board and batten siding, false store front, and irregular front-gable roof. The east side of the building is original, with the west side added at a later date. The secondary building is a smaller, one-story board-and-batten building with a hipped roof covered with standing seam metal roofing. The two buildings are connected together with a small addition with plywood siding and metal roofing. Originally a grocery and residence, the property later served as a restaurant and bar, and once had a second residence to the north. It currently serves as the Scoot Inn, a bar and entertainment venue. The property has some significance under Criterion A for its commercial history and under Criterion C for its vernacular commercial architecture. However, the many alterations impact integrity of design, setting, materials, workmanship, and feeling, and it is recommended not eligible for listing in the NRHP.

Map ID 17 is the circa 1915 former Texaco Oil Depot, an Austin Historic Landmark. The complex consists of three buildings (two of them connected) on a small lot between E. 4th Street and the railroad tracks to the north. The primary building in the southwest corner is a one-and-one-half-story wood-frame building on a pier and beam foundation. The building has corrugated metal siding, wood

sash windows, and a replacement wood paneled door under a front-gabled roof with exposed rafter tails, composite shingles, and a ventilation monitor. Attached to this building is a smaller, one-story building with corrugated metal siding, replacement sliding sash windows, and standing-seam metal roofing. To the east is a one-and-one-half-story wood-frame building with corrugated metal siding, two replacement wood sliding barn doors, two replacement wood single doors, and a replacement aluminum sash window under a front-gabled roof with exposed rafter tails and standing seam metal roofing. The primary building once served as the office for the Texaco Oil Depot, while the rear building served as oil storage and the separate barn building functioned as a pump and machinery building. Gas storage tanks at the rear of the property have since been removed. The property has moderate significance under Criterion A for its association with local commercial and industrial ventures, and limited significance under Criterion C as an example of early twentieth century local industrial architecture. Although it has undergone some modifications and alterations, it retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey its significance. As such, it is recommended **eligible** for listing in the NRHP at the local level under Criteria A and C in the areas of Commerce and Architecture, respectively, with a period of significance of 1915-1935.

Map ID 18 is a circa 1955 commercial building. The one-story building with International Style influence has a concrete foundation, with two distinct parts of the building. The front office area has walls of brick and concrete with plate glass windows set into concrete window frames. The roof is flat, with wide projecting eaves. A single, short flight of steps lead to the entry on the north facade. The rear warehouse area has concrete masonry unit walls, concrete loading bays on the west side, wide bay doors on the east side, and a flat roof. Immediately to the east of the building is a large work area used for metal recycling and enclosed by a tall (15-foot) steel fence, with a gated entrance immediately east of the building. The building has served as the home of Gardner Iron and Metal Company since construction. The building has limited significance under Criterion A, and while it does display characteristics of the International Style it is not a particularly noteworthy example of the style. As such, it is recommended not eligible for listing in the NRHP.

Map ID 19 is a large, circa 1915 industrial complex composed of multiple buildings and a tall smokestack. The primary building is a multi-story industrial facility with corrugated metal siding, a gabled roof with corrugated metal roofing, and a large full-length monitor. Windows are multi-light steel or iron industrial hopper and casement. To the east is a smaller building with identical building materials and design, and an attached large (150 foot) concrete smokestack (circa 1940) with simple

decorative detailing near the top. To the west is a secondary industrial facility that lacks the full-length monitor but has two large circular vent hoods. A one-story warehouse with a modern addition sits directly south of the primary building, with a smaller metal office building south of that adjacent to the main entrance to the property. Other smaller, modern buildings occupy spaces between the larger buildings. The complex originally served as the home of the Texas Public Service Company from 1935-1949, then as the Southern Union Gas Company 1955-1960, and finally as Austin Pipe & Supply and Austin Metal and Iron Company from 1965 to the present (both companies previously occupied parcels to the northwest, now vacant). The property has limited significance under Criterion A for its association with industrial and commercial ventures, and under Criterion C as a surviving example of industrial architecture. However, the property has undergone numerous changes since the historic period, including the demolition of four large gas tanks, two buildings, modern infill, and alterations to surviving buildings. As such, it lacks sufficient integrity of design, materials, workmanship, and feeling to convey its significance and is recommended not eligible for listing in the NRHP.

Map ID 20 is a commercial property of mixed age. The oldest building is a circa 1890 two-story, stone masonry building with a stone parapet and a facade-length stone belt course. Windows are two-over-four-light wood sash with stone lintels and arches. Entry is through doors on the north and east sides of the building, both modern replacements set into the original stone arches. Two windows on the first floor of the facade appear to have been converted door openings as well, but the date of the conversion is unknown. South of the building is a circa 1950 one-story brick masonry warehouse with high set steel windows and simple entry doors. West of these two buildings is a large, circa 1960 one-story brick masonry warehouse with no windows and large roll-up bay doors. The west wall is stepped to follow the contours of the ground, as is the east wall of the 1950 building. The building currently serves as the home of Cothron's Safe and Lock Company. Although the building has minimal significance under Criterion A for its commercial heritage, the original building is a good example of late nineteenth century commercial block architecture. However, the large additions to the south and west impact integrity of setting, design, workmanship, and feeling, and the building can not convey its significance under Criterion C. Better examples of this style of architecture may be found in the nearby Sixth Street NRHP historic district. Consequently, it is recommended not eligible for listing in the NRHP.

Potential Historic Districts

In order for a potential historic district to be eligible, National Register guidelines require that a majority of the components that add to the district's historic character possess integrity, even if they are individually undistinguished, as must the district as a whole. Most of the buildings encountered during the survey were historically commercial or industrial in nature, and took advantage of the opportunities presented by the railroad. Scattered among these properties were a mix of residential and retail properties catering to the local population, such as restaurants, grocers, and bars. Over the past decades, many older buildings were demolished, altered, or replaced, while others underwent significant changes in use. Nearly all of the railroad tracks in the project area were removed as well, leaving only a single track now used by Capital Metro for the MetroRail local commuter rail service.

The surviving buildings still have strong, recognizable industrial and commercial roots but are surrounded by more modern infill. To determine the integrity of a potential commercial and industrial rail district, AmaTerra compared a 1970 Sanborn fire insurance map and the 1970 Austin city directory against a current (2013) aerial photograph to determine whether a majority of the properties that were present in 1970 remains. Field survey provided data on whether or not potential contributing properties retain their aspects of integrity. **Table 2** lists the status of identified historic-age properties and whether or not they retain sufficient integrity to contribute to a potential historic district.

Table 2: Properties Present in 1970		
Address	Map ID Number	Status in 2013
501 IH 35 Frontage Road (806-14 E. 5th St.)	1	Present, City of Austin Historic Landmark
817 E. 5th Street	N/A	<i>Not present</i>
900-902 E. 5th Street	2	Present, retains integrity
904-906 E. 5th Street	3	Present, retains integrity
500 San Marcos Street	4	Present, retains integrity
1000 E. 5th Street	N/A	<i>Not present</i>
1002 E. 5th Street	N/A	<i>Not present</i>
1001-1003 E. 5th Street	N/A	<i>Not present</i>
1002 E. 5th Street	N/A	<i>Not present</i>
1004 E. 5th Street	N/A	<i>Not present</i>
1006 E. 5th Street	N/A	<i>Not present</i>
1008 E. 5th Street	N/A	<i>Not present</i>
1010 E. 5th Street	N/A	<i>Not present</i>
1012 E. 5th Street	N/A	<i>Not present</i>
1014 E. 5th Street	N/A	<i>Not present</i>
1100 E. 5th Street	5	Present, retains integrity
1108-1108½ E. 5th Street	6	Present, loss of associated building.
1110-1110½ E. 5th Street	N/A	<i>Not present</i>
1112 E. 5th Street	N/A	<i>Not present</i>
1114 E. 5th Street	N/A	<i>Not present</i>

Table 2: Properties Present in 1970

Address	Map ID Number	Status in 2013
414 Waller Street	7	Present, retains integrity
415 Waller Street	N/A	<i>Not present</i>
500 Waller Street	N/A	<i>Not present</i>
501 Waller Street	8	Present, modern addition
502 Waller Street	N/A	<i>Not present</i>
503 Waller Street	N/A	<i>Not present</i>
504 Waller Street	N/A	<i>Not present</i>
505-505½ Waller	N/A	<i>Not present</i>
1202 E. 5th Street	N/A	<i>Not present</i>
1204 E. 5th Street	N/A	<i>Not present</i>
1206 E. 5th Street	N/A	<i>Not present</i>
1400 E. 5th Street	9	Present, retains integrity
1402-1404 E. 5th Street	10	Present, retains integrity
1406 E. 5th Street	11	Present, retains integrity
502 Onion Street	12	Present, retains integrity
500-506 Comal Street	13	Present, retains integrity
408 Comal	N/A	<i>Not present</i>
1510 E. 4th Street	N/A	<i>Not present</i>
1508 E. 4th Street	N/A	<i>Not present</i>
1506 E. 4th Street (rear)	14	Present, loss of associated building
1500 E. 4th Street	15	Present, retains integrity
400 Onion Street	N/A	<i>Not present</i>
1408 E. 4th Street	N/A	<i>Not present</i>
1400 E. 4th Street	N/A	<i>Not present</i>
1308 E. 4th Street	16	Present, retains integrity
1300 E. 4th Street	17	Present, City of Austin Historic Landmark
306 Attayac Street	N/A	<i>Not present</i>
1201 E. 4th Street	18	Present, retains integrity
300 Medina Street	19	Present, loss of associated buildings
908 E. 4th Street	N/A	<i>Not present</i>
807-815 E. 4th Street	20	Present, retains integrity

Of the 51 properties present in the APE in 1970, only 20 remain in 2013. Those that remain have suffered various degrees of alteration, including changes in use, modifications to entries and windows, replacement materials, and demolition of associated buildings, structures, and objects. The area as a whole has undergone significant change as well, with the removal of the railroad yard and most of the tracks embedded in 4th and 5th streets, demolition of large industrial properties, modern construction infill, and reconstruction of existing streets. Overall, while many surviving buildings retain sufficient historic integrity and would contribute to a potential historic district, the loss of the majority of buildings in the project area and alterations to the setting through demolition and modern infill preclude the establishment of a commercial/industrial historic district in the APE. Individual properties are evaluated as previously noted.

POTENTIAL ADVERSE EFFECTS TO NRHP LISTED OR ELIGIBLE PROPERTIES

Under Section 106 of the NHPA [800.16(i)], an effect is any alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register. In practical terms, if a historic property is located within a project APE, then it is considered affected, and must be analyzed for adverse effect. An adverse effect, per §800.5(a)(1), is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

Examples of adverse effects include, but are not limited to, any of the following:⁶

1. Physical destruction of or damage to all or part of the property;
2. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary of the Interiors's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
3. Removal of the property from its historic location;
4. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
5. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

If analysis concludes project action would have an adverse effect on one or more historic properties, then per §800.6, the federal agency involved or its duly appointed representative (in this case, the FHWA and TxDOT, respectively) must explore options to avoid, minimize, or mitigate harm to the affected historic properties. Consulting parties, including SHPO, affected Native American tribes (and the Tribal SHPO), other affected federal or state agencies, and any other duly recognized public or private entities must have the opportunity to review and comment on the findings of adverse effect and any proposed measures to avoid, minimize, or otherwise mitigate harm. Upon review and resolution of any disagreement among the parties, the lead agency and consulting parties may sign a MOU covering the adverse effects and their resolution (if any).

⁶ §800.5(a)(2)

One property in the project APE is recommended eligible for listing in the NRHP, the former Texaco Oil Depot (Map ID 17). Although the proposed tracks would pass close to the eligible property, no buildings would be directly impacted by the proposed undertaking (see Figure 6). The buildings are located adjacent to abandoned railroad right-of-way, as they were once served by a rail spur and rail-related activity was part of their historic setting. Although the trains would now be commuter and not freight, the reintroduction of railroad track to the immediate vicinity of the property would not diminish its character-defining features, and would not impact its integrity of location, design, setting, materials, workmanship, feeling, or association. As such, the proposed undertaking would have **no adverse effect** on historic properties in the project APE.

REFERENCES

Sanborn Fire Insurance Company

- 1901 City of Austin, Texas, Fire Insurance Maps, Sheets 12, 19-22. Sanborn Fire Insurance Company, Chicago.
- 1935 City of Austin, Texas, Fire Insurance Maps, Sheets 211-212. Sanborn Fire Insurance Company, Chicago.
- 1961 City of Austin, Texas, Fire Insurance Maps, Sheets 211-213 (revised 1970). Sanborn Fire Insurance Company, Chicago.

Shrimpton, Rebecca

- 2002 *How to Apply the National Register Criteria for Evaluation*. National Register of Historic Places No. 15. National Park Service, Washington, D.C.

Various Publishers

- Austin City Directory, 1916-1980. Published for the City of Austin, held at the Texas State Archives, Austin, Texas.

APPENDIX A
PHOTO INVENTORY FORMS

Historic Resources Survey Form

Map I.D. #:	1	Function/use, current:	COMMERCE/office
Site Location:	501 IH 35 Frontage Road (806-14 E. 5th St.)	Function/use, historic:	COMMERCE/warehouse
UTM Coordinates:	14/ 621773E/ 3348809N	Style/form:	No style/ one-part block
Date:	1872, (1950 TCAD)	NR Eligibility:	Individual: no; potential district: contributing
Comments: Robinson Brothers Warehouse. Designated as a City of Austin Historic Landmark			



View facing northwest.

Historic Resources Survey Form

Map I.D. # 1 (continued)



View facing northeast.



View facing southwest.

Historic Resources Survey Form

Map I.D. #:	2	Function/use, current:	COMMERCE/office
Site Location:	900-902 E. 5th Street	Function/use, historic:	COMMERCE/warehouse
UTM Coordinates:	14/ 621815E/ 3348798N	Style/form:	No style/ two-part block
Date:	1960 (city directory), 1930 (TCAD)	NR Eligibility:	Individual: no
Comments: J.R. Reed Music Co. service center 1960-1980			



View facing northeast.

Historic Resources Survey Form

Map I.D. # 2 (continued)



View facing southeast.

Historic Resources Survey Form

Map I.D. #:	3	Function/use, current:	COMMERCE/office
Site Location:	904-906 E. 5th Street	Function/use, historic:	COMMERCE/warehouse
UTM Coordinates:	14/ 621834E/ 3348789N	Style/form:	No style/ one-part block
Date:	c. 1919 (city directory), 1945 (TCAD)	NR Eligibility:	Individual: no
Comments: Occupied by Robinson Bros 1920-30; Sweeny and Co whsle grocers and Red and White Supply House whsle grocers 1930-44; Nassour Distributing Co 1948-52; Davidson Sash and Door 1953-71.			



View facing northeast.

Historic Resources Survey Form

Map I.D. # 3 (continued)



View facing southwest.

Historic Resources Survey Form

Map I.D. #:	4	Function/use, current:	COMMERCE/retail
Site Location:	500 San Marcos Street	Function/use, historic:	COMMERCE/warehouse
UTM Coordinates:	14/ 621870E/ 3348777N	Style/form:	No style/ one- and two-part block
Date:	c. 1945 (city directory), 1945 (TCAD)	NR Eligibility:	Individual: no
Comments: Occupied by Davidson Sash and Door 1945-70.			



View facing northwest.

Historic Resources Survey Form

Map I.D. # 4 (continued)



View facing northwest.



View facing southwest.

Historic Resources Survey Form

Map I.D. #:	5	Function/use, current:	UNKNOWN
Site Location:	1100 E. 5th Street	Function/use, historic:	COMMERCE/warehouse
UTM Coordinates:	14/ 622022E/ 3348721N	Style/form:	Quonset hut
Date:	1952 (city directory), 1942 (TCAD)	NR Eligibility:	Individual: no
Comments: Occupied by Steck Co. warehouse #1, 1952-60; Vacant, 1963-68; Glastron Mobile Homes plant, 1970.			



View facing northeast.

Historic Resources Survey Form

Map I.D. # 5 (continued)



View facing northwest.



View facing southeast.

Historic Resources Survey Form

Map I.D. #:	6	Function/use, current:	COMMERCE/unknown
Site Location:	1108 E. 5th Street	Function/use, historic:	DOMESTIC/single dwelling
UTM Coordinates:	14/ 622041E/ 3348701N	Style/form:	No style/ rectangular plan
Date:	c. 1936 (city directory), 1935 (TCAD)	NR Eligibility:	Individual: no
Comments: The last of seven small vernacular dwellings that occupied the eastern half of the 110 block of Waller as late as 1972, now converted into an unknown business (possibly a bar).			



View facing northwest.

Historic Resources Survey Form

Map I.D. # 6 (continued)



View facing southwest.

Historic Resources Survey Form

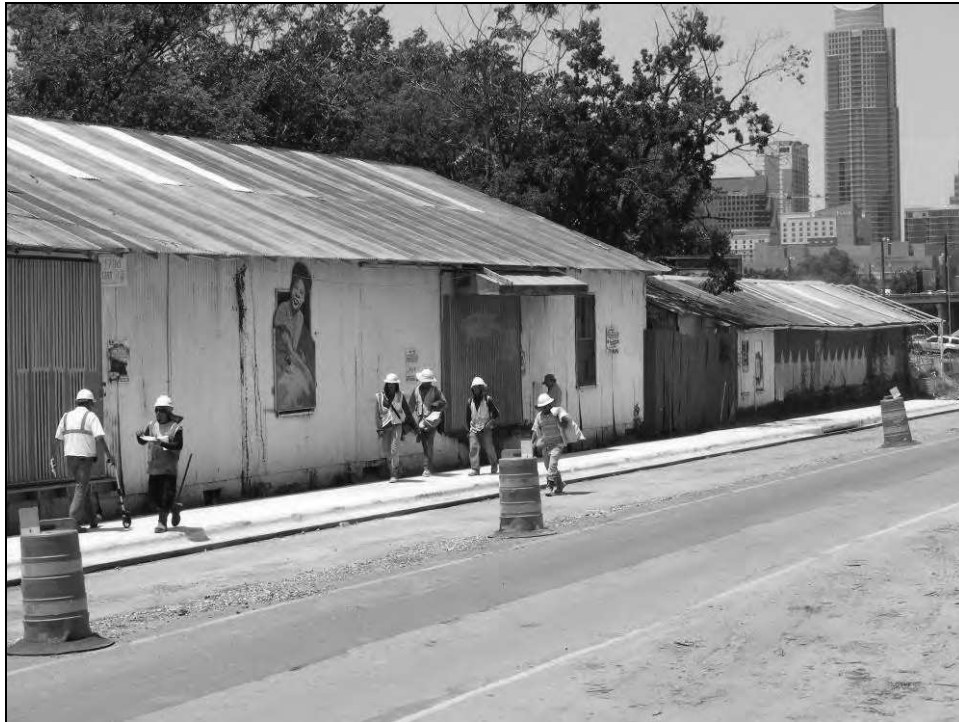
Map I.D. #:	7	Function/use, current:	COMMERCE/
Site Location:	414 Waller Street	Function/use, historic:	COMMERCE/
UTM Coordinates:	14/ 622035E/ 3348668N	Style/form:	No style/ rectangular plan
Date:	c. 1936 (city directory), 1935 (TCAD)	NR Eligibility:	Individual: no
Comments: Former Humble Oil and Refining Company (1935-1950), vacant (1950-1970), Davidson Sash and Door (1970). Original building expanded prior to 1961, and combined with the smaller building to the west post 1970.			



View facing southwest.

Historic Resources Survey Form

Map I.D. # 7 (continued)



View facing southwest.



View facing southeast.

Historic Resources Survey Form

Map I.D. #:	8	Function/use, current:	COMMERCE/ office
Site Location:	501 WallerStreet	Function/use, historic:	COMMERCE/warehouse
UTM Coordinates:	14/ 622141E/ 3348675N	Style/form:	No style/ one-part block
Date:	1955, post-1980 addition (city directory, 1961 Sanborn map); 1953, 1980 (TCAD)	NR Eligibility:	Individual: no
Comments: Occupied by Steck warehouse #2 1955-1967; Davidson Sash and Door warehouse 1960. Currently occupied by Hostway Global Web Solutions.			



View facing southeast.

Historic Resources Survey Form

Map I.D. # 8 (continued)



View facing northwest.



View facing southwest.

Historic Resources Survey Form

Map I.D. #:	9	Function/use, current:	COMMERCE/
Site Location:	1400 E. 5th Street	Function/use, historic:	COMMERCE/
UTM Coordinates:	14/ 622302E/ 3348612N	Style/form:	No style/ one-part block
Date:	1954 (city directory), 1947 (TCAD)	NR Eligibility:	Individual: no
Comments: Occupied by Navasota Lumber Co 1954-1957; Reneau Brothers Produce and Feed 1960; vacant 1963, Greentop Produce 1965; Austin Lacquer Co 1968-80. Currently occupied by National Coatings and Supplies.			



View facing northeast.

Historic Resources Survey Form

Map I.D. # 9 (continued)



View facing southeast.

Historic Resources Survey Form

Map I.D. #:	10	Function/use, current:	COMMERCE/ office, warehouse
Site Location:	1402-1404 E. 5th Street	Function/use, historic:	INDUSTRY/ manufacturing facility
UTM Coordinates:	14/ 622322E/ 3348605N	Style/form:	No style/ one-part block
Date:	1952 (city directory), 1951 (TCAD)	NR Eligibility:	Individual: no
Comments: Occupied by D&H Foundry 1952-1963; Hall Level and Manufacturing 1965-76.			



View facing northeast.

Historic Resources Survey Form

Map I.D. #:	11	Function/use, current:	COMMERCE/ office
Site Location:	1406 E. 5th Street	Function/use, historic:	INDUSTRY/ manufacturing facility
UTM Coordinates:	14/ 622338E/ 3348600N	Style/form:	No style/ one-part block
Date:	1952 (city directory), 1949 (TCAD)	NR Eligibility:	Individual: no
Comments: Occupied by Technical Products Co 1952-57; Seymour Sheet Metal 1960; Polypstastic Inc. 1963.			



View facing northwest.

Historic Resources Survey Form

Map I.D. #:	12	Function/use, current:	COMMERCE/ business
Site Location:	502 Onion Street	Function/use, historic:	INDUSTRY/ manufacturing facility
UTM Coordinates:	14/ 622368E/ 3348586N	Style/form:	No style/ one-part block
Date:	1949 (city directory), 1949 (TCAD)	NR Eligibility:	Individual: no
Comments: Occupied by Hall Industries 1949; Holloway Co 1955-60.			



View facing west.

Historic Resources Survey Form

Map I.D. # 12 (continued)



View facing northwest.



View facing southwest.

Historic Resources Survey Form

Map I.D. #:	13	Function/use, current: COMMERCE/ bar
Site Location:	500-506 Comal Street	Function/use, historic: COMMERCE/ bar
UTM Coordinates:	14/ 622458E/ 3348568N	Style/form: Modern/ irregular plan
Date:	1965 (city directory), 1966 (TCAD)	NR Eligibility: Individual: no
Comments: Occupied by The Back Door 1965-1975.		



View facing northwest.

Historic Resources Survey Form

Map I.D. # 13 (continued)



View facing southwest.

Historic Resources Survey Form

Map I.D. #:	14	Function/use, current: DOMESTIC/ single dwelling
Site Location:	1512 E. 4th Street	Function/use, historic: DOMESTIC/ single dwelling
UTM Coordinates:	14/ 622396E/ 3348474N	Style/form: Minimal Traditional/hipped roof
Date:	Post-1935 (Sanborn), 1935 (city directory), 1930 (TCAD)	NR Eligibility: Individual: no
Comments: Formerly 1506 (rear) E. 4th. The associated residence at the front of the property was removed after 1980.		



View facing southeast.

Historic Resources Survey Form

Map I.D. # 14 (continued)



View facing southwest.

Historic Resources Survey Form

Map I.D. #:	15	Function/use, current:	COMMERCE/warehouse
Site Location:	1500 E. 4th Street	Function/use, historic:	COMMERCE/warehouse
UTM Coordinates:	14/ 622356E/ 3348480N	Style/form:	No style/one-part block
Date:	1951 (Sanborn), 1952 (city directory), 1951 (TCAD)	NR Eligibility:	Individual: no
Comments: Occupied by Austin Beverage Co 1952-1960, Jax Distributing Co 1963-1970.			



View facing northeast.

Historic Resources Survey Form

Map I.D. # 15 (continued)



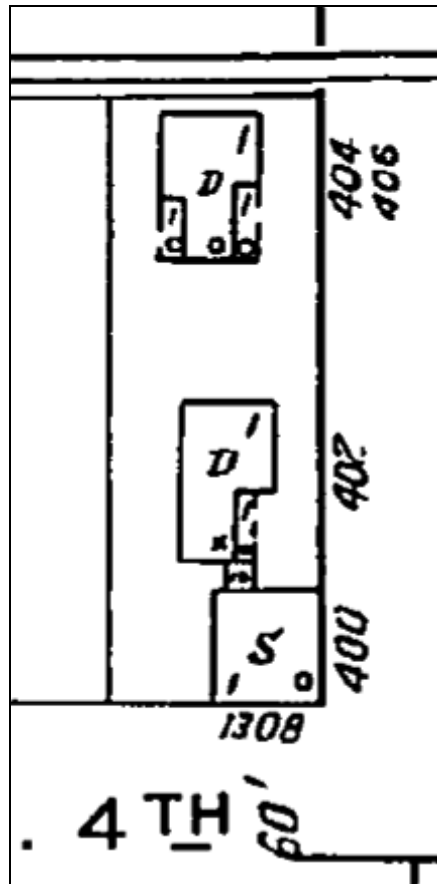
View facing northwest.



View facing southeast.

Historic Resources Survey Form

Map I.D. #:	16	Function/use, current: COMMERCE/ bar
Site Location:	1308 E. 4th Street	Function/use, historic: COMMERCE/ business
UTM Coordinates:	14/ 622230E/ 3348512N	Style/form: No style/irregular plan
Date:	pre-1935 (Sanborn), pre-1916 (city directory), 1912 (TCAD)	NR Eligibility: Individual: No
Comments: Former grocery/restaurant/bar with attached dwelling. A second dwelling at 404 Navasota was demolished after 1965.		



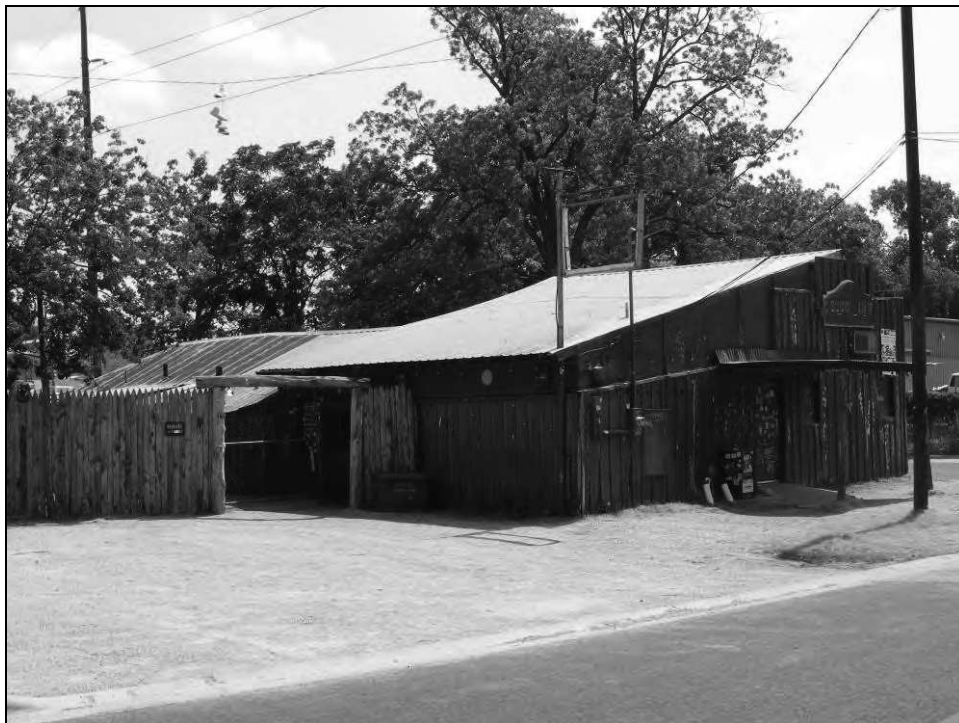
Detail of 1935 Austin, Texas Sanborn map #212.

Historic Resources Survey Form

Map I.D. # 16 (continued)



View facing northwest.



View facing northeast.

Historic Resources Survey Form

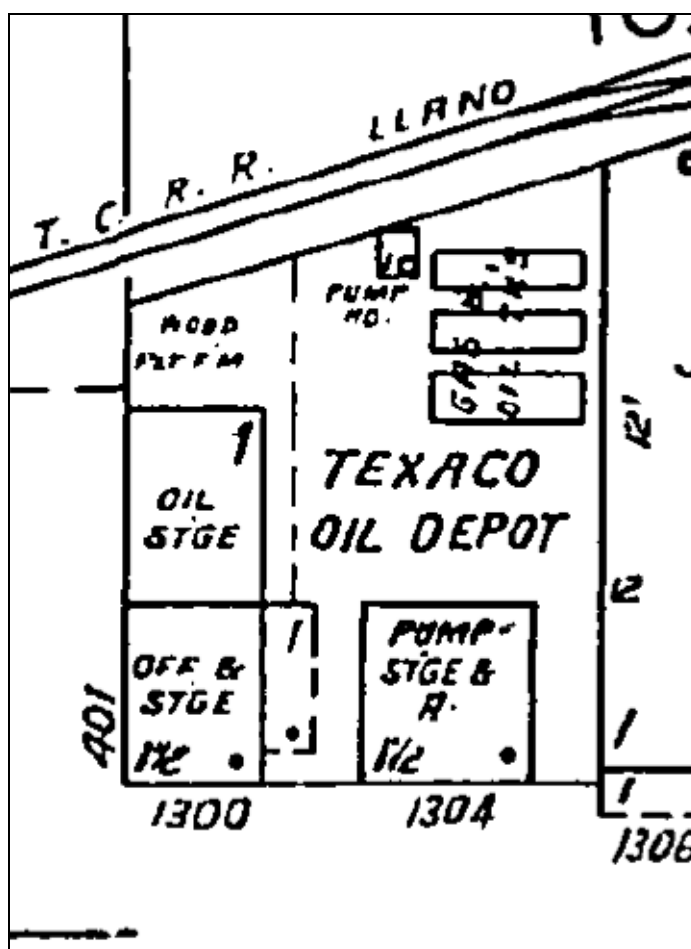
Map I.D. # 16 (continued)



View facing southwest.

Historic Resources Survey Form

Map I.D. #:	17	Function/use, current:	COMMERCE/warehouse
Site Location:	1300 E. 4th Street	Function/use, historic:	COMMERCE/warehouse
UTM Coordinates:	14/ 622230E/ 3348512N	Style/form:	No style/irregular plan
Date:	pre-1935 (Sanborn), pre-1916 (city directory)	NR Eligibility:	Individual: Yes, Criterion A, local significance
Comments: Former Texaco Oil Depot. Site consisted of four buildings in 1935: an office and storage building, an oil storage building, and a pump storage and garage building. A building to the north of the pump storage and garage building was added after 1935. A pump house, a wood platform, and gasoline and oil tanks shown on the 1935 map are no longer present. City of Austin Historic Landmark.			



Detail of 1935 Austin, Texas Sanborn map #212.

Historic Resources Survey Form

Map I.D. # 17 (continued)



View facing northeast.



View facing northwest.

Historic Resources Survey Form

Map I.D. # 17 (continued)



View facing north.



View facing south.

Historic Resources Survey Form

Map I.D. #:	18	Function/use, current:	COMMERCE/ business
Site Location:	1201 E. 4th Street	Function/use, historic:	COMMERCE/ business
UTM Coordinates:	14/ 622048E/ 3348530N	Style/form:	International/rectangular plan
Date:	1953 (city directory), 1952 (TCAD)	NR Eligibility:	Individual: no
Comments: A small example of the International Style. Only the front section displays architectural detailing. Occupied by Gardner Iron and Metal Co 1952-present.			



View facing southeast.

Historic Resources Survey Form

Map I.D. # 18 (continued)



View facing east.

Historic Resources Survey Form

Map I.D. #:	19	Function/use, current: COMMERCE/business
Site Location:	300 Medina Street	Function/use, historic: INDUSTRY/energy
UTM Coordinates:	14/ 621894E/ 3348584N	Style/form: No style/ rectangular and irregular plan
Date:	1935 (city directory), 1910 (TCAD)	NR Eligibility: Individual: no
Comments: Industrial property converted to a commercial metal business. Occupied by Texas Public Service Company 1935-1949; Southern Union Gas Co. 1955-1960; Austin Pipe & Supply/ Austin Iron and Metal 1965-present. Concrete smokestack post-dates 1935, property used to have two additional buildings and four large gas tanks (up to 500K cubic foot capacity).		



View facing southeast.

Historic Resources Survey Form

Map I.D. # 19 (continued)



View facing southwest.



View facing south.

Historic Resources Survey Form

Map I.D. # 19 (continued)



View facing northwest.

Historic Resources Survey Form

Map I.D. #:	20	Function/use, current:	COMMERCE/ business
Site Location:	807-815 E. 4th Street	Function/use, historic:	COMMERCE/ warehouse
UTM Coordinates:	14/ 621718E/ 3348658N	Style/form:	Two-part commercial block
Date:	pre-1916 (city directory); 1937, 1953 (TCAD)	NR Eligibility:	Individual: No
Comments: A two-story, late 19th century vernacular commercial building with extensive one-story, mid-twentieth century additions.			



View facing southwest.

Historic Resources Survey Form

Map I.D. # 20 (continued)



View facing southeast.



View facing northwest.

Steve,

How would you like me to do my presentations Monday?

Should I sign up for community complaint for the fact that the Historic Landmark commission declared 19 properties of non historic significance based on Capital Metros flawed report, without the owners consent's in 2013? Or for the fact that Capital metro is planning on taking just a sliver of 414 Waller of the historically zoned portion of the building and demolishing the rest? or 1101 E. 5th which is the other historical portion of the compound that has been hidden from the commission for 1 year now because it is a slab on grade building? I think I will sign up for all three!

To all of the new commission members. This is the document Capital Metro had approved without notifying the owners of any of these buildings. (Kalan) this is not part of my backup for next month. I am in contact with several of the owners who are very angry that this could be done on property they own with out their knowledge or consent. When Capital Metro stands up there and says that the buildings at 414 Waller and 1101 E. 5th MAP ID 7 are determined to be of no historical significance, that is based on this flawed document. I am going to volunteer my services to the Austin Metal and Iron Co. MAP ID 19 to assist them at having the decision regarding their property reversed. They are extremely upset. There are several others.

Capital Metro could say that AmaTerra Environmental, Inc. made an error or two regarding this document, however, is that the excuse for submitting a document to relocate less than 1/4 of the original portion of the warehouse? Or is that the fault of Land Use solutions. A building. One building (414 Waller) a Warehouse with an office and bathrooms. Approved for construction in 1924. We can conclude that the addition to the warehouse and the small building were added by Acme Fast Freight. More then likely in or around 1939 when Humble oil became Exxon and they most likely relocated their main facility in Austin. When the additions were added, the gas pump was removed. Match books can be purchased on-line from e-bay dating to the 40's with the address 1101 E. 5th, Austin, TX. This is included in my documentation I submitted last night.

On Tue, Jul 28, 2015 at 5:36 PM, liz purcell <purcelldesigns@gmail.com> wrote:

Kalan, please put this as part of our backup for next months hearing.

I will be resending everything I have submitted for the soon to be, 1 year time period I have been mentioning two buildings, not one. Hopefully more than one Commission member will receive my e-mails this month. I will be sending Capital Metro's Reconnaissance Survey that was approved on these twenty building's without the owners knowledge.

Our concerns:

1. 414 Waller, the warehouse. Who actually determined which portion of this building is historical? They are planning on saving less than 1/4 of the original Humble oil depot that was built in the late 20's. Demolition is planned for the entire rest of the warehouse that is the actual part of the building that have the original loading docks. They are planning on only relocating the office and bathroom area and demolishing all of the warehouse portion of this building. We feel the Historical Landmark Commission should be aware that Capital Metro is pulling another move to destroy most of this historic building. They have decided which portion of the building is historic.

2. This is a depot. A compound. It is not just two buildings, it is a part of Austin's railroad history. Humble oil later to become Exxon Mobile.

3. The little building also known as 1101 E. 5th. One year and I still have not gotten the commission to recognize this building. This building was also built in the late 20's, early 30's and was part of the original Humble Oil Depot.

Thank you and please e-mail me back if you receive this. I sent the Historic refutal to all of you before the hearing last Monday and it appears only one of you received it.