

## ZONING CHANGE REVIEW SHEET

**CASE NUMBER:** C14H-2015-0002

**HLC DATE:**

March 23, 2015

August 24, 2015

September 28, 2015

**PC DATE:**

**APPLICANT:** Liz Purcell

**HISTORIC NAME:** Pine Street Station – ADDITIONAL BUILDINGS

**WATERSHED:** Waller Creek

**ADDRESS OF PROPOSED ZONING CHANGE:** 414 Waller Street, 1101 E. 5<sup>th</sup> Street.

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

**SUMMARY STAFF RECOMMENDATION:** Staff supported the landmark designation of the ca. 1925 Humble oil depot, which was then recommended for historic zoning by the Commission. The Commission also approved a Certificate of Appropriateness to move the ca. 1925 building to another railroad-related site in East Austin. Staff, however, does not support the landmark designation of the additional buildings, but recommends archival documentation of these buildings instead. This is certainly not to say that staff does not recognize the value and importance of the Humble Oil Company and its growth in the middle of the 20<sup>th</sup> century, nor that any of these buildings is more important than another, and staff certainly recognizes the role of these buildings in bringing creative people and artists to an otherwise dilapidated and forgotten section of downtown, and that the introduction of the vibrant East Austin arts scene, fronted by Reji Thomas, was a dynamic spur for the appreciation of local arts and artists, music, and festivals that have rejuvenated this area of the city, and staff deeply hoped that there might be a way to incorporate the existing buildings and arts renaissance in East Austin into the proposed development of this site. However, Capital Metro, which is the owner of the land under these buildings, has applied for, and received approval to move the front (Waller Street) building to a new site in East Austin where it will have a track-side railroad context and that this history at 5<sup>th</sup> and Waller Streets will be commemorated for all to appreciate. The fact that this building will be moved removes it from its historic context and setting, and while it will remain track-side, it is not in its original location. The Waller Street building is built on pier and beam. The remaining buildings appear to be built on concrete slabs, so staff truly believes that the best commemoration of this Humble Oil complex at 5<sup>th</sup> and Waller is through continued interpretation of the sites, both at the new location of the front building, and now at this site at 5<sup>th</sup> and Waller Streets. Staff does not support the idea of moving the second building to the new site, even if that building is as old and shares a unified history with the building that is being moved, mostly because the additional physical building, in this case, will not add significantly to the interpretation of the new site. Therefore, staff believes that archival documentation of these buildings and interpretation of the depot complex at its new site, AND interpretation of the history of the existing site, including the later history of the East Austin arts renaissance surrounding artists like Reji Thomas moving into these buildings is the most appropriate measure for preservation and commemoration of the rail, industrial, and art history of Austin.

**QUALIFICATIONS FOR LANDMARK DESIGNATION:**

The ca. 1925 Humble oil depot is one of only 2 buildings of its type in Austin. It retains a high degree of integrity, and has historical significance for its association with Austin's early 20<sup>th</sup>-century railroad and industrial period. This building has been recommended for historic designation, but also for a move to a new location.

**HISTORIC LANDMARK COMMISSION ACTION:** **March 23, 2015:** Recommended historic designation for the Humble Oil depot.

**PLANNING COMMISSION ACTION:**

**DEPARTMENT COMMENTS:** The building was brought to the attention of the Historic Landmark Commission by a group of citizens, one of whom had her art studio in the building for many years. The citizens asked the Commission to initiate a historic zoning case on this building to preserve it as part of Austin's industrial heritage in East Austin, as well as for its later uses as a art studios and performing arts spaces. The building is not noted in any City survey.

Capital Metro will agree to the zoning of the building as historic, but opposes the re-zoning of the land, as they have plans for redevelopment. The Commission has approved the proposed move of the ca. 1925 building to a new site along the tracks in East Austin.

The other historic gasoline depot in Austin (which is also a landmark) is the Texaco Depot in the 1300 block of E. 4<sup>th</sup> Street along the railroad tracks. This is another situation where the building is designated as a landmark, but the land, also owned by Capital Metro, is zoned historic.

**CITY COUNCIL DATE:**

**ACTION:**

**ORDINANCE READINGS:** 1<sup>ST</sup> 2<sup>ND</sup> 3<sup>RD</sup>

**ORDINANCE NUMBER:**

**CASE MANAGER:** Steve Sadowsky

**PHONE:** 974-6454

**NEIGHBORHOOD ORGANIZATION:** East Cesar Chavez Neighborhood Association

**BASIS FOR RECOMMENDATION:**

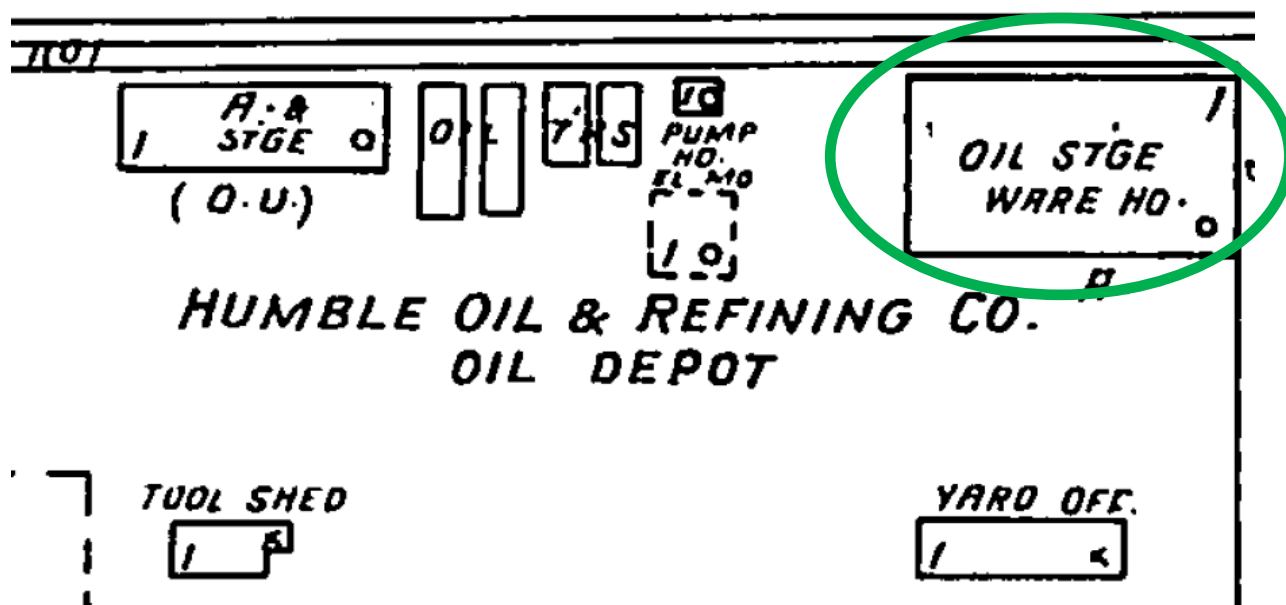
**Architecture:**

One-story, rectangular-plan, front-gabled, frame warehouse building, with corrugated metal siding, paired 4:4 fenestration, and a metal roof. The additional buildings on the site have been built behind the original ca. 1925 building, and are all warehouse-type structures with either wood or metal siding, and a continuous gabled roof. From examining Sanborn maps, it appears that there were several auxiliary buildings on the site, that have since been united under a unified roofing structure. The original ca. 1925 building is a pier-and-beam structure; the later buildings behind it are on concrete slabs.

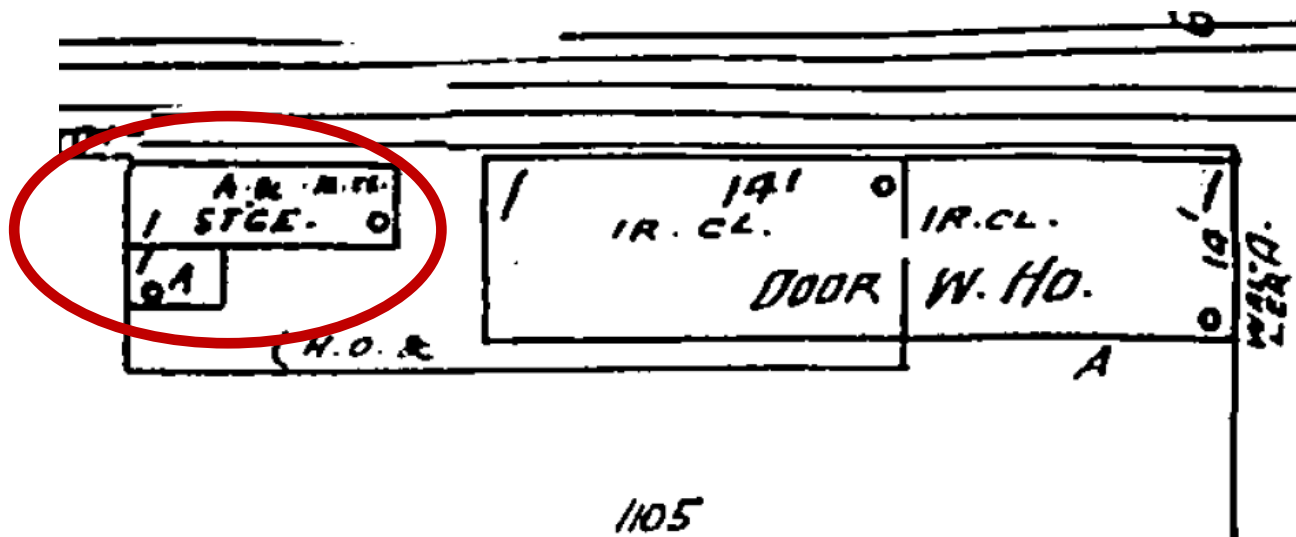
**Historical Associations:**

The original building was built around 1925 as the oil storage warehouse for the Humble Oil and Refining Company along the railroad tracks in East Austin. The area around 5<sup>th</sup> and Waller Streets was once home to a number of oil and gas storage facilities along the then-Houston and Texas Central Railroad tracks. The site of the current building was once part of the yards of the Houston and Texas Central Railroad; the railroad had a number of its own facilities on the site prior to the mid-1920s, and Humble had its own facilities along the tracks west of downtown near 3<sup>rd</sup> and Bowie Streets. Around 1925, Humble moved to the east side, constructed this building, which served as their primary depot until around 1950. From this building, Humble received train-cars of oil, stored it in tanks, and loaded trucks to deliver its products to various wholesale and retail suppliers around town. The 1935 Sanborn map shows

that there were additional building in the Humble Oil and Refining Company's oil depot on this site, including was appears to be the western-most building in the current compound.



Here is a blow-up of the 1935 Sanborn map of the site. The ca. 1925 oil storage warehouse, which has the address of 414 Waller Street is shown on the top right with a **green circle**. This is the building that the Commission has approved for relocation to a railroad-related site in East Austin. Behind this, to the west, were a pump house, a series of oil tanks, and finally another storage building, more narrow than the building fronting on Waller Street. This western-most building is labeled as an accessory (A) and Storage Building. The O.U. in parentheses under the building appears to indicate that there were oil storage tanks underground in the building (O.U. = Oil Underground) – these were fire insurance maps and this would have been a very important fact to note on the map. It is also clear from the 1962 Sanborn map that there was a small addition to this building, but that it (at least at that point) remained a separate structure from the building facing Waller Street. The oil tanks and pump house that are shown on the 1935 map were either removed or incorporated into the larger warehouse building that is shown on the 1962 map, which shows the current unified roof structure that stretches over all of the buildings along E. 5<sup>th</sup> Street. The larger part of the building shown on the 1962 map along with the original oil storage warehouse were used by Davidson Sash and Door Company as their door warehouse.



This blow-up of the 1962 Sanborn map shows that the ca. 1925 Waller-facing building was incorporated into the larger building identified as the "Door Warehouse." The smaller building on the westernmost side of the compound (shown with a red circle) remained a separate structure with a small addition to the south. The oil tanks and pump house shown on the 1935 map above do not appear on this map, and there is no "O.U." notation at the western-most building indicating underground oil storage tanks.

After Humble moved out of this facility around 1950, this, and associated buildings within the larger context were used by the Acme Fast Freight Company until the late 1960s. With the decline in railroad traffic, and the attendant rise in truck traffic, most facilities previously located along the tracks relocated to the highways, and this building, like many others, fell into vacancy and disrepair. In the 1980s, an emerging arts scene in East Austin brought new vitality to these buildings; this building housed the art glass studio of Reji Thomas until recently. Other similar buildings began to be used as rehearsal spaces, recording studios, and other arts-related studios and performance spaces.

**PARCEL NO.:** 0204051901

**LEGAL DESCRIPTION:** John L. Smith's Subdivision of the south half of Outlot No. 2.

**ESTIMATED ANNUAL TAX ABATEMENT:** N/A. The building and land is owned by Capitol Metro.

**APPRAISED VALUE:** Unknown. The property does not seem to be on the tax rolls.

**PRESENT USE:** Former art studio, now vacant.

**CONDITION:** Good

**PRESENT OWNERS:** Capital Metro Transportation Authority

**DATE BUILT:** ca. 1925

**ALTERATIONS/ADDITIONS:** Several additions to the rear of the original structure.

**ORIGINAL OWNER(S):** Humble Oil and Refining Company

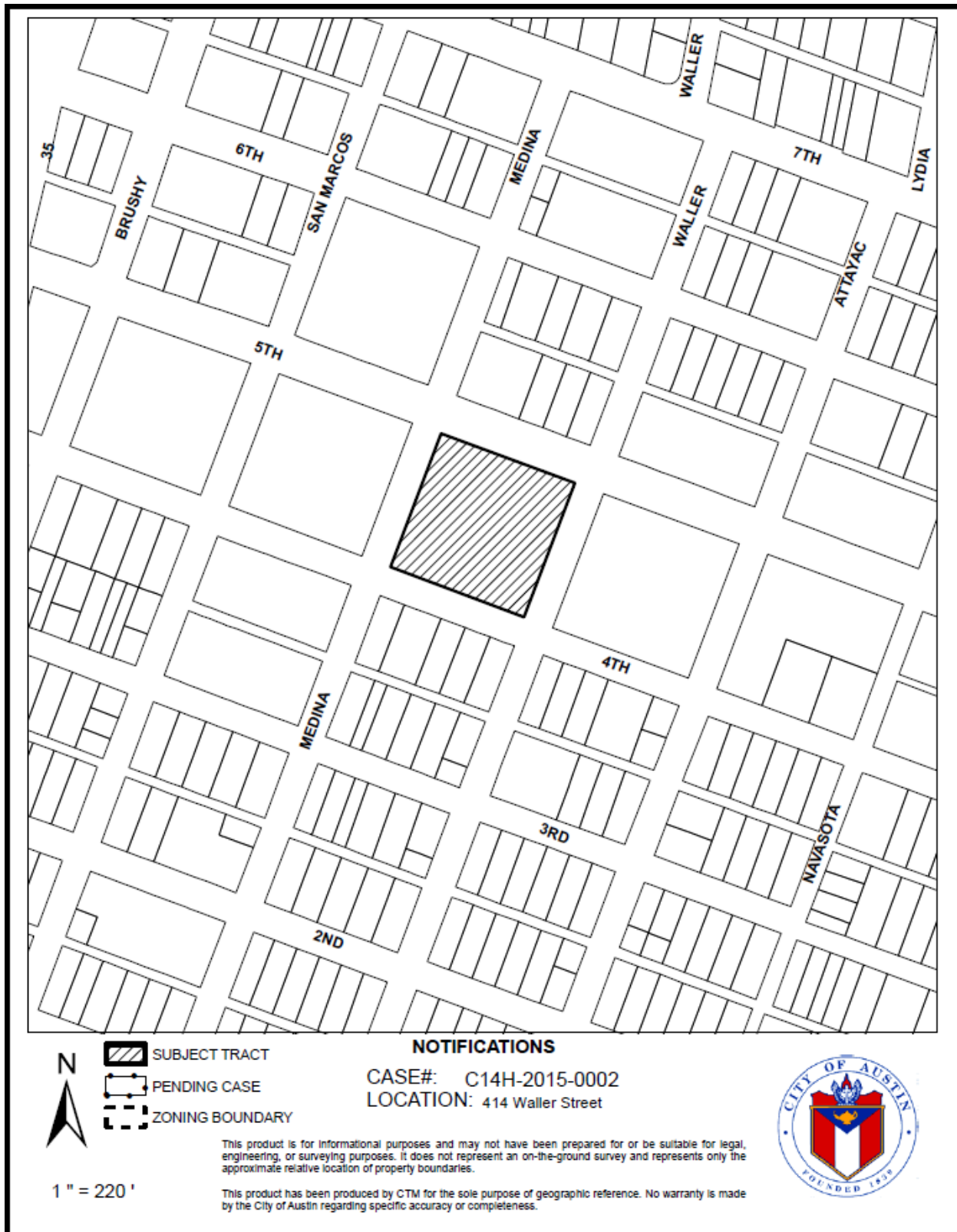
**OTHER HISTORICAL DESIGNATIONS:** None.



## LOCATION MAP

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Historical background of 414 Waller Street (Pine Street Station)

The building at 414 Waller Street dates from around 1925, and was constructed by the Humble Oil and Refining Company as their main facility in Austin. The original building, as shown on the 1935 Sanborn map, was at the corner, and corresponds to what is now the long row of connected buildings extending west along the 1100 block of E. 5<sup>th</sup> Street.

At the time the Humble facility was built, there were a number of oil and gas facilities along this section of the what was then the Houston and Texas Central Railroad tracks, including a facility for Gulf Oil, and another for Magnolia Petroleum at the other corners of 5<sup>th</sup> and Waller Streets. The parcel of land where the existing building was constructed was, at the turn of the 20<sup>th</sup> century part of the yards of the Houston and Texas Central Railroad, and had their own railroad facilities there, rather than facilities of private companies. The 1900 Sanborn map shows what appears to be a dwelling at the site of the current building on Waller Street and the iron-clad warehouse of the Wyse Oil Company directly behind (to the west) of it. However, city directories of the same period indicate that the Wyse Oil Company had their facilities on the northwest, rather than the southwest corner of 5<sup>th</sup> and Waller Streets – which source is in error is certainly not clear.

What is clear is that through the 1924 Austin city directory, any address corresponding to the location of the current building was associated with the Houston and Texas Central Railroad yards and the yardmaster. Not until the 1927 directory did the Humble Oil and Refining Company appear as an address, and it was as 414 Waller Street. Prior to 1925, the Humble Oil and Refining Company had their facilities on the west side of town, along the tracks at 3<sup>rd</sup> and Bowie Streets. They moved to the east side around 1925, and remained here until around 1950.

Additions to the building to the west and additional buildings were constructed at various times; the 1962 Sanborn map shows the variety of additions that still exist today. After Humble moved out of the facility around 1950, the entire block appears to have been used by the Acme Fast Freight Company, forwarding freight agents. They were in operation until the late 1960s. The buildings appear to have been vacant until they were brought back to life by an emerging art scene in East Austin in the 1980s, including Reji Thomas, who established her glass studio in the building. In more recent years, the buildings have also been used as a music venue, called Pine Street Station.



414 Waller Street  
ca. 1925



Photograph of the ca. 1925 oil depot and the associated buildings along E.  
5<sup>th</sup> Street.

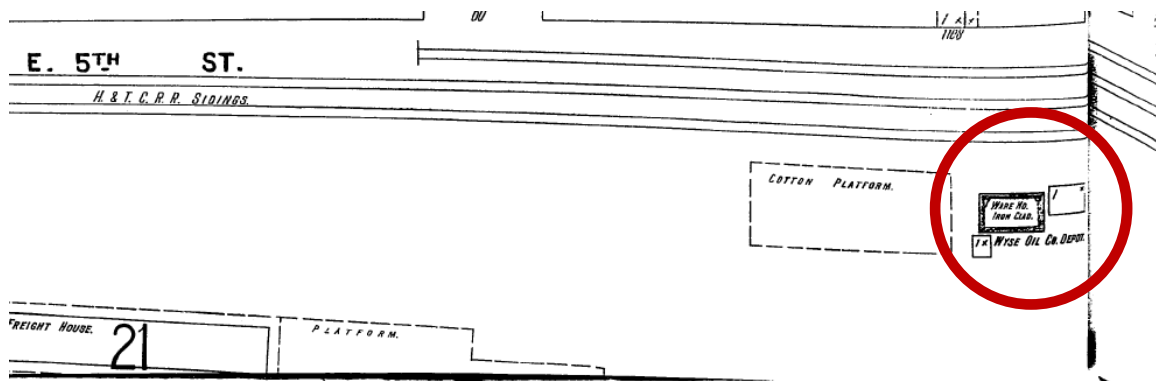
## OCCUPANCY HISTORY

### 414 Waller Street

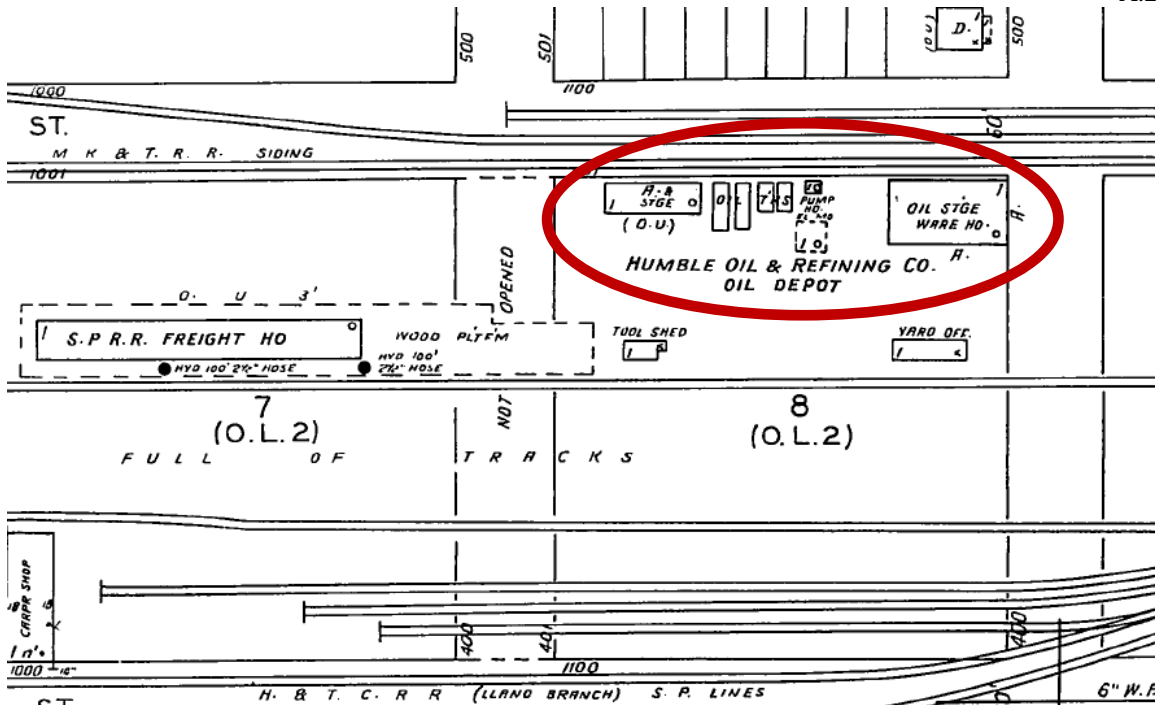
City Directory Research, Austin History Center  
By City Historic Preservation Office  
October, 2014

1992	No return
1985-86	Graphic Glass by Reji Reji Thomas, proprietor NOTE: The address is listed as 1101 E. 5 <sup>th</sup> Street. There is no listing for 414 Waller Street.
1981	No addresses listed on the odd side of E. 5 <sup>th</sup> Street and nothing listed at 414 Waller Street.
1977	No addresses listed on the odd side of E. 5 <sup>th</sup> Street west of Waller Street and nothing listed at 414 Waller Street.
1973	No addresses listed on the odd side of E. 5 <sup>th</sup> Street west of Waller Street and nothing listed at 414 Waller Street.
1968	1101 E. 5 <sup>th</sup> Street: Acme Fast Freight, forwarding agents Carl W. Wolff, freight agent Nothing listed at 414 Waller Street.
1962	1101 E. 5 <sup>th</sup> Street: Acme Fast Freight, forwarding agents Carl W. Wolff, freight agent Nothing listed at 414 Waller Street.
1959	1101 E. 5 <sup>th</sup> Street: Acme Fast Freight, forwarding agents Carl W. Wolff, freight agent Nothing listed at 414 Waller Street.
1955	1101 E. 5 <sup>th</sup> Street: Acme Fast Freight, forwarding agents Carl W. Wolff, freight agent 414 Waller Street: Vacant
1952	1101 E. 5 <sup>th</sup> Street: Acme Fast Freight, forwarding agents Carl W. Wolff, freight agent Nothing listed at 414 Waller Street.
1949	1105 E. 5 <sup>th</sup> Street: Glazier Frosted Food Company Arthur W. Booth, proprietor 414 Waller Street: Humble Oil and Refining Company Bulk Station
1947	1109 E. 5 <sup>th</sup> Street: Southern Pacific Lines yard office 414 Waller Street: Humble Oil and Refining Company, wholesale oils
1944-45	1109 E. 5 <sup>th</sup> Street: Southern Pacific Lines yard office 414 Waller Street: Humble Oil and Refining Company, wholesale oils
1941	1109 E. 5 <sup>th</sup> Street: Southern Pacific Lines yard office

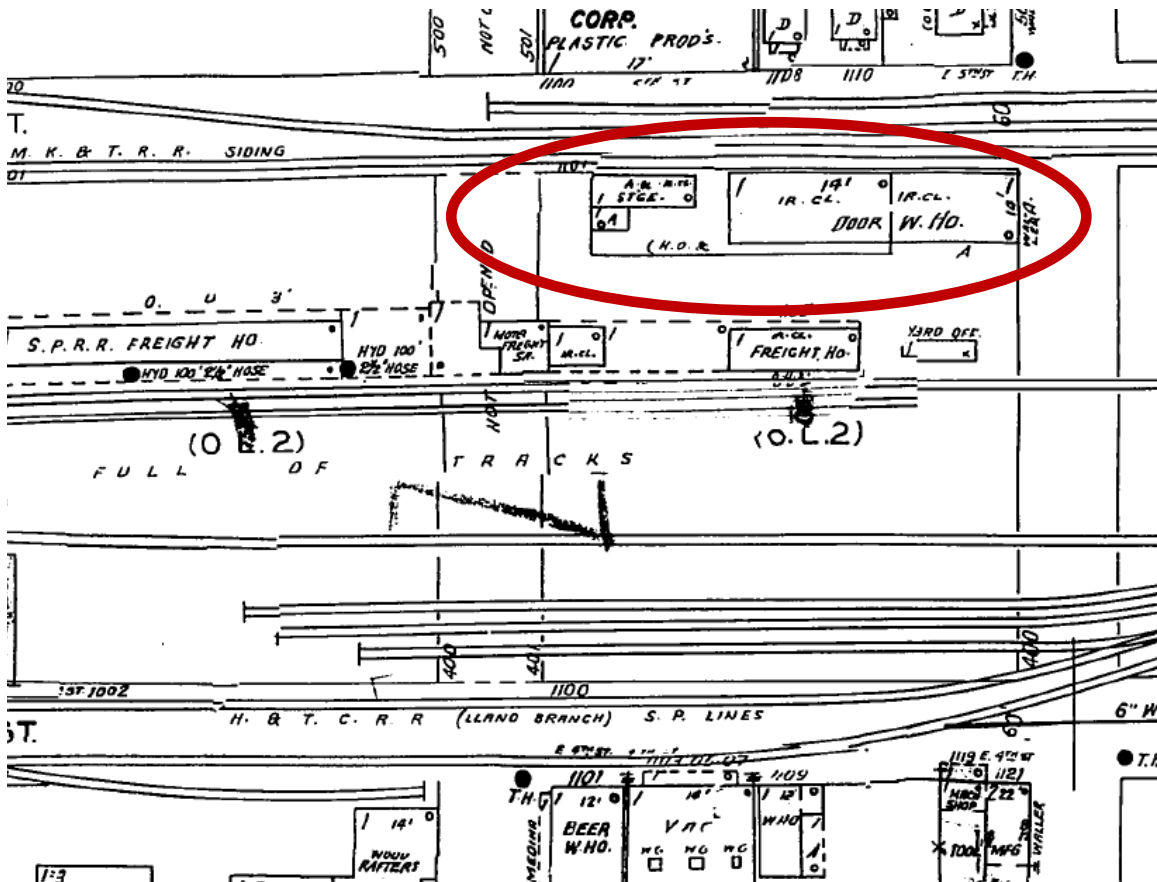
	414 Waller Street:	Humble Oil and Refining Company, wholesale oils
1939	414 Waller Street:	Humble Oil and Refining Company, office and plant
1937	414 Waller Street:	Humble Oil and Refining Company, main facility
1935	414 Waller Street:	Humble Oil and Refining Company, main facility
1932-33	414 Waller Street:	Humble Oil and Refining Company
1930-31	414 Waller Street:	Humble Oil and Refining Company
1929	414 Waller Street:	Humble Oil and Refining Company
1927	414 Waller Street:	Humble Oil and Refining Company
1924	412 Waller Street:	Houston and Texas Central Railroad yardmaster NOTE: Humble Oil and Refining Company had their facility at W. 3 <sup>rd</sup> and Bowie Streets.
1922	412 Waller Street:	Houston and Texas Central Railroad yardmaster
1920	412 Waller Street:	Houston and Texas Central Railroad yardmaster



The 1900 Sanborn map shows what appears to be a house facing Waller Street and the Wyse Oil Company iron-clad warehouse behind it. There were spur railroad tracks along E. 5<sup>th</sup> Street at that time – the Houston and Texas Central Railroad freight depot and platforms are at the very bottom of this map shot and faced along the main line of the railroad between 4<sup>th</sup> and 5<sup>th</sup> Streets.



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



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



On Wed, Sep 23, 2015 at 4:44 PM, liz purcell <[purcelldesigns@gmail.com](mailto:purcelldesigns@gmail.com)> wrote:

Steve and Kalan please put in my backup under ALL cases that apply. If 1101 E. 5th is a different case than 414 Waller I need it in both backup files please. It is impossible to really separate my evidence into two files because one building relates to the other

Thank you!.

On Mon, Jul 20, 2015 at 3:51 PM, liz purcell <[purcelldesigns@gmail.com](mailto:purcelldesigns@gmail.com)> wrote:

We are very pleased that 414 Waller will get Historical recognition. Even relocation with a plaque is fine with us. However, I have been fighting this battle for over a year. There are two buildings on the property, not one. Capital Metro's original RECONNAISSANCE SURVEY REPORT dated June 2013 was submitted without any knowledge to most of the owners of the buildings and most of the owners of the buildings also owned the land. I have spoken with many neighboring owners that had no idea that Capital Metro had their property declared of non-historic significance without their knowledge. Like the owner of Austin Metal building with the smoke stacks, he had no idea Capital Metro got a designation on his property without his approval. In fact, they used a picture of his building on his cover page for their RECONNAISSANCE SURVEY REPORT. This report is greatly flawed regarding the property at 414 Waller and 1101 E. 5th. We have won and saved the warehouse at 414 Waller. But the building at 1101 E. 5th has been swepted under the carpet since the beginning of the year. This property was the original Humble oil compound. I have the city council minutes which approved their construction back in 1924. This is part of my backup from last year. Look at the Sanborn map attached dated 1935. There are TWO buildings, not one! The little building at 1101 E. 5th dates as old as a portion of the warehouse at 414 Waller. You can clearly see that this was a compound. The RECONNAISSANCE SURVEY REPORT mentions both buildings but says they are attached. They are not attached and have never been attached. If you look at the Sanborn map dated 1962 an addition was added to the warehouse (414 Waller) and an addition was added to the small building (1101 E. 5th). The little building is still intact. The Sanborn maps tell this history. This was a compound. If one building is recommended historic then its sister building should be saved as well. The commission already approved 414 Waller, but now the staff has recommended a plaque. What about the little building? The little building is slab on grade. That is why it is lost under the carpet. The two buildings should actually have a zoning change because moving the little building will be very difficult. However we are fine with its relocation as well. But both buildings should be kept together as part of Austin's only two remaining railroad compounds. The other is the Texaco Compound.

Maybe I should apply to be Steve's assistant. What more does he need to see that the other building was NOT built in the 50's. The other building is NOT an add on! Can we PLEASE review the truth. This is month 12 of FALSE INFORMATION! It will be interesting to see if my backup gets posted. I shall ask Steve on Monday if the Sanborn map had ESP and drew the other building that was not built until the 1950's. This is a travesty! This is an insult to all of our intelligence! At least give a recommendation based on the facts and not some fabricated history that all of us can see is not correct!

CAPITAL METRO BOARD OF DIRECTORS  
 7010 East Lake Street, Austin, Texas 78752-1329 | 512-363-3706 | [www.capmetro.org](http://www.capmetro.org)



June 18, 2013

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



Re: Plaza Saltillo Railroad Track Relocation

Dear Ms. Henderson:

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

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

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

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

Sincerely,

Steve Roudebush  
 Real Estate and Asset Management  
 CAPITAL METRO

TEXAS HISTORICAL COMMISSION  
*real places telling real stories*

29 July 2013

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

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

Dear Mr. Roudebush,

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

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

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

Sincerely,



Linda Henderson

For:

Mark Wolfe, State Historic Preservation Officer







Figure 5: Surveyed Property Locations. (Google Earth)

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

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

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

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



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

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY  
2910 East Fifth Street, Austin, Texas 78702 | tel 512.389.7400 | fax 512.369.6596 | [www.capmetro.org](http://www.capmetro.org)



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

October 24, 2014

Dear Historic Landmark Commission Members:

Recently, a series of articles have appeared in the Austin Chronicle regarding the Pine Street Station property, located at 5<sup>th</sup> and Waller. The articles contain several inaccuracies that we are seeking to clarify now.

Ms. Reji Thomas was delinquent in rent owed to Capital Metro since last spring and notice was sent to her in July that she was in default on her lease with the Authority. No effort or agreement was made to remedy the default on the lease and in September, Capital Metro proceeded with legal action to evict her from the property. During a subsequent eviction hearing, Ms. Thomas did not contest Capital Metro's assertion that she was in default under the terms of her lease. At that time, the judge awarded possession of the building to Capital Metro and gave Ms. Thomas five days to vacate the property in compliance with the law. Capital Metro has been working with Ms. Thomas for several weeks to make arrangements to vacate the property. Capital Metro has granted Ms. Thomas two time extensions to remove her belongings.

The building was reviewed by two outside organizations and in both cases it was determined that this building does not meet the requirements of a historical building. As part of the National Environmental Policy Act (NEPA) review process required for potential future use of the property, the Texas Historical Commission determined that Capital Metro's proposed use of the property would have no effect on historical properties. We have provided the consultant's report regarding potential historical buildings on the site to Mr. Steve Sadowsky, the Historic Preservation Officer for the City of Austin for your review.

Capital Metro has made every effort to work with Ms. Thomas to resolve this situation while giving her ample time to remove her belongings from the property. Though Ms. Thomas has moved slower than expected, we have worked with her and her representatives to allow her enough time and space to complete the transition out of the property.

As Capital Metro works towards redeveloping the area around Plaza Saltillo, we continue to be mindful of the impact to the neighborhood while looking forward to working with community members to develop the property in a manner that is respectful to East Austin and will serve the community for years to come.

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Thank you for your time and attention regarding this matter. Should you have any questions, please do not hesitate to contact me directly.

Regards,



John Hodges  
Capital Metro Vice President, Real Estate & Asset Management

cc: Steve Sadowsky, Historic Preservation Officer  
Kalan Contreras, Senior Planner  
Capital Metropolitan Transportation Authority Board of Directors  
Capital Metropolitan Transportation Authority President & CEO Linda S. Watson

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**From:** [Sandoval, Vincent](#)  
**To:** [Sadowsky, Steve](#)  
**Subject:** Cap Metro  
**Date:** Thursday, November 13, 2014 11:49:36 AM  
**Attachments:** [Peter Barlin.pdf](#)

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Steve per our conversation it is Cap metro's wish to move the building at 414 Waller street to Springdale and Bolm Road along the Giddings to Llano & Mogan. The property belongs to Peter Barlin there is currently a train depot at this location and we think it will be a great fit. I have attached photos of the area we wish the building to be moved.

Thanks

Vincent Sandoval  
Director, Real Estate &  
Right-of-Way  
512-369-6049

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