Zoning Public Hearing CITY OF AUSTIN RECOMMENDATION FOR COUNCIL ACTION

AGENDA ITEM NO.: Z-9 AGENDA DATE: Thu 04/01/2004

PAGE: 1 of 1

SUBJECT: C14H-04-0003 – Un-named Houses. Conduct a public hearing and approve an ordinance amending Chapter 25-2 of the Austin City Code by rezoning property locally known as 802, 804, and 806 West Lynn Street from multi-family residence moderate high density neighborhood plan (MF-4-NP) district to multi-family residence moderate high density-historic-neighborhood plan (MF-4-H-NP) combining district. Historic Landmark Commission Recommendation: To grant multi-family residence moderate high density historic neighborhood plan (MF-4-H-NP) combining district. Planning Commission Recommendation: Forwarded without recommendation. Applicant: Historic Landmark Commission. City Staff: Steve Sadowsky, Historic Preservation Office, Transportation, Planning and Sustainability Department, 974-6454.

REQUESTING Transportation, Planning **DIRECTOR'S**

DEPARTMENT: and Sustainability AUTHORIZATION: Austan Librach

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RCA Serial#: 4633 Date: 04/01/04 Original: Yes
Published: Fri 03/05/2004
Disposition: Postponed~THU 04/01/2004
Adjusted version published:

ZONING CHANGE REVIEW SHEET

CASE NUMBER: C14H-04-0003

H.L.C. DATE:

January 26, 2004

February 9, 2004

P.C. DATE:

February 24, 2004

March 9, 2004.

AREA: 8,237 square feet (North 125 feet of Lots 13 and 14, Block 3, Lauve's Subdivision)

APPLICANT: Historic Landmark Commission

AGENT: NA

HISTORIC NAME: Un-named houses

WATERSHED: Town Lake

ADDRESS OF PROPOSED ZONING CHANGE: 802, 804, and 806 West Lynn Street

ZONING FROM: MF-4-NP

ZONING TO: MF-4-H-NP

<u>SUMMARY STAFF RECOMMENDATION</u>: Staff does not recommend the proposed zoning change from multi-family residence moderate-high density neighborhood plan (MF-4-NP) district, to multi-family residence moderate-high density neighborhood plan — historic (MF-4-H-NP) combining district zoning.

HISTORIC LANDMARK COMMISSION ACTION: Recommended the proposed zoning change from multi-family residence moderate high density neighborhood plan (MF-4-NP) district to multi-family residence moderate-high density neighborhood plan - historic (MF-4-H-NP) combining district zoning. Vote: 5-2 (Hansen and West opposed; Bunton, Leary and Limbacher absent).

<u>PLANNING COMMISSION ACTION</u>: February 24, 2004: Continued to March 9, 2004 at the neighborhood association's request. March 9, 2004: No recommendation. Vote: 7-0-1 (Sullivan recused).

DEPARTMENT COMMENTS:

The three houses at 802, 804, and 806 West Lynn Street are listed in the Comprehensive Cultural Resources Survey (1984), but with no preservation priority ranking. The houses are also listed in the Historic Resources Survey done for the Old West Austin Neighborhood Plan as historic with 3-4 alterations (may or may not be designated historic).

CITY COUNCIL DATE: March 11, 2004

ACTION: Postponed to April 1, 2004 at

neighborhood's request.

April 1, 2004

ORDINANCE READINGS: 1ST

 2^{ND} 3^{RD}

ORDINANCE NUMBER:

CASE MANAGER: Steve Sadowsky

PHONE: 974-6454

NEIGHBORHOOD ORGANIZATION:

BASIS FOR RECOMMENDATION:

There are three small wood-frame houses on the property, all built ca. 1906. The houses are located on land originally owned by M.A. Lauve of Galveston, who subdivided a portion of the George W. Spear League in 1889 into Lauve's Addition to the city. Lauve sold the property in 1889 to a Mrs. Marie A. Farrell, who sold the property to George E. and Mamie Lee Scott in February, 1906. The Scotts sold the property to the Stacy-Robbins Company, owned in part by William Stacy, who was instrumental in developing Fairview Park in South Austin, in September, 1910. The Stacy-Robbins Company was apparently only a straw man for the transfer of the property to T.W. Gregory the same day. Deed records reveal that Gregory owned a large amount of property throughout the city. He owned these three houses until 1921, when he sold them to A.H. Reese. Reese passed away in October, 1947; he bequeathed the property to Mrs. Lela Mattingly, a widow, who was the executrix of the estate of Reese's wife Alice, who had died in 1941, and who also served as a trustee for Alma Reese, who appears to be the sole heir of Reese's estate, but who was of unsound mind. Mrs. Mattingly owned the property at least through 1960.

None of the owners of the property ever lived in any of the three houses. The house at 802 West Lynn Street was rented to employees of the Austin Electric Railway Company and the Austin Street Railway Company from 1906 to 1915, from 1917 to 1919, and from 1921 to 1923. Intervening renters included a nurse and a repairman. In the mid-1930s, and again in the mid-1940s, the house was rented by employees of the Texas Confederate Men's Home, which was located nearby, with intervening renters. The 1963 City Directory shows the house as vacant.

Similarly, the house at 804 West Lynn Street was rented by employees of both the street railway company and the Confederate Home. Between 1911 and 1913, the house was occupied by Tacitus Kennerly, a teamster at the Confederate Home; his widow Mary remained in the house until around 1917. Employees of the street railway company rented the house in the early 1920s, and again in the 1930s, with another employee of the Confederate Home listed as occupying the house in the 1927 City Directory. From the mid-1950s through 1963, the house is listed as vacant.

The house at 806 West Lynn differs from the other two houses in architectural style. The first known occupant of the house was an employee of the street railway company in 1906; other employees of the street railway company rented the house in the mid-1920s, and again in the early 1930s. The West Austin Methodist Church used the building as a meeting room in the mid-1940s, and it was listed as vacant from the mid-1950s through 1963.

All three houses appear to have had some architectural modifications. City building permit records indicate that Mrs. Mattingly commissioned remodels to the properties in 1960, but the nature of the construction is not specified. The houses at 802 and 804 appear to have modern porches. The house at 806 has a large modern addition on the back of the house.

Staff evaluated the houses for historic landmark designation and determined that they met Historic Landmark Designation Criteria 1, 6, and 7. The Historic Landmark Commission recommended historic zoning under these criteria as well as Criteria 3, 4, 12, and 13:

(1) Character, interest, or value as part of the development, heritage or cultural characteristics of the City of Austin, State of Texas, or the United States. (Staff)

These three houses were built as rental units for blue collar workers. A surprising number of employees of the street railway company rented all three of these houses in the early 20th century, but there is no indication that the street railway company owned this property or built these houses. They are all small, wood-frame houses, typical of housing for lower-income families.

At the Historic Landmark Commission hearing, the neighborhood association brought forth evidence that these houses may be railroad "section houses" as they appear similar to houses built by the Katy Railroad and the International and Great Northern Railroad to house railroad construction workers. Two people testified that they had heard from long-time residents (and Mrs. Mattingly, who inherited the houses) that they were railroad houses, but there is no documentation of their being railroad houses, their original location, or date of construction.

(3) Embodiment of distinguishing characteristics of an architectural type or specimen. (Historic Landmark Commission)

The three houses appear to fit the prototype for railroad "section houses" built by the Katy and I&GN Railroads around the turn of the 20th century.

- (4) Identification as the work of an architect or master builder whose individual work has influenced the development of the city. (Historic Landmark Commission)
 See No. 3 above.
- (6) Relationship to other distinctive buildings, sites or areas which are eligible for preservation according to a plan based on architectural, historical or cultural motif. (Staff) The houses are located in Old West Austin, and were identified in a historic structures survey of the neighborhood planning area, with the notation that they were historic with 3-4 alterations, and may or may not be designated historic.
- (7) Portrayal of the environment of a group of people in an area of history characterized by a distinctive architectural style. (Staff)

All three of these houses portray the housing stock for blue collar renters in the early 20th century. All three are small, simple wood-frame houses with minimal architectural ornamentation. The first known occupant of 802 West Lynn (1906) was a motorman for the street railway company. Other renters included employees of the Confederate Home, nurses, and repairmen. The house at 804 West Lynn was first occupied by a teamster at the Confederate Home; after his death, his widow remained in the house for several more years. Other renters included a mechanic at Benson Motor Company, trainmen for the Austin Street Railway Company, a repairman, and a carpenter. The first known occupant of 806 West Lynn was a motorman for the Austin Electric Railway. Other renters included a baker, a fireman, a nursery salesman, a barber, and a hotel laundry worker.

(12) A building or structure that because of its location has become of value to a neighborhood, community area, or the city. (Historic Landmark Commission)

The house is located in Old West Austin, which has a neighborhood plan stressing the preservation of historic buildings. The houses are located close to the Clarksville National Register District, and are similar in style and scale to older houses in the historic district. Members of the neighborhood association testified at the Historic Landmark Commission

hearing that the historic structures survey contained in their neighborhood plan was simply a "windshield" survey, with no information concerning the history of the buildings. When they came to learn that these houses may be railroad "section houses" they spoke of the importance of the houses to the neighborhood, tying together its residential and industrial past.

PARCEL NO.: 01090407060000 **DEED RECORD:** Docket No. 2003268483

<u>ANNUAL TAX ABATEMENT</u>: \$1,674 (total – all taxing authorities) – non-owner-occupied rate. City property tax exemption: \$441.

APPRAISED VALUE: \$264,153

PRESENT USE: Residential

CONSTRUCTION/DESCRIPTION: Three one-story frame houses. The houses at 802 and 804 West Lynn are identical L-plan houses with a small independent front porch on wood posts and 6:6 fenestration. The house at 806 West Lynn is a rectangular-plan hipped roof frame house, one room deep, with 4:4 fenestration.

CONDITION: Fair

PRESENT OWNERS

Muskin/Cummings Partnership, LLP 4601 Spicewood Springs Road, Building 4, Suite 100 Austin, Texas 78759

DATE BUILT: ca. 1906

<u>ALTERATIONS/ADDITIONS</u>: Modern porches on 802 and 804 West Lynn; possible replacement window in the north elevation of 804 West Lynn; modern rear additions to 806 West Lynn.

ORIGINAL OWNER(S): George E. and Mamie Lee Scott (1906)

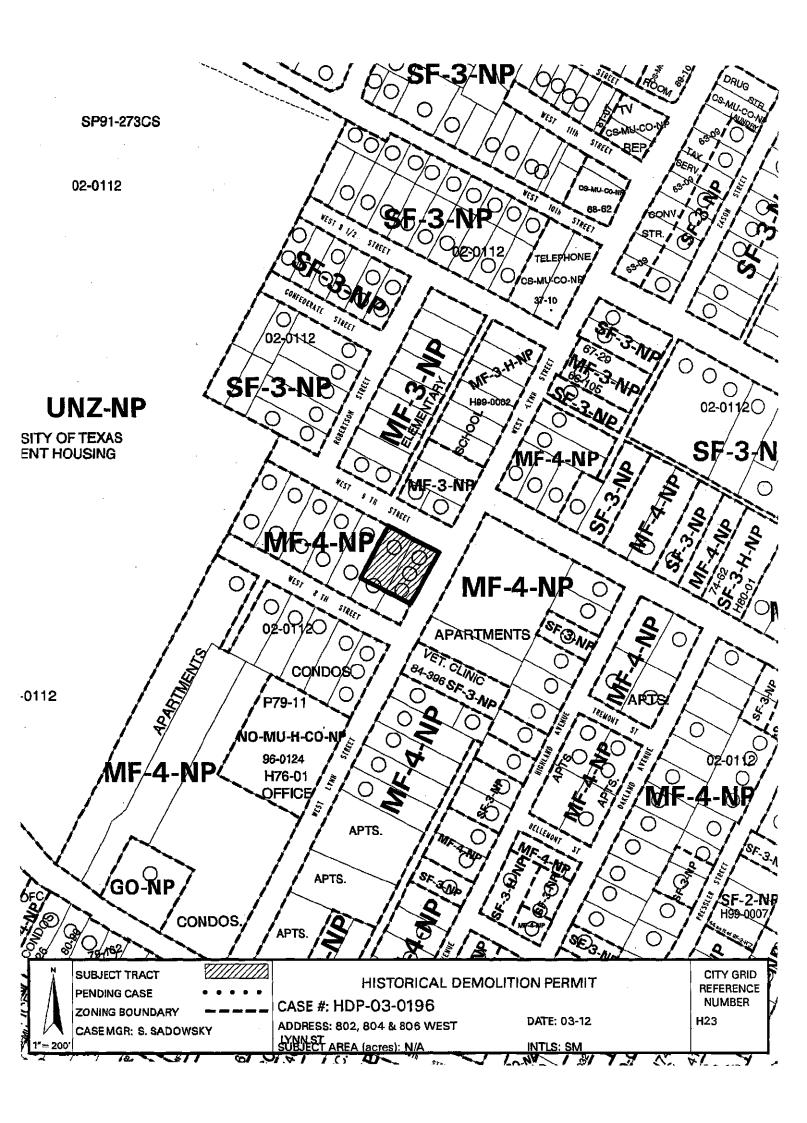
OTHER HISTORICAL DESIGNATIONS:

NATIONAL REGISTER: No

RECORDED TEXAS LANDMARK: No.

NATIONAL LANDMARK: No

LOCAL SURVEYS: Yes, the houses are listed in the Comprehensive Cultural Resources Survey (1984) but without preservation priority rankings.





February 17,2004

Mr. Steve Sadowsky Historic Preservation Office City of Austin P O Box 1088 Austin, Texas 78767

RE: 802, 804 & 806 West Lynn Street C14H-0-0003

Dear Mr. Sadowsky,

Please be advised that we strongly oppose the historic zoning of the above referenced property. Please pass this information along to the appropriate boards and commissioners.

Sincerely,

Alan Muskin, Managing Partner Muskin Cummins Partnership, L.L.P.

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នាយសម្រាស់អូមេរូបមានការសម្រើប្រសាស សហមាយ ជំនួន កម្មសម្រាស់ សម្បាលបានអូមេរូបបាន។ ប្រសាសពីសម្រាប់<mark>ម</mark>េស ប្រជាពី សំពេញ នៅការស សំពេញ បាន សំពេញ បានការបានក្រៀប ស្វាស់សេសសមាល់ ប្រសិទ្ធិសុខ សម្រាស់

FEBRUARY 9, 2004 802, 804, and 806 West Lynn Street

B. PUBLIC HEARING TO CONSIDER HISTORIC ZONING

1. IHZ-04-0002

802, 804, and 806 West Lynn Street

By: Historic Landmark Commission

City Staff: Steve Sadowsky, Historic Preservation Office, 974-6454

Mr. Steve Sadowsky, of the Historic Preservation Office, summarized the facts of the historic zoning case:

This case came before the Commission at its January 26, 2004 regular meeting, and was continued by the Commission to receive further information regarding the ownership history of the properties. The Old West Austin Neighborhood Association submitted their deed documentation to staff and the Commission. Staff reviewed the documents and informed the Commission that the neighborhood association's statement at the January 26, 2004 that these houses were owned by Ira Hobart Evans of the Austin Electric Railway Company must have been in error – the documentation submitted by the neighborhood association shows that people associated with the trolley company did own lots in Lauve's Addition, but not this particular parcel. Staff's deed research shows that the houses are located on the north 125 feet of Lots 13 and 14, and that this parcel was never owned by Evans or anyone else connected with the street railway company.

The earliest Sanborn map showing West Lynn Street is the 1922 map – all three houses as well as another house, no longer standing, are shown on the map. The houses at 802 and 804 West Lynn have small front porches. The porch at 802 remains the same; the porch at 804 has been removed. The house at 806 has a rear addition on the 1922 map; there have been more modern additions since that time.

Staff recommended release of the demolition permit for these structures. After researching the occupancy history, as well as the ownership history, Mr. Sadowsky stated that there is no definite connection between these houses and the street railway company. The ownership history of this property shows that these houses were maintained as rental units by private individuals. Although a number of street railway employees rented them, they were also rented by people who worked at the Confederate Home, just northwest of the these houses, by nurses, repairmen, and others not associated with the street railway company. With no clear history of these houses to show their original ownership, staff cannot recommend them for individual landmark designation.

Commissioner Laky asked staff to clarify whether the structures met criteria 1,6, 7 and 12 for local historic landmark designation.

Mr. Sadowsky responded affirmatively.

Commissioner Fowler asked staff if he had considered historic landmark designation criteria 13.

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FEBRUARY 9, 2004 802, 804, and 806 West Lynn Street

Mr. Sadowsky responded that he had not considered historic landmark designation criteria 13.

Commissioner Laky stated that each structure housed railroad and Confederate Home workers.

Mr. Sadowsky agreed that some tenants were employed by the railway company. However, he was not comfortable recommending historic zoning based on speculation that these are section houses when there has been no documentation discovered to prove that statement.

Commissioner Laky said that staff could not definitively say whether the houses were or were not constructed by the railway company. Rather, it could only be said that the railway company did not own the land on which these houses are located. Thus, there is a possibility that the land was leased by the railway company.

Mr. Sadowsky agreed there was a remote possibility that the houses were built by the railway company.

Commissioner Mather asked staff if the first tenant was a railway employee.

Mr. Sadowsky answered affirmatively.

Linda McNeilage, President of the Old West Austin Neighborhood Association, spoke in favor of historic zoning. She reminded the Commission of recommendations in the Old West Austin Neighborhood Plan and he neighborhood's pursuit of a National Register Historic District nomination. She refuted Mr. Bennett's statement at the last meeting regarding a neighborhood survey assessment of these houses. She clarified that the survey was just a windshield survey done from the street. She felt the houses were significant because they link the rail/industrial areas of the neighborhood with the residential area.

Commissioner Hansen asked staff to make a copy of the neighborhood plan and asked Ms. MacNeilage to read the sections that refer to the preservation of historic homes.

Robin Carter spoke in favor of historic zoning. She apologized for her erroneous research. She explained that she did not fully understand the chain of title. Therefore, the land that Ira Evans owned was across the street from these houses. However, she still believed that the structural similarity to the standard construction plans for the Missouri, Texas, and Kansas railroad section houses was evidence enough to indicate that these were likely built by a railway project.

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FEBRUARY 9, 2004 802, 804, and 806 West Lynn Street

Commissioner Rabago asked Ms. Carter to clarify the location of the property purchased by Ira Evans.

Ms. Carter stated that the land was located across the street from 802, 804, and 806 West Lynn.

Commissioner Hooper asked Ms. Carter if she had contacted the Austin Steam Train Association to inquire whether they had some background on this kind of residential development in town.

Ms. Carter stated that her information came from Dr. Robert Schoen who was a member of the Austin Steam Train Association. However, she pointed out that she did not speak with him directly.

Linda MacNeilage said that she spoke with Dr. Robert Schoen and he indicated that the houses were industrial quality section houses.

Commissioner Hooper asked if there were other section houses in the neighborhood or adjoining area.

Ms. Carter referred to a section house located on Manor Road being used as a church and the Houston & Texas Central Depot attached to Carmelo's Restaurant.

Commissioner Hooper asked Ms. Carter if she felt there was enough original fabric remaining to reflect a section-house.

Ms. Carter felt that the houses appear to be a unique set of structures.

Jan Wilson, a resident of the neighborhood, spoke in favor of historic zoning. She said that she was a neighbor of Mrs. Mattingly who owned these houses and she had referred to them as section houses.

Karen Thompson, author of <u>Images of America</u>, <u>Austin Texas</u>, spoke in favor of historic zoning. She presented excerpts from her mother's diaries. Her family lived in Austin in 1910 on 11th Street and her mother referred to these houses as railroad houses. She felt this part of Austin had been neglected and should be preserved.

Paula Cocke, resident of the neighborhood, spoke in favor of historic zoning. She stated that the oak trees on this site are irreplaceable.

Robert Floyd, an area architect, spoke in favor of historic zoning stating that the scale and materials of these houses appears to be consistent with section houses.

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FEBRUARY 9, 2004 802, 804, and 806 West Lynn Street

He felt that the loss of these houses would negatively affect the fabric of the neighborhood.

Laura Morrison, a resident of the neighborhood, spoke in favor of historic zoning. She explained that these houses represent the kind of houses that were lived in by the working class and implored the Commission to preserve the houses.

Kip Garth, a former resident of 806 West Lynn, spoke in favor of historic zoning. He shared his feeling that these houses are fixtures in the neighborhood that reflect a diminishing part of Austin's early visual history. He believes the houses meet 8 of the 13 historic landmark designation criteria.

Steve Colburn, Chair of Old West Austin Neighborhood Association Zoning Committee, spoke in favor of historic zoning. He stated that everyone agrees that the houses meet historic landmark designation criteria 1, 6, 7, and 12. He felt that they qualified under historic landmark designation criterion 3 because he feels these are section houses. He felt they qualified under criterion 9 for historic landmark designation because they are connected to the development of Austin. Finally, he believed that historic landmark designation criterion 13 was met because of the demonstration of support to save these houses. He would prefer, if there were no other option, for the houses to be moved rather then demolished.

Jim Bennett, on behalf of the property owner, spoke in opposition to historic zoning. He reminded the Commission that Ms. Carter's research, staff research, and the title company's search never showed that the houses were owned by the Austin Railway Company. He pointed out that they were occupied by many tenants in addition to railroad employees and felt that occupancy by a railroad company employee was not proof that the structures were station houses but rather proof that the houses were an economically viable place to live that was located in close proximity to the workplace. He restated that the neighborhood windshield survey had listed the properties as insignificant due to modifications. He explained that the architectural features were not unique and are common in Austin. So, he asked that the Commission make their decision based on the facts that have been presented.

Public Hearing Closed. West/Rabago

Commissioner Hooper asked staff if he had a chance to talk to anyone at the Austin Steam Train Association to discuss the significance of railroad housing in Austin. She wondered if there was railroad housing already designated in Austin.

Mr. Sadowsky stated that he had not heard from the Austin Steam Train Association and that there are no railway houses designated as landmarks in Austin.

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FEBRUARY 9, 2004 802, 804, and 806 West Lynn Street

Commissioner Fowler felt that by preserving only the grand houses of the upper class, they simplify the cultural landscape.

COMMISSION ACTION: FOWLER/RABAGO

MOTION: RECOMMEND HISTORIC ZONING BASED ON

CRITERIA 1, 3, 6, 7, 12 AND 13.

AYES: LAKY, MATHER, FOWLER, RABAGO, AND HOOPER

NAYS: WEST AND HANSEN

ABSENT: BUNTON, LEARY AND LIMBACHER

MOTION CARRIED BY A VOTE OF 5-2

JANUARY 26, 2004 802, 804, and 806 West Lynn Street

B. PUBLIC HEARING AND ACTION TO INITIATE A HISTORIC ZONING CASE OR TO GRANT AN APPLICATION FOR A DEMOLITION/RELOCATION PERMIT

2. IHZ-04-0002

802, 804, and 806 West Lynn Street

Initiation of Historic Zoning Case

By: Historic Landmark Commission

City Staff: Steve Sadowsky, Historic Preservation Office, 974-6454

Mr. Steve Sadowsky, of the Historic Preservation Office, summarized the facts of the historic zoning case: Three small frame houses located at 802, 804, and 806 West Lynn Street were built ca. 1906 and are in fair condition. Listed in the Comprehensive Cultural Resources Survey (1984), but without a preservation priority ranking, the structures are not located within a National Register Historic District. City building permit records indicate that the properties were remodeled in 1960, but the nature of the construction is not specified. The houses at 802 and 804 appear to have modern porches. The house at 806 has a large modern addition on the back of the house.

The houses are located on land originally owned by M.A. Lauve of Galveston, who subdivided a portion of the George W. Spear League in 1889 into Lauve's Addition to the city. Lauve sold the property in 1889 to a Mrs. Marie A. Farrell, who sold the property to George E. and Mamie Lee Scott in February, 1906. The Scotts sold the property to the Stacy-Robbins Company, owned in part by William Stacy, who was instrumental in developing Fairview Park in South Austin, in September, 1910. The Stacy-Robbins Company was apparently only a straw man for the transfer of the property to T.W. Gregory the same day. Deed records reveal that Gregory owned a large amount of property throughout the city. He owned these three houses until 1921, when he sold them to A.H. Reese. Reese passed away in October, 1947; he bequeathed the property to Mrs. Lela Mattingly, a widow, who was the executrix of the estate of Reese's wife Alice, who had died in 1941, and who also served as a trustee for Alma Reese, who appears to be the sole heir of Reese's estate, but who was of unsound mind. Mrs. Mattingly owned the property at least through 1960. None of the owners of the property ever lived in any of the three houses.

The house at 802 West Lynn Street was rented to employees of the Austin Electric Railway Company and the Austin Street Railway Company from 1906 to 1915, and from 1917 to 1919, and from 1921 to 1923. Intervening renters included a nurse and a repairman. In the mid-1930s, and again in the mid-1940s, the house was rented by employees of the Texas Confederate Men's Home, with intervening renters. The 1963 City Directory shows the house as vacant.

Similarly, the house at 804 West Lynn Street was rented by employees of both the Austin Street Railway

Company and the Confederate Home. Between 1911 and 1913, the house was occupied by Tacitus Kennerly, a

teamster at the Confederate Home; his widow Mary remained in the house until around 1917. Employees of the

Austin Street Railway Company rented the house in the early 1920s, and again in the 1930s, with another

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JANUARY 26, 2004 802, 804, and 806 West Lynn Street

not indicate railway company ownership. He therefore disputed that these houses were station houses, and were probably just rental houses that employees of the street railway company lived in. Additionally, he felt the structures do not warrant historic zoning because they are outside the Clarksville Historic District, the neighborhood's survey indicates that they are not historically significant, they have no unique or distinguishing features, they are in great disrepair, and the structures have had many alterations that have destroyed their architectural integrity.

Commissioner Laky asked to see Mr. Bennett's title search.

No one else spoke in opposition to historic zoning.

Steve Colburn explained that the neighborhood survey Mr. Bennett referred to was a cursory survey. He felt the information provided to the Commission supports a direct link with the Austin Railway Company. Mr. Colburn disputed Mr. Bennett's statement referring to the structures as blockhouses explaining that the structures are section-houses designed to a particular plan designed specifically for housing railway workers.

Robin Carter substantiated that each railroad company had a distinctive section house plan, which would help to determine ownership.

COMMISSION ACTION:

RABAGO/MATHER

MOTION:

CLOSE THE PUBLIC HEARING.

AYES:

HANSEN, BUNTON, LAKY, LEARY, LIMBACHER, MATHER,

FOWLER AND RABAGO

ABSENT:

HOOPER AND WEST

MOTION CARRIED BY A VOTE OF 8-0

Commissioner Laky asked for an opinion from staff.

Mr. Sadowsky said that he would like the opportunity to determine where his research and Ms. Carter's research diverged. He expressed his concern that Ms. Carter's record of occupancy differs from city directory research.

Commissioner Limbacher suggested that staff take time to further research the properties since there seemed to be some confusion regarding deed research.

Mr. Sadowsky agreed that it is in the best interest of everyone to determine where the research diverged. He stated that if these truly are section houses, his recommendation might change. However, he expressed concern regarding modifications made to the structures. He explained that the structures have lost integrity of materials

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JANUARY 26, 2004 802, 804, and 806 West Lynn Street

and design and should be truer to their original construction if they are to be considered for landmark designation.

Commissioner Laky questioned staff regarding time constraints for a recommendation on this case.

Mr. Sadowsky explained that the Commission is required to make a recommendation within 60 days of considering the initiation of a historic zoning case. Therefore, Mr. Sadowsky recommended holding a special meeting in order to meet that deadline.

Commissioner Limbacher asked staff whether time would be delayed if the applicant agreed to a postponement.

Mr. Sadowsky explained that if the applicant agreed to a postponement, he would waive the time for hearing.

Commissioner Limbacher asked Mr. Muskin if he would be agreeable to a postponement.

Mr. Muskin stated that he preferred that the Commission vote on the case and not delay the process any further.

Commissioner Laky asked Ms. Carter to explain her deed research.

Robin Carter explained that her research began at the clerk's office where she looked for early documentation that either the Electric Street Railway or the Rapid Transit Railway purchased property during this time. They did purchase property but there was vagueness as to what the parcels included. The piece that she presented shows that Major Ira Evans purchased lots 13 and 14 from the Lauve family. The Railroad Board of Directors Annual Report links people listed on these purchases to the railway company. She explained that is how she made her linkage.

Commissioner Rabago stated that Ms. Carter's research seems very extensive and credible and thanked her for her work.

Commissioner Bunton asked staff if 10 days would be enough to examine the research discrepancies.

Mr. Sadowsky said that 10 days would be enough time. He read a copy of a deed from Galveston County to the Commission demonstrating ownership from M.A Lauve to G.E. Scott. He pointed out that nowhere in the deed is there mention of Ms. Carter's purported property transfers.

Commissioner Laky asked about the timetable.

Mr. Sadowsky stated that the Commission has 60 days, or until February 15, to make their recommendation on historic zoning.

JANUARY 26, 2004 802, 804, and 806 West Lynn Street

Commissioner Fowler asked if Commissioner Laky was comfortable with the data.

Commissioner Laky said that she was not comfortable with the data.

Commissioner Fowler stated that he is comfortable with calling the structures "section houses" because he has been in so many section houses throughout his life. He would like to see the structures designated as landmarks.

Commissioner Limbacher expressed her concern regarding the validity of the deed information. She asked that staff further research the property.

Commissioner Fowler expressed his fear that the Commission's efforts could fail because of faulty data.

Commissioner Laky asked staff if he agrees with the proposal that these properties meet historic landmark designation criteria 3, 9, 11, and 13.

Mr. Sadowsky said he would agree that the structures qualify for historic landmark designation criteria 12. Commissioner Laky asked staff for a recommendation.

Mr. Sadowsky recommended postponement to further research the data.

Commissioner Laky asked if anyone had a motion.

COMMISSION ACTION:

LIMBACHER/LEARY

MOTION:

TO CONTINUE THE HEARING TO RECEIVE FURTHER

INFORMATION CONCERNING THE OWNERSHIP HISTORY OF 802,

804, AND 806 WEST LYNN STREET.

AYES:

HANSEN, LAKY, LEARY, LIMBACHER, MATHER, FOWLER,

BUNTON AND RABAGO

ABSENT:

HOOPER AND WEST

MOTION CARRIED BY A VOTE OF 8-0

After a discussion between staff, Mr. Bennett, representing the property owner, and the Commission, the Commission decided to hold a special meeting on Friday, February 6, 2004 at 6:00 p.m. in Room 325 of One Texas Center to receive further information and make a recommendation regarding historic zoning for these houses.



February 17,2004

Mr. Steve Sadowsky
Historic Preservation Office
City of Austin
P O Box 1088
Austin, Texas 78767

RE: 802, 804 & 806 West Lynn Street C14H-0-0003

Dear Mr. Sadowsky,

Please be advised that we strongly oppose the historic zoning of the above referenced property. Please pass this information along to the appropriate boards and commissioners.

Sincerely,

Alan Muskin, Managing Partner Muskin Cummins Partnership, L.L.P.

OWNERSHIP HISTORY

802-806 West Lynn Street

The North 125 Feet of Lots 13-14, Block 3, Lauve's Subdivision of a portion of the George W. Spear League

M.A. Lauve sold the property to Mrs. Marie A. Farrell on June 1, 1889.

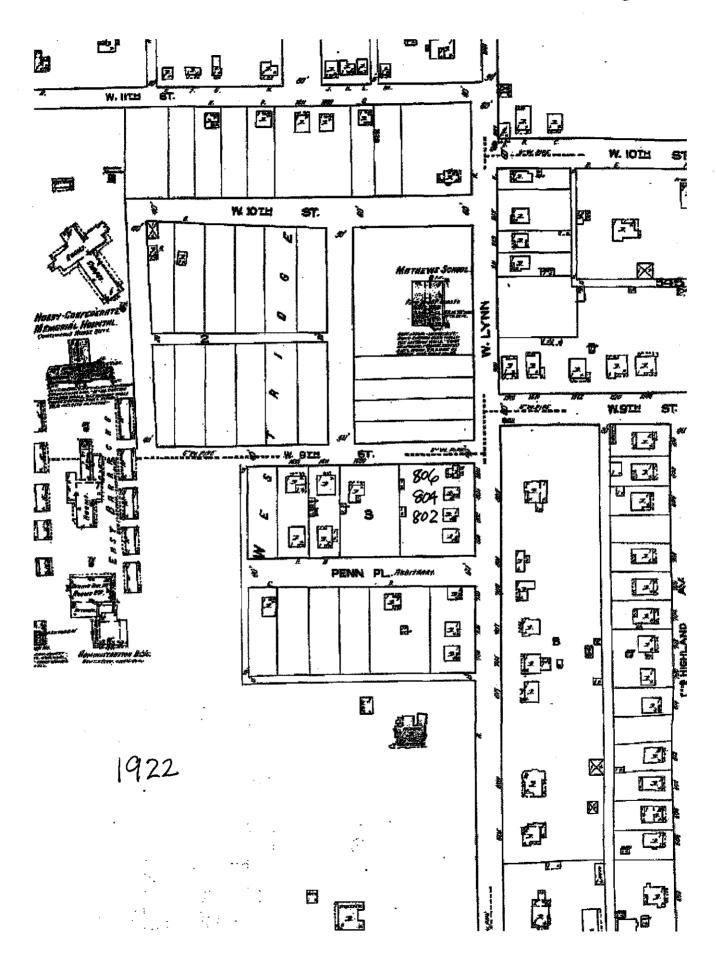
John A. and Marie A. Farrell sold the property to George E. and Mamie Lee Scott on February 21, 1906. (Volume 205, page 547, Travis County Deed Records).

George E. and Mamie Lee Scott sold the property to the Stacy-Robbins Company on September 15, 1910. (Volume 242, page 88, Travis County Deed Records).

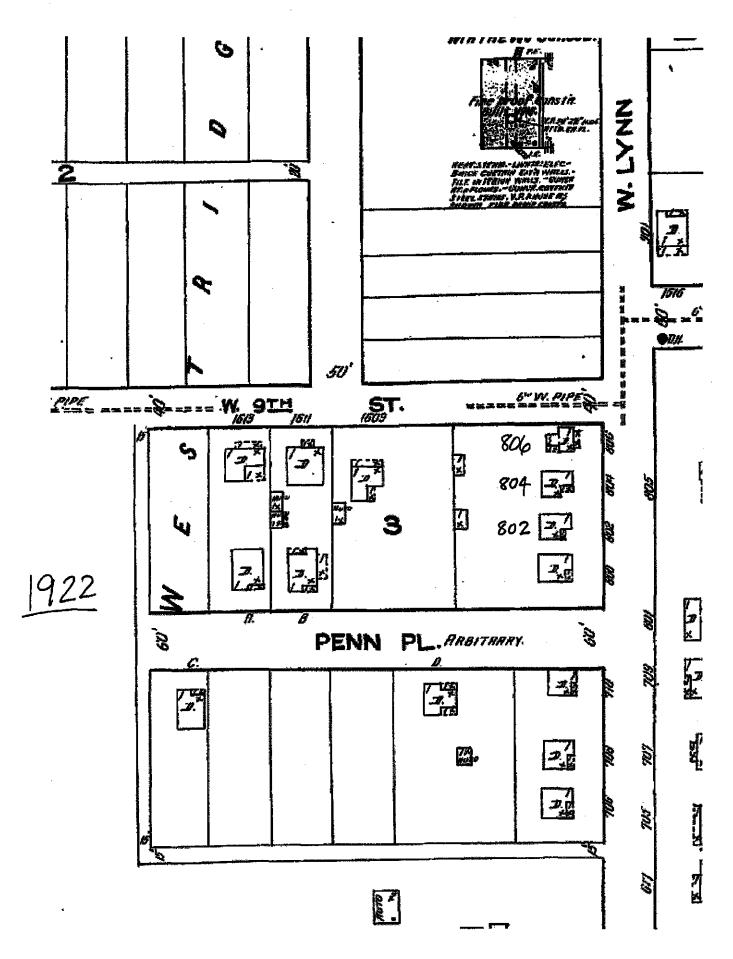
The Stacy-Robbins Company sold the property to T.W. Gregory on September 15, 1910. (Volume 242, page 87, Travis County Deed Records).

T.W. Gregory sold the property to A.H. Reese on Mary 24, 1921. (Volume 329, page 22, Travis County Deed Records).

A.H. Reese bequeathed the property to Lela May Mattingly, a widow, and the executrix of the Estate of Alice Reese (wife of A.H. Reese), who died October 29, 1941 upon the death of A.H. Reese on October 6, 1947. Mrs. Mattingly owned the property at least through 1960.

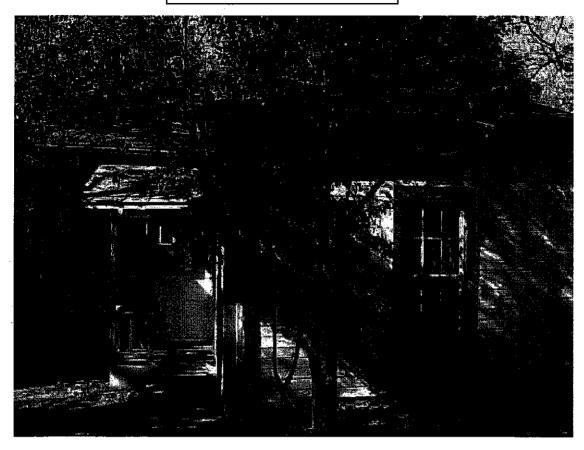


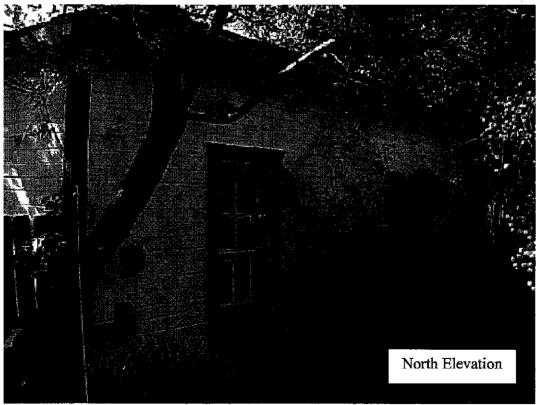
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http://www.austinlibrary.com:2109/sanborn/image/fetchimage?state=tx&re... 2/4/2004

802 WEST LYNN STREET





OCCUPANCY HISTORY 802 WEST LYNN STREET

From City Directories at the Austin History Center Prepared by Historic Preservation Office, December, 2003

1963	Vacant
1959	Mrs. Sulema A. Riojas (renter) No occupation listed
1955	Mrs. Sulema A. Riojas (renter) No occupation listed
1949	Abram L. and Nannie Twidwell (renters) No occupation listed
1944-45	Abram L. and Nannie Twidwell (renters) Supervisor, Texas Confederate Men's Home
1940	Mrs. Birdie Jenkins (renter) Widow, Albert; No occupation listed
1935	George W. and Gladys Varden (renters) Janitor, Confederate Home Also George W., Jr., and Joseph H. Varden, no occupations listed
1930-31	Robert and Mamie Maddox (renters) Engineer, State Highway Department
1927	Mrs. Mary A. Thompson (renter) Widow, Henry; No occupation listed
1924	Otto and Viola Eilers (renters) No occupation listed
1922	Albert L. and Julia Fishbeck (renters) Trainman, Austin Street Railway Company
1920	H. Irvin and Susie Sites (renters) Repairman
1918	Wiley G. and Mattie Henderson (renters) Trainman, Austin Street Railway Company
1916	Mrs. Martha E. Thrasher (renter) Widow, Thomas F.; Nurse

1914	John E. Alley (renter) Motorman, Austin Street Railway Company
1912-13	John E. Alley (renter) Motorman, Austin Street Railway Company
1910-11	John E. Alley (renter) Conductor, Austin Electric Railway
1909-10	Holland P. Jenkins (renter) Motorman, Austin Electric Railway
1906-07	John Loessin (renter) Motorman, Austin Electric Railway
1905	Address not listed.



804 WEST LYNN STREET

OCCUPANCY HISTORY 804 WEST LYNN STREET

From City Directories at the Austin History Center Prepared by Historic Preservation Office, December, 2003

1963	Vacant
1959	Vacant
1955	Vacant
1949	Edward L. and Nora Edwards (renters) Carpenter
1944-45	Edward L. and Nora Edwards (renters) Repairman
1940	Thomas and Norma Capehart (renters) Operator, Austin Street Railway Company
1935	Thomas J. and Norma Capehart (renters) Operator, Austin Street Railway Company
1930-31	Thomas J. and Norma Capehart (renters) Trainman, Austin Street Railway Company
1927	J. Phillip and Margaret Goettel (renters) Storekeeper, Confederate Home
1924	Isaac and Maggie Garner (renters) Trainman, Austin Street Railway Company
1922	R.E. and Mary Haynes (renters) Trainman, Austin Street Railway Company
1920	Eugene S. and Bird Hartkopf, Jr. (renters) Mechanic, Benson Motor Company
1918	Vacant
1916	Mrs. Mary E. Kennerly (renter) No occupation listed
1914	Mrs. Mary E. Kennerly (renter) No occupation listed
1912-13	Tacitus and Mary Kennerly (renters) Confederate Home

Also: John Kennerly, Railroad Police

1910-11 Tacitus and Mary Kennerly (renters)

Teamster, Confederate Home

Also: John Kennerly, Railroad Police

1909-10 Vacant

1906-07 J. T. Morgan (renter)

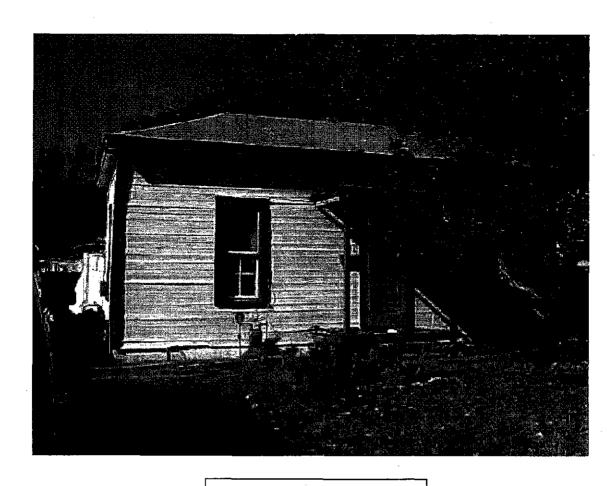
NOTE: J.T. Morgan is listed in the main section of the Directory as a motorman for the Austin Electric Railway, but his home is listed at

both 1402 and 1403 W. 5th Street, and not on West Lynn.

Also: John Brown (boarder)

Austin Electric Railway (no job title listed)

1905 Address not listed.



WEST LYNN STREET



OCCUPANCY HISTORY 806 WEST LYNN STREET

From City Directories at the Austin History Center Prepared by Historic Preservation Office, December, 2003

1963	Vacant
1959	Vacant
1955	Vacant
1949	Leo H. and Martha Ethridge (renters) Attendant
1944-45	West Austin Methodist Church meeting room
1940	Ernest and Winnie Tidwell (renters) Foreman, Brown Furniture Company
1935	W.A. and Lois Bowman (renters) W.A. had no occupation listed; Lois worked at the Austin Hotel Laundry
1930-31	Clarence L. and Margaret Tate (renters) Trainman, Austin Street Railway Company
1927	Walter L. and Mamie Ray (renters) Substitute Carrier, U.S. Post Office
1924	Walter L. and Mamie Ray (renters) Trainman, Austin Street Railway Company
1922	J.L. and Rosa Parise (renters) Engineer, Walker Refrigeration Company
1920	Vacant
1918	Vacant
1916	Vacant
1914	Dennie Tobin (renter) Barber, 2902 Guadalupe Street
1912 -13	George W. Webb (renter) Nursery Salesman

1910-11	Wallace F. McCoy (renters) Baker
1909-10	John Lowery (renter Fireman, T. B. Walker Manufacturing Company
1906-07	W.D. Craig (renter) Motorman, Austin Electric Railway
1905	Address not listed.

,

Mrs. Mattingly

806 West Lynn St.

96

14 & 13

3

Lauve Addition

Remodle & Repair Residence.

77209

8-18-60

30.00

McGee

STORAGE Sheet iron on roof -two rows of cedar sh shakes on front only paint front of bldg. To be used for storage only.

CITY OF AUSTIN HISTORIC RESOURCE SURVEY

TEXAS HISTORIC SITES INVENTORY FORM — TEXAS HISTORICAL COMMISSION (rev. 8-82)

1. CountyTravis	5. USGS Quad No. 3097-231 Site No. H-23-149 UTM Sector 6. Date: Factual Est. 1920 7. Architect/Builder
11. Present Condition	
13. Relation to Site: Moved Date	101M 1 M O.L.
DESIGNATIONS	PHOTO DATA
TNRIS NoOld THC Code	
NR File Name	to to
Tax Parcel # Original Owner PHYSICAL CONDITION: Good Fair Poor	•
Structure Grounds Neighborhood PRESERVATION INDEX:	
City Zoning Priority Research COMMENTS:	

(Photo)

CITY OF AUSTIN HISTORIC RESOURCE SURVEY

TEXAS HISTORIC SITES INVENTORY FORM — TEXAS HISTORICAL COMMISSION (rev. 8-82)

1. County	5. USGS Quad No. 3097-231 Site No. H-23-148 UTM Sector 6. Date: Factual Est. 1920 7. Architect/Builder Contractor 8. Style/Type 9. Original Use Present Use
11. Present Condition	or Original Site (describe)
14. Bibliography	15. Informant
DESIGNATIONS	PHOTO DATA
TNRIS No. Old THC Code	### Stides Stides
Tax Parcel # Original Owner PHYSICAL CONDITION: Good Fair Poor Structure Grounds Neighborhood PRESERVATION INDEX: City Zoning Priority Research	
COMMENTS:	

(Photo)

CITY OF AUSTIN HISTORIC RESOURCE SURVEY

TEXAS HISTORIC SITES INVENTORY FORM — TEXAS HISTORICAL COMMISSION (rev. 8-82)

1. County Travis TRA City/Rural Austin AU						_ Site No.	н-23-147
2. Name	6. Date: Fa					Ent	1905
Address 806 West Lynn	7. Architec					=81	1905
AudiessOOO WEST LYIII							
3. Owner	8. Style/Ty						
Address	9. Original	•					
4. Block/Lot	_						
10. Description 1 story frame residence							
					 .		
11. Present Condition					<u> </u>		
12. Significance						,	
						 	
13. Relation to Site: Moved Date or	r Original Site	(describe	=}				
44 But	45 1-6				·		
14. Bibliography	15. informa 16. Record		 .			Data Jai	n-Mar 84
	io, Record	lei				. Date <u>- Ser</u>	
DESIGNATIONS		•		PHOTO	DAIA		
TNRIS NoOld THC Code	B&W 4x5s	_			_ Slides		
☐ RTHL ☐ HABS (no.) TEX	35mm Negs) .					
NR: Individual I Historic District	YEAR	DRWR	ROLL	FRME		ROLL	FRME
☐ Thematic ☐ Multiple-Resource			18	13	to	ļ	
NR File Name					to		
Other	<u> </u>			·	to		
Tax Parcel #		A	RCHITE	CTURAL S	IGNIFICA	ANCE:	
Original Owner		c	utstandir	·g		Excellent	
			Significa	nt	_ Co	ntributory	<u> </u>
PHYSICAL CONDITION:							
Good Fair Poor Structure							
Grounds							
Neighborhood	٠						
PRESERVATION INDEX:							
—— City Zoning							
Priority Research							
COMMENTS:							

(Photo)

PATMAN & OSBORN

ATTORNEYS AT LAW 515 CONGRESS AVENUE, SUITE 1704 AUSTIN, TEXAS 78701 512/476-3529

FACSIMILE: 512/476-8310 ELMER F PATHAN (1907-1987)

March 8, 2004

Mayor Will Wynn City Council Members

ANA MARIA MARSLAND GRIFFITH

PHILIP F. PATMAN

WILLIAM 5. OSBORN

Re:

Application to Approve Historic Zoning

802, 804 & 806 West Lynn Street

Austin, Texas

Dear Mayor Wynn and Council Members,

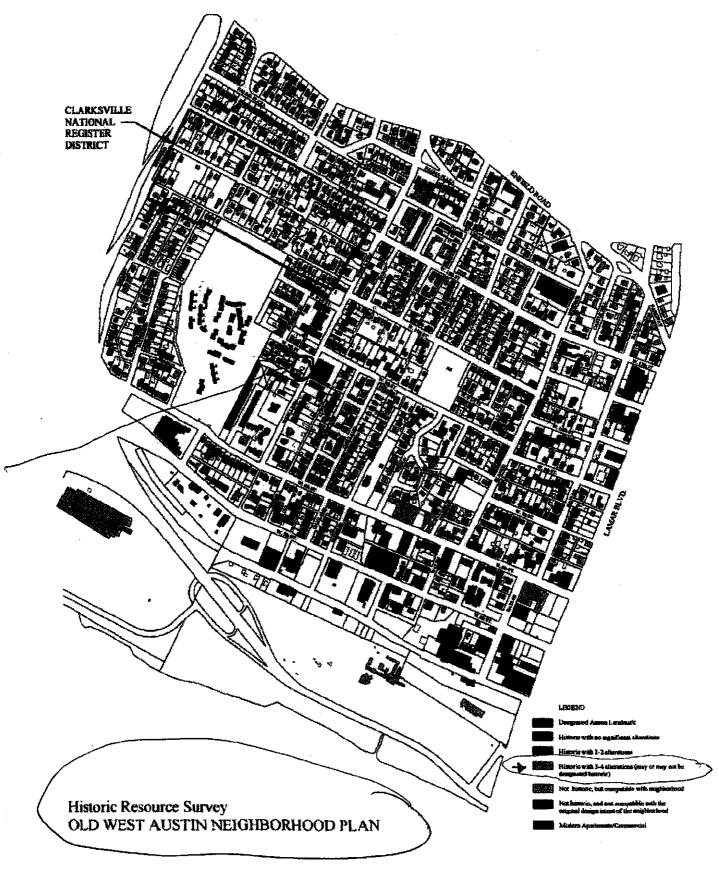
The Landmark Commission has recommended historic zoning for three small wood frame houses at the captioned addresses. Research by the Old West Austin Neighborhood Association has yielded evidence that the homes were originally used as bunkhouses and a section house for employees of the Austin Electric Street Railway Company. This usage has been documented based on information in the 1906 city directory naming that company as employer of the residents. Circumstantial evidence suggests that the homes were used for that purpose in earlier years, but at that time they were outside of the city limits and therefore the city directory did not identify the occupation of residents.

In the middle 1980s I purchased from the Santa Fe railroad its freight depot at San Saba and moved it to Austin, locating it on Highway 290 about three miles west of the "Y" in Oak Hill. Subsequently I purchased several other smaller outbuildings from the company's different stations and moved them there as well. I am at work on a history of the Santa Fe in Texas, for which purpose I have amassed a collection of about 2000 photographic images of its structures across the state. One chapter of my work was published as an article in the January 2002 issue of the Southwestern Historical Quarterly: "Curtains for Jim Crow; Law, Race and the Texas Railroads."

At the turn of the 20th century almost every railroad company in the nation furnished company housing to its employees. I attach a copy of the Santa Fe's building record for San Saba, indicating the presence there of a section house (for the section crew foreman) and a bunkhouse (slightly smaller, for the crew members). At the dawn of the 20th century, the three houses subject of the pending application in this respect were the physical manifestation of a then-common paternalistic practice of railway corporations. And so far as we know, they were the only such examples of industrial worker housing from that era in our neighborhood, and for such reason are unique. The railway companies clustered this sort of housing, and home size was a clear statement of employee hierarchy – the boss had the biggest house. Fragmentation of the cluster would diminish the historical significance indicated by their relationship. Please help us preserve this rare example of a time when the corner of 6th and West Lynn was the "end of the line" for the streetcar route to the edge of town!

espectivily submitted

nam Osbor





MEMO

Date: 1/21/04

To: Steve Sadowsky From: Alan Muskin

RE: 802, 804, & 806 West Lynn

Steve,

Below please find reasons why we feel strongly our properties should not be zoned historic and our demolition permit released:

- 1) Our deed/title search indicated property was not built by, or ever owned by, Austin Street & Rail Co., or any railroad entity!
- 2) Our property is outside the Clarksville Historic District.
- 3) The neighborhood's <u>own</u> survey put considerably less importance in the Historical nature of our property compared to the majority of the properties in the neighborhood. (See Attached).
- 4) The properties have no unique or distinguishing architectural features.
- 5) The properties are greatly in disrepair (See Photos) 804 is currently condemned.
- 6) Our proposed development is more in line with surrounding scale of properties than current use (see photos).
- 7) Our research has shown nobody historically significant either designed, built or lived on those premises.
- 8) Numerous additions and alterations have been made to the original structures that destroy any architectural integrity that may have existed.

Thanks for your consideration. Please forward copies to commission members prior to our hearing.

Clan Museum

Alan Muskin

La Bonte, Lei Lonnie

From: Lotus [lotus@bga.com]

Sent: Wednesday, February 04, 2004 11:31 AM

To: leilonnie.labonte@ci.austin.tx.us; Lotus@bga.com

Subject: Rail House Info. for Landmark Commission

802, 804 & 806 West Lynn

Though the golden age of locomotion has long since come and gone, it's important to remember that many towns, and a good many cities, in Texas, owe their very existence to the railroads. As tracks and freighting routes were built in the 1870's, 1880's and '90's, simple dwellings were also built, to house the labor for this enormous undertaking. Once the routes were established, it became clear that there need be way stations at intervals across the vast expanses of territory, in the event breakdowns occurred and repairs were needed. As part of the company plan, skilled mechanics, tracksmen and conductors were situated along these midpoints, between major destinations, in these company-made section houses.

In fact, numerous Texas towns were started with a section house, Perico and Roundtop, for example, as the families of railroad workers, joined them and development of community facilities occurred. New Braunfels has a beautiful I & G N depot, lovingly maintained as a rail museum. San Marcos, too, has a guardhouse tower at the interchange of the Missouri Pacific and M-K-T Lines. In Austin, the oldest depot and stage coach landing in Texas still sits on 5th Street beside Carmelo's restaurant; an old I & G N Line roundhouse freight station is currently a church on Manor Rd., and an I & G N station rescued from McNeil, has long been the neighborhood home of Donn's Depot pub on West Lynn.

And in this vicinity, near the existing railroad station and Mo-Pac throughway, we find these three houses at 802, 804 and 806 West Lynn. On a parcel of land that was once the outskirts of town, on land across the street from a large area of land bought for the I & G N Railroad by Ira H. Evans from the Lauves in 1890. Since the Lauve family only briefly owned the land, it's quite possible that the location of these houses was leased in earlier years from the Spears League, that the houses were built during a larger I & G N rail construction project around the time the company reached Austin in 1876. In 1880, that company was contracted to build from Austin to San Antonio, and the M-K-T, or Katy Line, leased the use of the new route and developed its stations in Austin.

While it is clear that these structures are "1st generation" section and bunk houses, the only available reference for them comes in the form of the railroad companies standard plans. The houses at 802, 804 and 806 West Lynn compare quite closely to the 1915 M-K-T standard plans for company built section houses, in placement on the lot, in proportional dimensions, and in the use of specified materials and construction methods. While almost every railroad structure of that era was intended, first and foremost, to be modest and efficient, to serve the greater purpose of creating a rail network between communities, there is no reason that they should be perceived as less significant as landmarks of Austin and Texas history. While the research on them is incomplete, or inconclusive, their demolition would be as serious a loss to the Old West Austin neighborhood as was the destruction of the Confederate Home. While Texas is a state of enormous pride, it's a shame if some citizens take more pride in the size of their personal profit margin rather than in the forces that shaped the character of the City of Austin.

OWANA Research Project – 802, 804 & 806 West Lynn Street Chain of Title Information:

1889 (Jun 6) Lauve, M. A. Subdivision (Subdivision of Lots 8 and part of 7 from 252 acre tract out of Southeast corner of the G.W. Spear League)
Subdivision comprising Block 1 (Lots 1-10), Block 2 (Lots 9-20 and 220' x 420' area on east side of block), Block 3 (Lots 1-14)
[Plat Maps Vol. 1, pg. 56]
See Plat Map Attached

▶Lot 7 (**Block** 3)

- M. A. Lauve → M. A. Farrell (lots 13 and 14 out lot 7 re-subdivision)

 Lot #'s 13 & 14, Block 3; Lots being 60' x 175';

 Part of Lauve subdivision of Lots 8 and part of 7 in 252 acre tract carved out of the Southeast corner of the G. W. Spear League...

 What would eventually become 806 West Lynn Street (after selling southern portion of lots 13 and 14 on 12/26/1891 to John D. Riley Cash and promissory notes fulfilled terms of conveyance

 [Deed Records Vol. 86, pg. 378]

 See Plat Map Area outlined in red
- 1892 (May) Wheeler, R. G. (Guardian of Lauve Minors) → M. A. Farrell Instrument: Release (regarding promissory notes)
 [Deed Records Vol. 105, pg. 151]
- 1891 (Dec 26) John and M. A. Farrell → John D. Riley
 Parcel 50' x 120' in dimension
 'Fifty feet off the south end of lots 13 and 14, block 3 of Lauve
 Subdivision, part of Lot 7'
 [Deed Recs, Vol. 97, p. 542-43]
 See Plat Map Area outlined in brown dashes (inside red area)
- 1906 (?)

 N. O. & L. L. Lauve → E. M. McCarthy & Co.
 Lot #'s 1-12 (?), Block 3 (of Lot 7 in Lauve Subdivision)
 [Deed Records Vol. 192, p. 427-29]
 See Plat Map Area outlined in yellow
- 1906 (Jun 6) N.O. and L. L. Lauve → H. N. Staples and Annie Staples
 Lot 11, Block 3 (of Lot 7 in Lauve Subdivision)
 [Deed Records Vol. 209, p. 292]
 See Plat Map Area outlined in yellow dashes (within yellow area)
 *Note: The nature and timing of this conveyance is still unclear

►Lot 8 (Blocks 1 and 2)

1889 (Jun 1) M. A. Lauve → F. J. Henricks

Lots 1 and 2 in Block 1 (of Lot 8, Lauve Subdivision)
[Deed Records Vol. 86, p. 388]
See Plat Map – Area outlined in green

- 1889 (Jun 6) M. A. Lauve → George W. Patterson
 Deed; Promissory note
 [Deed Records Vol. 86, p. 374]
 Area 220' x 60' in block 2 (of Lot 8, Lauve Subdivision)
- 1890 (Dec 5) M. A. Lauve → Ira. H. Evans
 Instrument: Deed
 Lot #8 (less lots 1 & 2, block 1, owned by F. J. Henricks and
 With promissory notes totaling \$5000.00
 Patterson promissory note to M. A. Lauve paid...
 [Deed Records Vol. 93, p. 298]
 See Plat Map Area outlined in blue
- 1890 (Dec 5) M. A. Lauve → Ira H. Evans
 Instrument: Release (in fulfillment of original terms of purchase)
 [Deed Records Vol. 100, p. 194]
- 1890 (May 4) George W. Patterson → Ira H. Evans

 Area 220' x 60' in Block 2, along East edge of block 2 and fronting onto

 West Lynn; Lauve Subdivision Lot 8

 [Deed Records Vol. 97, p. 35]
- 1890 (Dec 5) Ira H. Evans → E. P. Wilmot and W. L. Gilfillan
 Block 1 and 2, out of Lauve subdivision, lot 8
 AND
 Area 220' x 60' in Block 2, Lauve Subdivision Lot 8
 LESS Lots 1 and 2, Block 1; Sold to F. J. Henricks (6/1/1889)
 [Deed Records Vol. 100, p. 220]
 See Plat Map Area outlined blue
- 1891 (Feb 21) E. P. Wilmot & W. L. → J. L. Dunn

 Lot 8 comprising 10 + 56/100 acres of Lauve subdivision

 Included all lots in blocks 1 and 2 of said lot 8 excepting lot numbers 1

 and 2 in Block 1 which were conveyed by M. A. Lauve to Mrs. F. J.

 Henricks, June 1, 1889 (See Deed records Vol. 86, p. 388).

 Also included was a parcel 220' x 60' in dimension, in block 2, conveyed to Ira H. Evans from George W. Patterson (and wife) on May 4, 1890 (Deed Recs Vol. 97, p. 35). Patterson had originally purchased the property from M. A. Lauve on June 6, 1889 (Deed Records Vol. 86, p. 374). See Plat Map Area outlined in blue

(North 125 ft) 120x125 ft of lots 13 + 14, Block 3 of TX Lauve Subdivision

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Austin,	
Street, /	
Lynn S	Title:
Vest I	of
V 90	hair

Grantor	Grantee	Instr.	Vol/Pg	Date of Inst.	Notes/Comments
G. W. Spear League	Lauve, Mrs. Marie Amelia	Deed	. 26/1	May 1889	Block 3, Lot No. 8 and part of 7; Subdivision of original G. W. Spear League; 252 acres
	A	40000	4067464	7000	Lot #s 13 & 14 in Block 3 in Subdivision of Lot #s 8 & part of 7 (9?) in orig. subdivistion of
R.G. Wileelel, Guardial Of Lauve Millors	י מומן (אומומ).	200000		7001 April 100 A	Parcel 50' x 120' in dimension Fifty feet off the south end of lots 13 and 14,
Farrell, Jno. A. (and wife, M. A. Farrell)	John D. Kitey	Deed	97/542	Dec 1891	block 3 of Lauve subdivision (lot /)
Farrell, J.A.	George E. Scott	Deed	205/547	Feb 1906	Block 3; 13, 14 Sub. G.W. Spear Lg.; 252 acretract; Orig. purchased from N. O. & L.L. Lauve
Scott, George E. and wife, Marnie LeeScott	Stacy Robbins Co.	peed	242/87-89	Aug 1910	Witnessed & signed by William H. Stacy, president of Stacy-Robbins Co.
Stacy Robbins Company	T. W. Gregory	Deed	242/87	Sep 1910	The Stacy Robbins Co., also referred to as the Stacy-Robbins Covert Company was an investment and real estate company in 1910
City of Austin	Claude Mattingly, Jr. & wife, Lela Mae Mattingly	Deed	3617/2071	Jan 1969	Lot PT. 13-14 Lauve Add'n
Claude Mattingly, Jr. & wife, Lela Mae Mattingly	Vodicka, Edward M.	Deed	12017/1770	Sep 1993	
Vodika, Edward M.	Sigel, Lili	Deed	1271/00696 Jun 1996	Jun 1996	Lauve's Subdivision; 120x125 ft. of lots 13 +14, Block 3, Vol. 1, Pg. 56 of Plat Rec's
Sigel, Lili	Muskin/Cummings Partnership, L	Deed		Jan 2003	

Timelines/Specific Topics/Persons, etc...

Ira Hobart Evans (1844-1922)

- 1872 -- Evans employed as the General Manager of Texas Land Company of Houston
- 1873-1874 -- He also served as Secretary of the Houston and Great Northern Railroad Company (which later merged into the International-Great Northern Railroad Company)
- 1875-1908 -- Was Director of the Houston and Great Northern Railroad
- 1880-1906 -- Served as President of New York and Texas Land Company Ltd. and as
- 1902-1903 -- President and Director of the Austin Electric Railway Company

"Major Ira H. Evans, receiver for the Austin Rapid Transit Ry. Co., has returned from the north. He at once took steps looking to the operation of the streetcar lines. ... The entire matter of purchasing a new steam plant to operate the road has to be referred to the federal court, because the road is in the hands of a federal receiver." (Austin Daily Statesman, October 10, 1899)

International & Great Northern Railroad

- 1866 Houston and Great Northern RR Co. chartered
- 1870 International RR Co. chartered
- 1873 International and Great Northern RR Co. (I & GN RR Co.) formed from consolidation of the International RR Co. and the Houston and Great Northern RR Co.
- 1876 I & GN RR Co. line reaches Austin
- 1880 I & GN acquired by George J. Gould (owner of Missouri-Kansas & Texas RR Co.) in foreclosure
- 1881 I & GN leased to Missouri, Kansas and Texas RR Co.
- 1888 Lease with Missour, Kansas and Texas RR Co. canceled, I & GN RR Co. operated by own organization again (still owned by J. Gould)
- 1911 Enters receivership, reorganized as I & GN RR Co.
- 1922 Sold in foreclosure and new organization chartered under name International-Great Northern RR Co. (up to this pointoperated independently but as part of system of railroad properties held by J. Gould Missouri Pacific RR Co., Texas and Pacific Railway Co. and I & GN RR Co./I-GN RR Co.)
- 1920s Gould no longer controlling interest in RR companies
- 1924 I-GN RR Co. purchased by the New Orleans, Texas and Mexico Railway Co.
- 1925 Missouri Pacific RR Co. purchased the New Orleans, Texas and Mexico Railway Co. (and consequently the I-GN RR Co.) but I-GN continues to run independently
- 1956 I-GN RR Co. officially merged into newly re-organized Missouri Pacific RR Co.

Austin Dam and Suburban Railway

- 1891 City of Austin builds 4.75 miles of RR from city to Austin Dam
- 1895 Austin Dam & Suburban Railway Co. purchased line from City
- 1899 Constructed 1.5 miles of additional track
- 1956 Austin Dam & Suburban Railroad Co. and parent company, International-Great

Northern RR Co., merged into the Missouri Pacific Railroad Co.

Railroad/Railway Companies relevant to Austin, TX:

- ➤ Austin City Railway Co. (1875-1890)
- ➤ Austin Rapid Transit Co. (1890-1902)
- ➤ Austin Electric Railway Co. (1902-1911)
- >Austin Street Railway Co. (1911-1940)
- >Austin Dam and Suburban Railway Co. (owned by I & GN RR Co. as of at least 1911)
- >Austin and Northwestern Railroad Co.
- >Houston and Texas Central Railway
- ➤International & Great Northern Railroad Co. (Chartered 1873; sold 1922)
- ➤ International-Great Northern Railroad Co. (Chartered 1922; Becomes part of the Missouri Pacific Lines in 1925 but continued to be operated separately)
- Missouri Pacific Railroad Co. (1956; merged the International-Great Northern)
- >Katy Line/Missouri-Kansas-Texas Railroad (Reaches Austin 1904)
- ► Austin City Railroad

General Timeline:

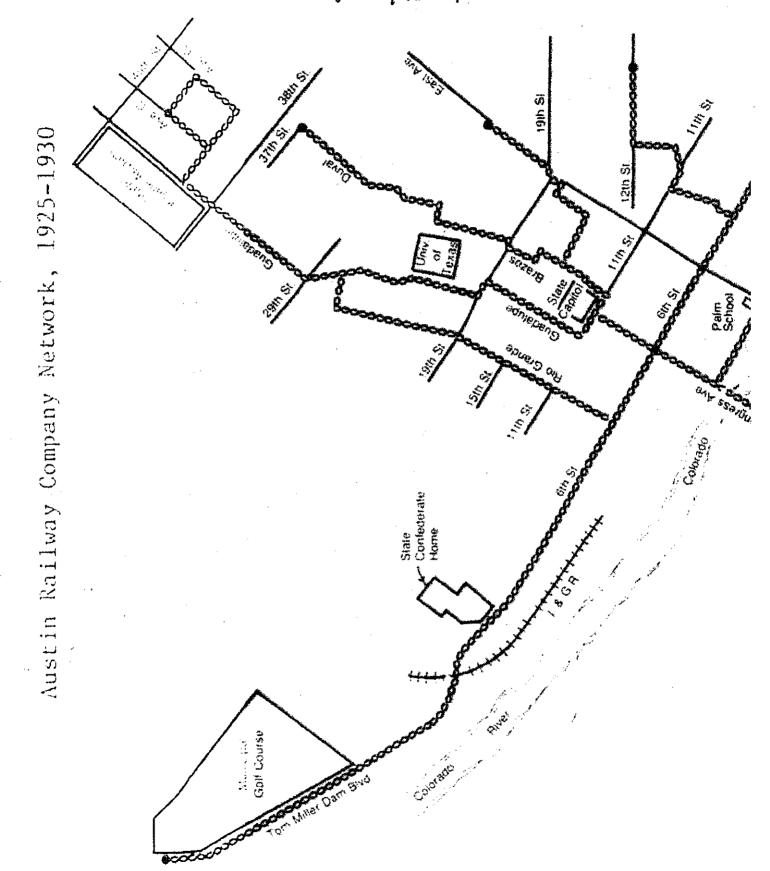
- 1870 Union Pacific Railway, Southern Branch becomes the Katy Line (Missouri-Kansas & Texas Railway)
- 1872 (Dec) Katy Line becomes first railroad to cross the border into Texas
- 1875 Austin City Railway Co. (Mule-driven streetcar co.)
- 1890 Katy Line (to Hillsboro) connects main line south to Austin & San Antonio
- 1890 Austin Rapid Transit Co. (Monroe Shipe original manager)
- -1902
- 1891 (Feb 26) First Streetcars of Austin Rapid Transit Co. begin to run
 - (May 9) Barn housing mules for mule-driven streetcars destroyed in fire Located at 26th and Nueces; 30 mules dead, 16 cars destroyed
 - (May/Jun) Austin City Railway Co. and Austin Rapid Transit Co. merge
 - City of Austin builds railway from city to Austin Dam (est. 4.75 mi.)
 - Monroe M. Shipe resigns from Austin Rapid Transit Railway Co. (Dec);
 Succeeded by John K. Urie
- 1893 Austin Dam built (?)
- 1895 Austin Dam and Suburban Railway Co. chartered (July 16), purchased from City for \$43,500.00; electrified; Service provided by International & Great Northern Railroad Co.
- 1896 John K. Urie succeeded by Frank E. Scoville as mgr of Rapid Transit R'way Co.
- 1900 Destruction of Austin Dam by flood
- 1902 Rapid Transit Railway Co. sold at public auction (May 6)
 - Austin Electric Railway Co. (AERC) chartered (May 29) and takes over operation of City's rapid transit system (absorbs old company, Rapid Transit R'way Co.)
 - Austin Dam & Suburban Railway Co. sold at foreclosure to J. Gould
- 1904 Katy Line reaches Austin City Limits
- 1906 First city directory listing for 802, 804, 806 residences

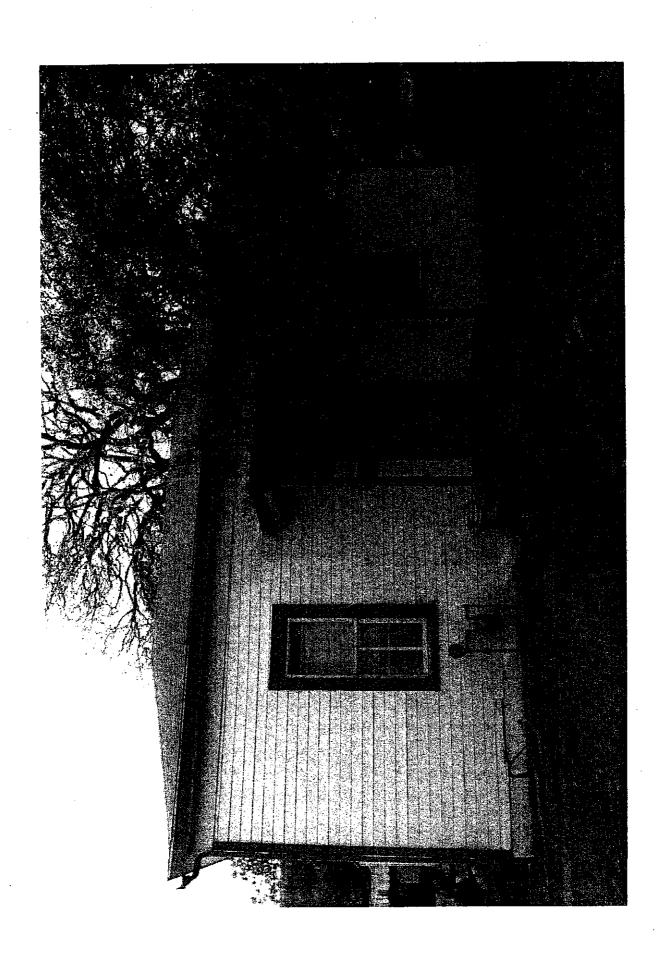
Source [Secondary]:

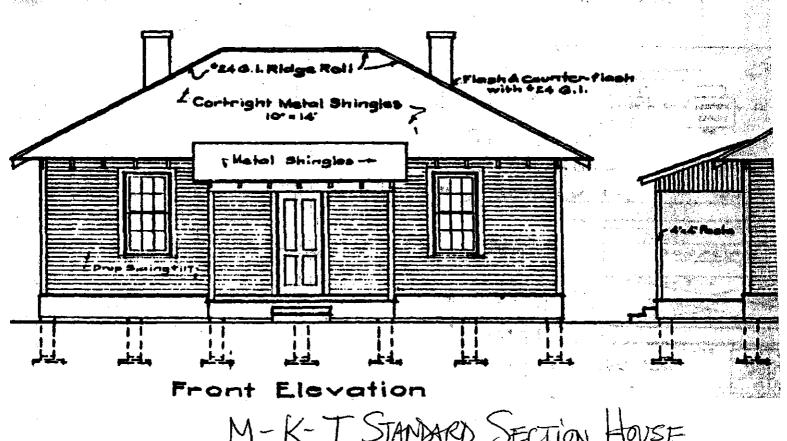
CITY OF AUSTIN I LANNING TRUJECT; REPORT NO.3

BLUNT, JOHN AND CHRISTOPHER FRYE, AND BRETT WALKER

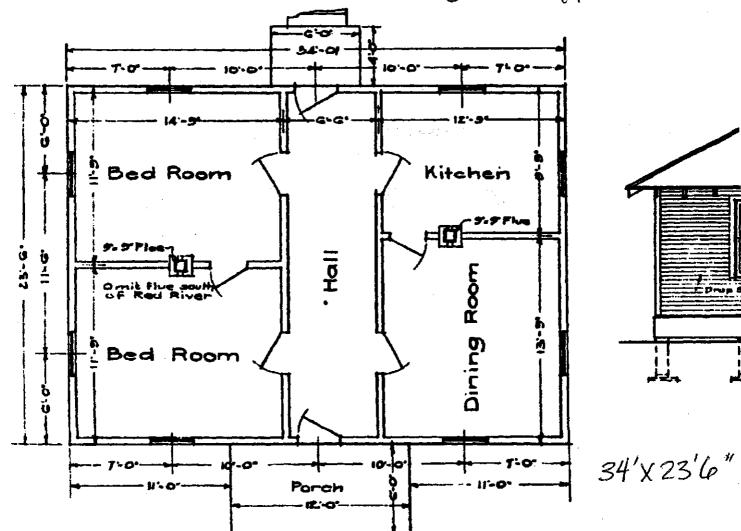
http://www.ar. utexas.edu/Courses/PARMENTER/gis/Spring/ austin/imagedocs/railmap.htm

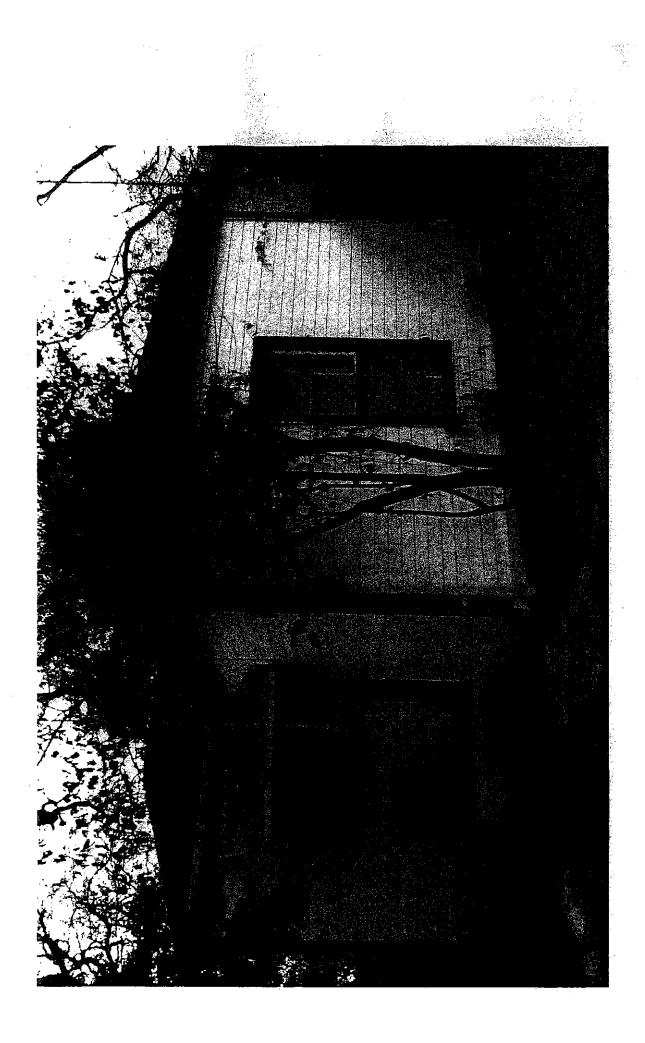


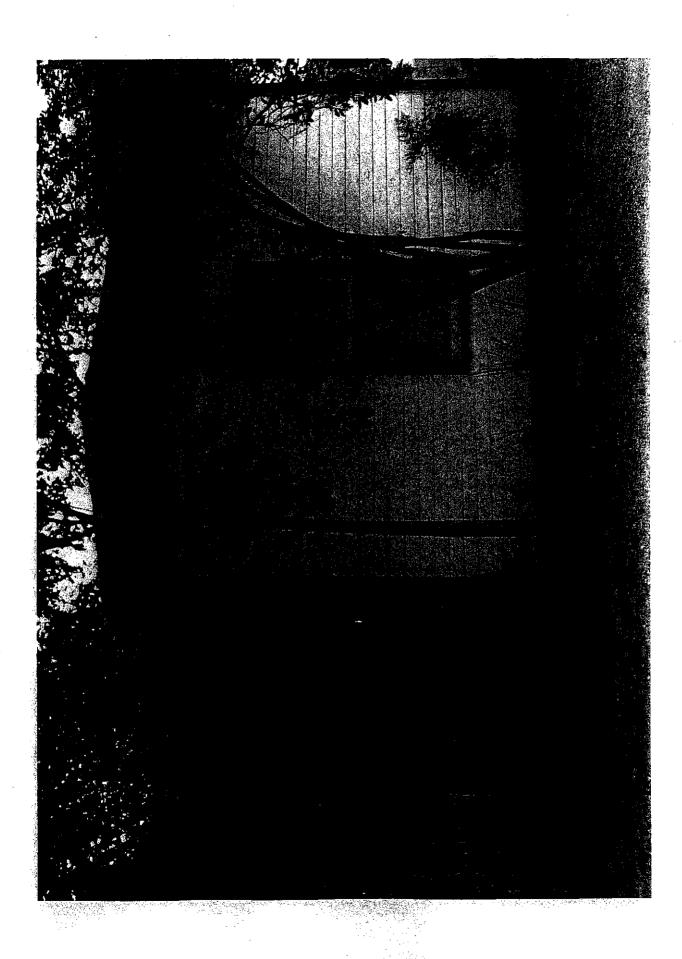


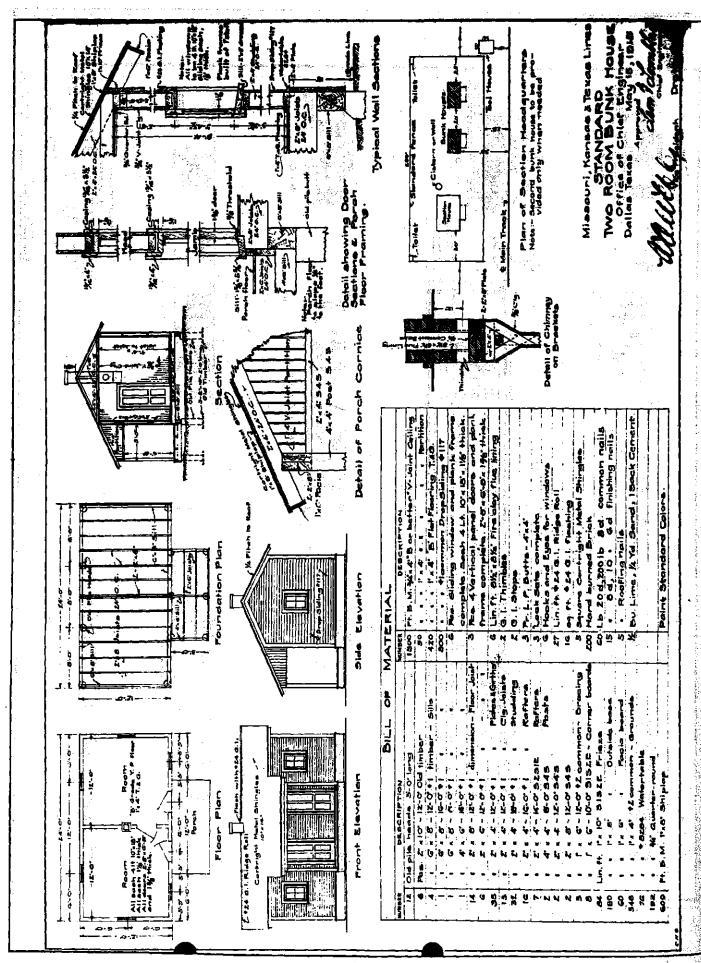


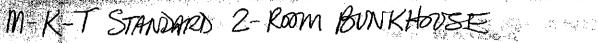


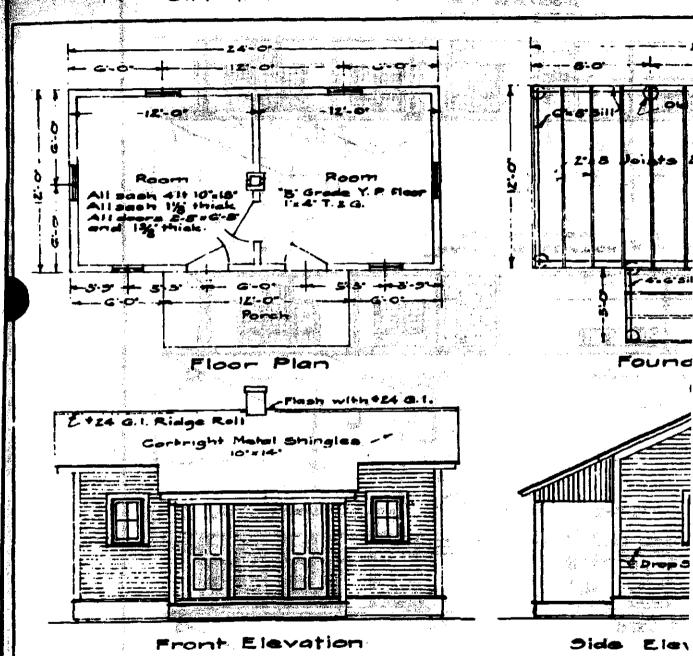




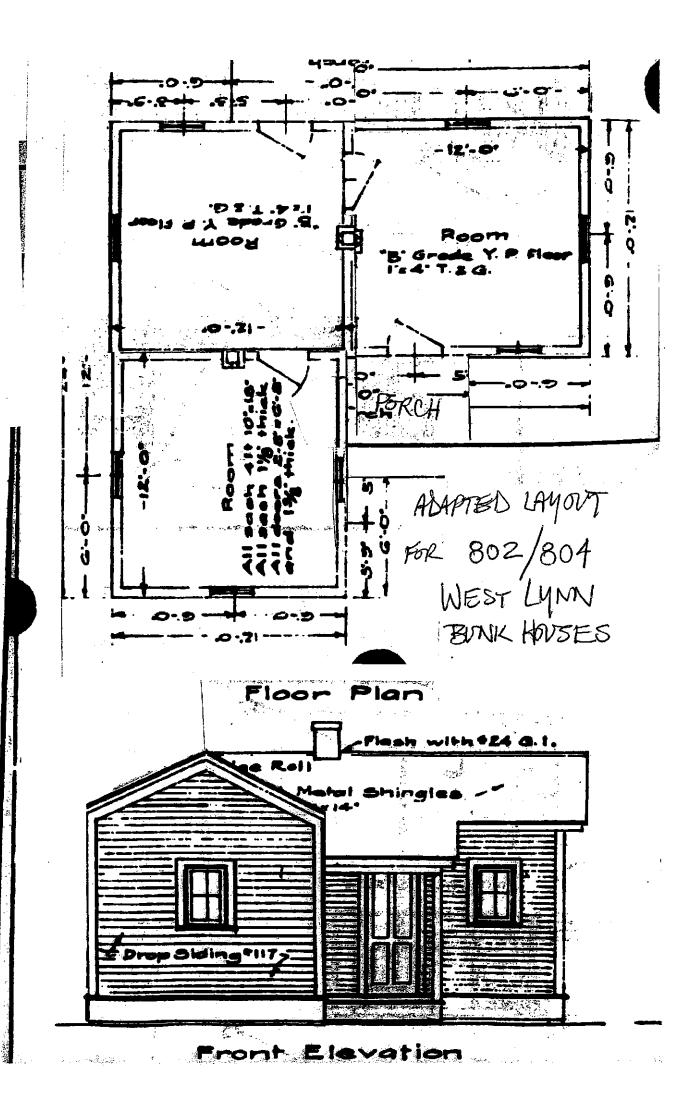


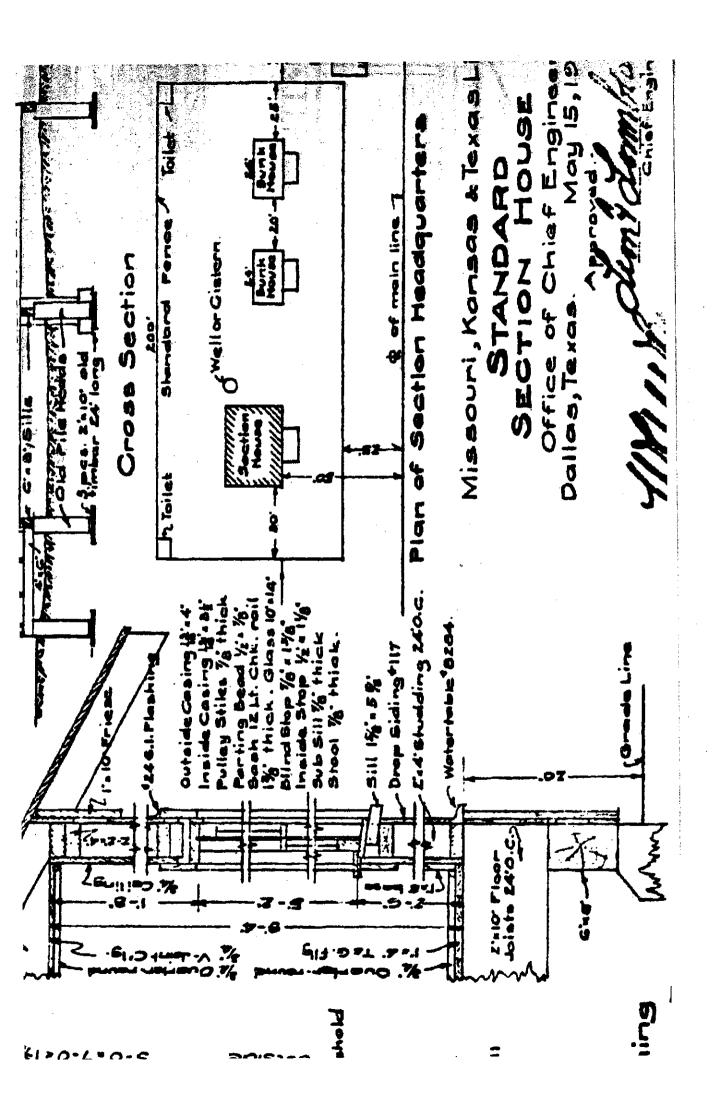




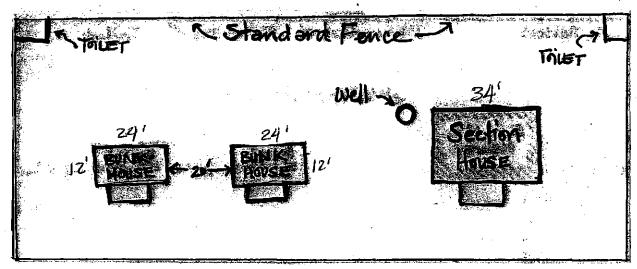


*	DILL OF	MATE	F
NUMBER	DESCRIPTION	NUMBER	
12	Old pile heads 3-0 long	1500	Ft.
6	Pas. Z' x 10' - 12'-0' Old timber	50	•
4	1 G x 8 - IZ-O 1 timber - Sills	420	4
1	. 6' x 8' - 16-0" + 1	800	•
<u> </u>	G & R - R-001	6	Per

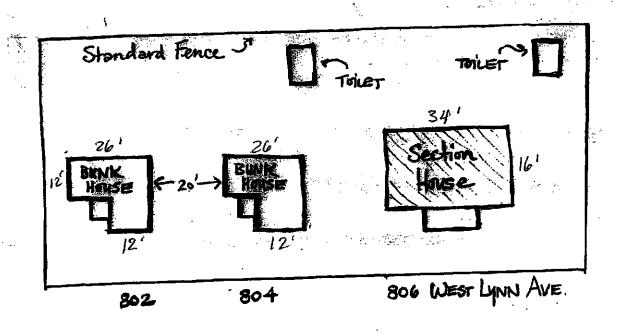


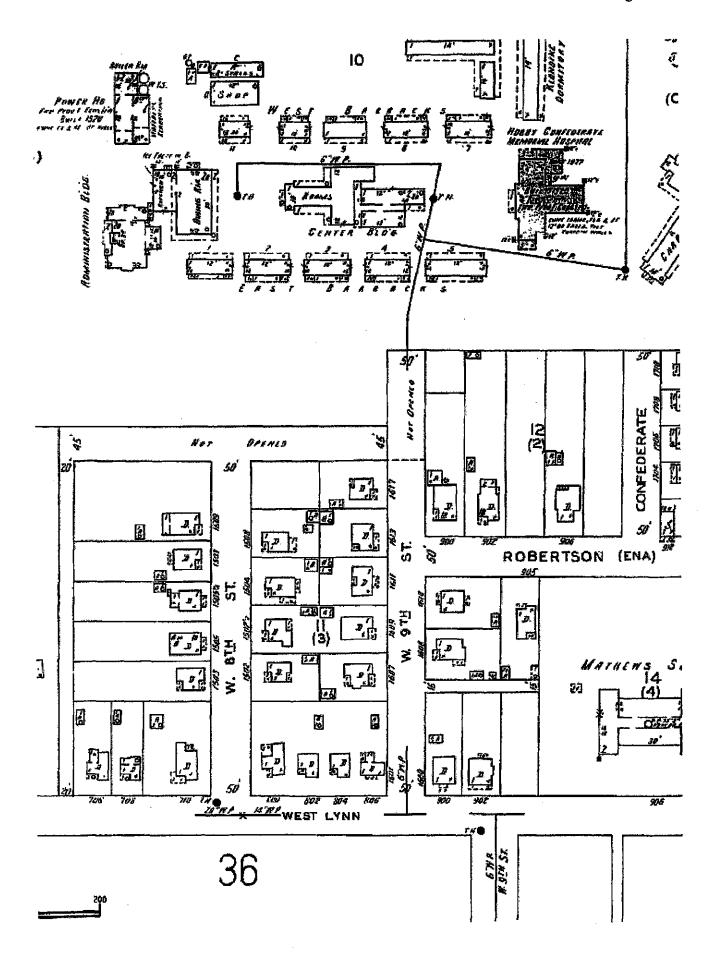


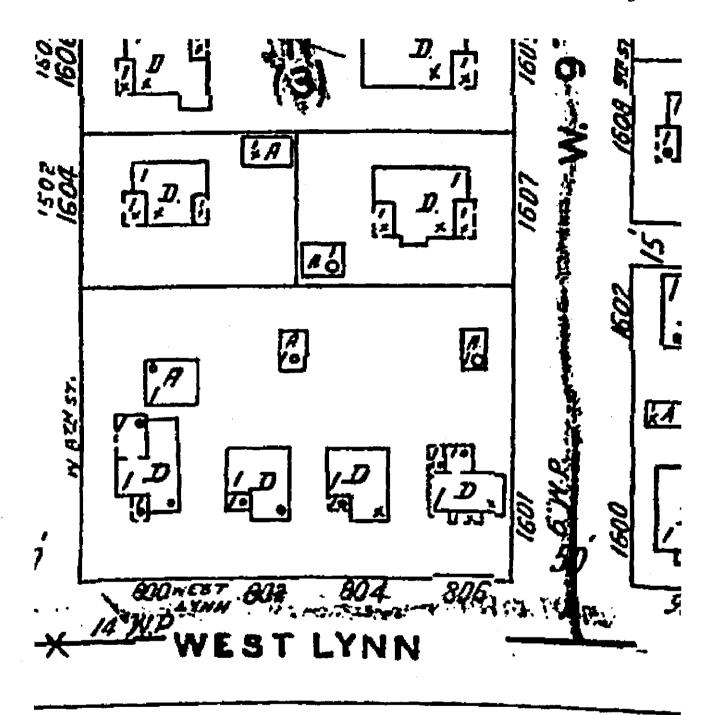
M-K-T SECTION PLAN REVERSED ON LOT



M-K-T RAILBOAD STANDARD SECTION HOUSE 1915







6

Ausrin 1935, vol. 1, 1935-Sept. 1961, Steet +33

Keronderung 157: KC Bureaul of Valuation, Final Engineering Ript., 1+6 N

tikking til kan til store	15.		to a many	atte de la fina de la companya de la	led and High	30.00 A TO A	Harry Views
INTERSTATE COMMERCE	CO	им	SSION	A - 4. 10.			Torsers.
" International and Great Morthern Railway BUREAU OF VALUA"	TIO	N	* · · · · · · · · · · · · · · · · · · ·	Shoot No	2 of 2	of this valu	ation section.
Section No. 7. A.B. Tex., 85.636 titles Main Line, 130.147 Miles all Tra	, ed.			Approved:		or o	
TION. When but a single percentage is existed it represents bein per cents. CHARACTER OF PROPERTY AND DESCRIPTION.		ACS.	mar.	MUMBER OF	Per Unit.	COST OF REPROD	Los Doppelation
Acc. No. 16 Title Station and Office Buildings (Gont'd.)	Öř	Z*Z	(2)	(3)	(4) TE VIII.	(5)	(6)
(a. C. Caraminologia)				Ì			l
stin, Tex.; Depot, passenger, one story, brick, ground area 6,124 sq.ft., brick and stone foundation, electric lights, plumbing, built 1886; brick platform 5,200 sq.ft.; gravel drivewsy 11,220 sq.ft. contents of City Ticket office; total, with contents of depot. Depot, freight, one story, frame, 26'x 157', timber foundation;	;	70				22,271	15,511
wood platform 5,324 sq.ft.; stiff-leg derrick; total, with contents of depot. Depot, freight, one story, frame, 26'x 240', on timber foundation;	1	69			1	6,782	3,891
electric lights, plumbing; wood platform 5,660 sq.ft.; automobile platform 16'x l6'; total, with contents of depot. Old passenger depot, one story, stone, 19'x 46', stone foundation Telegraph office, two story, frame, 15'x 15', wood foundation, electric lights; yard master's office, one story, frame,		68 35			er de la companya de	9,323 1,234	6,306 432
16'x 20'; outhouse 6'x 10'; stone retaining wall; fence; total, with appurtenances. Frack scale, 42' long, 80 ton capacity, concrete pit. Stock yard, 5 pens.		69 70 60			Marian in the second of	2,003 2,121 535	1,392 1,485 321
mp Mabry, Tex.; 2 station signs; grading.		80	ĺ	: 1	4	234	788
Bejl. Tex.: Depot, one story, frome, 18'x 63', timber foundation; wood platform 720 sq.ft.; mall crane; outhouss 4'x 10'; gravel platform 12.540 sq.ft.; stone retaining wall; fence; total, with contents of depot.		. 69	•		•	3,666	2,533
and Rock, Tex.;	1		1	:	1 2	1	ž X
Depot, passenger, one story, frame, 22'x 83', concrete foundation, built 1911; gravel platform 7,500 sq.ft.; mail crane; outhouse 4'x 10'; total, with contents of depot.)) -	84	•		\$	4,627	3,907
Depot, freight, one story, frame, 20'x 100', timber foundation; wood platform 3,144 sq.ft.; total, with contents of depot.	į	63 50				3,460 795	2,184 596
Cotton platform 32'x 96'. Stock yard, 5 pens.	:	65	ì	ľ		323	210
lm Valley, Tex.: Shelter, 12'x 16'; outhouse 5'x 8'.	i 	BO	4		<u>.</u>	261.	225
ntto, Tex.; Depot, one story, frame, 22'x 101', timber foundation; outhouse 5'x 8'; gravel platform 8,280 aq.ft.; wood platform 2,010 sq.ft.; total, with contents of depot. Stock yard, 4 pens.		69) 			4,672 483	3,243 290
Gotton platform 30'x 136'.	: • •	65	!	1		1,074	698
ame, Tex.: Station eign.		100			:	7	7
rall, Tex.; Depot, one story, frame, 16'x 151', built 1913; wood platform 1,300 sq.ft.; outhouse 5'x 8'; total, with contents of depot. Cotton platform 24'x 135'.		88			*	4,051 831	3,584 665
Depot, one story, frame, 22°x 151°, on timber foundation, built 1905 and 1912; wood platform 2,075 sq.ft.; outhouse 5°x 8°; mail crane; grading; total, with contents of depot. Stock yard, 6 pens.		80 80			e e e e e e e e e e e e e e e e e e e	6,275 746	5,050 597
Cotton platform, 48'x 159'. andy, Tex. <u>s</u>	į	65	i .	:	÷	1,648	1,202
Station sign.		200	<u></u> V	j	3	7	1
Total for Val. Sec. I.& G.N. 7 A & B Tex.	1	76	<u>~</u>	ĺ	6 8	176,763	1 134,540

Sheet No. 1 of 1

West International and Great Northern Railway BUREAU OF VALUATION Company
L. Section No. 7 A. B Tax., 85,636 Miles Main Line, 120.147 Miles all Tracks App. Approved: ___

TION. Where but a single personne is sisted # 150000000 both personne.	풀븀	ij _{=.} ,		WITMPED OF		COST OF REPROI	UCTION.
CHARACTER OF PROPERTY AND DESCRIPTION.	Condillar Per Ceat	Per Ces of Cost	(2)	NUMBER OF UNITS,	Por Dali.	(5) Rew, Total.	Less Degracie (6)
Acct, No. 17. Title Bondway Buildings. (I. C. C. chasifestion.)					•	•	i
•				,			١. ،
kdale, Tex.; lection house, one story, frame, ground area 1,232 sq.ft.,							
timber foundation; bunk house 16'x 24': 2 outhouses 4'x 4';							1
tool house 10'x 14'; fence; total, with appurtenances.		71			1	2,296	1,62
ar repairer's house, one story, frame, 12'z 14'; bunk house							1
9'x 34'; storehouse 3 car bodies; tool house 10'x 14'; total, with appurtenances.		50			· ·	899	44
			i				1
ano, Tex.s					ļ	1	
ection house, one story, frame, ground area 1,218 sq.ft.;				1	!		
timber foundation; bunk house 16'x 24'; dug well 10'x 16' deep; two outhouses 4'x 5'; tool house 11'x 13'; total, with					ł		
appur tenances.		74		1		2,536	1,87
ar repairer's house, one story, frame, 16'x 18'; well house							
10'x 10'; outhouse; total, with appurtenances.		63				419	26
mk houses, 5 car bodies; 2 outhouses 4'x 6'; tool house 10'x 12'; total, with appurtenances.		89				1,098	98
TO ! coost attractions		35		ļ		1,000	1
e. Tex.:							
oction house, one story, frame, ground area 768 sq.ft., timber					į		
foundation; 2 bink houses, frame, 16'x 16'; dug well 3'x 20' deep; 3 outhouses 3'x 4'; tool house 12'x 14'; total, with		i :				ļ.	
appartenances.		71	•	į ·		2,360	1,68
The contract of the contract o							7,00
tin, Tex.s				i		į	1
sotion house, one story, frame, ground area 600 sq.ft.; 2							il ii
outhouses 4'x 5'; aned 7'x 7'; tool house 16'x 30'; car repairer's office 9'x 34'; bunk house 4 car bodies; total,				:			1
with appartenances.		67		1		2,420	1,62
The second secon				·		,	
al, Tex.:					l. 1 1:	İ	
oction house, one story, frame, ground area 799 sq.ft.; outhouse		1		1		İ	1
4"x 6'; tool house 10'x 14'; grading: fence: total, with		'ma		1	i	3 500	1 20
appirtenances.		72			é ?	1,538	1,10
nd Rock, Tex.:	:	:]		[į
ection house, one story, frame, 28'x 44', timber foundation;			}	1	Š	}	1
tool house 10'x 12'; dug well 10'x 17' deep; 2 outhouses		72		1	j	3,353	2.41
4'x 6'; bunk house 16'x 40'; fence; total, with appurtenances.	:	100			1	2,000	.,
to, Tex.;	:	. !		: .	9		1
sotion house, one story, frame, ground area 776 sq.ft.; 2	:			ļ	ļ	1	1
outhouses 4'x 6'; bunk houses 3 car bodies; dug well 10'x 17'		81	; 1	į		2,283	1,85
deep; total, with appurtenances.		0.		ŀ	B É	2,200	1 -,00
ior, Texes			<u> </u>		1	<u> </u>	
torehouse, 18'x 20'; wood platform 6'x18'; storage shed 16'x 46',		į	 	1	i.	İ	}
with twolean-tos 9'x 36'; storage shed 24'x 88'; storage shed 10'x 20'; outhouse 4'x 5'; storage shed 14'x 28'; wood		ì		1	5	1	1
platform 5'x 8'; sand bin 7'x 15'; 4 car bodies; tool house		1	į	į.	1	!	\$
16'x 21'; car inspector's house 16'x 24'; switchman's house,	,		[}	i d		<u>!</u>
one story, frame, ground area 571 sq.ft., electric lights;		i	į	1	Ì		j
switchman's house 14'x 16'; wood platform 656 aq.ft.; water service shop, one story, frame, 20'x 32'; total of		!	1		·	Ì	į.
miscellaneous platforms and appartenances.		, 68	1	ļ	j .	7,532	5,09
ection house, one story, frame, 28'x 42', timber foundation;	1			İ	ĺ		İ
outhouse 4'x 6'; dug well 10'x 15' deep; fence; total, with	:		1	I	į.	0.034	1 .
appur tenances.		75	1	Ì	2	2,214	1,65
t Taylor, Tex.:	:	1	Í]
ection house, one and two story, frame, ground area 795 sq.ft.;		{	i	1	년 현		†
tool house 12'x 14'; dug well 3'x 23' deep; 2 outhouses		!		İ)	!	i
4°x 6'; fence; total, with appurtenances.	•	62	i		1	1,591	98
all, Tex.s	۲	1		į	·.	İ	1
oction house, one story, frame, 16'x 40', timber foundation;		1.	}	ì	į.	!	1
2 outhouses 4'x 6'; dug well 3'x 26'; 2 bunk houses 16'x 16';		:		į į) a		1
with lean to 9'x 16'; tool house 12'x 12'; car house 10'x 12';	i	İ		İ	ĺ	9 500	1 80
fence; total, with appartenances.	1	64			į	2,799	1,79
shy Creek, Tox.:							
ection house, one story, frame, ground area 795 sq.ft.; tool	1	1		ļ		,	1
house 10'x 14'; dag well 8'x 16' deep; dag well 10'x 16' deep;	•	;	!	!	K S	!	1
2 outhouses 4'x 6'; bunk houses 2 car bodies; fence; total,	•					0.740	
with appurtenances.		82	_			2,542	2,09 25.47
Total for Val. Sec. I. & G.N. 7 A & B Texas.		71	_			35,862	25,47

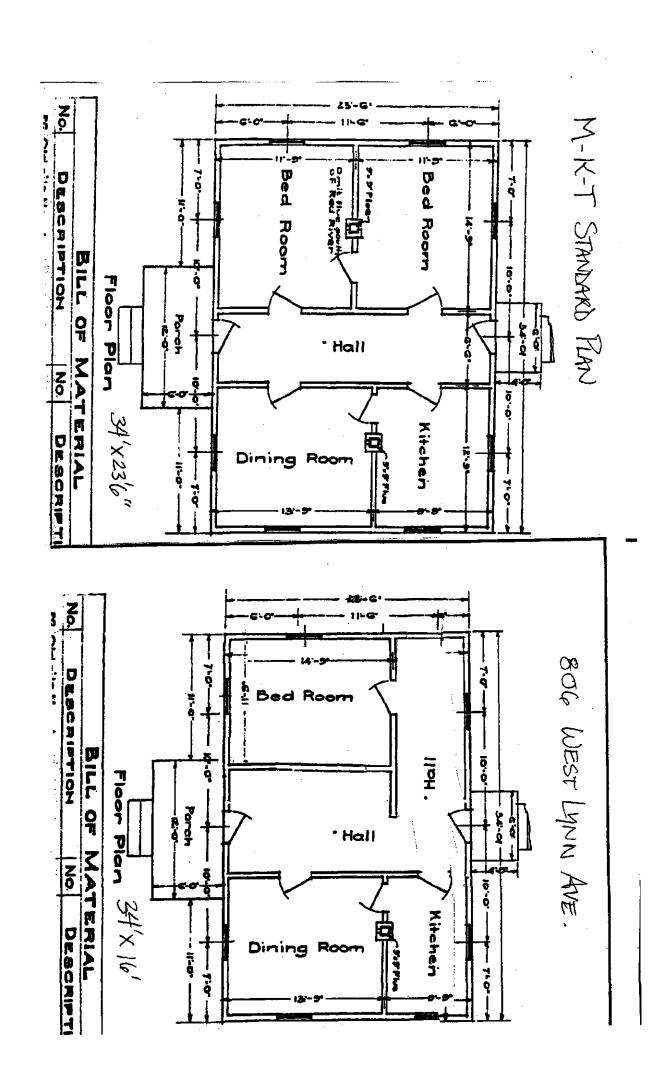
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CATION. Where but a single percentage is sisted it represents bath per sents.	Įį.	Į,		Mineral Ca	<u></u>	COST OF REPROD	EC13OX,
CHARACTER OF PROPERTY AND DESCRIPTION,	Per Ceat.	Por Cent of Cent Mew.	(2)	Number of Units. 3)	Per Unit.	New, Total	Loss Doymo (6)
Acct. No. 18 Title Water Stations. (I. C. C. Cicisticales.)					*	8	8
ookdale . Tex.s							1
Tank, wood, 24 x 15, on timber frame 11 high, stone foundation;	١.						
pump house, one story, frame, 12'x 14'; dug well 9'x 74' deep; total, with pipe lines and appurtenances.	İ	74				5,907	2,87
lano, Tex.;					į	- ,	1
Tank, steel, 28'x 12' on atone foundation 7' high; pump house,		İ	ļ		ŀ	İ	
one story, frame, 12'x 14'; dug well 16'x 38' deep; total, with pipe lines and appartenances.		69		1	9	5,210	3.60
	ļ				Í	0,112	, 5,50
ustin, Tex.: Tank, wood, 20'x 14', on wood frame 12' high, stone foundation;				ļ			7
pump house 14'x 16'; well house 12'x 14'; dug well 17'x 54'		64			i i	5,961	3,83
deep; 10" water column; total, with pipe lines and appartenance		D-±			į	D,961	3,00
und Rock, Tax.; Tank, steel, 28'x 12', on stone foundation 9' high; pump house				ļ	ğ	ļ 1	
12'z 14'; total, with pipe lines and apportenances.	! !	69		İ	ς 1	4,178	2,90
ylor, Mex.;		Ì		}		Ī	E S
Pank, wood, 24'x 18', on wood frame 38' high; 2 water columns; hose house 7'x 8'; 12 hydrants; tank, wood, 18'x 11', on wood	ì	!	<u>:</u>		1	1	7
frame 12' high; pump house 18'x 20'; pump house 12'x 14';	1		:	!	4	,	}
earth dam and reservoir; total, with pipe lines and appurtenence		78	-		i	23,132	3 18,11°
Total for Val.Sec. I.& G.N. 7 A & B Tex.	-	74	.			42,388	31,32
		; ;			ģ :	!	
		<u>. </u>	<u>.</u>	† 	<u> </u>	1	<u>}</u>
Acot. No. 19 - Fuel Stations.		!		!			1
stin, Tex.:		50				202	10
Oil orane, timber platform.	İ		ļ	1	h h	242,	1
ylor, Tex.; Cosling station, treatle type, elevated track 19 above ground,	;	1			i i		Ž.
12 pockets coaling 2 tracks; shed over pockets; built 1910; 2 fael oil tanks, 8'x 28'; drip pan 5'x 45'; drip vat 6'x 6'x 5		:	:	}	ē S	į į	1
deep; simplex pump ? * 7 7 2 x 10"; oil sunk 5'x 5'x 5'; oil	Ì			ľ	1		
crane; total, with pipelines and appurtenances.	-	71.	1		1	6,173	4,35
Total for Val.Sec. I.& G.N. 7 A & B Tex.	-	70	!			6,375	4,45
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INTERSTATE COMMERCE COMMISSION

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	Whate had a single personage is aint o PROPERTY AND DESCRIPTION.	eq n uslamenum pētu det cētip		38.	UMT.	NUMBER OF		COST OF REPROD	· · · · · ·
241		suite.	120	7	cas: 444	W 1.	Per Unit.	New, Total, (5)	Loss Depreciation
in. Tex.:	thousand engine (1,6.0 sandlesion				***	,** i	· ·		2
and house, one story, coal bin 8'x36'; engi	frame, 12'x18', anno bin ine watchman's house 8'x8'	; oil and					,		
tool house 6'x17'; or pipe lines; total, wi	gine pit 29' long; yard 1 th appurtenances.	ights and		64		,		1,300	830
electric lights, 9 or	9 stall, 68' deep, concr gine pits 53' long; 2 dro	p pits, built `	,		•				,
than machinery and to codmill, concrete, 61	with contents and appurt cls. 12163', on concrete founds thein hoist; total, with o	tion, electric		74				16,260	12,089
than machinery and to				85				20,195	17,164
other than machinery				89 85	'			1,948 2,900	1,733 2,469
concrete, 15'x21'.	5'x25', concrete foundati			88	,			1,446	1,276
lights, sterm heat, better, with contents.		15'x33';		86				2,907	2,513
area 3,024 au.ft., a	story and basement, concr lectric lights, steam heat han machinery and tools. no story, frame, 55'x685',	ing; total,		86				6,774	5,844
foundation, electric other than machinery	lights, built 1911; total and tools,	, with contest	1	86	·			21,776	. 18,744
wall, manually opera	ate girder, concrete pedos ted, built 1910. es; air shop 12'x32'; stor		ŀ	83	-			9,849	6,199
bodies; wood platfor:	m %2'x58'; coal house 17's aterial ways and platform	c21'; total,		6 1				5,559 2,006	3,258 1,591
	Val. Sec. 1.& G. N. 7A& B	lexus.		82		,		92,724	75,710
			-				-		<u> </u>
Acct. No. 26	- Tolograph and Telephone	Lines.							i F
ephone office install wiring and associated	ation, complete, including items in five offices.	g interior		90	Cne	Б	19.42	97	87
. Total for	Vel. Soc. I. & G.N. 7AB-T	exes.	-	90.	•			97	87
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SUMMARY I	FOR AS	SSEMBLY ACCOUNT	/->
ITEM	FROM RE	PRODUCTION NEW	17
See Her.			
Islam Ar wood Fda.	6	899	539
Outhouse 4×5	6	31	- 19 .
Fence	6	79	39
Shed 7x7.	6	102	61
Water supply	7	46	32
Jan the & boxes	7	35	.3/
Tool Her 1.	7	452	226
Courts	19	72	35
Con Regarders of	Ta	130	- 10 2
Bouk Her- 4 Str. Cartinges 9×34	7d	<i>3</i> 20	40%
Outhouse	7d	30	24
	rsin Hau r	A. C.	j
	TOTAL	2-20	The first state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of

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properties at 802, 804, and 806 W. Lynn as historic (i.e., "H" zoning). We the undersigned neighbors and property owners in Old West Austin, support the rezoning of the

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	Signature Catherine T. Fee
	Address 1609 Waterston Am 1727 Wast 10th St

properties at 802, 804, and 806 W. Lynn as historic (i.e., "H" zoning). We the undersigned neighbors and property owners in Old West Austin, support the rezoning of the

			JOHN DOKERLY	DanalSest	Printed Name
			Jamisohen	Ozma Best	Signature
			1409 NEWFIELD LA 76703	12 1 Wash 30 12 msr Charth	Address

1316 West 6th Street Austin, TX 78703

February 9, 2004

Historic Landmark Commission City of Austin 505 Barton Springs Road Austin TX 78704

Dear Landmark Commission Chair and Commission Members:

I am writing this letter to you as I am unable to attend this evening's meeting. I want to let you know that I have lived at 1316 West 6th Street since my birth in 1919. I attended Mathews School on West Lynn beginning in 1925, and walked to and from school every day past 802, 804 and 806 West Lynn for years. I have lived in Flower Hill (at 1316 West 6th Street - a City of Austin Historic Landmark house) all my life, and I want to let you know that I have a very strong memory of those three houses having no exterior renovations of any kind during this period. All they have had is exterior re-painting as needed for maintenance over the years. While these houses are small and simple, they have historic significance in that they represent an important cultural feature of our neighborhood and City. They are marvelous examples of the kind of housing that was lived in by the working class.

Our City has suffered great losses to our cultural heritage, and I urge you to preserve these houses which add great value to our understanding of the cultural heritage of our City and of our neighborhood.

Sincerely,

Jane Smoot

one Smoot