



Historical Resources Survey Report

Capital Express Central – Intensive-level Survey:

Robinson Brothers Warehouse, 501 North Interstate Highway (I-) 35

Project Name: I-35 Capital Express Central Project

Project Limits: U.S. Highway (US) 290 East to US 290 West/State Highway (SH) 71

District(s): Austin

County(s): Travis

CSJ Number(s): 0015-13-388

Principal Investigators: Rick Mitchell and Emily Pettis, Mead & Hunt, Inc.

Report Completion Date: April 2022

This historical resources survey report is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.

Abstract

The proposed Interstate Highway (I-) 35 Capital Express Central Project is to improve an approximately 8-mile segment of I-35 from U.S. Highway (US) 290 East to US 290 West/State Highway 71. The project Area of Potential Effects (APE) includes a portion of the Robinson Brothers Warehouse at 501 North I-35, which was recommended as individually eligible for the National Register of Historic Places (NRHP) as part of the 2016 East Austin Survey conducted by Hardy-Heck-Moore, Inc. The Robinson Brothers Warehouse was also designated as a local historic landmark by the City of Austin in 2002. Based on these previous findings, the Texas Department of Transportation (TxDOT) concluded that intensive-level work would be required to provide a definitive NRHP evaluation for the property. A description of the overall project area and detailed survey results are included in the draft reconnaissance *Historic Resources Survey Report* (HRSR) dated March 2022.

On behalf of the TxDOT Environmental Affairs Division, Mead & Hunt, Inc. performed an intensive survey in January 2022 to provide a definitive evaluation of NRHP eligibility for the Robinson Brothers Warehouse. The intensive survey included extensive research, fieldwork, and comparative analysis.

Based on the findings of the intensive survey, the Robinson Brothers Warehouse is recommended eligible for listing in the NRHP under Criterion A in the area of Industry. Based on the project designs as shown on April 2022 schematics and design files, both build alternatives (Alternative 2 and Modified Alternative 3) would have no adverse effect to the NRHP-eligible Robinson Brothers Warehouse.

Table of Contents

Abstract.....	2
Project Identification.....	4
Area of Potential Effects (APE)	5
Section 106 Consulting Parties	5
Stakeholders	7
Project Setting/Study Area	7
Survey Methods	9
Survey Results.....	9
Historical Context Statement	11
National Register Eligibility Recommendations	20
Determination of Section 106 Effects Recommendations	24
U.S. DOT Section 4(f) Applicability Statement.....	31
References Cited.....	32

Appendices

Appendix A: Project Information and ROW Information

Appendix B: Tabular Inventory of Surveyed Properties

Appendix C: Survey Forms for All Surveyed Properties

Appendix D: Figures

Project Identification

- **Report Completion Date:** 04/29/2022
- **Date(s) of Fieldwork:** 01/14/2022
- **Survey Type:** Windshield Reconnaissance Intensive
- **Report Version:** Draft Final
- **Regulatory Jurisdiction:** Federal State
- **TxDOT Contract Number:** WA57008SH004
- **District or Districts:** Austin
- **County or Counties:** Travis
- **Highway or Facility:** Interstate Highway (IH) 35
- **Project Limits:**
 - **From:** U.S. Highway (US) 290 East
 - **To:** US 290 West/State Highway (SH) 71
- **Main CSJ Number** 0015-13-388
- **Report Author(s):** Angela Hronek, Rick Mitchell; Mead & Hunt, Inc. (Mead & Hunt)
- **Principal Investigators:** Rick Mitchell and Emily Pettis, Mead & Hunt
- **List of Preparers:**

Rick Mitchell – Principal Investigator, directed fieldwork and research activities, performed quality control for intensive survey products, reviewed National Register of Historic Places (NRHP) evaluation, prepared and reviewed effect recommendation.

Emily Pettis – Principal Investigator, performed quality control for intensive survey products, reviewed NRHP evaluation and effect recommendation.

Angela Hronek – primary author of intensive survey report, prepared NRHP recommendation.

Lauren Kelly – conducted fieldwork and research, assisted in intensive survey report preparation.

Caroline Bruchman – prepared field survey maps, survey report maps, and GIS deliverables.

Area of Potential Effects (APE)

- Existing ROW
- 150' from Proposed ROW and Easements
- 300' from Proposed ROW and Easements
- Custom: Former Robinson Brothers Warehouse (501 North I-35, Travis Central Appraisal District [TCAD] parcel 191646). (Note: The APE for the I-35 Capital Express Central Project reconnaissance HRSR extends 150 feet beyond the project's Environmental Study Area.)

- **Historic-Age Survey Cut-Off Date:** 1980
- **Study Area** For the I-35 Capital Express Central Project as a whole, the historic resources study area extends 1,300 feet beyond proposed new right-of-way (ROW) and easements. Results of the overall study area analysis are available in the project's Historic Resources Research Design and reconnaissance-level Historic Resources Survey Report (HRSR).

For purposes of this intensive survey, the historic resources study area is limited to the Robinson Brothers Warehouse parcel.

Section 106 Consulting Parties

- **Public Involvement Outreach Efforts:**

The proposed project includes ongoing focused Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106) public involvement outreach, as well as incorporation of historic resources as part of the National Environmental Policy Act (NEPA) public involvement process. The Texas Department of Transportation (TxDOT) held a virtual Section 106 consulting parties meeting on October 6, 2021, to provide an overview of the project, cultural resources management as part of TxDOT's project development process, consulting party opportunities and roles in the Section 106 process, and upcoming historic resources survey tasks and schedule. TxDOT will involve consulting parties and other interested parties to provide input on potentially historic resources and historic districts in the project APE and study area. TxDOT will involve consulting parties throughout the Section

106 process, including review of the findings of historic resources investigations and potential mitigation activities. Additional Information on Section 106-focused public involvement efforts for the I-35 Capital Express Central Project is described in the March 2022 reconnaissance-level HRSR.

▪ **Identification of Section 106 Consulting Parties:**

The following groups and individuals have been identified as potential consulting parties to date:

- Texas Historical Commission
- Travis County Historical Commission
- Preservation Austin
- Preservation Texas
- City of Austin Historic Landmark Commission/Historic Preservation Office
- Six Square Cultural District
- Black Austin Coalition
- Austin Area Urban League
- Black Leaders Collective

▪ **Section 106 Review Efforts:**

As noted above, TxDOT held a Section 106 consulting party meeting on October 6, 2021, to provide an overview of the project, cultural resources management as part of TxDOT's project development process, consulting party opportunities and roles in the Section 106 process, and upcoming historic resources survey tasks and schedule. On December 6, 2021, TxDOT updated consulting parties on the in-progress cultural resources investigations via email. TxDOT provided another update and outlined upcoming steps in the Section 106 process via email on February 2, 2022. In this email, TxDOT reminded consulting parties of the opportunity to provide input on potentially historic resources in the project APE. Mead & Hunt contacted several consulting parties to request additional information in the course of developing the draft HRSR. These included:

- City of Austin Historic Landmark Commission/Historic Preservation Office
- City of Austin Parks and Recreation Department, Historic Preservation and Tourism
- Preservation Austin
- Texas Historical Commission

TxDOT will continue to involve consulting parties throughout the Section 106 process, including review of the findings of historic resources investigations and potential mitigation activities. TxDOT will provide the draft reconnaissance and intensive-level HRSRs to all consulting parties for review and comment.

- **Summary of Consulting Parties Comments:**

There have been no consulting party comments regarding the Robinson Brothers Warehouse to date.

Stakeholders

- **Stakeholder Outreach Efforts:**

In addition to the Section 106 consulting parties, anticipated project stakeholders may include property owners, residents, and business owners in and near the project APE; neighborhood associations and planning contact teams; other neighborhood and community groups; and elected officials. The reconnaissance-level HRSR provides additional information on stakeholder outreach for the overall I-35 Capital Express Central Project.

As part of the intensive survey, Mead & Hunt identified the following additional potential stakeholders:

- Richard Kooris, President of Third Coast Studios LLC and property owner.

- **Identification of Stakeholder Parties:**

Richard Kooris, President
Third Coast Studios LLC
501 North IH35
Austin, TX 78702

- **Summary of Stakeholder Comments:**

Mead & Hunt and TxDOT have not contacted Mr. Kooris at the time of draft report submittal.

Project Setting/Study Area

- **Study Area**

The overall historic resources study area for the I-35 Capital Express Central Project extends 1,300 feet beyond maximum proposed ROW. For the purposes of this intensive survey, the study area is confined to the parcel boundary of the Robinson Brothers Warehouse. Parcel data obtained through TCAD shows that the property comprises TCAD parcel 191646, which contains 0.3518 acres.

- **Previously Evaluated Historic Resources**

This property was evaluated by Hardy-Heck-Moore, Inc. (HHM, Inc.) as part of the 2016 East Austin Survey (HHM ID 3403) and recommended as individually eligible for the NRHP.

- **Previously Designated Historic Properties**

This parcel's zoning was changed from general commercial services-mixed use-conditional overlay-neighborhood plan (CS-MU-CO-NP) to general commercial services-mixed use-historic-conditional overlay-neighborhood plan (CS-MU-H-CO-NP) by the Austin City Council in 2002 (Ordinance 020627-Z-2). The property is designated as a City of Austin historic landmark.

- **Previously Designated Historic Districts**

There are no previously designated historic districts on this property.

- **Historic Land Use**

Sanborn maps show that, prior to construction of the Robinson Brothers Warehouse, several Black tenement houses were located on the lot. By 1900 considerable industrial development lined the Houston & Texas Central (H&TC) Railroad corridor, which ran just south of the property. Shortly thereafter, the Robinson Brothers Warehouse was constructed, replacing the former tenement houses. The property and surrounding lots remained largely industrial through the late twentieth century. The Robinson Brothers Warehouse was used for warehouse storage through the 1970s.

- **Current Land Use and Environment**

The current owner purchased the property in 1977 and converted the space into offices, storefronts, and a group of audio and film studios. The subject property is associated with the three warehouses located to its east, and together they are known as "501 Studios." The building is currently used for office space and as a live music venue.

The I-35 northbound frontage road borders the property to the west and a block of historic-age commercial properties borders it to the north. Large modern commercial and mixed-use developments are located to the northeast and south of the Robinson Brothers Warehouse.

- **Historic Period(s) and Property Types**

The subject property is a c.1900 warehouse that initially served an industrial function and was converted to commercial and office space in the late twentieth century.

- **Integrity of Historic Setting**

The integrity of the historic industrial setting was diminished by the construction of I-35 to the west in the early 1960s, which cut through the western portion of the block where additional industrial properties had been located. Recent commercial and mixed-use development to the northeast and south of the warehouse continue to compromise the integrity of the historic setting. Detailed integrity information is provided in the NRHP Eligibility Recommendations section below.

Survey Methods

▪ Methodological Description

The intensive survey is in compliance with TxDOT's latest Environmental Toolkit Standards and Historical Studies guidance. A reconnaissance-level survey has been performed for the full project corridor between US 290 East and US 290 West/SH 71. This intensive-level investigation focused on clarifying the NRHP eligibility of the Robinson Brothers Warehouse at 501 North I-35 in East Austin. Maps are provided in Appendix D. The historic-age resource was identified using available historic maps, atlases, and aerials in combination with field observations. The property was evaluated for potential NRHP eligibility applying appropriate regional and thematic contexts. The historic context was developed using primary and secondary source material and information provided by local informants.

On behalf of TxDOT ENV, Mead & Hunt performed an intensive survey of the Robinson Brothers Warehouse in January 2022. Field survey for the property included detailed photography and fieldnotes recorded electronically on tablets. Mead & Hunt did not access the interior of the building. Survey photographs and field data were used to produce an inventory form for the historic-age resource (see Appendix C).

▪ Comments on Methods

Investigations include one non-archaeological cultural resources intensive survey, including photographic documentation and research. Findings of the intensive survey are compiled into this HRSR completed in accordance with TxDOT's *Documentation Standard: Historical Resources Survey Report*.

Survey Results

▪ Project Area Description

Two alternatives are currently under consideration for the proposed improvements: Alternative 2 and Modified Alternative 3. Under both alternatives, proposed improvements include removing the existing I-35 upper decks, lowering the roadway, and adding two non-tolled high-occupancy-vehicle managed lanes in each direction from US 290 East to SH 71/Ben White Boulevard. Both alternatives would reconstruct frontage roads, ramps, intersections, and east-west cross-street bridges. Shared-use (pedestrian and bicycle) paths would be added along the corridor. Under Alternative 2, additional flyovers would be constructed at the I-35 and US 290 East interchange. Under both alternatives, additional ROW acquisition would be required intermittently along areas throughout the corridor. In most areas, the proposed new ROW would not extend past the first tier of parcels adjacent to the existing I-35 ROW. Design files for both alternatives are available on the project website (www.my35capex.com). Parcels adjacent to the I-35 ROW include a mix of historic-

age and non-historic-age commercial, institutional, and high-density multi-family residential resources. Several parks, cemeteries, and sports and entertainment stadiums/arenas are also present. Beyond the first tier of parcels, the APE surveyed for the project's reconnaissance HRSR includes a wider mix of resources, including established single-family residential neighborhoods, a wide range of commercial properties, governmental buildings, and educational properties.

This intensive survey focuses only on Robinson Brothers Warehouse, located just east of downtown Austin in East Austin. As noted above, Robinson Brothers Warehouse encompasses an area bounded by East 5th Street to the south, Brushy Street to the east, an alley to the north, and the I-35 northbound frontage road to the west. It is currently occupied by 501 Studios and other commercial tenants. The immediate surrounding area features large-scale infill properties including commercial, mixed-use, and residential development.

▪ Literature Review

Mead & Hunt consulted a range of primary and secondary sources to develop the historic context and reevaluate the subject property for NRHP eligibility. Below is a general description of sources used and how each informed the intensive survey. Individual resources are also identified in the References Cited section.

The following secondary sources provided both general background information on the study area and property-specific information for the historic context:

- Entries from the *Handbook of Texas Online*.

- Historic contexts on the City of Austin and I-35 previously prepared by HHM, Inc.:
 - City of Austin Historic Resources Study, 2016

 - Interstate Highway 35 Corridor Historic Resources Investigations, 2004

- Information on the Robinson family available from the *Austin Business Journal* and website for the Austin White Lime Company.

- Information on grain production and elevators in Texas from the following sources:
 - Amy E. Dase, *A Field Guide to Industrial Properties in Texas*.

 - Gerald E. McLeod, "Day Trips: A Short History of Grain Elevators in Texas," *The Austin Chronicle*.

 - David W. Moore, Jr., Martha Freeman, and Maryellen Russo, *Agricultural Theme Study for Central Texas*.

The following historic mapping and aerial imagery sources obtained online were used to trace development patterns and land uses in the study area:

- Historic and current aerial imagery obtained through Historicaerials.com, Google Earth, and U.S. Geological Survey (USGS) Earth Explorer.
- General Land Office Maps of Travis County available through the Portal to Texas History.
- USGS topographic maps of Austin available through USGS TopoView.
- Current property parcel data available from TCAD.
- Historic Sanborn maps obtained through the University of Texas at Austin, Perry-Castañeda Library Map Collection and through the Library of Congress website.
- Bird's-eye maps from the Perry-Castañeda Library Map Collection and Texas Historic Map Overlay.

Property-specific primary source materials were obtained online and at the Austin History Center. These materials were used along with other sources to develop a historic overview of the Robinson Brothers Warehouse. These sources included the following:

- Historic photos of the Robinson Brothers Warehouse available at the Austin History Center.
- Building permits and inspection records for the Robinson Brothers Warehouse available at the Austin History Center.
- Issues of the *Austin American-Statesman* and *Austin American* available through Newspapers.com and on the newspaper's own website.
- Recent local news articles on Richard Kooris and 501 Studios, as well as the website for 501 Studios.

Historical Context Statement

The Railroad and Industrial Development in Austin's East Outlots

The H&TC was completed through Austin in December 1871 as the city's first railroad. By 1873 the H&TC continued north of Austin through Dallas to reach Denison at the Oklahoma border, where it connected with the Missouri, Kansas, and Texas (MK&T) Railroad, providing a rail route to St. Louis and the eastern United States and thereby enhancing regional and

interstate commerce and trade.¹ In 1883 Southern Pacific bought the H&TC and it became a subsidiary of that line.²

The arrival of the H&TC initiated an era of industrial development in Austin along East and West 4th and 5th Streets, which ran to the south and north of the railroad corridor, respectively. Warehouses and other industrial and agricultural processing buildings featured rail sidings that provided direct access to the tracks. The area east of East Avenue extending several blocks to the north and south of the railroad was known as the east “Outlots” and became home to a diverse population that included immigrants and Black freedmen (see Figure 1).³ The 1894 Sanborn map shows that the block where the Robinson Brothers Warehouse would be constructed had four Black tenement buildings with more visible on the surrounding blocks.⁴ The 1900 Sanborn map shows that there was also considerable industrial development along the railroad to the east of what was then East Avenue, including brick, stone, and frame warehouses; a bedding manufacturing company; soap factory; and railroad freight house with platform (see Figure 2).⁵

¹ George C. Werner, “Houston and Texas Central Railway,” *Handbook of Texas Online*, accessed January 27, 2022, <https://www.tshaonline.org/handbook/entries/houston-and-texas-central-railway>.

² Michael Barnes, “Austin’s First Railroad Altered the City Forever,” *Austin American-Statesman*, May 23, 2019, <https://www.austin360.com/story/news/history/2019/05/23/on-christmas-day-1871-austins-first-railroad-altered-city-forever/5079567007/>.

³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I* (Prepared for the City of Austin, October 2016), 16.

⁴ “Austin, Travis County, Texas, January 1894,” 1:600 (New York: Sanborn-Perris Map Company, 1894), Sheet 20, University of Texas at Austin, Perry-Castañeda Library Map Collection.

⁵ “Insurance Maps of Austin, Texas, 1900” (New York: Sanborn-Perris Map Company, 1900), Sheets 12, 19, 21, University of Texas at Austin, Perry-Castañeda Library Map Collection.

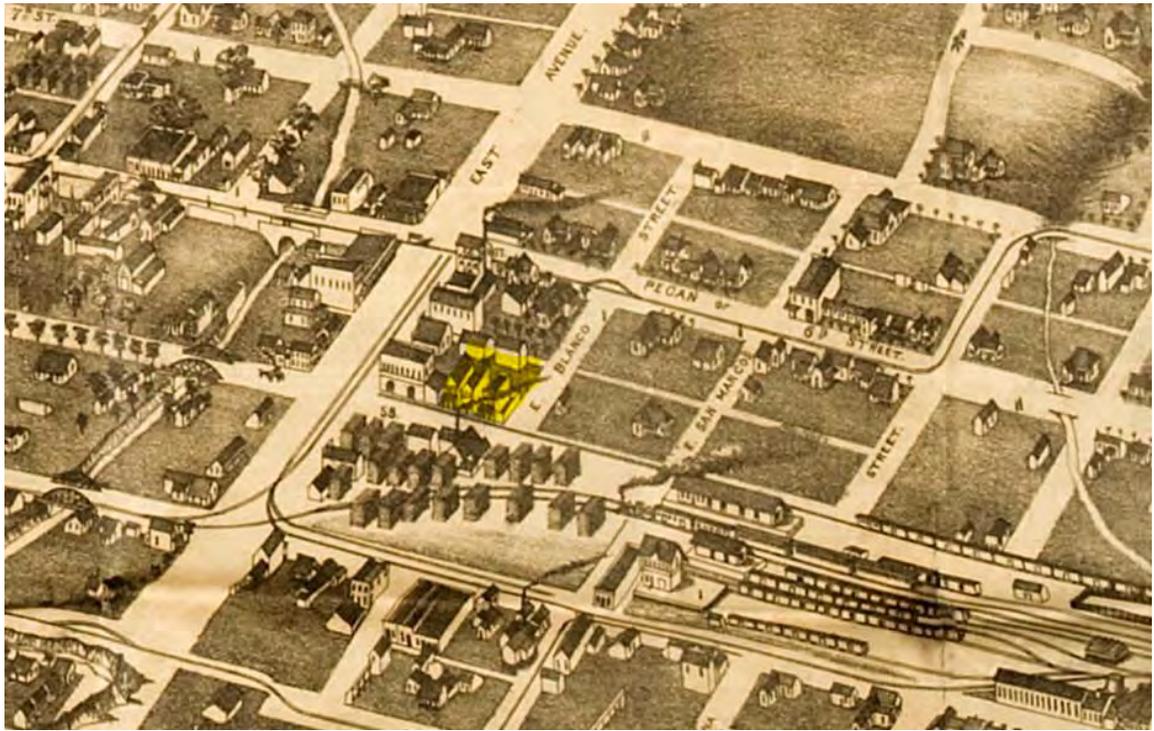


Figure 1. 1890 bird's-eye view of Austin with the future location of the Robinson Brothers Warehouse highlighted. Note the industrial development along the railroad and tenement houses on the subject block.⁶

⁶ Augustus Koch, "Partial View of Austin, Texas" (Kansas City, Mo.: Inter-State Publishing Company, 1890), Perry-Castaneda Library at the University of Texas at Austin, https://maps.lib.utexas.edu/maps/historical/austin-1890-birdseyeaustin_01.jpg.

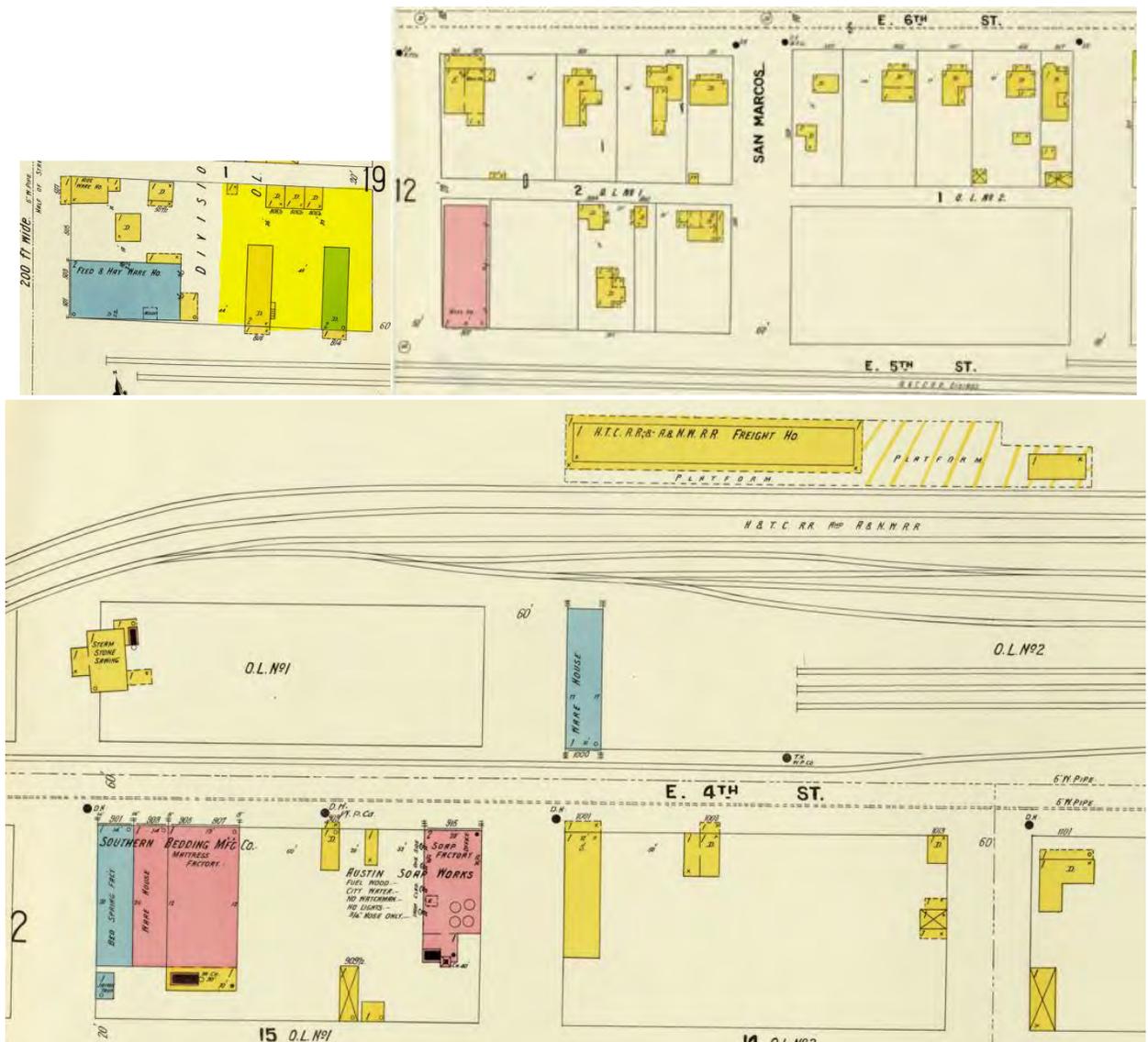


Figure 2. 1900 Sanborn map showing industrial development along the H&TC Railroad. The future location of the Robinson Brothers Warehouse is highlighted in bright yellow.⁷

A historic context of Austin developed by HHM, Inc. for the City of Austin in 2016 described the considerable growth along this corridor in the early twentieth century:

The 1900s' first quarter saw rapid expansion of the east Outlots with development of many areas previously unplatted to meet the continuing demand....The year 1904...marked the arrival of the Missouri, Kansas and Texas Railroad (MK&T or "Katy") extension from Granger to Austin. Completed on June 15, 1904, the line tied into the existing track of the H&TC at the edge of East Austin. The MK&T used the tracks of the H&TC from the MK&T depot grounds in East Austin to the H&TC passenger depot located downtown for passenger service.⁸

The area saw additional rail traffic with the new line and the surrounding development continued well into the mid-twentieth century. The 1935 and 1962 update Sanborn maps

show considerable industrial growth along the railroad east of East Avenue, in the vicinity of the Robinson Brothers Warehouse (see Figure 3).⁹

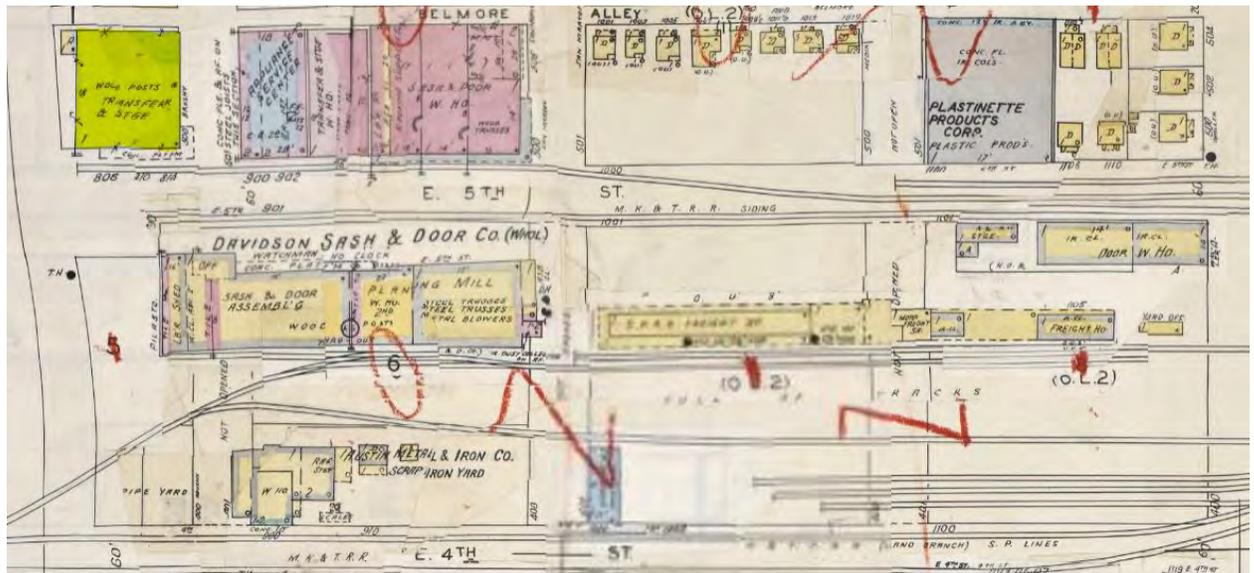


Figure 3. 1935 Sanborn map with 1962 updates showing industrial development along the rail corridor between East 4th and East 5th Streets. The Robinson Brothers Warehouse is highlighted in yellow.¹⁰

Robinson Brothers Warehouse Property History

The Robinson Brothers Warehouse was constructed shortly after 1900 at what was then 810 East 5th Street. Deed records indicate that on March 9, 1901, G.M. Brass and his wife sold the subject land, which consisted of lots 7 through 12 on Block 1 of Conner's Addition, to Edward and Henry Robinson. The Robinson Brothers' former warehouse, which had been located just a block to the northwest at the corner of East 6th and San Marcos Streets, had burned in 1896.¹¹ Between 1900, as recorded on the Sanborn map for that year, and 1903, when Robinson Brothers Wholesale Feed, Hay, and Grain first appears in the Austin City Directory, the Black tenement houses that had stood at the northwest corner of East 5th Street and Brushy Street were razed and the Robinson Brothers Warehouse (see Figure 4) built in their place.¹²

⁷ "Insurance Maps of Austin, Texas, 1900," Sheets 19 and 21.

⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 36–38.

⁹ "Austin, Texas, 1935 (Revised 1962) Vol. 2.," 1:600 (New York, 1962), Sheet 211, Digital Sanborn Maps, 1867-1970, ProQuest.

¹⁰ "Austin, Texas, 1935 (Revised 1962) Vol. 2.," Sheet 211.

¹¹ "Landmark Fire Second in Family," *Austin American-Statesman*, March 20, 1947.

¹² "Austin, Travis County, Texas, January 1894," Sheet 20; "Insurance Maps of Austin, Texas, 1900," Sheet 12; "Zoning Change Review Sheet (Case No. C14H-02-0002)" (City of Austin, 2002).

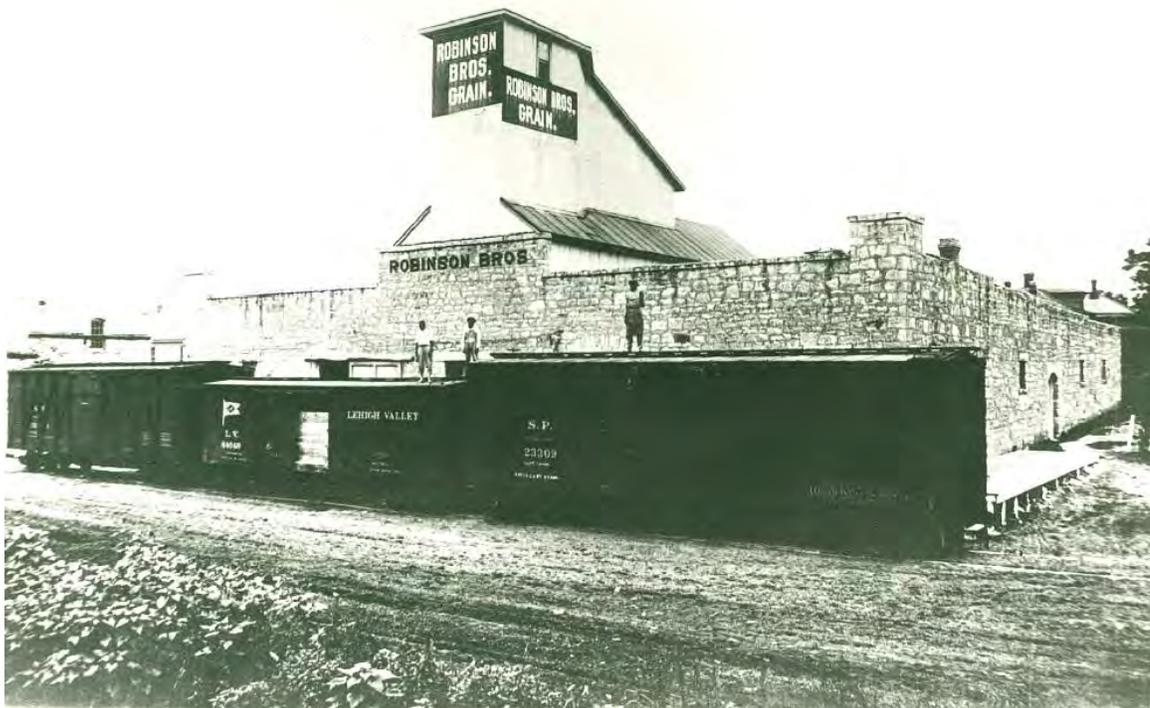


Figure 4. This c.1900 photo of the Robinson Brothers Warehouse highlights the proximity of the railroad siding to the building.¹³

After constructing the new warehouse, the Robinson Brothers' business continued to flourish. By 1909, according to city directories, the business represented one of only three grain dealers in Austin. A 1914 newspaper article described that "The company...has one of the largest floor spaces of any concern of its kind in the city. It also has splendid trackage facilities..."¹⁴ Newspaper records indicate that in 1918 and 1920 the company won contracts to provide the City of Austin with feed supplies, and by 1923 was one of only two local warehouses providing wholesale feed at all, the other being Marks Grain Company.¹⁵ As the *Austin American-Statesman* described, "They are old firms in Austin and have very large trade territory."¹⁶ After Edward Robinson died in 1928, his son Edward Jr. took over his portion of the business, which thrived until 1941, when Edward Jr. entered the army and the business closed (see Figure 5).¹⁷

¹³ "Robinson Brothers Grain Warehouse," c 1900, AF - AGRICULTURE, A1500(10), Austin History Center.

¹⁴ "For 25 Years Big Grain Firm Enjoys Excellent Business," *The Austin American*, November 15, 1914.

¹⁵ "City Lets Contracts," *Austin American-Statesman*, June 28, 1918; "Council Awards Contracts for City Supplies for Year," *Austin American-Statesman*, January 1, 1920.

¹⁶ "Calling Attention to Austin," *Austin American-Statesman*, August 20, 1923.

¹⁷ "Landmark Fire Second in Family"; "Zoning Change Review Sheet (Case No. C14H-02-0002)."

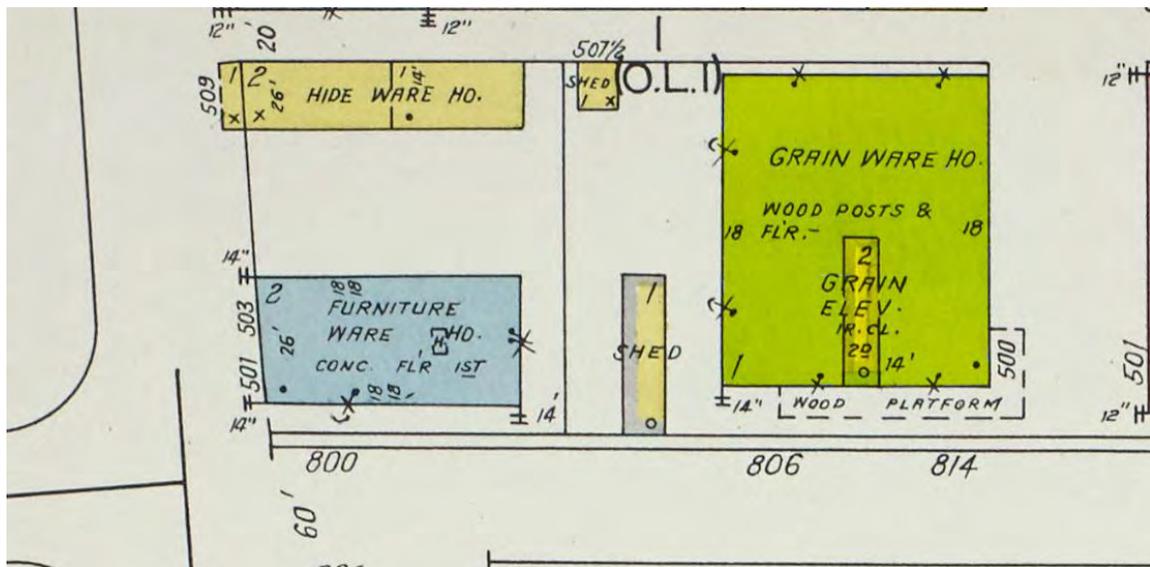


Image 5. 1935 Sanborn map showing the block where the Robinson Brothers Warehouse (highlighted in bright yellow) was located.¹⁸

The building continued to serve as a warehouse through the 1970s. By 1942 Central Feed and Seed (Central Feed) opened a feed mill at the location run by business owner Odas Jung.¹⁹ Central Feed closed, however, in 1946.²⁰ In 1947 the building's iconic grain elevator, described as "one of [Austin's] oldest landmarks," burned.²¹ During this post-World War II period, deed records indicate that the Henry Robinson estate sold the building to Dudley Prade. In 1949 city directories listed the property as the Texas Warehouse Company, and by 1957 other businesses were located on the property, including the American Red Ball Transit Company, Prade Apartments (office), Bull Creek Lodge boat renting (office), and Republic Carloading Company forwarding agents.²² I-35 was constructed through this area along former East Avenue in the early 1960s. By the time of the 1962 Sanborn map update (see Figure 6), the highway was in place and the warehouse buildings formerly located on the western portion of the block had been removed, in addition to two auxiliary buildings west of the Robinson Brothers Warehouse, to make way for the I-35 northbound frontage road. The former wood platform in front of the building had, by this time, been replaced with concrete. The railroad siding that ran immediately in front of the warehouse was removed prior to 1965, when it is no longer visible in aerial photography.²³

¹⁸ "Austin, Texas, 1935 Vol. 1.," 1:600 (New York: Sanborn Map Company, 1935), Sheet 211, Library of Congress, https://www.loc.gov/item/sanborn08415_006/.

¹⁹ "Landmark Fire Second in Family."

²⁰ "Until Further Notice," *The Austin American*, April 15, 1946.

²¹ "Landmark Fire Second in Family."

²² "Zoning Change Review Sheet (Case No. C14H-02-0002)."

²³ "Property Profile: A Development Services Tool," *City of Austin*, accessed April 5, 2022, <https://www.austintexas.gov/GIS/PropertyProfile/>; Although the railroad siding does appear on the 1962 Sanborn update, it may have been a remnant of the earlier 1935 map. Aerials prior to 1965 do not clearly show whether the siding had been removed. "Austin, Texas, 1935 (Revised 1962) Vol. 2.," Sheet 211.

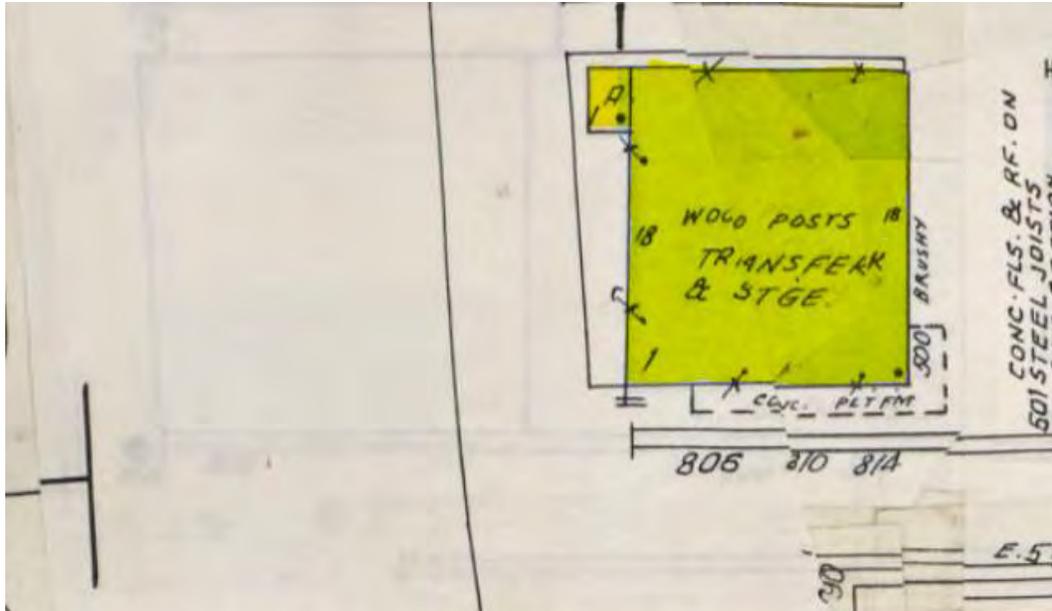


Figure 6. The 1962 Sanborn update map shows the removal of all buildings and structures west of the warehouse (highlighted in bright yellow) to make way for I-35 and its frontage road.²⁴

On June 1, 1977, the Dudley Prade trust and Rosa Lee Prade sold the Robinson Brothers Warehouse to current owner Richard I. Kooris. At the time of the sale, the building was mostly used for storage, specifically for Bergstrom Air Force Base, which stored possessions of military members who were deployed abroad. After the sale, the original sliding doors were removed and replaced with hinged doors from Sutton Hall at the University of Texas at Austin.²⁵ Under Kooris's ownership the building has become the headquarters of a group of audio and film studios that gained notoriety within the local and regional film and music industry. Texas Pacific Film Video, Inc., Kooris's own business, has been recognized as a factor in "the emergence of Texas as a regional center for filmmaking."²⁶ Today the 501 Studios complex, as it is called, houses media and technology companies and includes three warehouses located to the east of the subject property. Part of the building has been used as a live music venue in recent years.²⁷

Edward and Henry Robinson

Edward and Henry Robinson were members of a prominent Austin merchant family. Their parents were John H. Robinson Jr. and Madelaine Bremond Robinson and their grandfathers

²⁴ "Austin, Texas, 1935 (Revised 1962) Vol. 2.," Sheet 211.

²⁵ "Zoning Change Review Sheet (Case No. C14H-02-0002)."

²⁶ "Filmmaker Draws Attention and Success," *Austin American-Statesman*, February 2, 1987.

²⁷ "An Office Community of Creative Professionals in the Eclectic East Side of Downtown Austin," *501 Studios*, accessed January 28, 2022, <https://501studios.com/>; "Zoning Change Review Sheet (Case No. C14H-02-0002)."

were John H. Bremond Sr. and John H. Robinson Sr., who had been well-known business partners and merchants in early Austin. Around 1890 the brothers founded an earlier precursor firm to Robinson Brothers with partner J.A. Martin.²⁸ In 1895 Martin & Robinson dissolved and Robinson Brothers Grain Merchants was officially established.²⁹ Edward Robinson died in 1928 and was remembered as being “prominently identified with the business and social welfare of Austin.”³⁰ His son Edward Robinson, Jr. (see Figure 7) took his place in the business until it closed in 1941.³¹ Henry Robinson died in 1945 and Edward Robinson, Jr. went on to become an officer in the Air Force Reserves and a prominent participant in Austin civic life as the director of the Chamber of Commerce and founding member of the Civil Service Commission.³²

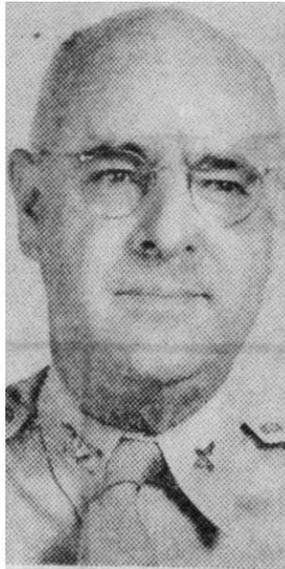


Figure 7. Edward Robinson, Jr. was co-owner of the Robinson Brothers Warehouse from 1928 until it closed in 1941.³³

The larger Robinson family was well known in Austin; they owned family houses located in the Bremond Block Historic District downtown and a large ranch and limestone quarry several miles north of the city. However, research did not reveal specific connections between Henry Robinson or Edward Robinson and any other extant properties associated with the Robinson family.³⁴ The houses where they lived, which were located downtown near the current

²⁸ “For 25 Years Big Grain Firm Enjoys Excellent Business.”

²⁹ “City News,” *Austin American-Statesman*, August 8, 1895.

³⁰ “Ed Robinson, Early Austin Leader, Dies,” *Austin American-Statesman*, March 14, 1928.

³¹ “Landmark Fire Second in Family.”

³² “Henry Robinson,” *The Austin-American*, December 3, 1945; “Edward Robinson Dies at 75,” *Austin American-Statesman*, July 28, 1972; “Zoning Change Review Sheet (Case No. C14H-02-0002).”

³³ “Edward Robinson Dies at 75.”

³⁴ “History,” *Austin White Lime Company*, 2022, <http://www.austinwhitelime.net/history.html>; “Another Chunk of North Austin’s Robinson Ranch Is Available to Developers,” *Austin Business Journal*, December 17,

Bremond Block Historic District and other Robinson family houses and included residences at 701 Guadalupe Street, 306 West 8th Street, and 310 West 7th Street, are no longer extant. Edward Robinson Jr.'s former residence at 1304 Murray Lane in the Clarksville neighborhood, where city directories first place him in 1927, does appear to be extant.³⁵

Grain Production and Storage

Grain production was a major agricultural pursuit in Texas beginning in the nineteenth century with corn and, to a lesser degree, wheat as the most widespread grain crops. In particular, the growth and expansion of railroads in the vicinity of Travis County drove agricultural production and processing.³⁶ Grain cultivation became more profitable during and just after World War I, driving more farmers to grow wheat, corn, and oats, though production of these crops subsequently decreased in Travis County and the surrounding area during the 1920s.³⁷

The most common property types associated with the grain industry were storage and processing complexes and auxiliary buildings.³⁸ Texas's first grain storage elevator was constructed at the Port of Galveston in the 1890s. Around the turn of the century, wood elevators like the one atop the Robinson Brothers Warehouse were widespread, as was steel, brick, and tile construction.³⁹ By the 1930s large-scale concrete elevators were common, especially at terminal facilities in large transportation centers. The number of grain elevators in operation across Texas peaked in the mid-1980s, and by the 2000s many small and family owned grain elevators statewide had closed or consolidated.⁴⁰

National Register Eligibility Recommendations

- **Eligible Properties/Districts**

Resource 392: Robinson Brothers Warehouse, 501 North I-35

The Robinson Brothers Warehouse was built c.1900. It is a one-story industrial building of rubble limestone construction with visible tooling marks. The rectangular-plan structure

2020, <https://www.bizjournals.com/austin/news/2020/12/17/193-acres-of-robinson-ranch-to-be-developed.html>.

³⁵ Roxanne Williamson, "Bremond Block Historic District," *Texas State Historical Association Handbook of Texas*, 2022, <https://www.tshaonline.org/handbook/entries/bremond-block-historic-district>; "Zoning Change Review Sheet (Case No. C14H-02-0002)."

³⁶ David W. Moore Jr, Martha Freeman, and Maryellen Russo, *Agricultural Theme Study for Central Texas* (Prepared for Texas Department of Transportation Environmental Affairs Division, 2013), 4–15.

³⁷ Moore, Freeman, and Russo, *Agricultural Theme Study for Central Texas*, 4–18, 4–20.

³⁸ Amy E. Dase, *A Field Guide to Industrial Properties in Texas* (Prepared for Texas Department of Transportation Environmental Affairs Division, Historical Studies Branch, May 2003), 31.

³⁹ Dase, *A Field Guide to Industrial Properties in Texas*, 32.

⁴⁰ Gerald E. McLeod, "Day Trips: A Short History of Grain Elevators in Texas," *The Austin Chronicle*, February 8, 2008, <https://www.austinchronicle.com/columns/2008-02-08/589092/>.

rests on a concrete foundation and has a flat, membranous roof with a parapet capped with metal coping. A low-pitch, front-gable roof projection along the northeast portion of the building features vinyl-clad walls that rise approximately 2 to 5 feet above the roofline. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. The building occupies most of the city block that is bounded by East 5th Street to the south, Brushy Street to the east, the I-35 northbound frontage road to the west, and an alley to the north. A sidewalk borders the west, south, and east sides of the building with a deep setback to the west and south. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.

The front (south) building facade is five bays across with two evenly spaced entrances and three windows. A low, modern, concrete platform with metal wire railing spans the elevation and two sets of central concrete steps provide access to the platform. Each of the entrances consists of a glazed, multi-light, double wood door with metal stud decorations and arched transom. Limestone lintels highlight the rounded arch openings. Flat metal awnings are suspended from metal anchors that feature star decorations and are mounted above the arches. Windows consist of wood casements; the windows at the western and central portion of the elevation are square in proportion while the easternmost window is tall and narrow. The window openings feature flat limestone lintels and sills. The roofline is a stepped parapet.

The east (side) elevation has two entrances. The southernmost is a single wood door with transom and flat awning and the northernmost entrance, situated in the middle of the elevation, consists of a glazed double metal door with transom and flat awning. Windows are evenly spaced and are a combination of square fixed and one tall casement. Flat limestone lintels and sills highlight door and window openings, with the exception of a rounded limestone arch that caps the double metal doors. The west (side) elevation features another entrance consisting of double wood doors that match the facade. A flat metal awning is mounted above and the slightly raised entrance is accessible via stairs or a ramp with modern railing. Concrete and metal benches are mounted on the entry platform immediately outside the door. Windows are wood casements. The north (rear) elevation has a double metal door with arched transom and rolled metal awning. There is a single wood casement window and another window opening that has been infilled. Utility equipment is mounted to the side of the building. Wood posts supporting a large billboard facing I-35 abut the building.

The warehouse has undergone considerable alterations. The Robinson Brothers sign visible in a c.1900 photo has been removed, and the grain elevator that used to stand atop the

building was destroyed by fire in 1947.⁴¹ After the current owner purchased the building in 1977, he replaced original sliding wood doors with a mix of wood and metal doors, including some from Sutton Hall at the University of Texas at Austin. The metal awnings over the entrances are also modern additions. Windows have been replaced and metal bars added over them. The platform along the south facade, which was originally made of wood, is now concrete with a new railing. A rail siding that once ran adjacent to the building was removed at some point prior to 1965. The interior of the former warehouse has been broken up into office spaces with new fixtures such as carpeting and drop ceilings. According to available building permits, most of this remodeling took place in the late 1970s through 1980.⁴² In 1980 a sound stage was added at the northeast corner of the building, accounting for the extension of the roofline in that area.⁴³

Significance

Criterion A

Based on historic contexts, the Robinson Brothers Warehouse is significant at the local level under Criterion A in the area of Industry for its important association with grain production and storage and its role as one of the only remaining industrial properties along the former H&TC Railroad corridor. The warehouse was one of a collection of storage and processing facilities that once lined the railroad in East Austin and represented the city's thriving industrial growth in the early twentieth century. It is one of very few properties associated with the agricultural processing industry that remain along the former railroad corridor. The Robinson Brothers Warehouse and the three warehouse buildings to the east of it are the only such properties in their immediate vicinity, and among only a handful of extant warehouses or industrial buildings along former railroad corridors through downtown and East Austin. Of the four warehouses on East 5th Street, the subject property best conveys its initial industrial purpose and appearance, having retained its original stone construction and form. The period of significance runs from c.1900, when the warehouse was constructed, until 1977, when it sold to the current owner and stopped serving as a warehouse.

Criterion B

According to the NRHP bulletin *How to Apply the National Register Criteria for Evaluation*, a property can be significant under Criterion B if it illustrates the "important achievements" of a person "whose specific contributions to history can be identified and documented."⁴⁴ Although Henry and Edward Robinson, and later business owner Edward Robinson Jr., were members of a prominent Austin family involved in civic life and society, research did not reveal significant achievements that would set them apart from their peers in Austin's

⁴¹ "Robinson Brothers Grain Warehouse."

⁴² "Robinson Brothers Permits and Inspections," 1980 1976, Austin History Center.

⁴³ "Zoning Change Review Sheet (Case No. C14H-02-0002)."

⁴⁴ National Park Service, *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Department of the Interior, 1997), 14.

business and social circles. While they owned a successful grain warehouse that was one of only a handful in Austin, this was one of many thriving businesses along the railroad and does not qualify the subject property for significance under Criterion B for its association with the Robinsons. Research did not indicate historic associations with other significant figures in local, state, or national history. Therefore, the Robinson Brothers Warehouse does not possess NRHP significance under Criterion B.

Criterion C

The Robinson Brothers Warehouse was evaluated for potential significance under NRHP Criterion C for design/construction. According to the NRHP bulletin *How to Apply the National Register Criteria for Evaluation*, a property can be significant under Criterion C if it “embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; or possesses high artistic value.”⁴⁵ As a standard and utilitarian warehouse building, the subject property does not possess high artistic value or represent the work of a master. It does, however, display characteristic warehouse features including its sprawling one-story layout and proximity to the former railroad corridor. As such, the property has potential for Criterion C significance as an example of a grain warehouse.

Integrity

The Robinson Brothers Warehouse stands in its original location, retaining integrity of location. It has strong integrity of design, retaining its original form and displaying historic limestone materials and building methods with tool marks still visible on the exterior walls of the building. Some other building materials, including doors and windows, have been replaced, and the interior has been renovated into offices, businesses, and recording studios. Therefore, the building has some diminished integrity of materials and workmanship. The grain elevator initially situated on top of the building is now gone, as is the former rail corridor and siding that ran adjacent to the building, although both of these alterations took place within the period of significance. Modern development, including the construction of I-35 and new construction to the northeast and south of the warehouse, have compromised the historic setting of the area. However, the three warehouses to the east of the subject property along East 5th Street and the historic-age commercial properties to the north do contribute to integrity of feeling and association. Overall, the property does retain sufficient integrity to convey its historic significance under Criterion A as a former industrial warehouse.

Despite the property’s potential Criterion C significance, the large grain elevator that once topped the building and railroad siding beside it, which were essential physical markers of its role as a grain storage facility, are gone. In addition, it has undergone significant architectural changes including the removal and replacement of doors and windows and major renovations to the original interior warehouse space to turn it into offices, commercial

⁴⁵ National Park Service, *How to Apply the National Register Criteria for Evaluation*, 17.

spaces, and a sound stage. Therefore, the property does not retain the integrity to be eligible under Criterion C as an example of a grain warehouse.

NRHP Boundaries

The recommended NRHP boundary corresponds to the legal parcel (TCAD parcel 191646). The Robinson Brothers Warehouse is recommended eligible under Criterion A in the area of Industry for its association with industrial development along the railroad. According to the NRHP bulletin *How to Complete the National Register Registration Form*, boundaries for historic sites should be selected to “encompass the area where the historic events took place.”⁴⁶ This corresponds to the property parcel boundaries including the building footprint and its immediate surroundings, which encompass the area used as an industrial warehouse and connected with the railroad siding that ran adjacent to the building facade.

- **Ineligible Properties/Districts**

None

- **Recommendations for Further Study**

Evaluations of NRHP eligibility can be made from existing project information and the findings of the intensive-level survey, as documented in this report. No further work is recommended at this time.

Determination of Section 106 Effects Recommendations

- **Direct Effects**

Resource 392: Robinson Brothers Warehouse

The Robinson Brothers Warehouse is recommended eligible for the NRHP under Criterion A. The NRHP boundaries conform to the TCAD parcel boundaries. At this location, I-35 currently has three main lanes and three-lane frontage roads in each direction of traffic, with an exit ramp from the northbound main lanes to the northbound frontage road. The main lanes are elevated on fill approximately 15 feet above grade. The Robinson Brothers Warehouse property directly abuts the I-35 ROW at the northbound frontage road. The Robinson Brothers Warehouse property edge is approximately 16 feet from the I-35 northbound frontage road pavement edge and approximately 155 feet from the closest I-35 main lane. At its closest point, the Robinson Brothers Warehouse building face is approximately 26 feet from the I-35 northbound frontage road, approximately 87 feet from the northbound exit ramp, and approximately 165 feet from the closest I-35 main lane.

⁴⁶ National Park Service, *National Register Bulletin: How to Complete the National Register Registration Form*, 1997, 56, <https://www.nps.gov/subjects/nationalregister/upload/NRB16A-Complete.pdf>.

Alternative 2

At this location, I-35 would be reconstructed to include four main lanes, two managed lanes, a three-lane northbound frontage road east of the main lanes, a two-lane northbound frontage road west of the main lanes, a one-lane northbound bypass lane, and shared-use paths in each direction (see Figure 8). The main lanes and managed lanes would be depressed below grade. Frontage roads and shared-use paths would be at-grade. A widened “stitch” bridge would be constructed to carry East 5th Street at-grade over the depressed I-35 main lanes and managed lanes. The bridge would carry one travel lane in each direction for East 5th Street vehicular traffic and would include wide sidewalks, offsets/buffers between vehicular and pedestrian traffic, and overhead shade shelters over both sidewalks.

No ROW or easements would be acquired from the Robinson Brothers Warehouse property. Based on April 2022 project information for Alternative 2, the at-grade shared-use path would essentially replace and upgrade the existing sidewalk. The Robinson Brothers Warehouse property edge would directly abut the IH 35 ROW and the shared-use path. The property edge would be approximately 22 feet from the I-35 northbound frontage road, approximately 48 feet from the retaining wall at the edge of the depressed section, and approximately 60 feet from the depressed main lanes. At its closest point, the Robinson Brothers Warehouse would be approximately 10 feet from the I-35 ROW and shared-use path, approximately 32 feet from the I-35 northbound frontage road, approximately 58 feet from the retaining wall, and approximately 70 feet from the depressed main lanes. While proposed northbound main lanes would be approximately 40 feet closer to the Robinson Brothers Warehouse compared with the current configuration, the main lanes and managed lanes would be depressed approximately 17 feet below grade, drastically reducing noise and visual impacts from the current elevated profile. In addition, the depressed lanes may be covered by a concrete cap between East 4th Street and East 8th Street, which would further eliminate noise and visual impacts to the Robinson Brothers Warehouse. Limiting the proposed East 5th Street Bridge to one lane in each direction will minimize traffic impacts from the bridge. Based on the information presented above, Alternative 2 would have **no adverse effect** to Resource 392, the Robinson Brothers Warehouse at 501 North I-35.

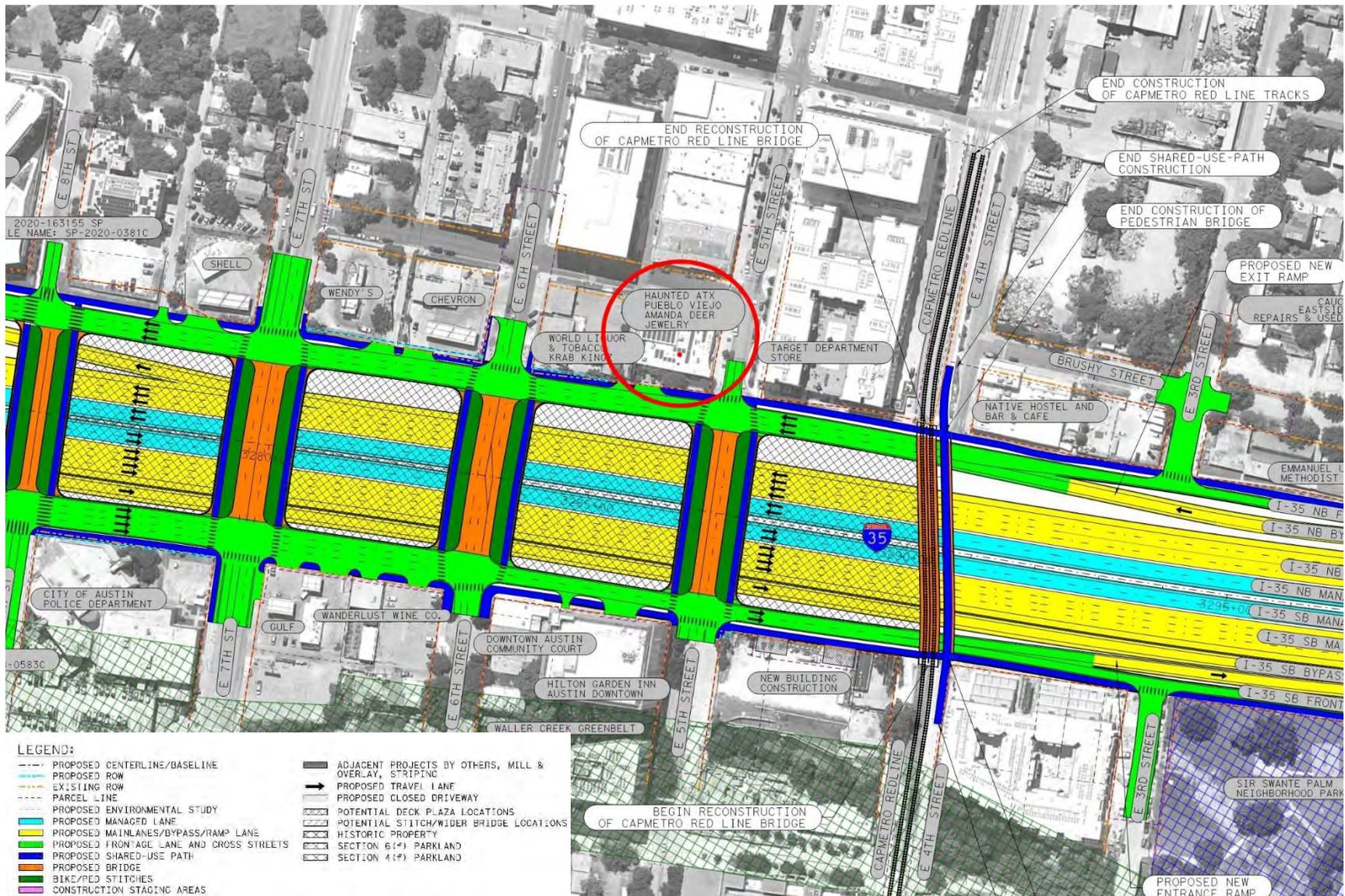


Figure 8. Close-up of Alternative 2 project schematic (April 8, 2022, version) showing proposed configuration in Robinson Brothers Warehouse vicinity. Robinson Brothers Warehouse is circled in red.

Modified Alternative 3

At this location, I-35 would be reconstructed to include four main lanes and two managed lanes in each direction (see Figure 9). The main lanes and managed lanes would be depressed approximately 17 feet below grade (see Figure 10). There is potential for construction of a concrete cap over the depressed freeway covering the main lanes, managed lanes, and bypass lanes in the area between East Cesar Chavez Street and East 8th Street (see Figures 10 and 11). Three-lane northbound and southbound at-grade frontage roads would be located on the west side of the freeway. Shared-use paths would be located at-grade. A widened “stitch” bridge would be constructed to carry East 5th Street at-grade over the depressed I-35 main lanes and managed lanes. The bridge would carry one travel lane in each direction for East 5th Street vehicular traffic and would include wide sidewalks, offsets/buffers between vehicular and pedestrian traffic, and overhead shade shelters over both sidewalks.

No ROW or easements would be acquired from the Robinson Brothers Warehouse property. Based on April 2022 project information for Modified Alternative 3, the Robinson Brothers Warehouse property edge would directly abut the IH 35 ROW. The property edge would be approximately 9 feet from the shared use path, approximately 35 feet from the retaining wall at the edge of the depressed section, and approximately 46 feet from the depressed main lanes. At its closest point, the Robinson Brothers Warehouse would be approximately 10 feet from the I-35 ROW, approximately 19 feet from the shared use path, approximately 49 feet from the retaining wall, and approximately 60 feet from the depressed main lanes. While proposed northbound main lanes would be much closer to the Robinson Brothers Warehouse compared with the current configuration, the main lanes and managed lanes would be depressed approximately 17 feet below grade, drastically reducing noise and visual impacts from the current elevated profile. In addition, the depressed lanes may be covered by a concrete cap between East 4th Street and East 8th Street, which would further eliminate noise and visual impacts to the Robinson Brothers Warehouse. The nearest at-grade vehicular traffic would be the northbound frontage road, located approximately 240 feet from the building face. Limiting the proposed East 5th Street Bridge to one lane in each direction will minimize traffic impacts from the bridge. Based on the information presented above, Modified Alternative 3 would have **no adverse effect** to Resource 392, the Robinson Brothers Warehouse at 501 North I-35.

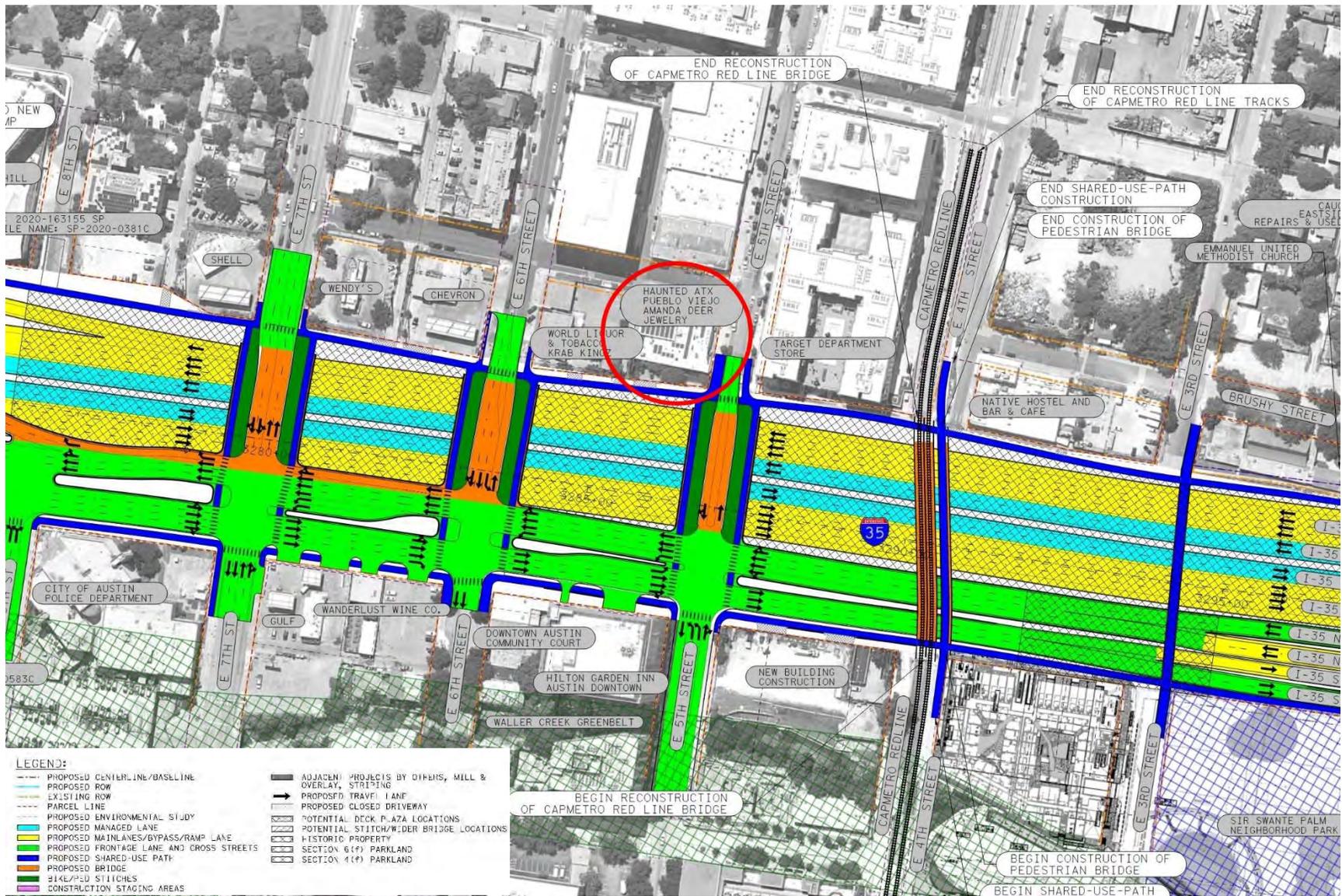


Figure 9. Close-up of Modified Alternative 3 project schematic (April 8, 2022, version) showing proposed configuration in Robinson Brothers Warehouse vicinity. Robinson Brothers Warehouse is circled in red.



3RD STREET - LOOKING NORTHEAST

Figure 10. Visualizations of Modified Alternative 3 project schematic (April 8, 2022, version) showing proposed configuration in Robinson Brothers Warehouse vicinity, without decks. Building is visible at top left of frame at I-35/East 5th Street.



SURFACE LEVEL ENHANCEMENTS TO BE PROVIDED BY OTHERS

3RD ST. WITH DECK PLAZA - LOOKING NORTHEAST

Figure 11. Visualizations of Modified Alternative 3 project schematic (April 8, 2022, version) showing proposed configuration in Robinson Brothers Warehouse vicinity, with decks. Building is visible at top left of frame at I-35/East 5th Street.

- **Indirect, Cumulative or Reasonable Foreseeable Effects**

Large-scale residential and commercial development, along with increased traffic on I-35 and city streets, are existing developmental trends already present in the immediate Robinson Brothers Warehouse vicinity. The proposed project does not deviate from established urban development trends that result in both beneficial and adverse impacts to historic resources from large infrastructure projects; these trends are not likely to be substantially changed by this project. A cumulative impacts analysis, including cumulative effects to historic properties, is being prepared by TxDOT as a separate technical report for the overall I-35 Capital Express Central Project.

The proposed project would add traffic capacity to I-35 and may alter specific traffic patterns or access to the Robinson Brothers Warehouse. The construction of the bridge at East 5th Street over I-35 will allow for through traffic between East Austin and downtown Austin along East 5th Street. However, the bridge will only carry one lane of vehicular traffic in each direction, minimizing the impacts of additional through traffic. However, the project is not expected to result in indirect, cumulative, or reasonably foreseeable adverse effects to the Robinson Brothers Warehouse.

U.S. DOT Section 4(f) Applicability Statement

In the intensive survey area, the proposed project would not result in a use of any Section 4(f)-protected properties for transportation purposes and would not adversely affect properties under Section 106. Therefore, Section 4(f) is not applicable.

References Cited

- "An Office Community of Creative Professionals in the Eclectic East Side of Downtown Austin." *501 Studios*. Accessed January 28, 2022. <https://501studios.com/>.
- "Another Chunk of North Austin's Robinson Ranch Is Available to Developers." *Austin Business Journal*, December 17, 2020. <https://www.bizjournals.com/austin/news/2020/12/17/193-acres-of-robinson-ranch-to-be-developed.html>.
- "Austin, Texas, 1935 (Revised 1962) Vol. 2." 1:600. New York, 1962. Digital Sanborn Maps, 1867-1970. ProQuest.
- "Austin, Texas, 1935 Vol. 1." 1:600. New York: Sanborn Map Company, 1935. Library of Congress. https://www.loc.gov/item/sanborn08415_006/.
- "Austin, Travis County, Texas, January 1894." 1:600. New York: Sanborn-Perris Map Company, 1894. University of Texas at Austin, Perry-Castañeda Library Map Collection.
- Barnes, Michael. "Austin's First Railroad Altered the City Forever." *Austin American-Statesman*, May 23, 2019. <https://www.austin360.com/story/news/history/2019/05/23/on-christmas-day-1871-austins-first-railroad-altered-city-forever/5079567007/>.
- "Calling Attention to Austin." *Austin American-Statesman*, August 20, 1923.
- "City Lets Contracts." *Austin American-Statesman*, June 28, 1918.
- "City News." *Austin American-Statesman*, August 8, 1895.
- "Council Awards Contracts for City Supplies for Year." *Austin American-Statesman*, January 1, 1920.
- Dase, Amy E. *A Field Guide to Industrial Properties in Texas*. Prepared for Texas Department of Transportation Environmental Affairs Division, Historical Studies Branch, May 2003.
- "Ed Robinson, Early Austin Leader, Dies." *Austin American-Statesman*, March 14, 1928.
- "Edward Robinson Dies at 75." *Austin American-Statesman*, July 28, 1972.
- "Filmmaker Draws Attention and Success." *Austin American-Statesman*, February 2, 1987.

- “For 25 Years Big Grain Firm Enjoys Excellent Business.” *The Austin American*, November 15, 1914.
- “Henry Robinson.” *The Austin-American*, December 3, 1945.
- HHM, Inc. *City of Austin Historic Resources Survey: Final Report, Volume I*. Prepared for the City of Austin, October 2016.
- “History.” *Austin White Lime Company*, 2022. <http://www.austinwhitelime.net/history.html>.
- “Insurance Maps of Austin, Texas, 1900.” New York: Sanborn-Perris Map Company, 1900. University of Texas at Austin, Perry-Castañeda Library Map Collection.
- Koch, Augustus. “Partial View of Austin, Texas.” Kansas City, Mo.: Inter-State Publishing Company, 1890. Perry-Castaneda Library at the University of Texas at Austin. https://maps.lib.utexas.edu/maps/historical/austin-1890-birdseyeaustin_01.jpg.
- “Landmark Fire Second in Family.” *Austin American-Statesman*, March 20, 1947.
- McLeod, Gerald E. “Day Trips: A Short History of Grain Elevators in Texas.” *The Austin Chronicle*, February 8, 2008. <https://www.austinchronicle.com/columns/2008-02-08/589092/>.
- Moore, David W., Jr, Martha Freeman, and Maryellen Russo. *Agricultural Theme Study for Central Texas*. Prepared for Texas Department of Transportation Environmental Affairs Division, 2013.
- National Park Service. *How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: Department of the Interior, 1997.
- . *National Register Bulletin: How to Complete the National Register Registration Form*, 1997. <https://www.nps.gov/subjects/nationalregister/upload/NRB16A-Complete.pdf>.
- “Property Profile: A Development Services Tool.” *City of Austin*. Accessed April 5, 2022. <https://www.austintexas.gov/GIS/PropertyProfile/>.
- “Robinson Brothers Grain Warehouse,” c 1900. AF - AGRICULTURE, A1500(10). Austin History Center.
- “Robinson Brothers Permits and Inspections,” 1980 1976. Austin History Center.
- “Until Further Notice.” *The Austin American*, April 15, 1946.

Werner, George C. "Houston and Texas Central Railway." *Handbook of Texas Online*. Accessed January 27, 2022. <https://www.tshaonline.org/handbook/entries/houston-and-texas-central-railway>.

Williamson, Roxanne. "Bremond Block Historic District." *Texas State Historical Association Handbook of Texas, 2022*. <https://www.tshaonline.org/handbook/entries/bremond-block-historic-district>.

"Zoning Change Review Sheet (Case No. C14H-02-0002)." City of Austin, 2002.

Appendix A: Project Information and ROW Information

- [WPD Section I - Project Definition](#)
- [WPD Section II - Tool](#)
- [WPD Section III - Project Work Plan](#)
- [WPD Section IV - Findings](#)



[Archived WPD I](#)

Project Definition

Project Name:

CSJ: - -

Anticipated Environmental Classification:

Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Manually Associate CSJ:

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:091404341			EIS		Associate	Main	
CSJ:001513433			EIS		Associate	Main	
CSJ:001513432			EIS		Associate	Main	
CSJ:001513423	Federal,State	F ()	EIS	WF	Associate	Main	
CSJ:001513428	Federal,State	F ()	EIS	FOI	Associate	Main	
CSJ:001513399	State	ROW 15-13-399	EIS	ROW	Associate	Main	

DCIS Project Funding and Location

Funding

DCIS Funding Type:

Federal State Local Private

Location

DCIS Project Number: Highway:

District: County:

Project Limit -- From:

Project Limit -- To:

Begin Latitude: + . Begin Longitude: - .

End Latitude: + . End Longitude: - .

DCIS & P6 Letting Dates

DCIS District: DCIS Approved: DCIS Actual:

P6 Ready To Let: P6 Proposed Letting:

DCIS Project Description

Type of Work:

Layman's Description:

DCIS Project Classification:

Design Standard: 4R - New Location and Reconstruction

Roadway Functional Classification: 1 - Interstate

Jurisdiction

No

Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

FHWA - Assigned to TxDOT TxDOT - No Federal Funding FHWA - Not Assigned to TxDOT

TxDOT

Who is the project sponsor as defined by 43 TAC 2.7?

No

Is a local government's or a private developer's own staff or consultant preparing the CE documentation, EA or EIS?

Yes

Does the project require any federal permit, license, or approval?

USACE IBWC USCG NPS IAJR Other Formal USFWS consultation is anticipated, th

No

Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: 26 (Feet)

Maximum Depth of Impacts: 80 (Feet)

New ROW Required: 44 (Acres)

New Perm. Easement Required: 0 (Acres) New Temp. Easement Required: 3.9 (Acres)

Project Description

Describe Limits of All Activities: Spell

TxDOT is proposing improvements to I-35 from US290E to US290W/SH71 in Travis County (~8 miles in length).

The proposed improvements include the removal of the existing I-35 decks from Airport Blvd. to MLK Jr. Blvd., lowering the roadway, and adding two HOV managed lanes in each direction. One alternative would add direct connectors at I-35/US 290E. The project will also reconstruct east-west cross-street bridges, add shared-use paths (SUP), and make additional safety and mobility improvements within the project limits.

TxDOT, in coordination with the City of Austin and the University of Texas (UT), is designing the project to accommodate potential deck plaza locations that would cover sections of the main and HOV lanes of I-35 and provide community enhancement opportunities in those areas. The City is currently evaluating potential deck plazas between Cesar Chavez St. and 8th St. UT is evaluating potential deck cap areas between Dean Keeton St. and 15th St. In addition, "stiches," or bridges with enhanced (widened) pedestrian and bicycle accommodations and amenities, are being evaluated at the following locations: the CapMetro Red Line crossing south of Airport Blvd., Wilshire Blvd., 38th 1/2 St., 32nd St., 12th St., 11th St., Holly St., and Woodland Ave.

In addition, this project will make improvements to the drainage system including potential drainage tunnels and outfall sites. Currently, TxDOT is proposing major drainage systems along and

Describe Project Setting:

The proposed project location is in an urban setting. The existing roadway experiences high traffic volume throughout the day, as I-35 is one of only three north-south-oriented controlled-access facilities in the Austin metropolitan area.

Land use in the vicinity of the project area is highly developed and comprised of a variety of property types including commercial (large shopping and office/retail centers, car dealerships, hotels/motels, restaurants, municipal buildings), churches, hospitals/health care providers, schools, parks, and residential (single-family residential and multi-family apartment and condominium complexes). There are a few undeveloped parcels; however, none are being used for cropland, pasture, or range land.

Eight stream features cross the project area and include two tributaries of Tannehill Branch (intermittent), Boggy Creek (intermittent flow regime), Lady Bird Lake (perennial), two unnamed tributaries of the Colorado River/Lady Bird Lake (one perennial and one ephemeral), and two tributaries of Blunn Creek (one ephemeral and one intermittent). Vegetation in the project area consists of maintained roadside grasses and forbs within existing ROW. Landscaped grasses, forbs, and shrubs are located within developed areas. In undeveloped areas, vegetation consists of disturbed pasture, Ashe juniper/live oak woodlands, and narrow riparian areas.

Cemeteries adjacent to the project area include Mt. Calvary, Oakwood, and Assumption.

There are Section 4(f)- and Section 6(f)-protected parkland properties adjacent to the project limits, including: Northwest Greenway along Philomena Street; Swede Hill Pocket Park; Waller Creek Greenbelt; Waterloo Greenway; Waller Beach at Town Lake Metro Park (Section 6(f)); Sir Swante Palm Neighborhood Park; Edward Rendon Sr. Metro Park at Festival Beach (Section 6(f)); Norwood Tract at Town Lake Metro Park; and Ann and Roy Butler Hike and Bike 1300 Riverside Easement. There are also some historic sites that may trigger individual Section 4(f) evaluations, such as the Haster House (Glass Coffin), Austin Chronicle Building and the Dura Tune Service Station.

There are adjacent properties that are listed in or are eligible for the NRHP (i.e. Mt. Calvary Cemetery, Austin Chronicle building, Palm Park, etc.). This project is located in USFWS karst zone 3B, but it is not located within the Edwards Aquifer Recharge Zone.

There is potential freshwater mussel habitat in the Colorado River near Longhorn Dam.

Describe Existing Facility:

The existing I-35 roadway from US290E to US 290W/SH71 is located in an urban area with adjacent commercial, residential, institutional, governmental, and parks/open space properties. Within the proposed project limits, I-35 is an access-controlled interstate highway. Beginning at the southern limit, US 290W/SH 71, the roadway typically has three to four, 12-foot-wide mainlanes (concrete barrier-separated) with 4- to 12-foot-wide inside shoulders, 10- or 12-foot-wide outside shoulders, and two to three, 11- or 12-foot-wide frontage road lanes with curb and gutter in each direction. From Lady Bird Lake to 15th St., I-35 generally includes three 12-foot-wide mainlanes in each direction with auxiliary lanes between some of the ramps. North of 15th St., the roadway has four mainlanes in each direction and includes the upper/lower deck split just north of MLK Jr. Blvd. with a continuation of the upper decks to north of Airport Blvd. From Airport Blvd. to US 290E, I-35 includes four barrier-separated mainlanes in each direction. The roadway here typically has 2- to 6-foot-wide inside shoulders, 10-foot-wide outside shoulders, and two to four, 11- or 12-foot-wide frontage road lanes with curb and gutter in each direction. US 290E, between I-35 and Cameron Rd., is a four-lane freeway with 12-foot-wide mainlanes in each direction and 6-foot inside and 5'-20' outside shoulders. Frontage roads are 2 to 4 lanes in each direction and direct connector ramps provide access to and from the I-35 general purpose lanes.

Sidewalks exist in most, but not all, locations throughout the project area and SUP are located within the project area in "downtown" Austin, defined as between MLK Jr. Blvd. and Holly St. Drainage along the roadway (mainlanes and frontage roads) is provided by storm sewer networks and

Describe Proposed Facility:

~8 m in length - 1,500 ft north of US290E to 1,000 ft south of SH71. Removal of decks (Airport to MLK), lowering roadway, adding 2 HOV lanes in each direction, reconstructing E-W cross-streets, adding SUP.

Construction access/staging needed within parkland: Waller Beach (6(f)); Edward Rendon (6(f)); Norwood Tract; & Ann/Roy Butler Hike & Bike Easement.

Improvements to drainage include new drainage systems & outfalls. Project lowers roadway profile below existing grade north/south of Lady Bird Lake, which severs drainage systems connected to Harpers Branch, Lady Bird Lake, Colorado River, Waller Creek, & Boggy Creek. New systems needed to drain runoff severed from existing outfalls: storm drains along both FRs & MLs (Harper's Branch outfall to Oltorf); tunnel east I35 (Lady Bird Lake to 15th); tunnel west I35 (Waller Creek outfalls [3rd, 9th, & 15th] to Hancock Center), tunnel down Cesar Chavez (CO River downstream of Longhorn Dam to I35); tunnel Clarkson Branch to I35 (via 38th $\frac{1}{2}$ & north to Hancock Center); & storm drain Boggy Creek to the west of I35 (via a crossing north of Airport).

Based on alternatives screening process, TxDOT will analyze 2 build alts. and the No Build in the EIS:

Alt. 2

Yes Would the project add capacity?

Transportation Planning

Yes Is the project within an MPO's boundaries?

No Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in area.

This status applies to:

CO - Carbon Monoxide

O3 - Ozone

NO2 - Nitrogen Dioxide

PM10 - Particulate

PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification:

Project Contacts

Created By:

Date Created:

Project Sponsor: TXDOT (Or) Local Government

Sponsor Point Of Contact:

ENV Core Team Member:

District Core Team Member:

Other Point of Contact(s):

Last Updated By: Tricia Bruck-Hoyt-C

Last Updated Date: 04/08/2022 11:13:40

Appendix B: Tabular Inventory of Surveyed Properties

Resource No.	Address/ Location	Function/ Sub-function	Architectural Style	Date(s)	Description/Comments	Integrity Considerations	NRHP Eligibility
392	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414	INDUSTRY/ PROCESSING/ EXTRACTION: warehouse	No Style	c.1900	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>	<p>The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.</p>	Eligible (Criterion A: Industry)

Appendix C: Survey Forms for All Surveyed Properties

serDate:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	<p>The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.</p>



Overall view facing northeast.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	<p>The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.</p>



Front (south) facade facing northeast.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	<p>The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.</p>



Front (south) facade facing northwest.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.



Detail of entry door on facade, view facing north.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	<p>The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.</p>



Detail of stonework and window on facade, view facing northwest.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	<p>The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.</p>



Detail of window on facade, view facing north.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.



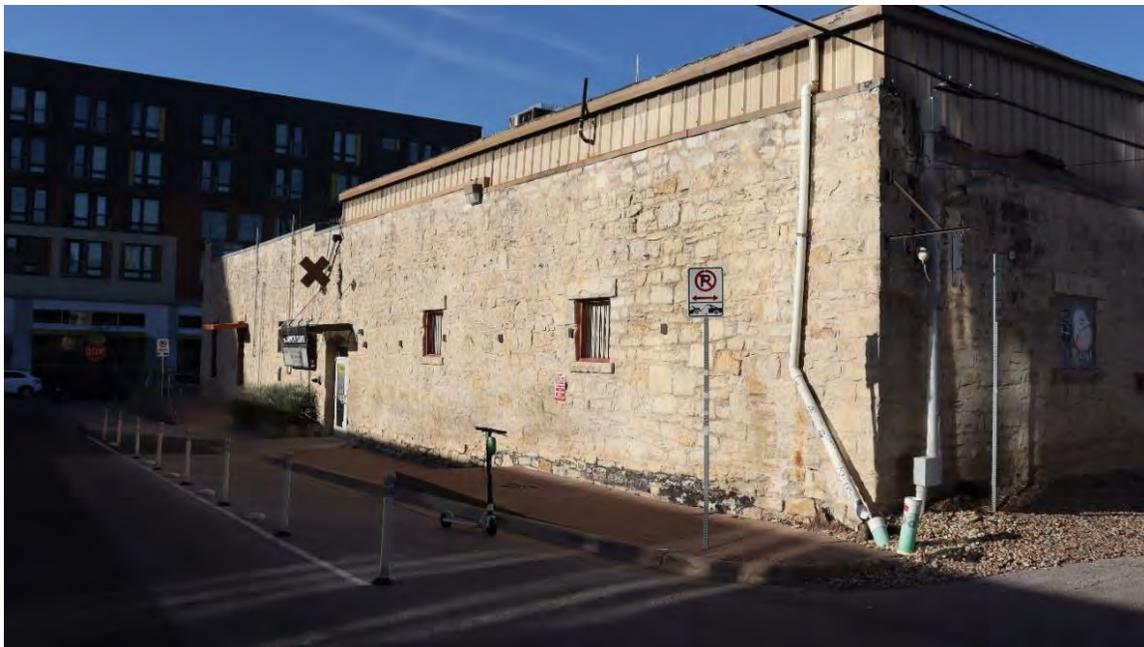
Side (east) elevation, view facing southwest.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.



Detail of secondary entrance on east elevation, view facing west.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	<p>The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.</p>



Side (east) elevation, view facing southwest.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as former industrial property.



Rear (north) elevation, view facing southwest.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.



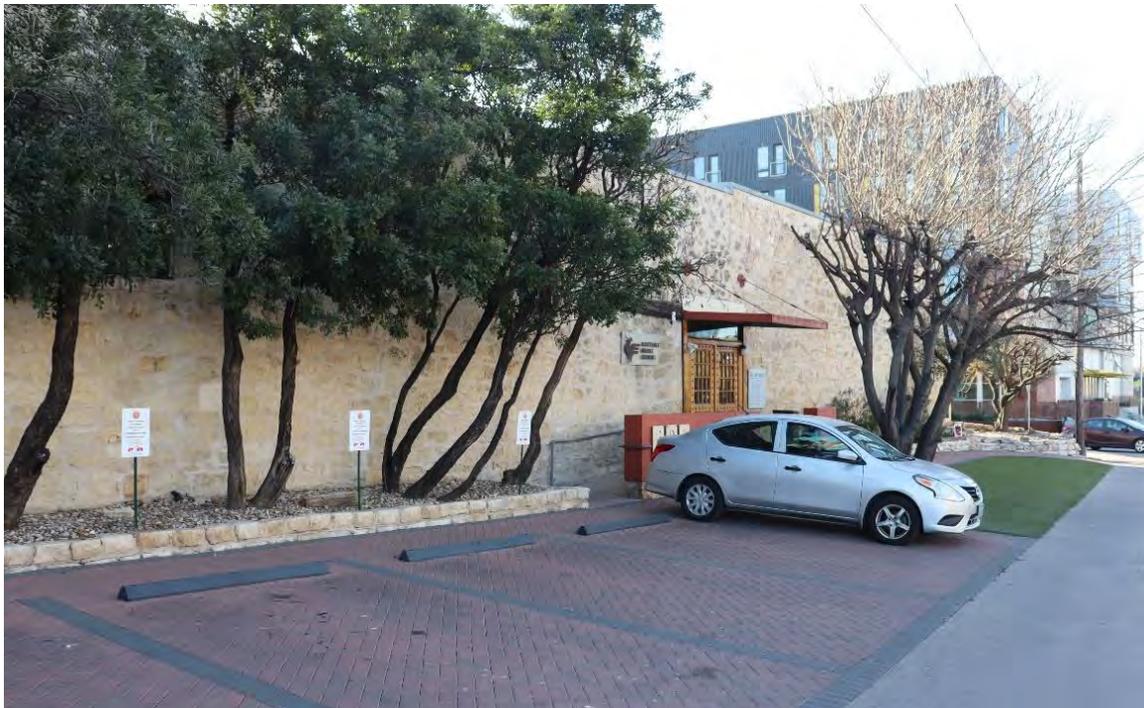
Detail of roof projection, view facing southwest.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as former industrial property.



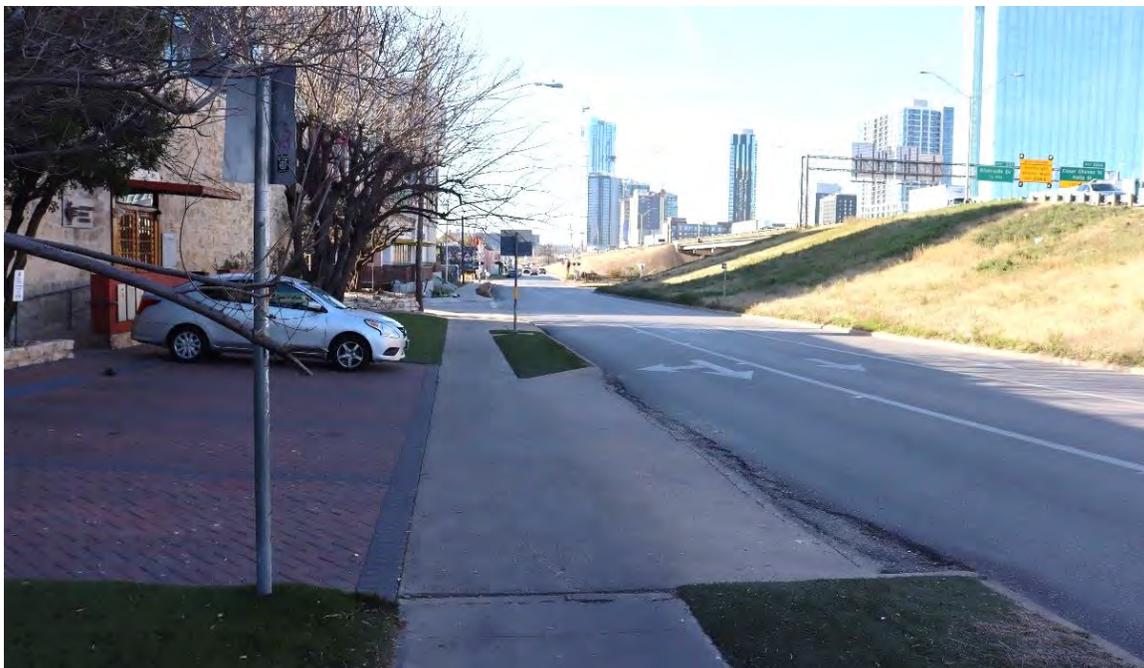
Detail of secondary entrance on rear elevation, view facing southwest.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	<p>The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.</p>



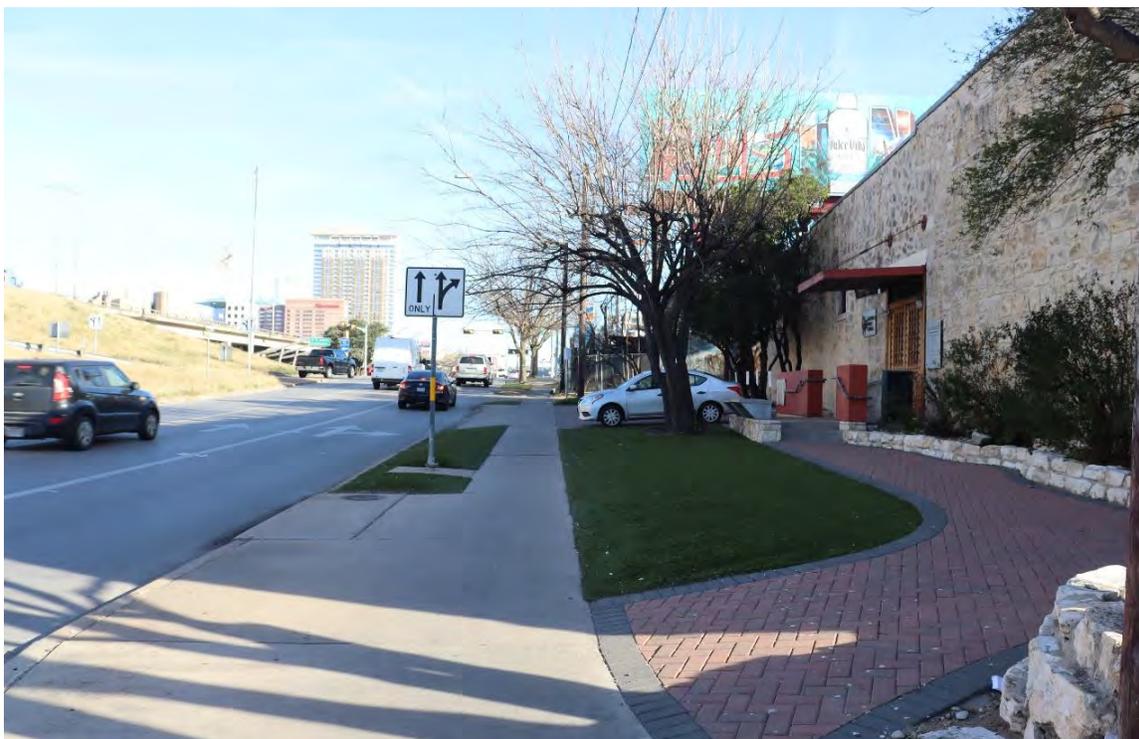
View of side (west) elevation, view facing southeast.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	<p>The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.</p>



View of west elevation and I-35 northbound frontage road, facing south.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as former industrial property.



View of west elevation and I-35 northbound frontage road, facing north.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.



Detail of secondary entrance on west elevation, view facing northeast.

Date:	January 14, 2022
Resource No:	392
Project Location:	Austin, Travis County, I-35: US 290 East to US 290 West/SH 71
Project Name and CSJ:	Capital Express Central – Robinson Brothers Warehouse Intensive Survey; 0015-13-388
Address, Lat/Long:	501 North Interstate Highway 35, Austin, Texas 78702; 30.26477, -97.73414
Function/Sub-function:	INDUSTRY/PROCESSING/EXTRACTION: warehouse
Construction Date:	c.1900
Architectural Style/Form:	No Style
NRHP Eligibility	Eligible (Criterion A: Industry)
Description/Comments:	<p>The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick parking pad, and grassy lawn.</p> <p>Resource 392 is significant under NRHP Criterion A in the area of Industry. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criteria B or C.</p>
Integrity Considerations:	The lack of the original grain storage elevator and sign, and replacement of windows, doors, and an entry platform along the south facade, somewhat diminish the warehouse's integrity of materials and workmanship. Modern development surrounding the warehouse and removal of the rail siding that once ran beside it has affected its integrity of setting. However, the exterior of the building is largely intact and therefore its integrity of location, design, feeling, and association are retained. Its integrity is sufficient to convey its significance under NRHP Criterion A as a former industrial property.



Detail of wooden lintel on west elevation, view facing northeast.

Appendix D: Figures



NRHP Boundary Map
I-35 Capital Express Central
Intensive Survey
CSJ: 0015-13-388
April 2022

- APE
- NRHP Boundary
- Parcel Boundary (Travis CAD)
- Existing ROW (TxDOT)

*No New ROW is Proposed in this Location

- NRHP Eligibility**
- Eligible

Resource Name: Robison Brothers Warehouse
Resource Number: 392

