



Historical Resources Survey Report

Capital Express Central Reconnaissance Survey– East Cesar Chavez Street Addendum

Project Name: Interstate Highway (I-) 35

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

Report Completion Date: September 2022

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-9-2019, and executed by FHWA and TxDOT.

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 will improve an approximately 8-mile segment of I-35 from U.S. Highway (US) 290 East to US 290 West/State Highway 71. The East Cesar Chavez Street drainage tunnel follows the path of East Cesar Chavez Street for approximately 2 miles from I-35 to the outflow site near Red Bluff Road. This report is an addendum to the I-35 reconnaissance-level *Historic Resources Survey Report* (HRSR) and covers the East Cesar Chavez Street drainage tunnel and outfall portion of the overall I-35 Capital Express Central Project.

On behalf of the Texas Department of Transportation (TxDOT) Environmental Affairs Division (ENV), Mead & Hunt, Inc. (Mead & Hunt) performed a non-archaeological cultural resources reconnaissance survey of properties within the East Cesar Chavez Street Addendum Area of Potential Effect (ECC APE) between March and June 2022. The ECC APE includes parcels adjacent to the existing East Cesar Chavez Street right-of-way between San Marcos Street and Red Bluff Road and ten parcels that would be acquired for the proposed outfall location.

A reconnaissance survey was conducted for the ECC APE. A total of 167 properties containing 213 resources were documented as part of the reconnaissance survey. Of these, a total of 116 properties are individually listed or recommended eligible for listing in the National Register of Historic Places (NRHP), or contain contributing resources to historic districts that are listed or recommended eligible for listing in the NRHP:

- Resource 1001: 1000 East Cesar Chavez Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1002A-B: 1004 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1003: 1006 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1004A: 1010 East Cesar Chavez Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1004B: 1010 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1005: 1100 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1006: 1102 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1007: 1108 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1009: 1114 East Cesar Chavez Street (contributing to East 1st Street Historic District)

- Resource 1013: 1204 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1015: 1201 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1016: 1205 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1017: 1207 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1019: 1211 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1020: 1300 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1021: 1302 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1022: 1304 East Cesar Chavez Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1023: 1306 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1024: 1308 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1025: 1312 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1026: 1301 East Cesar Chavez Street (listed and contributing to East 1st Street Historic District)
- Resource 1027: 1303 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1028A-C: 1305 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1030A-B: 1311 East Cesar Chavez Street and 94 Navasota Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1031: 1400 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1032: 1402 East Cesar Chavez Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1033: 1408 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1034: 1410 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1036: 1401 East Cesar Chavez Street (contributing to East 1st Street Historic District)

- Resource 1037: 1403 East Cesar Chavez Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1038: 1405 East Cesar Chavez Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1040: 1409 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1041A, C-E: 1602 East Cesar Chavez Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1042: 1634 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1043: 1607 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1044: 1609 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1045: 1611 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1046: 1615 East Cesar Chavez Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1047A-B: 1621 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1049A: 1808 East Cesar Chavez Street (individually eligible and contributing to East 1st Street Historic District)
- Resource 1051: 1703 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1053A-B: 1717 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1055A-B: 1803 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1056: 1805 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1057: 1807 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1058A-B: 98 Chicon Street (contributing to East 1st Street Historic District)
- Resource 1058C: 1811 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1059: 1900 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1060: 1910 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1061: 1901 East Cesar Chavez Street (contributing to East 1st Street Historic District)

- Resource 1062: 1911 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1063A-B: 1913 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1064: 2000 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1066: 2008 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1067: 2012 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1068: 2016 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1069: 2020 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1070: 2001 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1071: 2005 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1072: 2009 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1074: 2023 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1076: 2028 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1077: 2032 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1078A-B: 2036 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1079: 2044 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1080B: 96 Anthony Street (contributing to East 1st Street Historic District)
- Resource 1081A-B: 2109 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1083: 2117 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1084: 2121 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1085: 2125 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1086A: 2131 East Cesar Chavez Street (contributing to East 1st Street Historic District)

- Resource 1086B: 96 Robert T. Martinez, Jr. Street (contributing to East 1st Street Historic District)
- Resource 1087A-B: 2100 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1088A-B: 2104 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1089: 2108 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1090: 2112 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1091: 2116 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1092: 101 Robert T. Martinez, Jr. Street (contributing to East 1st Street Historic District)
- Resource 1093A-B: 2204 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1094A-C: 2214 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1095: 2220 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1096: 2226 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1098A-B: 2201 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1099: 2203 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1100: 2205 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1101: 2211 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1102: 2213 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1103A-B: 96 Mildred Street (contributing to East 1st Street Historic District)
- Resource 1104: 2300 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1106: 2304 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1108: 2324 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1110: 2301 East Cesar Chavez Street (contributing to East 1st Street Historic District)

- Resource 1111: 2303 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1113: 2329 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1114: 2331 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1115A-B: 2335 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1118: 2407 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1119: 2409 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1121: 2502 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1122A-B: 2504 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1123A-B: 2506 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1124: 2508 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1125: 2510 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1126: 2512 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1127A: 2514 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1127B: 104 San Saba Street (contributing to East 1st Street Historic District)
- Resource 1129: 2503 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1130: 2505 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1131A-B: 2507 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1132: 2509 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1133: 2511 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1134: 2513 East Cesar Chavez Street (contributing to East 1st Street Historic District)

- Resource 1135: 2600 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1137: 2604 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1139B: 97 San Saba Street (contributing to East 1st Street Historic District)
- Resource 1142A, C: 2609 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1144: 2614 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1145A-B: 2700 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1147: 2701 East Cesar Chavez Street (contributing to East 1st Street Historic District)
- Resource 1148: 2703 East Cesar Chavez Street (contributing to East 1st Street Historic District)

The East 1st Street Historic District was first identified as a potential NRHP-eligible historic district in the 2016 *City of Austin Historic Resources Survey*. Based on the findings of this survey, the East 1st Street Historic District is recommended eligible for listing in the NRHP under Criterion A in the areas of Commerce, Ethnic Heritage, and Social History and under Criterion C in the area of Architecture. The district boundaries are defined as the parcels abutting East Cesar Chavez Street on the north side of the street between San Marcos and Waller Streets, parcels abutting both sides of the street between Waller and Llano Streets, and the first two parcels on the south side of the street east of Llano Street (see maps in Appendix D).

Based on August 2022 schematics and design files, both build alternatives (Alternative 2 and Modified Alternative 3) are anticipated to have no adverse effect to the historic properties evaluated in the East Cesar Chavez Street HRSR Addendum.

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Project Identification

- **Report Completion Date:** 09/30/2022
- **Date(s) of Fieldwork:** 3/28/2022-4/1/2022; 4/12/2022
- **Survey Type:** ☐ Desktop ☐ 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 (I-) 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):** Rick Mitchell, Alex Borger, Mackenzie Machuga, Lauren Kelly; Mead & Hunt, Inc. (Mead & Hunt)
- **Principal Investigator:** Rick Mitchell and Emily Pettis, Mead & Hunt
- **List of Preparers:**

Rick Mitchell – Principal Investigator, performed quality control for survey products, reviewed National Register of Historic Places (NRHP) evaluations and effect recommendations.

Emily Pettis – Principal Investigator, performed quality control for survey products, reviewed NRHP evaluations and effect recommendations.

Alex Borger – directed fieldwork and research activities, co-authored survey report, prepared NRHP evaluation and effect recommendation.

Mackenzie Machuga – performed fieldwork and research, co-authored survey report.

Lauren Kelly – performed fieldwork and research, co-authored survey report.

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: First tier of parcels adjacent to the existing East Cesar Chavez Street ROW.

This HRSR addendum covers the I-35 Capital Express Central Project East Cesar Chavez Street drainage tunnel and outfall site. There is no new ROW proposed along this corridor except at the proposed outfall location west of Red Bluff Road. The East Cesar Chavez Street Addendum APE (ECC APE) includes parcels adjacent to the existing East Cesar Chavez Street ROW between San Marcos Street and Red Bluff Road and ten parcels that would be acquired for the proposed outfall location: Travis Central Appraisal District (TCAD) Parcels 827056, 187690, 883456, 827055, 187680, 187682, 187685, 187686, 187679, and 187681.

- **Historic-Age Survey Cut-Off Date:** 1980
- **Study Area** The East Cesar Chavez Street Addendum Study Area (ECC Study Area) extends 1,300 feet beyond the ECC APE. Study Area information for areas outside the ECC APE will be used primarily for identifying and evaluating possible historic districts that may extend into the ECC APE.

Section 106 Consulting Parties/Stakeholders

- **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 posted the draft I-35 Capital Express Central reconnaissance-level HRSR (excluding the East Cesar Chavez Street HRSR Addendum) and seven intensive-level HRSRs on the project website (My35CapEx.com) for public access on May 24, 2022. A Section 106 consulting party meeting was held on June 10, 2022, to gather comments and questions. On July 28, 2022, TxDOT posted the draft East Cesar Chavez HRSR Addendum on the project website and sent an email to Section 106 consulting parties requesting review and comments. TxDOT will involve consulting parties throughout the Section 106 process, including a meeting to discuss project impacts and potential mitigation activities. Additional information on Section 106-focused public involvement efforts for the I-35 Capital Express Central Project is included in the reconnaissance-level HRSR.

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

TxDOT identified 28 potential consulting parties for the I-35 Capital Express Central Project to date. In addition to the Section 106 consulting parties, project stakeholders include property owners, residents, and business owners in and near the ECC APE; neighborhood associations and planning contact teams; other neighborhood and community groups; and elected officials. Lists of Section 106 consulting parties and potential stakeholders for the overall I-35 Capital Express Central Project are included in the reconnaissance-level HRSR. There were no additional Section 106 consulting parties or stakeholders identified for the East Cesar Chavez Street HRSR Addendum.

- **Section 106 Review Efforts:**

As noted above, TxDOT held a Section 106 consulting party meeting on October 6, 2021. 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. TxDOT initiated formal review of the draft I-35 Capital Express Central reconnaissance-level HRSR (excluding the East Cesar Chavez Street HRSR Addendum) and seven intensive-level HRSRs on May 24, 2022. The

HRSRs were posted to the project website (My35CapEx.com) and consulting parties were notified and invited to send comments and questions via email to the TxDOT project historian. A Section 106 consulting party meeting was held on June 10, 2022, to gather comments and questions. A second meeting to discuss potential mitigation activities will be held at a date to be determined during the fall of 2022.

Mead & Hunt contacted one Section 106 consulting party and several stakeholders to request additional information in the course of developing the East Cesar Chavez Street HRSR Addendum. These included:

- City of Austin Historic Landmark Commission/Historic Preservation Office
- Michelle Bowlin-Haney, Funeral Director and Operations Manager, Mission Funeral Home

Mead & Hunt received City of Austin Historic Landmark documentation from the City of Austin Historic Landmark Commission/Historic Preservation Office and limited property-specific information from property owners. These research materials and information were used in the historic context statement and NRHP eligibility evaluations.

The East Cesar Chavez Street HRSR Addendum was posted to the project website for public access and Section 106 consulting party review on July 28, 2022. The 30-day consulting party comment period ended on August 29, 2022. See below for a summary of consulting party comments. Full comments are provided as a table in Appendix F. TxDOT will continue to involve consulting parties throughout the Section 106 process, including review of project impacts and potential mitigation activities.

▪ **Summary of Consulting Parties Comments:**

The City of Austin Historic Preservation Office and the City of Austin Parks and Recreation Department (PARD) submitted comments on the East Cesar Chavez HRSR Addendum.

The City of Austin Historic Preservation Office requested consideration of potential direct or indirect effects to Moonlight Towers, which are City of Austin Historic Landmarks and NRHP-listed, but outside the project APE. They also noted that a demolition permit has been filed for Resource 1037 (1403 East Cesar Chavez) and is likely to be approved.

The City of Austin PARD submitted comments requesting additional information in the historic context section of the report. The City of Austin PARD did not comment on specific properties or NRHP eligibility recommendations.

No other consulting party comments were received regarding the East Cesar Chavez HRSR Addendum. Full consulting party comments are provided as a table in Appendix F.

Project Setting/Study Area

- **Historic-age Bridges in APE**

There are no historic-age bridges within the ECC APE.

- **Previously Evaluated Historic Resources**

Most historic-age resources in the ECC APE have been previously evaluated through NRHP nominations and historic resources surveys prepared for the City of Austin and TxDOT.

The Austin Heritage Society (now Preservation Austin) and the Texas Historical Commission (THC) commissioned a historic resources survey of East Austin in 1979-1980, which was followed by the preparation of the “Historic Resources of East Austin” Multiple Property Area (MRA) NRHP nomination in 1985.

In 2003-2004 several intensive-level surveys were prepared for TxDOT along I-35 between Reinli Street (near US 290 East) on the north and the Colorado River on the south. These surveys documented and evaluated pre-1961 resources within an APE that varied between 150 and 500 feet beyond the I-35 ROW. The surveys also identified and evaluated potential historic districts for NRHP eligibility, with a focus on comprehensive developmental analysis for residential areas in a study area extending 500 feet beyond the I-35 ROW. Western portions of the ECC Study Area, near the I-35 ROW, were covered as part of this project. Several properties within the ECC APE near the I-35 ROW were evaluated as part of the survey.

The City of Austin’s 2016 East Austin Historic Resources Survey evaluated pre-1971 resources for NRHP and local historical designation, in an area bounded by I-35 on the west, Manor Road on the north, Pleasant Valley Road and the Capital Metro Rail Line on the east, and the Colorado River on the south. Pre-1971 properties within the ECC APE between San Marcos Street and Pleasant Valley Road were evaluated for both potential City of Austin Historic Landmark designation and NRHP eligibility. Most of the corridor was evaluated as a potential NRHP historic district.

In addition to these historic resource surveys, NRHP nominations cover individual properties in the ECC APE as noted below.

Historians and GIS specialists reviewed data from the Texas Historic Sites Atlas, TxDOT Historic Resources of Texas Aggregator, Texas Freedom Colonies Atlas Maps, and City of Austin Historic Landmark GIS layers to identify previously evaluated historic properties within the ECC APE. This review included examination of properties listed or determined eligible for listing in the NRHP, listed as a State Antiquities Landmark (SAL), designated as a Recorded

Texas Historic Landmark (RTHL), or designated as a City of Austin historic district or historic landmark. Table 1 provides a list of previously evaluated historic properties and districts in the ECC APE.

Table 1. Previously evaluated historic properties in the ECC APE

Resource ID No.	Name	Address	Previous Designations
Nonextant	Walter Schulze House and Industrial Structure	102 Chicon Street	NRHP listed (no longer extant)
1001	Evans-Morris-Hiesler House	1000 East Cesar Chavez Street	City historic landmark
1026	Charles B. Moreland House	1301 East Cesar Chavez Street	NRHP listed, City historic landmark
1032	Stavely-Kunz-Johnson House	1402 East Cesar Chavez Street	NRHP listed, City historic landmark
1038	Owings-Allen-Miller House	1405 East Cesar Chavez Street	City historic landmark
1041	Wolf House	1602 East Cesar Chavez Street	City historic landmark
1057	Berner-Clark-Mercado House	1807 East Cesar Chavez Street	City historic landmark
1100	Freeman-Whiteside-Tuke-Gamboa House	2205 East Cesar Chavez Street	City historic landmark

▪ **Previously Designated Historic Properties**

Historians and GIS specialists reviewed data from the Texas Historic Sites Atlas, TxDOT Historic Resources of Texas Aggregator, and City of Austin Historic Landmark GIS layers to identify previously designated historic properties within the ECC Study Area. This review included examination of properties listed in the NRHP, listed as a SAL, or designated as an RTHL. Table 2 provides a list of previously designated historic properties in the ECC Study Area that are outside the overall I-35 Capital Express Central Project APE. Please note previously designated historic properties in the ECC APE are included in Table 1. For the locations of these resources, see the online interactive maps listed above or maps included in Appendix A of the I-35 Capital Express Central Historical Studies Research Design, dated November 21, 2021.

Table 2. Previously designated historic properties in the ECC Study Area

Name	Address	Designations
Floyd McGown House	1202 Garden Street	NRHP listed
Frank and Martha Jones House	1001 Willow Street	City historic landmark
House at 1400 Canterbury Street	1400 Canterbury Street	NRHP listed
John W. Maddox House	1115 East 3 rd Street	NRHP listed
Joseph O. Polhemus House	912 East 2 nd Street	NRHP listed
Lung House	1605 Canterbury Street	NRHP listed

Name	Address	Designations
Moonlight Tower	2000 Canterbury Street (at Lynn Street)	NRHP listed, SAL, City historic landmark
Moonlight Tower	1133 East 11 th Street (at Lydia Street)	NRHP listed, SAL, City historic landmark
Paulson Sing House	1705 Willow Street	City historic landmark
Vogtsberger-Duarte House	1402 East 2 nd Street	City historic landmark

■ Previously Designated Historic Districts

Historians and GIS specialists reviewed data from the Texas Historic Sites Atlas, TxDOT Historic Resources of Texas Aggregator, and City of Austin Historic Landmark GIS layers to identify previously designated NRHP-listed or determined NRHP-eligible historic districts within the ECC Study Area. The NRHP-listed Rainey Street Historic District and the Willow-Spence Streets Historic District are located at the edges of the East Cesar Chavez Street HRSR Addendum Study Area but outside the ECC APE. Portions of both districts are within the overall I-35 Capital Express Central Project APE and addressed in the reconnaissance HRSR.

■ Historic Land Use

Laid out in 1839, the original Austin townsite consisted of a one-square-mile tract along the north side of the Colorado River roughly between two tributary creeks (later renamed Waller and Shoal Creeks). Streets along the perimeter were named for cardinal directions. At the far eastern edge of Waller's plan was East Avenue, which soon became an important thoroughfare and later served as part of the route for I-35.¹ In 1840 the Republic of Texas hired draftsman William Sandusky to survey the city's remaining land north, west, and east of the one-square-mile townsite. The Sandusky plan established a series of "Outlots" that became a framework for the city's street network and development patterns through the nineteenth century. The plan extended north to 45th Street, east to Springdale Road, and west to Lynn Street.² The ECC Study Area is contained entirely within the area known as "Outlot O" of Sandusky's plan. Outlot O was bounded by East 6th Street to the north, East Avenue (now I-35) to the west, Pleasant Valley Road to the east, and the Colorado River to the south. East 1st Street (now East Cesar Chavez Street) ran across the center of Outlot O, forming a spine around which transportation networks and development patterns grew.³ East 1st Street became one of the primary routes by which travelers entered or exited the city at its southeast corner. By the early twentieth century East 1st Street was one of the primary east-west thoroughfares in East Austin.⁴

¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II* (Prepared for the City of Austin, October 2016), 1–6.

² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 8–10.

³ William H. Sandusky, "A Topographical Map of the Government Tract Adjoining the City of Austin" (Austin, Texas, copied 1863 by Robert Reich, re-copied 1931 by Walter K. Boggs 1840), Map No. 2178, General Map Collection, Texas General Land Office.

⁴ "Both Rio Grande and West Avenue Likely to Be Paved Streets," *Austin Daily Statesman*, June 25, 1915.

The arrival of railroads brought a boom of development in the 1870s and 1880s. Overall, Outlot O (which contained the ECC Study Area) remained mostly rural with scattered dwellings.⁵ Augustus Koch's bird's-eye view maps of Austin from 1873 and 1887 show the evolution of land uses and development patterns within the ECC Study Area's western edges at this time. Several small collections of commercial and light industrial properties had developed along East Avenue near Pecan Street (now East 6th Street) and the Houston & Texas Central (H&TC) Railroad along Pine Street (now East 5th Street). Koch's 1887 bird's-eye view map shows Austin's rapid expansion in the 1870s and 1880s. Sandusky's plan for Austin's Outlots had begun to take shape in the form of new streets and subdivisions outside the original townsite. Areas east of East Avenue were developing rapidly as newcomers brought by the railroads settled in Austin. Overall, land uses were primarily residential, with a few churches and some commercial or light industrial uses present along the east side of East Avenue between East 4th and 6th Streets near the H&TC Railroad depot.⁶

Austin continued to grow rapidly in the late nineteenth and early twentieth centuries. Development patterns largely followed established trends and the Sandusky plan for Austin Outlots. A land use map from the 1928 Koch and Fowler city plan shows areas on both sides of East Avenue under mostly residential use, except for its intersection with East 6th Street.⁷ East 1st Street remained primarily residential throughout the early twentieth century. Sanborn maps show East 1st Street lined primarily by large and medium residential lots containing mostly wood-frame dwellings and domestic outbuildings. Commercial land uses along the corridor consisted of a few scattered neighborhood-oriented businesses, including a drug store, a shoe repair shop, and various grocers. By the mid-1920s a small frame church was located at 1400 East 1st Street.⁸

The 1928 Koch and Fowler city plan of Austin recommended commercial zoning along East 1st Street. Furthermore, in the 1930s East 1st Street was incorporated into the state and U.S. Highway Systems as part of SH 71, US 290, and later SH 29.⁹ These changes resulted in a rise of commercial land uses that continued through the post-World War II (postwar) period. At first, auto repair shops and service stations were mostly concentrated at the

⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I* (Prepared for the City of Austin, October 2016), 20–21; Augustus Koch, "Bird's Eye View of the City of Austin, Travis County, Texas, 1873" (Madison, Wis.: J. J. Stoner, 1873), Perry-Castaneda Library at the University of Texas at Austin.

⁶ Augustus Koch, "Austin, State Capital of Texas, 1887" (Unknown, 1887), Perry-Castaneda Library at the University of Texas at Austin.

⁷ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas* (Austin, Texas: prepared for the City Plan Commission, 1928).

⁸ *Austin City Directories: 1887-1960* (Austin, Tex.: Morrison & Fourmy Directory Co., n.d.).

⁹ "Council Approves Highway Routing," *The Austin American*, September 29, 1933; "STATE HIGHWAY NO. 71," accessed May 4, 2022, <https://www.dot.state.tx.us/tpp/hwy/SH/SH0071.htm>; "U.S. HIGHWAY NO. 0290," accessed May 4, 2022, <http://www.dot.state.tx.us/tpp/hwy/us/us0290.htm>; "STATE HIGHWAY NO. 29," accessed May 4, 2022, <https://www.dot.state.tx.us/tpp/hwy/SH/SH0029.htm>.

eastern end of the street where highways entered the city, but in the 1950s and 1960s new body shops, convenience stores, motels, drive-in restaurants, and auto part stores were built along the corridor.¹⁰ Along with a rise of new commercial construction, many existing residences were converted for commercial uses beginning around 1950. As East 1st Street transitioned to a hub of commercial activity for surrounding neighborhoods, new civic, healthcare, and community-oriented properties were also constructed along the corridor. Several industrial warehouses were constructed east of Pleasant Valley Road in the 1950s and 1960s as the area provided convenient highway access for trucks near the edge of the city. East 1st Street was removed from the highway system by the late 1970s and new transportation-related construction declined. However, the overall trend toward diversified commercial and civic/institutional land uses continued up until the 1980 survey cut-off date.

▪ **Current Land Use and Environment**

The surveyed area of East Cesar Chavez Street is a patchwork of residential and commercial use buildings. Many of the commercial buildings are repurposed bungalows with some purpose-built pre-World War II and postwar buildings and limited modern infill. The south block between San Marcos and Medina Streets is City of Austin-owned and contains the historic-age Terrazas Branch of the Austin Public Library and the Central Health clinic. The south corners at Comal Street contain a non-historic-age, four-story, mixed-use apartment building on the east side and a three-story, mixed-use complex currently under construction on the west side. Commercial uses are varied and include restaurants, bars, specialty retail stores, art galleries, a veterinary clinic, and office space. The north block between Mildred and Pedernales Streets contains several repurposed postwar warehouse buildings. Beyond Pedernales Street, the eastern end of the ECC APE to Pleasant Valley Road is predominantly residential. From Pleasant Valley Road to Tillery Street, the parcels are larger and generally non-historic-age and commercial. The surveyed area contains one extant church. The surrounding area is mostly comprised of single-family homes with several parks and schools and multi-family residence buildings. The area north of the surveyed area contains a higher density of commercial and multi-family buildings, with East 4th and 5th Streets being mostly commercial between I-35 and Robert T. Martinez Jr. Street.

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

The proposed project let date is 2025. Per TxDOT Documentation Standards, the historic survey cut-off date is 1980 (45 years prior to the proposed project let date). The overall historic period for the ECC Study Area ranges from 1887 (the build date of the oldest extant building at 1010 East Cesar Chavez Street) to 1980 (the survey cut-off date). Historic periods include:

¹⁰ *Austin City Directories: 1872-2021* (Austin, Tex.: Morrison & Fourmy Directory Co., n.d.); *Austin City Directories: 1887-1960*.

- The Gilded Age in Austin, 1871-1892.
- Austin's Transition into the Twentieth Century, 1893-1928.
- The Great Depression and World War II in Austin, 1929-1945.
- Postwar Development in Austin, 1946-1980.

Property types in the ECC Study Area include:

- Single-family residences, duplexes, and outbuildings from the late nineteenth century through the 1970s. Many of these are pre-war bungalows with several grander, turn-of-the-century, Queen Anne residences on East Cesar Chavez Street.
 - Multiple-family dwellings including a 1930s NRHP-listed public housing property and apartment buildings and complexes from the early twentieth century to 1980.
 - Early-twentieth-century commercial retail and warehouse buildings.
 - Postwar commercial properties including warehouses, individual retail, office buildings, shopping centers, restaurants, gas stations, and service stations.
 - Pre-war and postwar religious properties, including churches and administrative offices.
 - Educational properties, including libraries and several postwar primary and secondary school campuses.
 - Recreational public spaces including several parks.
- **Integrity of Historic Setting**

Several factors impact the integrity of historic setting as it relates to properties in the ECC APE. These factors include the construction of transportation infrastructure, commercial development, and a rise in high-density, multiple dwelling buildings in recent years. Up to the 1930s, East 1st Street was primarily residential. Transportation-related commercial development rose sharply after the street was added to the highway system in the 1930s. This trend continued to accelerate during the postwar years. Furthermore, the Interregional Highway was completed through the project area by 1954, and the freeway was subsequently upgraded to Interstate Highway System standards and designated I-35 between 1959 and 1962. New access ramps, bridges, and overpasses created visual obtrusions and altered the residential character of established residences along the east

side of East Cesar Chavez Street near the highway ROW. These mid-century changes may impact the integrity of setting for late-nineteenth- and early-twentieth-century properties in the ECC APE.

Further development in the late twentieth and early twenty-first centuries may also compromise integrity of setting in the ECC APE. These developments include the construction of several high-density, multiple-family complexes, which in some cases consist of high-rise or mid-rise buildings. These development patterns are ongoing in East Austin and continue to threaten the integrity of historic setting in the ECC APE.

Survey Methods

▪ Methodological Description

This HRSR addendum covers only the I-35 Capital Express Central Project East Cesar Chavez Street drainage tunnel and outfall site. The primary project APE was addressed in the I-35 Capital Express Central Reconnaissance HRSR dated May 2022. As noted above, there is no new ROW proposed along the East Cesar Chavez Street corridor except at the proposed outfall location west of Red Bluff Road. The ECC APE includes only parcels adjacent to the existing East Cesar Chavez Street ROW between San Marcos Street and Red Bluff Road and ten parcels that would be acquired for the proposed outfall location: TCAD Parcel Nos. 827056, 187690, 883456, 827055, 187680, 187682, 187685, 187686, 187679, 187681.

A reconnaissance survey was conducted for the ECC APE. The reconnaissance-level survey complies with TxDOT's latest Environmental Toolkit Standards and Historical Studies guidance. The reconnaissance level of investigation is appropriate for comprehensive identification and evaluation of known and potential historic properties.

Robust Section 106 and NEPA public involvement activities solicited information on potentially historic properties from Section 106 consulting parties, stakeholders, and the public. To date, Mead & Hunt has received previous reports and studies from the City of Austin, Preservation Austin, and the THC. In addition, several property owners provided property specific information that was incorporated into the NRHP eligibility evaluation sections of this report. Previous historic resources surveys, NRHP nominations, and other materials were used to identify historic properties and districts and other historic-age resources in the ECC APE.

Historians initiated the field survey with drive-throughs of the ECC Study Area. Historians conducted a reconnaissance survey that met TxDOT standards and guidance. The reconnaissance survey documentation included multiple photos of each historic-age resource. Historians used ArcGIS Survey123 and Field Maps to gather and input descriptive and locational data. The reconnaissance survey also included evaluation of areas for NRHP

historic district potential, noting defining characteristics, property types/subtypes, interrelationship among resources, and potential boundaries. In order to maintain sequential numbering and avoid duplication with the primary I-35 CapEx Central reconnaissance HRSR, resource numbering for the East Cesar Chavez Street HRSR Addendum begins with Resource 1001.

Surveyed historic-age resources were evaluated for potential NRHP eligibility within appropriate historic contexts through application of the NRHP Criteria for Evaluation. The context was developed using relevant sections of previous reports as well as other secondary and primary source material available online and in repositories identified in the Literature Review section of this report.

▪ **Comments on Methods**

Investigations included one non-archeological cultural resources reconnaissance survey including photographic documentation and research. This addendum HRSR will be compiled with the primary I-35 Capital Express Central reconnaissance-level HRSR. Both reports were completed in accordance with TxDOT's Documentation Standard: Historical Resources Survey Report.

Literature Review

Considerable research and scholarship have been completed for previous historic resource surveys and historical designations for properties in the project ECC APE and Study Area. Rather than expending research effort on additional general background research, Mead & Hunt historians reviewed previous contexts, survey reports, and nominations for relevant information to use as a foundation. Initial literature review efforts focused on the following sources:

- Previous historic resources surveys covering areas in and near the ECC APE:
 - 1985 East Austin Multiple Resource Area/Multiple Property Nomination
 - 2000 Historic Resources of East Austin survey for the City of Austin
 - 2003-2004 I-35 intensive-level surveys for TxDOT
 - 2016 East Austin Historic Resources Survey, including East Austin and citywide historic contexts
- Previous NRHP nominations for historic properties and districts in and near the ECC APE, including:
 - Charles B. Moreland House
 - Floyd McGown House
 - House at 1400 Canterbury Street (nonextant)
 - John W. Maddox House
 - Joseph O. Polhemus House
 - Lung House

- Moonlight Towers
- Santa Rita Courts
- Shotgun at 1206 Canterbury Street (nonextant)
- Stavely-Kunz-Johnson House
- Walter Shulze House and Industrial Structure (nonextant)
- Willow-Spence Historic District

Mead & Hunt historians consulted a wide range of primary and secondary resources to address gaps in existing contexts, develop property- or neighborhood-specific background histories, and assess significance when preparing NRHP eligibility evaluations. Additional resources and repositories consulted are listed below by general resource categories. Individual resources used in preparation of the HRSR are identified in the References Cited section.

The following local secondary sources provided property- and neighborhood-specific information for the context, district evaluation, and individual evaluations. Additional secondary sources available online and in text were consulted for background history as well as architectural and property type analysis. These included local historical organization websites, journal articles, and architectural field guides and typologies.

- Historic Landmark files and Demolition and Relocation Permits provided by the City of Austin
- The Tejano Trails website (tejanotrails.com), East Cesar Chavez Neighborhood Association, Tejano Walking Trail Committee
- 2012 East Cesar Chavez Neighborhood Homes Tour, East Cesar Chavez Neighborhood Planning Team
- African-American Settlement Survey, Travis County, Texas, Hicks & Company, 2016
- Mexican-American Settlement Survey, Travis County, Texas, Hicks & Company, 2016
- Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City, Eliot M. Tretter, 2010
- City in a Garden: Environmental Transformation and Racial Justice in Twentieth-Century Austin, Texas, Andrew M. Busch, 2017
- Shadows of a Sunbelt City, Eliot M. Tretter, 2016

The following GIS, historic mapping, and aerial imagery sources were used to clarify resource construction dates and overall development patterns in the ECC APE and Study Area:

- Aerial images of the survey area via online sources (Google Earth and USGS Earth Explorer, City of Austin Property Profile, Historic Aerials.com): 1940, 1952, 1953, 1954, 1958, 1964, 1965, 1966, 1967, 1970, 1973, 1976, 1977, 1981, 1984, 1985, 1987, 1995, 1997, 2000s and 2010s.
- Aerial images of the survey area purchased from Texas Natural Resource Information System (TNRIS): 1940 (limited coverage), 1951, 1958, and 1965.
- USGS topographic maps covering the ECC Study Area: Austin, TX, 1:125000 (1896, 1910, 1921, 1943); Austin East, TX, 1:24000 (1956, 1969, 1975, 1981); Montopolis, TX, 1:24000 (1956, 1970, 1975, 1984); and Oak Hill, TX 1:24000 (1956, 1969, 1986).
- Sanborn Map Company fire insurance maps: 1877, 1885, 1889, 1894, 1900, 1921, 1935, and 1962.
- Historic maps of Austin and Travis County available from the UT's Perry-Castañeda Library, Texas State Library and Archive Commission (TSLAC), the Austin History Center's Digital Collection, the Texas General Land Office, the Portal to Texas History, and the Texas Historic Overlay. Map types included survey maps, land use maps, street maps, railroad maps, tourist maps, highway maps, soil map, and bird-eye views. Map dates ranged from 1839 to 1982.
- Current property parcel data and subdivision boundaries available online and through purchased parcel dataset from TCAD.
- Texas Freedom Colonies Atlas Maps (www.thetexasfreedomcoloniesproject.com)

Historians used available historic photographs for integrity analyses and to illustrate setting and landscape changes in the survey area. Photo subjects included individual properties, streetscapes, overviews of Austin, and important historical events. Photographs were obtained from the TxDOT Photo Library, Austin History Center, and Portal to Texas History.

Newspaper articles provided information on historic events and specific properties, persons, businesses, and neighborhoods. Building permits were also found. Newspaper articles were obtained as archival clippings from the Austin History Center and via Newspapers.com, which has a comprehensive run of *Austin Statesman*, *Austin American*, and *Austin American-Statesman* issues from 1871 to 2018.

Additional primary sources were obtained at the Austin History Center and through online digital collections such as the Portal to Texas History. These sources included city directories; City of Austin planning documents such as neighborhood plans for East Cesar Chavez, Holly, and Govalle; Urban Renewal and Slum Clearance planning documents; and scans of plat record books from the Travis County Clerk's Office. The Austin History Center was also referenced for archival materials relating to different business types, family histories, and city utility and infrastructure projects.

The following NRHP bulletins and TxDOT Historical Studies guidance documents informed property type analysis and evaluative frameworks:

- *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin 15, U.S. Department of the Interior, National Park Service, 1997.
- *Defining Boundaries for National Register Properties*, National Register Bulletin 21, U.S. Department of the Interior, National Park Service, 1995, revised 1997.
- *Guidelines for Evaluating and Documenting Properties Associated with Significant Persons*, National Register Bulletin 32, U.S. Department of the Interior, National Park Service, undated.
- *A Field Guide to Gas Stations in Texas*, Historical Studies Report No. 2003-03, TxDOT ENV HIST, 2016 update.

Historical Context Statement

As noted above, extensive research has been completed for previous survey reports and NRHP nominations covering portions of the project area. These reports and studies are listed in the Literature Review section above. The context was developed using these sources as well as other secondary and primary source material available online and in repositories identified in the Literature Review and References Cited sections. Relevant sections of previous historic contexts are directly quoted, cited, and shown in *italics* to differentiate them from Mead & Hunt's authorship (note: all figure captions and some subheadings may appear in italics, but were all authored by Mead & Hunt).

A Note on Street Names

The street now called East Cesar Chavez Street was known historically by two other names. The original name was Water Street and was derived from Waller's original town plan and adopted by William Sandusky's plan for the corresponding street in the East Outlots. In 1886 the Austin city council passed a measure to rename the original tree-themed, east-west streets with numbers. In spite of the new numbering system, it was common practice

to retain the older names and use them interchangeably with the numbers for a time as they were slowly phased out.¹¹ In East Austin the older names were less entrenched and the new numbered names became more rapidly accepted.¹² Thus, the most commonly used name for East Cesar Chavez Street for most of the historic period was East 1st Street. The current name was adopted in 1993 in honor of the Mexican American civil rights leader Cesar Chavez.¹³ Reflecting the survey's study period (through 1980), the name East 1st Street will be used throughout the Historic Context Statement.

A Note on Terms

Several different terms have been used throughout history to describe Spanish-speaking people and their descendants. Historical documents indicate that the ECC Study Area was primarily occupied by Mexican immigrants and their descendants, making Mexican American the most accurate term to describe that community for most of the historic period. The term Hispanic is a broader descriptor, encompassing individuals with heritage in any number of Spanish-speaking countries. In instances where the specific country of origin for a given group is unknown, Hispanic is used to avoid making undue generalizations from limited information. It is also used more frequently near the end of this context, as historical documentation indicates that the community within the ECC Study Area became more diverse toward the end of the historic period. While not generally used here, the terms Chicano/a and Latino/a were also popular with certain subsets of the community at various periods throughout history, especially during the 1970s and 1980s.

Early Austin Development: 1839-1870

William Sandusky Establishes Austin Outlots

In 1840, the Republic [of Texas] continued efforts to create a capital befitting its grand vision and hired newly arrived draftsman William Sandusky to survey the approximately 7,100 additional acres that remained within the government reservation... Sandusky quickly set about the task of creating a map that would provide the framework for the city's later growth (see Figure 1). This area included land on three sides of the original town (the Colorado River was a physical barrier to the south) and extended west into the hill country and well into the Blackland Prairie belt to the north and east. Deed and other cadastral records refer to this expansive area as "The Reserve according to a topographical map of the Government Tract Adjoining the City of Austin by William Sandusky" or simply the

¹¹ Michael Barnes, "Austin Answered: Why Did Tree-Named Streets Switch to Numbered Names?," *Austin American-Statesman*, September 25, 2018, <https://www.statesman.com/story/news/2017/11/01/austin-answered-why-did-tree-named-streets-switch-to-numbered-names/10009205007/>.

¹² "Austin, Texas, July 1889," 1:600 (New York: Sanborn Map & Publishing Company, 1889), University of Texas at Austin, Perry-Castañeda Library Map Collection.

¹³ Ben Wear, "Austin Answered: Mapping Austin's Mishmash of Numbered Streets," *Austin American-Statesman*, August 25, 2018, <https://www.statesman.com/story/news/2018/08/25/austin-answered-mapping-austins-mishmash-of-numbered-streets/9964905007/>.

*“Sandusky Plan.” For the purposes of this context, this area will be referred to as the “Sandusky Plan” or the “Austin Outlots.”*¹⁴

The ECC Study Area is contained entirely within the area known as “Division O” (also known as “Outlot O”) of the Sandusky plan. Outlot O was bounded by East 6th Street to the north, East Avenue (now I-35) to the west, Pleasant Valley Road to the east, and the Colorado River to the south. The terrain was generally flat, sloping slightly toward the Colorado River and forested in many areas. For Outlot O, Sandusky continued the grid pattern and carried over the street names designated in Waller’s original city plan. This continuation allowed for easy traffic flow across East Avenue and into the Outlots. East 1st Street ran across the center of Outlot O, forming a spine around which transportation networks and development patterns grew.¹⁵ In time, East 1st Street became one of the primary routes by which travelers entered or exited the city at its southeast corner. By the early twentieth century the road was widely considered one of the primary thoroughfares in East Austin, receiving resources for improvement above all but Congress Avenue.¹⁶

¹⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 8–9.

¹⁵ Sandusky, “A Topographical Map of the Government Tract Adjoining the City of Austin.”

¹⁶ “Both Rio Grande and West Avenue Likely to Be Paved Streets.”

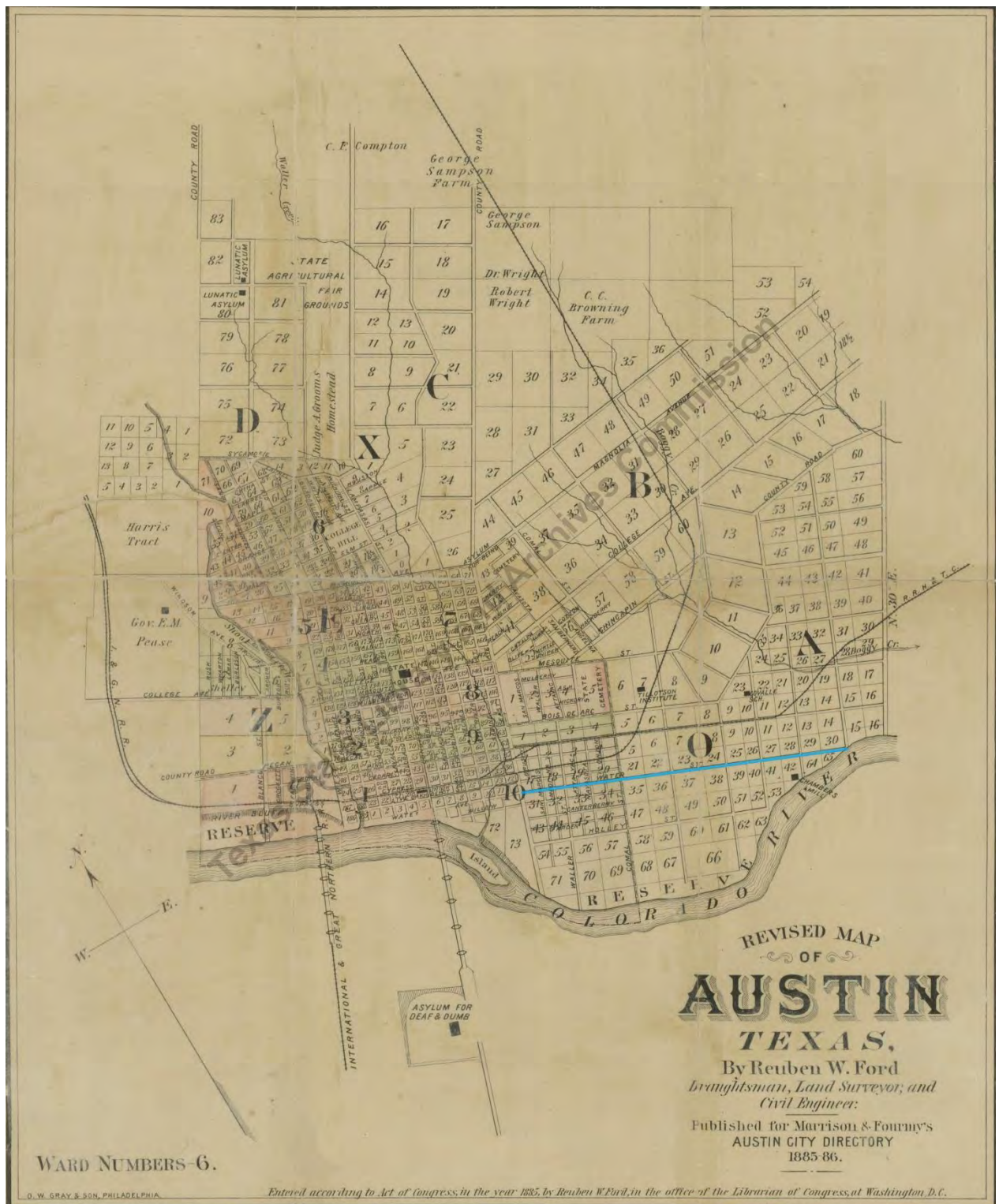


Figure 1. 1885-1886 map from the Morrison & Fourmy city directory showing the layout of the original city with the addition of the Austin Outlots. Also visible is the route of the H&TC rail line through East Austin. East 1st Street, east of East Avenue, is highlighted in blue.¹⁷

¹⁷ Reuben W. Ford, "Revised Map of Austin, Texas" (Morrison & Fourmy Directory Co., 1886-1885), Texas Historic Overlay, provided by the Texas State Library and Archives.

The Gilded Age in East Austin, 1871-1892

During the Gilded Age, development in East Austin expanded and many of the foundations for its future character were laid. Though the Outlots had been defined by William Sandusky in 1840, very little development occurred in the area during the first few decades after the Sandusky Plan was completed. Between approximately 1840 and 1870 a few residences were constructed in East Austin, but houses remained few and far between. With the construction of the H&TC rail line along the current corridor of East 5th Street, the area saw its first real impetus for growth. In the two decades that followed, development in East Austin rose steadily, defining the patterns of future development.

Railroads Bring Growth and Change

Austin entered a new chapter in its history when the first railroad reached the city on December 25, 1871, and ushered in an era of unprecedented growth and development... The H&TC entered Austin from the east and initially established its terminus near East Avenue, which marked the eastern city limits, but soon pushed across Waller Creek to Congress Avenue... Before it reached the city in eastern Travis County, the railroad generally paralleled the Colorado River's meanderings, but the route took a more westerly shift at a point near present-day Pleasant Valley Road and East 7th Street and followed East Pine (5th) Street. This route followed along the boundary that extended between Divisions A and O in the Sandusky Plan. The fact that the railroad followed this right-of-way underscored the Sandusky Plan's enduring significance and its effect on Austin's growth and development over a quarter-century after its inception.¹⁸

After the H&TC built a freight depot at East Pine [East 5th Street] and San Marcos Streets, nearby lots became far more valuable and spurred new construction in the immediate area. Wholesalers, distributors, and lumber yards were among the businesses that took advantage of this strategic location, which quickly became a new focal point within the community.¹⁹ In 1876 Austin's rail network was expanded when the International–Great Northern Railroad was built, entering the city along West Cypress (3rd) Street. Another addition came when the Texas & Pacific Railway Company extended the line on East 3rd Street to the east, before eventually turning north at Comal Street. This railroad was later reorganized as the Austin and Northwestern Railroad Company (A&NW) and eventually purchased by the H&TC, which later joined the Southern Pacific rail system.²⁰

The three railroads' arrival over a 10-year period brought profound change to Austin. Rail linked Austin with other cities and markets in the state and nation and spurred growth, development, and expansion. By the mid-1880s, railroads serving Austin had made an indelible print on the city's identity and physical character.²¹

¹⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 22–23.

¹⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 24.

²⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 24–25.

²¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 25.

Growth and Development in the East Austin Outlots

In the 1870s, East Austin accommodated African American freedmen, as well as already present or newly arrived immigrants. According to the 1870 U.S. Federal Census, approximately 38 percent of Austin's population was "colored," while approximately 11 percent was "foreign born." In this era, most foreign-born immigrants in Austin as a whole came from Germany or Sweden, as well as from Mexico. Data from the 1870 census is not differentiated according to geographic areas within Austin, but extant resources within East Austin from 1866 through 1876 document the presence of German, Irish, and Swedish immigrants, as well as African American freedmen.²²

Freedmen's communities (also known as freedom colonies) were established in many of the areas surrounding the city throughout the Reconstruction period. Four known colonies existed in East Austin by the end of that period: Masontown, located within the study area near what is now 4th Street, and Gregorytown, Pleasant Hill, and Robertson Hill, established on land north of the ECC Study Area.²³ In the late 1870s, the early freedmen communities that had developed throughout the east Outlots continued to expand and began to merge into a single, more heavily concentrated African American neighborhood. Contributing to this shift was the continued sale of property by the Robertson family. In 1877, George L. Robertson platted another subdivision, Outlots 2 and 3 of Division B, west of the main dwellings on the Robertson homestead.²⁴

In 1882, the Austin and Northwestern Railroad (A&NW) began operations on tracks that extended through the east Outlots... The A&NW line did not have the kind of immediate impact that the H&TC brought; however, it affected land development patterns and created a physical barrier that impeded travel in parts of the city, especially in the Outlots in East Austin.²⁵

One of the first sources for development patterns in the east Outlots in Austin after Reconstruction is the [1885] Sanborn Fire Insurance Company map...The map depicts a limited area of one-and-a-half blocks from the alley north of East Pecan Street [East 6th Street] to East Pine Street [East 5th Street] in between East Avenue and Brushy (incorrectly identified on the map as "Blanco") Street. Various commercial enterprises are shown fronting onto East Avenue and facing the H&TC rail lines on East Pine Street [East 5th Street]. Small dwellings, primarily one-room, wood-frame buildings, are interspersed in the area, especially along the alleys. These houses likely were occupied by workers and their families who desired to live behind or near their places of work, a common trend of the

²² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 16.

²³ "Texas Freedom Colonies Atlas 2.1," *The Texas Freedom Colonies Project*, accessed September 15, 2022, <https://www.thetexasfreedomcoloniesproject.com/atlas>.

²⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 30.

²⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 33.

era.²⁶ While these development patterns are representative of the northernmost portion of the ECC Study Area, construction trends further south generally included larger and more ornate residences, indicating a wealthier population in the central and southern portions of the ECC Study Area. The largest residences were generally located on East 1st Street.

*The railroad's presence spurred even more activity to the east Outlots, and more land was subdivided and partitioned to meet demands for housing triggered by the influx of new residents. The trend continued for the next quarter century. By 1900, approximately one dozen formally platted subdivisions were present in the East Outlots. Typically, they followed the 1840 Sandusky plan's layout and organizational scheme. The plats retained existing thoroughfares and provided for the opening of new roads following the grid.*²⁷

While the earliest development along East 1st Street occurred during the Gilded Age, very few buildings dating to this period remain within the ECC APE. The residence at 1010 East 1st Street (now Cenote cafe), constructed c.1885, represents the only remaining example of Gilded Age development along East 1st Street and one of the earliest examples of the type of Folk Victorian residences that were common in the late nineteenth and early twentieth century.

The Early Twentieth Century in East Austin: 1893-1928

By the 1890s new modes of transportation allowed the city to continue to spread into the Outlots, and numerous events of the early twentieth century laid the groundwork for development trends that would come to define the character of East Austin in the century that followed. The Mexican Revolution, which took place between 1910 and 1920, caused a significant influx of immigrants from Mexico, seeding a demographic shift that would define the ethnic landscape of East Austin for decades to come. Utility and automobile advancements inspired improvements citywide, and East 1st Street was prioritized for paving and public transit routes. Modernization and a rapidly growing population during the early twentieth century soon convinced the city government that greater planning was needed to guide Austin's future. As a result, the City of Austin commissioned Dallas engineering firm Koch & Fowler to write the first city plan in 1927.

Demographic Trends

U.S. census records document that, for the city of Austin as a whole, between 1880 and 1920 the overall population grew dramatically. Austin's native-born White population grew at the most rapid pace, and the native-white population remained a significant part of East Austin's demographic during this period. Even within the freedmen community of Masontown, for example, a number of White occupants remained listed in the 1905 City Directory. At the same time, African Americans continued to arrive in Austin and the east

²⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 30.

²⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 30–33.

Outlots after Reconstruction, many of whom relocated from rural areas throughout Central Texas, while many others moved from other areas within Austin. The percentage of foreign-born Austinites remained relatively constant. European immigrants from Sweden, Germany, and Italy continued to settle in East Austin, but immigrants from Mexico accounted for an increasing component of the immigrant population, with an especially significant spike in immigration from Mexico ca. 1910.²⁸

Between 1877 and 1900, the Austin's Black population grew more slowly than the general population, and by 1910, it began to decline, due to economic factors as well as Jim Crow policies. Still, Austin was among multiple urban areas in the North, Midwest, West, and Southwest where African Americans moved, leaving the rural South during the Reconstruction Era and the Great Migration. Since the need for day-laborers on farms was often seasonal, many African Americans chose to live in Austin, which offered more regular job opportunities. Meanwhile, the rural day labor tradition endured, and many of East Austin's laborers commuted seasonally to the farmlands in east Travis County. The proximity of East Austin to agricultural fields may have contributed to a greater concentration of African Americans in that part of the city.²⁹

Although they had settled in several other areas throughout the city after Emancipation, by the early twentieth century Austin's Black population began to concentrate in East Austin. Many moved from other areas of the city to join the expanding Black community and take advantage of public services available to them.³⁰ One example of such services was the Black school, Robertson Hill School, built in 1884 at the corner of San Marcos and East 11th Streets and renamed E.H. Anderson High School and relocated to a new building on Olive Street in 1908. For the most part, Black residents that moved to East Austin settled in the areas north of East 7th Street.³¹ While the area south of East 7th Street would eventually become Austin's Hispanic neighborhood, it remained a majority White neighborhood through the early twentieth century (see Figure 2).³²

²⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 27.

²⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 27.

³⁰ Eliot M. Tretter, *Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City* (Institute for Urban Policy Research and Analysis, 2010), 4–10.

³¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 28.

³² Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, Plate No. 10.

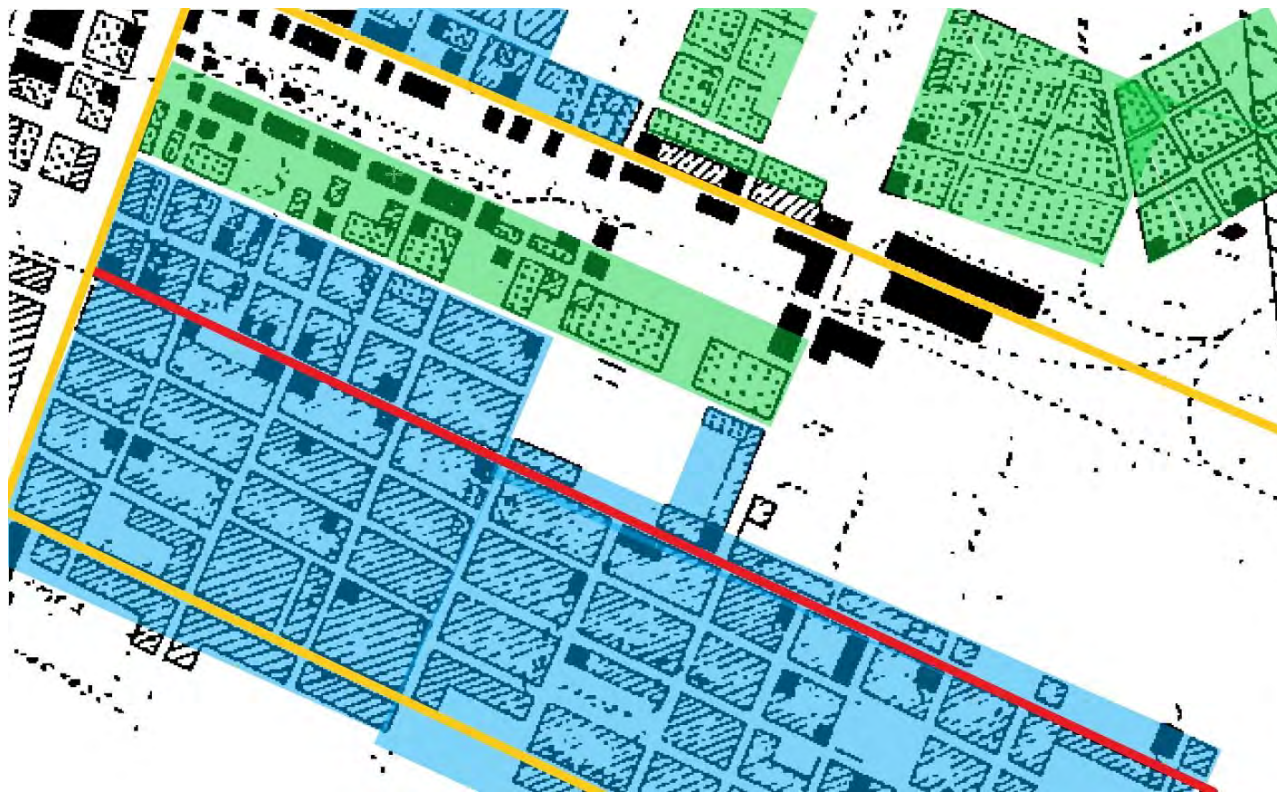


Figure 2. Cropped map from the 1928 Koch & Fowler plan, showing concentrations of “White residential property” (blue), “Miscellaneous residential property”³³ (green), East 1st Street (red), and the ECC Study Area (gold).³⁴

Between 1910 and 1920 a wave of migration fueled by instability caused by the Mexican Revolution caused the Mexican American population of Austin to rise rapidly, jumping from 500 to 5,000 residents during that ten-year period. This immigrant community had settled in several areas of the city, including along the banks of Shoal Creek in West Austin and in several areas just west of East Avenue.³⁵ One popular location, settled as early as 1870, was the area surrounding Republic Square. The concentration of Mexican Americans and Mexican immigrants in that area was so great that the roughly five square blocks came to be known to residents as “Mexico.”³⁶

For various reasons, the 1920s also saw an increasing Hispanic presence in [East Austin]. As the decade drew to a close, both African Americans and Mexican Americans lived in

³³ The term “Miscellaneous Residential Property” is used in the legend for this map in the Koch & Fowler report. While their report offers no definition for this term, it is assumed that this designation represents any areas in which non-white populations were dominant.

³⁴ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, Plate No. 10.

³⁵ Tretter, *Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City*, 94–96.

³⁶ “Republic Square: The Heart of Austin’s Mexico,” *Preservation Austin*, accessed August 25, 2022, <https://www.preservationaustin.org/news/2021/1/27/republic-square-the-heart-of-austins-mexico>.

significant numbers in the east Outlots, which included concentrations of supporting residential, commercial, and cultural resources. During this period, residential construction boomed in tandem with the significant population growth in East Austin.³⁷

By the 1920s, development pressures began to force the enclave of Mexican Americans to relocate from the southwest corner of the original townsite due to the laying of multiple railroad spurs and the subsequent construction of new warehouses and other light industries in nearby areas. Most Mexican American families in East Austin in the 1920s lived along the railroad tracks, especially clustered near East 3rd Street and East Avenue. This trend continued into the 1930s and prompted several families to move to the less expensive and flood-prone land south of Black neighborhoods on the other side of East Avenue... In 1925, Earl Connell prepared his master's thesis, which studied various locations where Austin's Mexican American population lived. In addition to the Hispanic neighborhoods situated west of East Avenue, Connell stated that a compact group of 35 Mexican families lived on the opposite side of East Avenue and were interspersed with white and Black families in an area between East 7th and East 11th Streets.³⁸

Early-twentieth-century Development

The last decade of the 1800s saw still more subdivision development in the East Outlots. The creation of new subdivisions during the late 1800s was a response to the influx of people moving to Austin, which triggered a housing boom and a flurry of construction activity. The availability of milled lumber and other building materials that could be purchased at the Nalle & Co. and other lumberyards in the city changed the physical character of construction in Austin. Although many builders continued to rely on vernacular and folk traditions and forms, they increasingly constructed wood-frame houses with standardized building materials and architectural elements available at the lumberyards. Some even used applied decorative wood trim and embellishment fashionable at the time. Local carpenters, contractors, and others also began to use pattern books and other publications that created a more homogenous character within new neighborhoods. The trend only accelerated into the 1900s.³⁹

As before, residential construction in these new developments reflected evolving trends in domestic designs, as the eclectic tastes of the Victorian era waned and simpler styles and detailing became more widespread. Among the poor and working classes, new house types began to replace more traditional forms. The linear, one-room-deep plans that featured gabled roofs (e.g., center passage or hall-parlor [two-room] houses) that had once been so

³⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 26.

³⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 29.

³⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 35–36.

common gave way to a new generation of houses with deeper, more box-like plans and often had hipped or pyramidal roofs with inset porches.⁴⁰

*From the late 1910s through the 1930s, Craftsman bungalows gained widespread acceptance locally and throughout much of the nation. Plans for these houses appeared in pattern books available at lumberyards or in magazines with mass circulation, which greatly influenced the character of residential architectural design and development patterns. These house types became widely popular and spread rapidly across much of the state and nation at the time. Independent carpenters and builders continued to construct these dwellings, which were relatively simple and inexpensive to construct using building supplies and materials from local lumber yards and dealers.*⁴¹

Survey data indicates that for much of its earliest development period, East 1st Street was dominated by Folk Victorian and Queen Anne architecture. While these styles were popular throughout Austin in the Victorian Era and early twentieth century, the Craftsman style and bungalow forms dominated new construction between the 1910s and 1930s. The earliest extant example of a Craftsman bungalow in the ECC APE was constructed at 1300 East 1st Street in 1910. The latest extant Folk Victorian residence on East 1st Street (located at 2000 East Cesar Chavez Street) was constructed c.1910.

*The large numbers of residential developments created in the east Outlots during the first quarter of the 1900s necessitated various public amenities, many of which catered to the already large African American population and the growing Mexican American population who increasingly began to settle in the area by the late 1920s. Churches were fundamental to the development of the residential areas and fostered a sense of community. In fact, many congregations relocated from downtown and other areas into East Austin during this period. New businesses and schools also served as symbols of permanence in the communities...*⁴²

Throughout the early twentieth century, few businesses existed in the ECC Study Area, and those that did were small and neighborhood oriented. While a small corridor of industrial buildings grew up around the railroad tracks at East 4th and 5th Streets, the rest of the ECC Study Area, including East 1st Street, remained majority residential. Small corner groceries, pharmacies, and saloons were interspersed throughout residential neighborhoods in East Austin, serving the communities in their immediate vicinity. Neighborhood-oriented shops that existed along East 1st Street included a drug store, a shoe repair shop, and various grocers. Also by the mid-1920s a small frame church was located at 1400 East 1st Street.⁴³

⁴⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 40.

⁴¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 40.

⁴² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 41.

⁴³ *Austin City Directories: 1887-1960*.

Survey data demonstrates that the late nineteenth and early twentieth centuries were the most significant period of development for East 1st Street, with 48 percent of all surveyed buildings constructed between 1893 and 1927. Of those, 93 percent were residential. The 1985 East Austin Multiple Resource Area also notes that the residences constructed on East 1st Street were often slightly larger and more ornate than those found elsewhere in the ECC Study Area.⁴⁴ City directory listings also indicate that eastward expansion on East 1st Street occurred at a more rapid rate than on any of the surroundings streets.⁴⁵ These two factors combined seem to indicate that East 1st Street was a particularly desirable location for wealthier residents of East Austin.

Streetcars and Streetcar Suburbs

In most urban areas in the United States during the last quarter of the 1800s, animal-powered streetcars provided an efficient means of intra-city transportation. These systems became especially common in areas of dense concentrations, especially in downtowns where stores, offices and other commercial enterprises attracted people and various activities. Streetcar lines extended from central locations to other important nodes and to new residential areas being developed in outlying areas. Many streetcar operators and owners were land developers who understood that streetcars could generate greater interest in and increase sales for their new suburbs. Austin followed this trend, and as the city grew during the late 1800s and early 1900s, the streetcar played an increasingly important role in land development patterns (see Figure 3).⁴⁶



Figure 3. Animal-powered streetcar in Austin.⁴⁷

⁴⁴ National Register of Historic Places, Historic Resources of East Austin Multiple Resource Area, Austin, Travis, Texas, National Register #64000840.

⁴⁵ *Austin City Directories: 1887-1960.*

⁴⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 47.

⁴⁷ *Horse-Drawn Streetcar*, Unknown, United States - Texas - Travis County - Austin, Austin History Center, <https://texashistory.unt.edu/ark:/67531/metaph124008/>.

The first streetcar line in Austin was developed in 1874 by the Austin City Railroad Company. By the late 1880s Austin's streetcar network extended out of the city center into residential areas west of Shoal Creek, north to the University of Texas campus, and east to the H&TC Railroad depot. The streetcar network did not extend to South Austin, however, until the following decade.⁴⁸ In 1891 Monroe Shipe, an entrepreneur from Kansas, opened Austin's first electric streetcar line. *The success of Shipe's operations quickly led to a merger that created the Austin Rapid Transit Railway Company. The new system relied on electricity generated from a coal-powered plant that operated near the area where the city later constructed the Seaholm Power Plant.*⁴⁹

*The popularity of automobiles also affected the local streetcar system, which had operated on fixed rails since its founding in 1875. Although [Monroe] Shipe introduced electric-powered trolleys in 1891, the system essentially continued to operate along the same routes. The system expanded over time and built extensions to meet increased demands and Austin's physical expansion. However, the investment of a fixed rail system required substantial capital outlay, and by 1926, the Austin City Council authorized the street railway company to operate "motor buses" as part of its system. The use of such vehicles proved to be less disruptive, and by 1927, some residents asked that street car tracks in their neighborhood be removed so that buses could operate instead. By 1933, the Austin Street Railway Company had a mixed system that included both electric-powered trolleys and buses that provided service to much of the city.*⁵⁰

In 1897 Austin's streetcar system was expanded to include a spur line along East 1st Street.⁵¹ Additional improvements to the line were completed in 1902, extending the spur to its final length, with a terminus at Canadian (now Robert T. Martinez Jr.) Street.⁵² This new line on East 1st Street serves as a testament to the street's significance as a major thoroughfare in East Austin by the end of the nineteenth century. A later streetcar line on East 6th Street served as East Austin's only other direct connection to the greater citywide streetcar network. The East 1st Street line also provided a vital service to East Austin residents, connecting them with other parts of the city, providing employment flexibility, and granting greater access to public services and commercial centers. The dominance of the East 1st and 6th Street streetcar lines continued until they were supplanted by the motor bus system in the 1940s.⁵³ A 1925 map (see Figure 4) documenting transportation routes citywide shows that these two lines remained the only streetcar access for East Austin residents into the 1920s.⁵⁴

⁴⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 47–49.

⁴⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 49.

⁵⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 65–66.

⁵¹ "More Improvements," *The Austin Weekly Statesman*, May 20, 1897.

⁵² "Sidewalk Notes," *Austin Daily Statesman*, October 4, 1902.

⁵³ *Loading the Main Line Street Cars at Sixth and Congress*, Photograph, February 7, 1940, S5600, Austin History Center.

⁵⁴ Dixon B. Penick, "City of Austin and Suburbs," 1925, Texas Historic Overlay, provided by the Texas State Library and Archives.

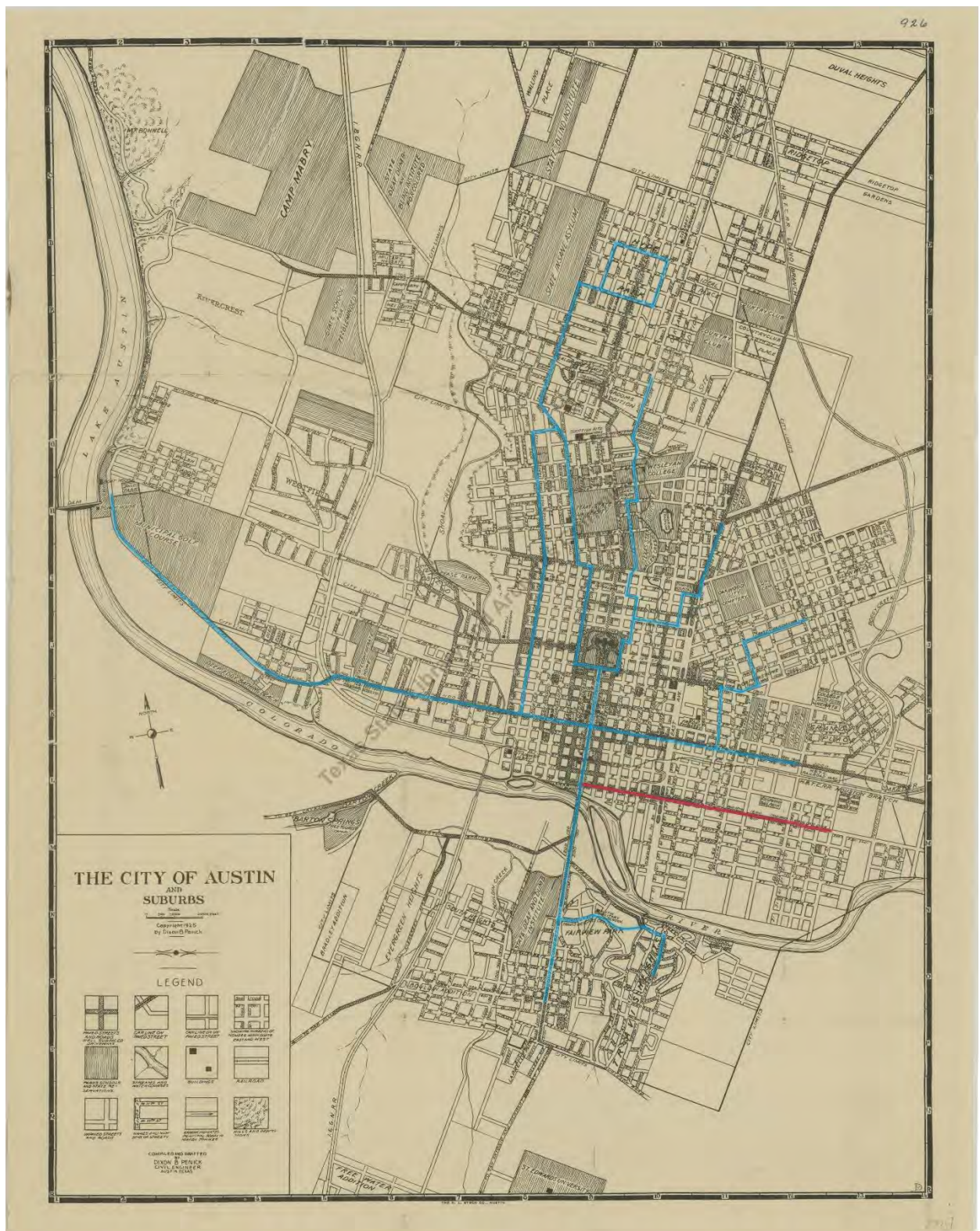


Figure 4. 1925 map of Austin and suburbs with streetcar lines highlighted in blue. The line on East 1st Street is highlighted in red.⁵⁵

⁵⁵ Penick, "City of Austin and Suburbs."

Utility Services in East Austin

Modernizing cities during the late eighteenth and early nineteenth centuries invested heavily in developing utility systems designed to provide access to water, power, and sewer services. These services were essential to modernization, necessary for both the health and convenience of citizens. The history of Austin's utility development is notoriously complicated and infamous for the many instances of disastrous system failures and environmental justice violations. Completion of the first Colorado River dam provided semi-reliable power service to the city by 1893. In April 1900 the dam failed during a major flood event, killing dozens of people and interrupting power service to the city for months.⁵⁶ Major system failures, frequent floods, and limited funds all plagued the city's attempts to develop reliable utility systems, slowing progress and creating enormous inconsistency in the availability of utilities. While exact dates for the electrification of East Austin were not uncovered by reconnaissance-level research, it is possible that the first lines extended to wealthier homes along East 1st Street around this time, with later improvements bringing service to the surrounding areas. Water service reached East Austin in 1902, but remarkably, much of East Austin remained without sewer connections until the late 1920s.⁵⁷

Austin and the Early Automobile Era

*The early 1900s also introduced another innovation to the city: the automobile. Its rapid acceptance and popularity had a profound effect on the city's architecture, land-use patterns, and physical character. The first automobile arrived in Austin about 1902 and their numbers soon swelled. City directories note that the Austin Automobile Club was organized in October 1909, and by 1912, the group claimed 55 members. It was one of a series of private clubs organized in urban areas throughout Texas to promote automobiles, construct better roads, and take driving tours. Early automobiles were expensive to purchase and maintain, but their affordability changed dramatically after Henry Ford introduced the Model T, the world's first mass-produced car, in 1918. As automobiles increased in number, so too did the need for better roads. In the early 1910s, several visionary automobile enthusiasts even advocated the construction of multi-state and even transcontinental highways or auto trails at a time when the mere task of driving from one side of the city to another often proved to be a challenge.*⁵⁸

Automobiles' proliferation affected Austin and its physical character in other ways. Many home owners constructed small detached garages on their property to protect and store their vehicles when not in use. Narrow parcels and dense development, especially in the city's older parts, led to the construction of most garages at the rear of residential lots,

⁵⁶ Andrew M. Busch, *City in a Garden: Environmental Transformations Racial Justice in Twentieth-Century Austin, Texas* (Chapel Hill, N.C.: University of North Carolina Press, 2017), 18.

⁵⁷ Robena Estelle Jackson, "East Austin: A Socio-Historical View of a Segregated City" (The University of Texas at Austin, 1979), Austin History Center.

⁵⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 64.

accessible by way of alleys. However, many real estate developers began to widen their lots to allow for front driveways, thus accommodating the growing number of people who owned cars and purchased property in outlying areas.⁵⁹

*Downtown wholesalers and distributors benefitted from the cost-effectiveness of trucks with increased transport capacity. This innovation spurred further development of the downtown area's warehouse district. The added weight of trucks and cars led to stress on the road and bridge networks. The city embarked on a more aggressive campaign to pave streets that had the highest volumes of traffic, since dirt streets created dust during dry conditions and mud when it rained. The construction of better bridges across creeks and other drainage directed traffic flow along selected routes and contributed to the street network's improvement. Besides the Congress Avenue Bridge, the city constructed new bridges over Waller and Shoal creeks throughout the early 1900s.*⁶⁰

Congress Avenue became the first paved street in Austin in 1905, but another decade passed before further funds were allocated for paving. In the intervening years the City of Austin made many attempts to improve streets with gravel. Gravel roads required significant upkeep and new gravel was laid in some areas on a nearly yearly basis to compensate for issues of erosion and general wear and tear. East 1st Street was often prioritized by the city, receiving allocations of gravel more frequently than many other streets.⁶¹ In 1915 a large sum of money was appropriated for street improvements citywide. A paving plan developed in the following months prioritized work on the most heavily used streets. Mayor Wooldridge and members of the city council claimed the "importance of East First Street could not be overestimated."⁶² Accordingly, East 1st Street was slated for paving in the first phase of work, and in June 1916 it was paved between Red River and Chicon Streets.⁶³ Another round of paving work was completed on the recommendation of Koch & Fowler in 1929, extending the paved segment east to the city limit at Pleasant Valley Road.⁶⁴

Texas Legalizes Zoning Ordinances

In 1927 the state legislature passed a law that officially legalized zoning in Texas. This legislation and the subsequent project to create Austin's first zoning plan was enormously influential on the development of East Austin. Also passed at the same time was a bill explicitly permitting segregation of public spaces in Texas. The provisions of these two laws laid the legal groundwork for many actions that would come to define the character of the ECC Study Area. In response to this legislation, a rapidly growing population, and an overall

⁵⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 65.

⁶⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 65.

⁶¹ "East Austin Citizens in Session Last Night," *Austin Daily Statesman*, September 12, 1907.

⁶² "Both Rio Grande and West Avenue Likely to Be Paved Streets."

⁶³ "East First Street Paving Progresses," *The Austin Statesman*, June 28, 1916.

⁶⁴ "City Increases Paving Limits," *The Austin American*, October 18, 1929.

desire to modernize, the Austin city council hired Koch & Fowler in 1927 to generate the city's first comprehensive plan. This document has since become infamous in Austin as the framework for the development of the city's system of segregation, but can also be credited with defining zoning ordinances, traffic patterns, school and park design, and more. The provisions laid out by this plan became the guiding force for the monumental changes along East 1st Street in the following decades.⁶⁵

Koch & Fowler's 1928 City Plan of Austin

*"A City Plan for Austin, Texas," colloquially known as the Koch & Fowler Plan, was drafted by the engineering firm in 1927 and passed as law by the Austin city council in 1928. The plan outlined various recommendations in an effort to control and influence the expanding city's growth while claiming to improve the lives of all of Austin's citizens, but the plan's core mandate of government-sanctioned segregation underlay many of Koch & Fowler's recommendations, effectively relegating Austin's minority population to second-class citizenship. The impact of the City's implementation of most of the plan's recommendations in East Austin, as well as the City-sanctioned segregation policies, would have far-reaching and lasting effects on the demographics, character, inequities, and built environment of the area's neighborhoods.*⁶⁶

Adoption of Segregation Policies

*A decade before Koch & Fowler authored their city plan for Austin, the Supreme Court ruled in 1917 that segregationist zoning laws were illegal because they infringed on property owners' rights to sell their land to whomever they chose. Without legal segregationist zoning, cities instead developed other policies to isolate minorities within certain areas. In creating Austin's city plan, Koch & Fowler used this tactic to ensure the local African American population was concentrated in one part of the city: East Austin.*⁶⁷

In the plan, Koch & Fowler note that while African Americans lived in small numbers across the city, the majority of the city's Black population already lived east of East Avenue, clustered east of City Cemetery and between East 14th Street and Rosewood Avenue, as depicted on the plan's "Present Use of Property map" (see Figures 5 and 6). The one area east of East Avenue not occupied by the African American population was the neighborhoods south of East 1st (Cesar Chavez) Street, which the map depicted as "White Residential Property." ...In order to "encourage" African Americans living in these areas outside of East Austin to relocate, the plan outlined strategies and policies for the City to enact that would make life easier for those African Americans living in the "negro district," and harder everywhere else by denying basic services and amenities to African Americans outside of East Austin:

⁶⁵ Tretter, *Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City*, 17–19.

⁶⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 53.

⁶⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 53.

It is our recommendation that the nearest approach to the solution of the race segregation problem will be the recommendation of this district as a negro district; and that all the facilities and conveniences be provided the negroes in this district as an incentive to draw the negro population to this area. This will eliminate the necessity of duplication of white and black schools, white and black parks, and other duplicate facilities for this area.⁶⁸

Under the plan's recommended policy, if African Americans wanted public services—such as sewage lines or schools—they would have to move to East Austin or be denied these services.⁶⁹ This policy walked a careful line between two potentially contradictory pieces of law and precedent. The 1917 Supreme Court decision had declared that segregationist zoning was illegal because it violated the property rights of individual property owners. In 1927, by contrast, the Texas legislature had codified the legality of segregation in public spaces, such as businesses, community centers, and government buildings. Koch & Fowler advocated using legal public segregation to generate de facto residential segregation.⁷⁰

⁶⁸ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, 57.

⁶⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 53–55.

⁷⁰ Tretter, *Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City*, 17–19.



Figure 5. “Present Use of Property” map from the 1928 Koch & Fowler Plan identifying areas of commercial development as well as demographics of various neighborhoods. Note the black strips representing “business property” running down East 1st and East 7th Streets in East Austin. Koch & Fowler did not specifically call out Mexican Americans in this map, but generally classified those areas south of East 3rd Street as “white residential property.”⁷¹

⁷¹ Koch & Fowler, Consulting Engineers, A City Plan for Austin, Texas, fig. Plate 10.

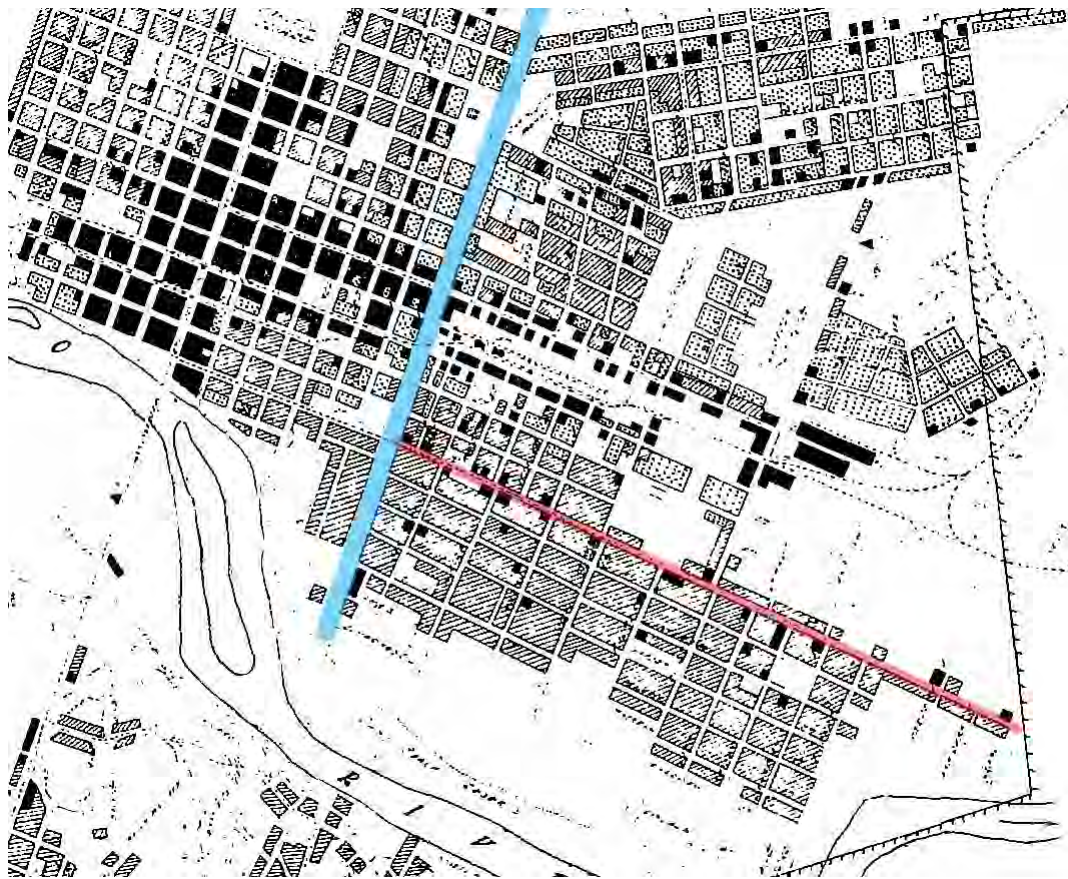


Figure 6. “Present Use of Property” map from the 1928 Koch & Fowler Plan, cropped to show the East Austin area. The map identifies areas of commercial development as well as demographics of various neighborhoods. The blue line indicates East Avenue (now I-35) and the red line indicates East 1st Street.

Over time, the city’s largest concentration of Hispanic residents occupied the area east of East Avenue and south of East 8th Street. Because the 1928 Koch & Fowler Plan did not explicitly prescribe systematic segregation of Austin’s Hispanic community, the transition was slower, and noteworthy concentrations of white families remained, especially in the larger houses along East 1st (Cesar Chavez) Street, as well as the neighborhoods along Willow and Canterbury Streets. Eventually, East 11th Street would become considered to be the unofficial dividing line between Hispanic residents to the south and Black residents to the north, although the division was porous, with a considerable number of African Americans residing south of East 11th Street, as well as Hispanic and white residents interspersed north of East 11th Street. The residential development patterns that occurred south of East 11th Street in this era nearly mirrored those north of East 11th Street, with small-scale infill development in the older sections closer to East Avenue, combined with less dense development of modest bungalows further to the east. Because segregation of Mexican Americans was not as explicitly prescribed by the 1928 plan, in a number of

*instances Mexican American renters occupied auxiliary rear houses while white owners continued to occupy the front house.*⁷²

City directory data indicates that by 1928, Hispanic populations in East Austin were rising in the northernmost segments of the ECC Study Area, reaching an average of 25 to 30 percent by the time the Koch & Fowler plan was completed. These numbers continued to rise steadily in the following decades. In the central and southern portions of the ECC Study Area, from East 2nd Street to Holly Street, the concentration of Hispanic residents remained at approximately five percent or less throughout the 1930s and early 1940s. The next major factor to influence the rise of Mexican American residents in East Austin was the Second World War.⁷³ More information on the rise of Hispanic settlement in the ECC Study Area over time is included below in the following section.

From 1892 to 1916, most of the Mexican American and White children of East Austin, which included areas between Congress and East Avenues at that time, received their elementary education at Palm School located at the northwest corner of East Avenue (now I-35) and East 1st Street.⁷⁴ As area further east developed in the early twentieth century, another mixed-ethnicity school, Metz Elementary School, was constructed in 1916 at the corner of Willow and Anthony Streets. Both Palm School and Metz Elementary School excluded Black children, who would have attended Robertson Hill School, built in 1884 at the corner of East 11th and San Marcos Streets and later relocated to Olive and Curve Streets and renamed E. H. Anderson High School. Although Mexican Americans and Whites were educated at the same schools in Austin, treatment was far from equal. Speaking Spanish, for example, was prohibited in Austin schools into the 1970s. Mexican-American children were often discriminated against by their teachers and White peers.⁷⁵ When Palm Park was developed next to Palm School in the 1930s, Mexican American children were prohibited from using the park and pool alongside White children.⁷⁶ As the student population of East Austin became increasingly Hispanic through the years, conditions at Palm School declined, with facilities degrading, highway construction cutting off easy access for much of the East Austin population, and staff assignments failing to meet the needs of the students. It was not until 1976, when Sanchez Elementary School was built, that many of these issues would be resolved.⁷⁷

⁷² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 68–69.

⁷³ *Austin City Directories: 1887-1960*.

⁷⁴ “History of Palm School,” *Waterloo Greenway*, accessed September 15, 2022, <https://waterloogreenway.org/history-of-palm-school/>.

⁷⁵ “Elementary School Experiences | Austin Revealed: Chicano Civil Rights,” *PBS LearningMedia*, accessed September 15, 2022, <https://www.pbslearningmedia.org/resource/05d0e5a3-8671-4f16-8a73-7fa2dddd768f/the-boat-race-incident-chicano-civil-rights/>.

⁷⁶ “History of Palm School.”

⁷⁷ “Education Reform | Austin Revealed: Chicano Civil Rights,” *PBS LearningMedia*, accessed September 15, 2022, <https://www.pbslearningmedia.org/resource/05d0e5a3-8671-4f16-8a73-7fa2dddd768f/the-boat-race-incident-chicano-civil-rights/>.

Koch & Fowler's Influence on East 1st Street Development

The Koch & Fowler Plan addressed East 1st Street in two significant ways. The report recognized East 1st Street as a major thoroughfare for the city and recommended additional work to complete paving, which had begun in 1916. For a complete map of Koch & Fowler's recommended thoroughfares, see Figure 7. These recommendations cemented the street as an important transportation corridor and likely influenced the decision to connect East 1st Street to state and federal highway systems in the early 1930s. Koch & Fowler also recommended that East 1st Street between East Avenue (now I-35) and Canadian (now Robert T. Martinez Jr.) Street be zoned commercial.⁷⁸ At the time the plan was published, the corridor had minimal commercial development, with only a few small neighborhood stores dispersed between the residences.⁷⁹ While Koch & Fowler did not explain this recommendation, likely reasons include the heavy traffic flow, the preexisting streetcar line, and its central location to East Austin residential neighborhoods. These factors made East 1st Street an ideal commercial corridor where customers could easily access businesses by foot, streetcar, or automobile.

⁷⁸ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, fig. Plates 2, 3, 11.

⁷⁹ *Austin City Directories: 1887-1960*.



Figure 7. "Proposed Major Streets" map showing Koch & Fowler's proposals for new thoroughfares.⁸⁰ East 1st Street is highlighted in blue.

⁸⁰ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, fig. Plate 3.

East 1st Street gained further significance as a major thoroughfare in 1933, when the city council approved connecting East 1st Street to the State Highway System. Work began shortly thereafter to pave the final segment of the street, connecting it to SH 71.⁸¹ In 1935 SH 71 was redesignated as US 290 and the SH 71 name was dropped.⁸² In 1939 SH 29 was also routed along the same segment of East 1st Street before turning and exiting the city to the north along Guadalupe Street. Figure 8 demonstrates the appearance of East 1st Street around the time it began carrying SH 29 and US 290. In the decades that followed, these highways were often renamed and rerouted, forming a complex evolution of road systems on the eastern edge of the city.⁸³ Between 1933 and the 1950s East 1st Street served as an integral part of the highway system through Austin, carrying several major highways. Highway traffic brought consumers to the new commercial district and to the city center via East 1st Street. Efforts to improve and reroute highways around the city occurred throughout the 1950s. US 290 was rerouted away from East 1st Street in 1951, and by 1961 East 1st Street had been removed from the highway system entirely.⁸⁴



Figure 8. East 1st Street, looking west from Chalmers Avenue, 1940. US 290 and SH 29 street signs are visible at right.⁸⁵

Survey data collected for the I-35 Capital Express Central Project indicates a rapid acceptance of the new commercial zoning along East 1st Street. As early as 1933 the trend

⁸¹ "Council Approves Highway Routing."

⁸² "U.S. HIGHWAY NO. 0290."

⁸³ "STATE HIGHWAY NO. 29."

⁸⁴ "U.S. HIGHWAY NO. 0290"; "General Highway Map of Travis County, Texas" (Texas State Highway Department, Revised 1961 1958), Map Collection, Texas State Library and Archives.

⁸⁵ *East First Street looking west from Chalmers Avenue*, Photograph, 1940, S5700, Austin History Center.

of purpose-built commercial buildings was on the rise. In 1935 commercial development on East 1st Street exceeded residential construction for the first time, and by approximately 1945 commercial construction was consistently outstripping residential. These construction trends are shown in Figure 9.

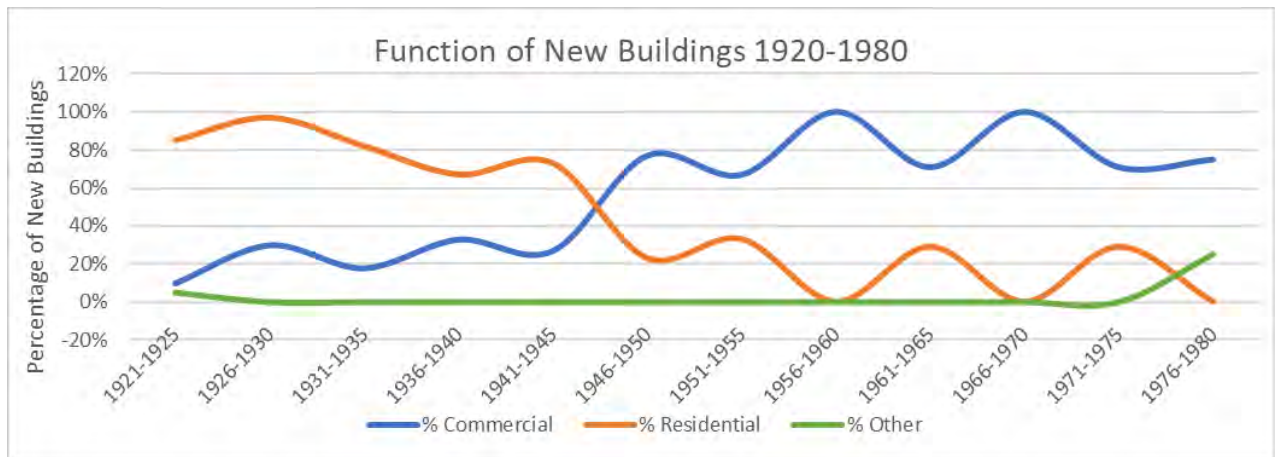


Figure 9. Graph showing the functions of newly constructed buildings on East 1st Street based on survey data. Note that commercial development overtakes residential sometime between 1945 and 1950.⁸⁶

The Great Depression and World War II, 1929-1945

Throughout the 1930s and 1940s East 1st Street experienced a number of significant changes that would shape the neighborhood's character in the years to come. Throughout the Depression years the City of Austin instituted several federally funded programs designed to improve citizens access to affordable housing, including the construction of the nation's first federally funded public housing, the distribution of Federal Housing Administration (FHA)-backed loans, and the completion of a Home Owners Loan Corporation (HOLC) risk assessment study of Austin. The ECC Study Area also became increasingly segregated during this period, with minority populations growing steadily in East Austin. Spurred by unrest in Mexico, Koch & Fowler's recommendations for segregated public facilities, the availability of new public housing, and several other factors, both Black and Hispanic Austinites began moving to East Austin in greater numbers during this period. At the same time, the City of Austin sought to modernize the city with upgraded utility systems, new road improvements, and modernizing public transportation.

Changing Demographics in East Austin

Data collected from city directories offers insight into the demographic evolution of the ECC Study Area from a White to a Mexican American neighborhood. To determine the pace at

⁸⁶ This graph has been generated using survey data collected for this HRSR. "Other" development generally refers to buildings used for non-commercial or residential purposes. Some examples are educational, funerary, and government buildings.

which the Mexican American community populated the ECC Study Area, a tally of residents with Hispanic surnames was collected and compared against the total listings for the same area. Using this information, a percentage of Mexican American residents was calculated for each street within the ECC Study Area. To determine whether there were any trends in east-west distribution of residents, percentages were calculated for the east and west ends of each street separately. The dividing line between east and west was Canadian (now Robert T. Martinez, Jr.) Street, which is roughly the center point of the ECC APE. Because pre-1920 city directories were organized only by name, the first datapoint was calculated using the 1920 city directory. Listings for commercial properties were not included in the totals. Table 3 contains all of the data collected from city directories.

Table 3. Percentages of Hispanic surnames listed in Austin city directories 1920-1980, arranged by street. East/west division at Robert T. Martinez Jr. Street.⁸⁷

	1920	1930	1935	1940	1945	1949	1959	1971	1980
East 5 th Street (west)	10	25	30	30	55	50	50	62	90
East 5 th Street (east)	20	30	40	30	70	90	85	92	95
East 4 th Street (west)	5	40	40	40	30	25	45	50	72
East 4 th Street (east)	0	80		90	90	85	90	98	96
East 3 rd Street (west)	5	45	50	60	50	90	90	75	93
East 3 rd Street (east)	0	50		60	85	95	98	95	98
East 2 nd Street (west)	0	10	5	2	10	15	50	80	92
East 2 nd Street (east)		0	0	20	35	20	65	85	92
East 1 st Street (west)	0	0	0	0	1	2	10	75	70
East 1 st Street (east)	0	5	2	2	5	4	25	57	75
Willow Street (west)	5	5	7	5	8	15	70	92	91
Willow Street (east)	0	0	0	0	2	2	35	83	86
Canterbury Street (west)	5	5	5	5	15	15	70	85	92
Canterbury Street (east)	0	0	0	0	0	5	35	80	90
Garden Street (west)	0	5	2	2	7	10	45	80	87
Garden Street (east)	100	66	50	25	65	65	65	80	100
Holly Street (west)	15	10	10	5	10	15	65	85	90
Holly Street (east)	60	15	10	30	30	35	75	90	93

Between 1910 and 1930 Austin's Mexican American population grew significantly. In 1910, 500 Mexican Americans lived in Austin and comprised roughly two percent of the total population. By 1930 their numbers had risen to about 5,000 and accounted for

⁸⁷ Blank cells in this chart represent a lack of data for that location during the given year and is generally attributed to nonexistent residential use in the area. Blank cells may also indicate periods in which residences were vacant, buildings were in commercial use, or some residents were unlisted.

roughly nine percent of the city's residents.⁸⁸ Beginning in the mid-to-late 1920s Austin's Mexican American population began to shift east from neighborhoods near the Capitol and in the vicinity of the Colorado River on the west side of the city. Many settled in in the areas south of the Black neighborhoods between East 7th Street and East 3rd Street.⁸⁹ While the Mexican American population began to grow in some East Austin areas by the 1920s, city directories indicate that the area between East 2nd Street and Canterbury Street (including the ECC APE) remained primarily non-Hispanic until approximately 1955. By the mid-1950s Mexican American residents comprised the dominant ethnic group in the ECC Study Area. This community continued to grow steadily through the end of the historic period, reaching a density of nearly 90 percent of the ECC Study Area population by 1980.⁹⁰

The demographic trends that began in the 1920s continued throughout the Great Depression and World War II, with Mexican American populations growing steadily but slowly throughout most of the study era (see Figure 10). The concentration of Hispanic residents in East Austin remained fairly consistent through this period, with the northern half of the ECC Study Area maintaining a Hispanic population of roughly 50 percent while the southern half of the ECC Study Area remained overwhelmingly White. African Americans in the ECC Study Area followed the same general pattern as the Hispanic community. While Hispanic residents were slowly becoming the dominant ethnic group in the ECC Study Area, the Black community maintained a continual presence in the northern half of the ECC Study Area, interspersing with the White and Hispanic residents in the areas north of East 1st Street. The next notable jump in Hispanic surnames was observed in 1945. In the southern half of the ECC Study Area, this change signaled the beginning of the end of White dominated neighborhoods. While the immediate postwar years marked a significant turning point for much of the ECC Study Area, East 1st Street continued to defy trends.⁹¹

⁸⁸ Tretter, *Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City*, 32; "City of Austin Population History" (City of Austin, 2016), https://www.austintexas.gov/sites/default/files/files/Planning/Demographics/population_history_pub.pdf.

⁸⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 29–30.

⁹⁰ *Austin City Directories: 1887-1960*; *Austin City Directories: 1872-2021*.

⁹¹ *Austin City Directories: 1872-2021*; *Austin City Directories: 1887-1960*.

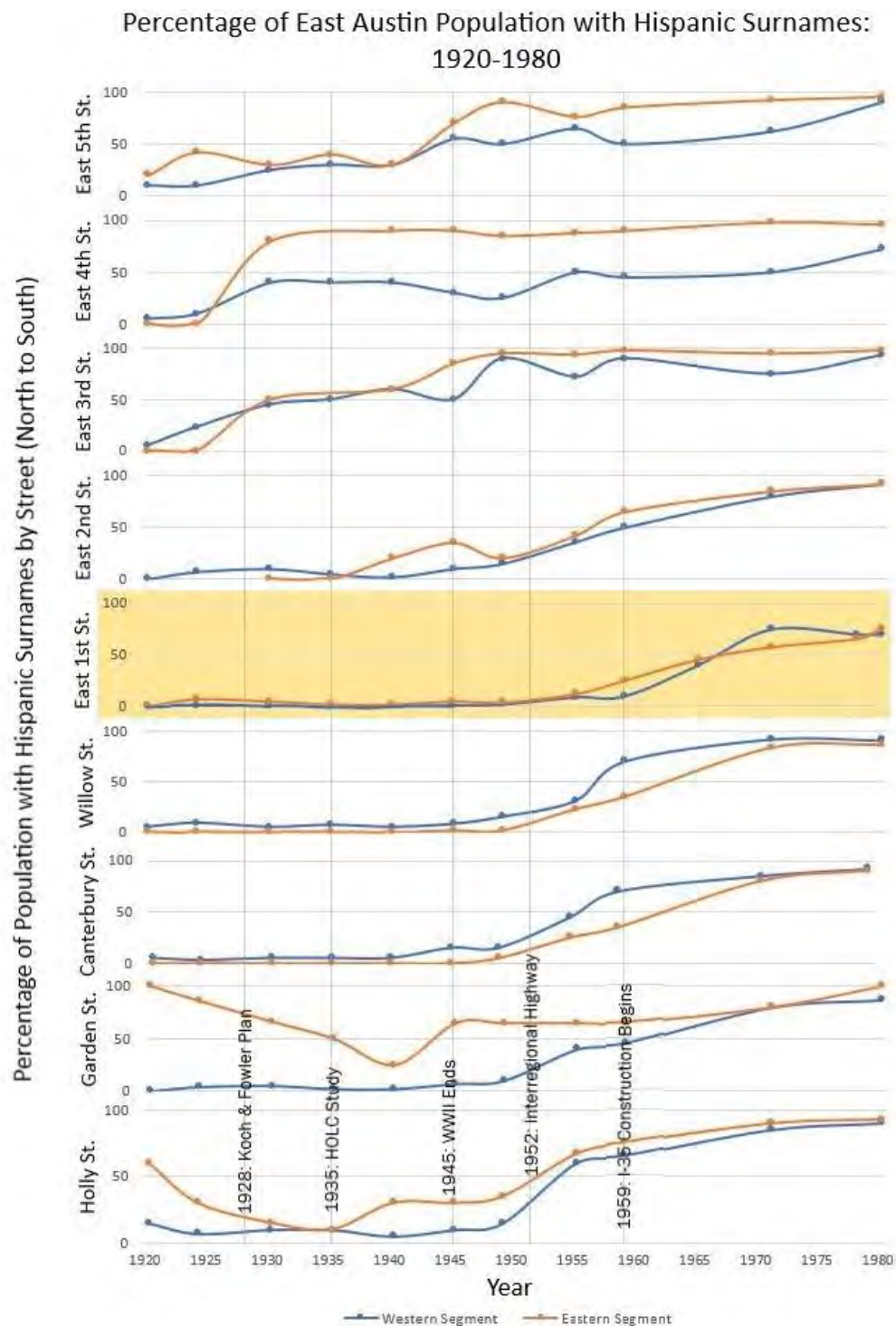


Figure 10. Graph showing the incidence of Hispanic names in city directories, 1920-1980. Streets arranged north to south. Important events are represented by grey lines. East 1st Street highlighted in yellow.⁹²

⁹² The high starting percentages on Holly and Garden Streets are due to the fact that development in those areas extended only about one block past the east/west dividing line of Canadian Street in the 1920s. While those blocks were largely Hispanic, they accounted for only a small percentage of the overall residents of the street.

Public Housing

[Mayor] Miller and [then U.S. Representative] Johnson collaborated on... federal projects, most notably Rosewood Courts [outside the ECC Study Area], Santa Rita Courts, and Chalmers Courts [both inside ECC Study Area] in East Austin. The construction of these apartment buildings stemmed from the Housing Act of 1937's enactment, also known as the Wagner-Steagall Act, which sought "to remedy the unsafe housing conditions and the acute shortage of decent and safe dwellings for low-income families." These public housing complexes, the first of their kind in the nation, represented a dramatic departure from past housing policy because of direct federal involvement... These three complexes separately targeted each of the major demographic groups within the Austin community, underscoring the continued practice of Jim Crow and segregationist policies throughout Austin, the state, and the South. Santa Rita Courts provided housing for Austin's rapidly expanding Mexican American community. The second public housing complex in Austin was Rosewood Courts, the nation's oldest public housing designed specifically for African American families. The third public housing unit in Austin was Chalmers Courts, which was reserved for whites only. It was built on a parcel bound by Chicon, East 3rd, Comal, and East 5th Streets.⁹³ Although, the policy of Austin's Public Housing Authority was to build public housing facilities within the communities of their target ethnicity, the location chosen for Chalmers Courts ignored the area's rapidly growing Mexican American community. As a result, Chalmers Courts became a small enclave of White residents in an overwhelmingly Hispanic neighborhood.⁹⁴ The policy of segregation in public housing was not discontinued until the 1970s.⁹⁵ The choice to locate a public housing development for White residents in an area that the Koch & Fowler Plan had recently recommended as a minority area suggests an apparent desire to isolate low-income residents in East Austin, concentrating "undesirable" populations in a single location.

Federal Housing Administration and New Residential Standards

Another important program of the New Deal that affected Austin's development and architectural fabric was the Federal Housing Administration (FHA). Established following the enactment of the National Housing Act of 1934, FHA provided government-supported insurance for privately financed house mortgages with more consumer-friendly conditions and terms. With FHA backing, lenders approved loans with significantly reduced down payments and extended the period to repay the loans. The Housing Act bill aimed to provide relief to the struggling mortgage and housing industries and to forestall the high rate of home-loan foreclosures. However, the act's impact extended beyond those sectors of the economy and had a lasting effect on socio-economic patterns in urban and suburban areas. FHA-approved loans were available not only for individual borrowers, but

⁹³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 80.

⁹⁴ John Henneberger and Ernest C. Huff, *Housing Patterns Study: Segregation and Discrimination in Austin, Texas* (Austin, TX: City of Austin Human Relations Commission, May 1979), Austin History Center.

⁹⁵ Busch, *City in a Garden: Environmental Transformations Racial Justice in Twentieth-Century Austin, Texas*, 133.

also for corporate builders, which encouraged the construction of larger-scale and more standardized residential subdivisions.⁹⁶

Another [program by a] federal agency that affected residential development during the Great Depression was undertaken by the Home Owners' Loan Corporation (HOLC). The program created color-coded maps of urban areas throughout the nation, including Austin (see Figure 11), that evaluated residential areas taking into account a number of variables (housing and demographics characteristics) to assess neighborhoods. The agency developed a four-tiered system that ranked areas ranging from "best" to "hazardous." The neighborhoods marked in red thus were considered less stable areas and deemed to have the greatest risk of default. Many historians and housing rights activists point to these HOLC maps as the source of the term "redlining." Although the issue of whether the HOLC maps instigated or merely reflected already prevailing discriminatory loan practices is subject to debate among urban historians and cultural geographers....At the very least, the HOLC maps provide insights into housing patterns and conditions in Austin during the Great Depression that have endured into present-day. The maps strongly suggest a bias against older neighborhoods and encourage the development of new suburban developments in outlying areas.⁹⁷



Figure 11. Cropped 1934 HOLC map of Austin showing the ECC Study Area. Yellow shading designates the southernmost section of the ECC Study Area, beginning around Holly Street as "definitely declining"; blue shading at the center, generally between East 1st and Garden Street, as "still desirable"; and the entire area north of East 1st Street is shaded red, denoting a "hazardous" designation.⁹⁸

⁹⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 82–83.

⁹⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 84–88.

⁹⁸ Miller Blueprint Company, "Austin, Texas Street Guide," July 1934, Historical City Maps of Texas, University of Texas at Austin, Perry-Castañeda Library Map Collection.

The HOLC “redlining” map for Austin indicates an area in transition, with clear correlations between the concentration of minority populations and the relative “risk” level assigned to an area. By 1935 the northern section of the ECC Study Area was nearly 50 percent Hispanic and likely interspersed with some Black residents. With this high concentration of minority residents, the area was designated “hazardous” by the HOLC, the lowest possible grade. The southern section of the ECC Study Area averaged approximately 20 percent Hispanic at the time and was therefore designated as “definitely declining.” The central section of the ECC Study Area remained mostly White in the mid-1930s and was consequently designated “still desirable.” The comparison between demographic data and HOLC designations for this time period makes a rather poignant case for the discriminatory nature of Austin’s HOLC study. Figure 12 demonstrates this correlation by showing Hispanic population levels by street in comparison to the HOLC designation for each area. While the graph below compares the rate of Hispanic surnames to HOLC ratings, it is important to remember that Black residents were also interspersed throughout the ECC Study Area during the 1930s. Their presence would have increased the incidence rate of minority residents in the area, a factor that would have been considered as part of HOLC risk ratings. Further research outside the scope of this project would be needed to determine the extent to which various minority populations influenced HOLC risk designations in Austin. While the exact degree to which these ratings were influenced by minority populations is as yet unknown, the impact of the 1935 HOLC was felt strongly throughout East Austin for the remainder of the historic period.

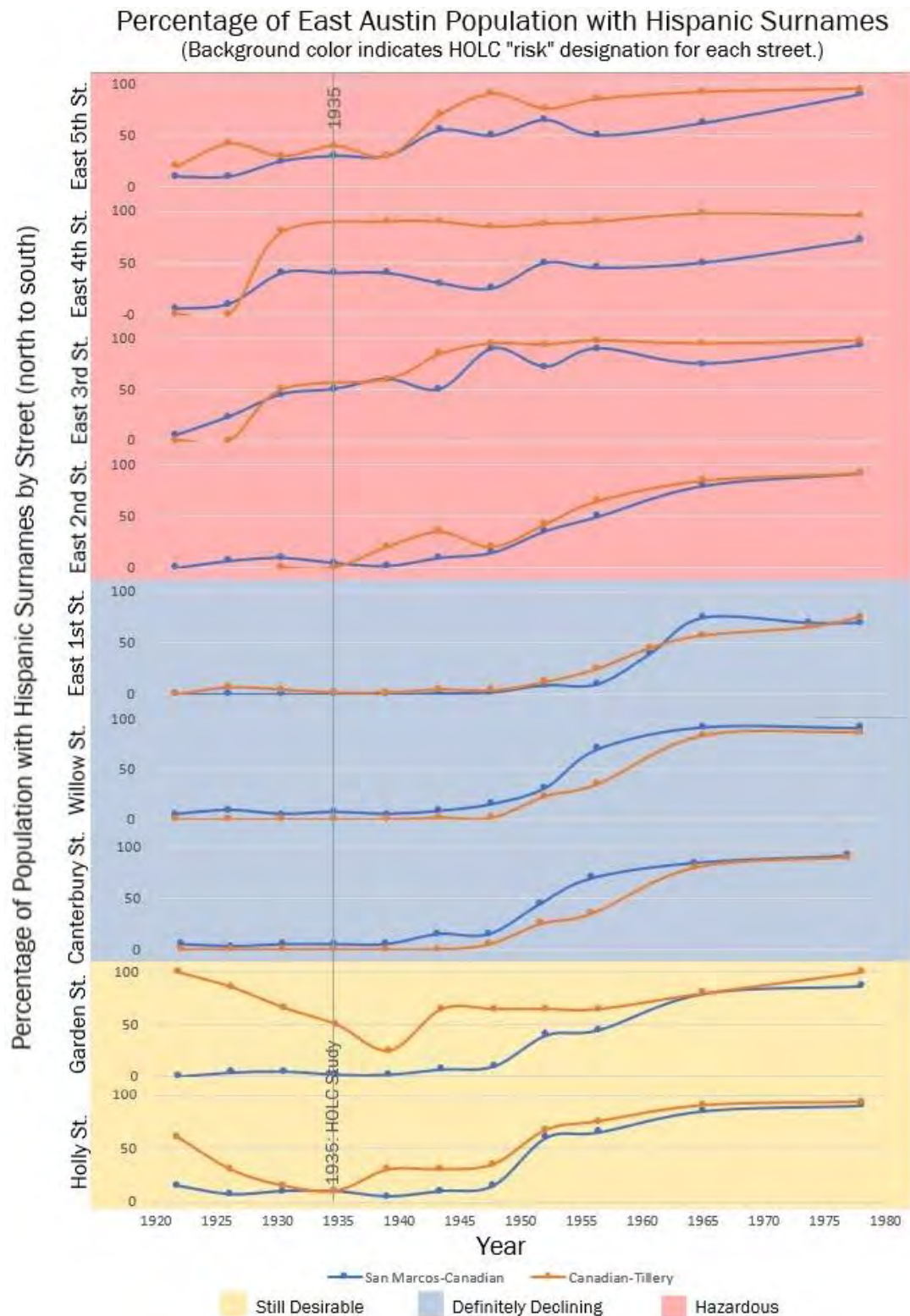


Figure 12. Graph showing Hispanic populations in East Austin over time. Background shading indicates HOLC designation by street. The grey line marks 1935 levels, when the HOLC study was conducted. Note the correlation between higher risk designations and more concentrated Hispanic populations.

The HOLC map and other historic maps showing East Austin's demographic patterns used East 1st Street as a dividing line between two dissimilar areas. One likely explanation for this is that East 1st Street routinely defied demographic trends demonstrated in the broader East Austin area. In the years following the Koch & Fowler Plan East 1st Street transitioned from a residential neighborhood to a commercial corridor and maintained a majority White population, while minority communities across East Austin continued to grow. These factors contributed to a character for East 1st Street that in many ways was very dissimilar to that of the greater ECC Study Area. Throughout the Great Depression, World War II, and postwar eras, East 1st Street stood in contrast to the demographic and land use trends demonstrated elsewhere in the ECC Study Area. Paradoxically, this dissimilarity may have provided the necessary conditions for East 1st Street to become a cultural center for East Austin's Hispanic community. With a central location, readily available commercial and office space, and important transportation corridors, the street was central to the community. In the decades that followed the Koch & Fowler Plan, and especially in the postwar era, East 1st Street provided a central community gathering place for East Austin's Hispanic community.

Modernizing Public Transportation

As modes of transportation modernized and automobiles became ever more popular in the city, the streetcar system became less desirable. Modernizing attitudes toward the streetcar argued that the system was inflexible and costly to maintain. By 1940 the decision was made to abandon the streetcar system entirely in favor of motorbuses, which had operated alongside streetcars since the 1920s. On February 7, 1940, Austin's streetcar system ran for the last time. In the following months the streetcar lines were removed citywide and motorbuses became the only form of public transportation available to the citizens of Austin (see Figure 13).⁹⁹

⁹⁹ *Loading the Main Line Street Cars at Sixth and Congress.*



Figure 13. Workmen removing the East 1st Street streetcar line in May 1940.¹⁰⁰

Postwar Development in Austin, 1946-1980

The postwar period was a time of enormous change in East Austin. Factors such as postwar population mobility, new highway development, a growing civil rights movement, and a variety of urban renewal programs all contributed to a massive cultural shift in the ECC Study Area during the postwar era. One of the most significant factors in changing demographics in East Austin during this period was the return of American GIs following the war. Returning GIs created an extremely mobile population, fueled by the availability of low interest mortgages funded by the GI Bill. These funds granted GIs flexibility on where they might purchase homes, but racially restrictive covenants and discriminatory lending practices severely limited those possibilities for people of color.¹⁰¹ Loans offered under the program were cosigned by the federal government but were provided by private financial institutions. Discrimination by individual institutions thus prevented nearly all Black and Mexican American veterans from taking advantage of the program. Furthermore, homes in many Postwar suburbs included racially restrictive covenants in their deeds, preventing African Americans from purchasing these new homes. As a result, Austin's Black and

¹⁰⁰ Bureau of Identification Photographic Laboratory, *Removing Street Car Tracks on East 1st*, Photograph, May 20, 1940, Austin History Center, <https://texashistory.unt.edu/ark:/67531/metaph123946/>.

¹⁰¹ Tretter, *Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City*, 31; Louis Lee Woods II, "Almost 'No Negro Veteran... Could Get a Loan': African Americans, the GI Bill, and the NAACP Campaign Against Residential Segregation, 1917-1960," *The Journal of African American History* 98, no. 3 (2013): 392–93, doi:10.5323/jafriamerhist.98.3.0392.

Mexican American residents mostly lived in older homes that were vacated by wealthier White residents as they moved to the more desirable suburbs.¹⁰²

Simultaneously, suburban development boomed nationwide and White residents with the flexibility to relocate flocked to new suburbs throughout the postwar period. In many cases minority residents backfilled existing homes vacated by White residents who more easily relocated to suburbs. (For more information about suburban development in Postwar Austin, see the I-35 Capital Express Central Project HRSR Historic Context Statement.) These trends played a significant role in the accelerating demographic shift that occurred in East Austin. Minority residents may have moved to East Austin for a number of reasons, including a desire to be nearer to segregated services (concentrated in East Austin after the Koch & Fowler Plan) or to integrate with the already established Black and Mexican American minority communities that existed in the ECC Study Area. The mobility of populations during this period contributed to more rapid concentration of Hispanic residents in East Austin. City directory data shows a significant jump in East Austin Hispanic populations immediately after World War II.¹⁰³ This demographic shift and numerous other factors combined to fuel a significant cultural shift throughout the ECC Study Area during the postwar period.

Highway Development and the Isolation of East Austin

In 1922, General John J. Pershing proposed a highway network that linked the nation's major military installations, and one of the north-south routes cut through Austin, along a segment of the Meridian Highway (State Highway No. 2) in Texas. The idea of a major highway system was debated into the next decade, as evidenced by several bills that advocated "super highways," in part to support national defense. A major breakthrough occurred during World War II, when Congress passed the Federal Aid Highway Act of 1944. Among its provisions, the act provided funding for a system of interregional highways in select parts of the country. One of the routes was the segment of US 81 between Fort Worth and San Antonio, one of the nation's most important military centers. Highway engineers and designers also advocated that these new highways be constructed along new alignments to avoid developments and areas of congestion along existing routes.¹⁰⁴

In Texas, the cities of San Antonio, Houston, Dallas, and Fort Worth seized the opportunity to tap the 50/50 matching funds in the Highway Act of 1944, and passed bond programs to build new interregional highways in their respective communities. Mayor Tom Miller led the efforts in Austin, and in May 1946, city voters approved \$940,000 in bonds to purchase right-of-way through the city. East Avenue, which had been enlarged and

¹⁰² Tretter, *Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City*, 31; Erin Blakemore, "How the GI Bill's Promise Was Denied to a Million Black WWII Veterans," *HISTORY*, accessed August 23, 2022, <https://www.history.com/news/gi-bill-black-wwii-veterans-benefits>.

¹⁰³ *Austin City Directories: 1872-2021; Austin City Directories: 1887-1960*.

¹⁰⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 94.

improved in the 1930s, became the focus of attention because it already cut a wide path through the city and bypassed downtown...¹⁰⁵

Construction on the Interregional Highway in Austin began in the early 1950s. The southernmost segment of East Avenue remained intact as a boulevard, with the highway terminating at 15th Street.¹⁰⁶ *The highway's design purposely limited access to and from the expressway and eliminated at-grade crossings and intersections to keep traffic moving. This design enabled vehicles to avoid traffic lights and busy intersections; however, it also created a physical barrier that greatly affected intra-city travel. Coupled with the segregationist policies of the 1928 city plan, the new interregional highway cut off East Austin from the rest of the city and disenfranchised the area's largely minority population.*¹⁰⁷ While the northern segments of East Austin were isolated by the Interregional Highway in 1952, areas south of East 11th Street were spared the same fate until I-35 was built in the early 1960s.

Interstate Highway System and I-35

With the passage of new legislation in June 1956, the Interregional Highway entered a new phase of development. More generous funding from the federal government allowed the development of Interstate Highways with minimal funding provided by the states. Texas, like many states nationwide, embraced the new program and began to develop new Interstates across the state.¹⁰⁸ *The interregional highway... became part of the new Interstate Highway System, designated as Interstate Highway 35. With significant increases in funding, highway engineers made plans to enlarge and improve the already overburdened interregional highway. While the existing alignment remained in use across parts of the city, in other areas, especially downtown, the highway was widened with an elevated section along one part and a parallel adjoining section along another part. Work continued into the early 1960s but problems still remained, especially in older segments that were not widened. The short entrance ramps provided insufficient room for incoming traffic to merge, and the highway's capacity to handle the increased traffic. To alleviate these concerns, highway planners designed a second deck elevated above the roadway from about East 19th Street [MLK Boulevard] to Airport Boulevard. Work was completed in the early 1970s.*¹⁰⁹

The construction of I-35 progressively made movement between East Austin and the rest of the city more difficult. Only a few streets retained their connection to the rest of the city, such as East 1st and East 6th Streets. A few vehicular access points were maintained, but

¹⁰⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 94.

¹⁰⁶ "Aerial Image, Austin Texas, 1958" (Austin, TX: Texas Natural Resources Information System, January 30, 1958).

¹⁰⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 94–95.

¹⁰⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 95.

¹⁰⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 95–96.

crossing the highway on foot was dangerous and pedestrian access between east and west was effectively cut off.¹¹⁰ While minority populations in East Austin had grown as a result of segregation and postwar population mobility, residents on East 1st Street and in the southern portions of the ECC Study Area remained mostly White well into the 1950s. After the new highway isolated East Austin, many White residents began to relocate to new postwar suburbs in North and South Austin. Beginning in the early 1950s Mexican American populations began to rise at a faster rate than previously observed throughout the ECC Study Area. This effect was most significant in the southern segment, where Hispanic surnames rose approximately 40 percent between 1949 and 1959. By 1970 Mexican Americans constituted an average of 80 percent of the population of the ECC Study Area.¹¹¹

Slum Clearance and Urban Renewal

As part of a series of policies intended to increase the supply of safe and affordable housing to remedy Postwar housing shortages, Congress passed the Federal Housing Act of 1949. The Act provided funds for the construction of low-rent public housing and research regarding efficient home building and authorized the expenditure of \$1 billion nationwide to assist local governments with “slum clearance and urban redevelopment.” The federal aid was to be distributed to local governments to allow them to purchase and demolish properties deemed substandard, and to build public facilities such as schools on the cleared sites. In 1950, the Austin City Council resolved to request \$538,250 in slum clearance funds from the FHA, but provisions in Texas’s legislation regarding condemnation prevented the federal dollars from reaching Texas. In 1956, the city again requested \$532,250, but this time stipulated that, “No attempt would be made to condemn land for private development. But land in a selected area for redevelopment could be condemned for such public purposes as relocation of streets, for drainageways, or parks.” In 1960, the City of Austin finally received \$395,750 in federal funds for slum clearance.¹¹²

In 1955 the City of Austin hired a consulting firm to draft a new city plan and a draft report (*The Austin Plan*) was published in 1958. *The Austin Plan* was never adopted, but portions of it were approved as the *Austin Development Plan* in 1961.¹¹³ The plan specifically addressed slum clearance, stating:

Austin, like many another American city, is aware that some of its areas are substandard and that others are gradually deteriorating. Such areas are not desirable living or working areas for the people and they usually become serious tax burdens to

¹¹⁰ Carlos Cordova, “Hispanic Community Rallying Behind Palm Park,” *Austin American-Statesman*, September 3, 1991.

¹¹¹ *Austin City Directories: 1872-2021; Austin City Directories: 1887-1960.*

¹¹² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 103.

¹¹³ HHM, Inc., *Historic Context Study of Waller Creek* (Austin, Texas: prepared for the Waller Creek Conservancy, December 6, 2018), 171.

the balance of the community. The planning of redevelopment projects is closely related to the general plan and to the detailed neighborhood plans. The financing of redevelopment projects is closely related to the Capital Improvements Program.¹¹⁴

*No mention was made of the fact that the “inadequate services, streets and community facilities” were due to city officials’ willful allocation of tax dollars away from East Austin...Furthermore, one factor in the determination of what constituted “substandard” housing was housing size, which was constrained by discriminatory lending practices.*¹¹⁵

Several citywide studies were conducted throughout the 1960s and 1970s to determine where urban renewal funds might be allocated. While no urban renewal project was ever initiated in the ECC Study Area, these studies provide valuable information on the ethnicity, economic status, and living conditions of East Austin’s residents during this period. The *Austin Community Renewal Plan* (1967) contains a wealth of demographic information that documents a minority population living in poor conditions and under extreme economic stress. Using data collected in 1960 and 1965, the study records information about family size, number of dependents, and household income, all organized by ethnic group. In East Austin this document reports an average family size of 4.4 individuals throughout East Austin, a rate well above the overall city average of 3.2 individuals. Income data indicates that at an annual income of just \$3,001, 49 percent of East Austin families were living in poverty.¹¹⁶ By contrast, data collected by the Bureau of the Census during the same period indicates that the national poverty rate was 22 percent and only 18 percent for White residents.¹¹⁷ This data clearly indicates that the residents of East Austin were suffering greatly from limited economic opportunities during the postwar period.

The 1967 *Community Renewal Plan* also included information about the living conditions of residents throughout the city. In East Austin a great majority of buildings within the ECC Study Area were classified as dilapidated, with a sizable percentage of the remainder classified as deteriorating. The report goes on to describe numerous other factors that negatively impacted the living conditions of East Austin residents, including overcrowded homes, high dependency rates, industrial infiltration, zoning failures, and insufficient parks.¹¹⁸ In some instances these conditions can be traced to the 1961 *Austin Development Plan*, which recommended industrial zoning for much of East Austin, despite

¹¹⁴ “Minutes of the 6/8/1961 Austin City Council Meeting” (City of Austin, June 8, 1961), 492, <https://www.austintexas.gov/edims/document.cfm?id=41230>.

¹¹⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 103–4.

¹¹⁶ City of Austin Department of Planning, *Austin Community Renewal Program: Volume II* (Austin, TX, 1967), Austin History Center; U.S. Census Bureau, “Poverty Thresholds: 1960,” *Census.Gov*, 2022, <https://www.census.gov/data/tables/time-series/demo/income-poverty/historical-poverty-thresholds.html>.

¹¹⁷ *Consumer Income*, Current Population Reports (Washington D.C: U.S. Department of Commerce Bureau of the Census, 1967), <https://www2.census.gov/prod2/popscan/p60-052.pdf>.

¹¹⁸ City of Austin Department of Planning, *Austin Community Renewal Program: Volume II*.

the area's status as a largely residential neighborhood.¹¹⁹ This zoning designation became the source of many problems for East Austin for decades to come.

East Austin Residential Development

During the Postwar era, discriminatory mortgage lending policies slowed the pace of construction in neighborhoods in East Austin...The federal government perpetuated inequalities in lending through the Federal Housing Administration (FHA) mortgage insurance program, which considered loans in minority areas to pose a greater risk of default, regardless of the individual borrower's financial profile. Prior to 1949, [the] FHA endorsed covenants that restricted the race of potential homeowner. However, the Supreme Court found racial restrictive covenants to be unconstitutional in 1949, and the FHA no longer advocated covenants but continued to use race as a factor in evaluating loan risk. Even after the Housing Act of 1948 enabled returning veterans to apply their G.I. benefits toward a down payment for a home, lack of financing for the remaining balance of the home kept home ownership out of the reach of many African American and Mexican American veterans.¹²⁰

Private lending practices compounded the lack of access to financing. For example, most private financial institutions in Austin would not lend money to a Black homeowner without a referral from a white client. Furthermore, private lenders capped the amount they would lend – typically about \$2,500 around 1946, enough to build only a 600- or 700-square-foot house. Without access to mortgage financing, many homeowners paid cash, which similarly constrained the size of the house that could be built. Homeowners often constructed additions or outbuildings over time, to accommodate growing families, as they paid off the initial loan and acquired a new loan, or as they accrued more savings.¹²¹

[In 1948], the Supreme Court ruled in the landmark Shelley v. Kraemer case “covenants based on race to be ‘unenforceable’ and ‘contrary to public process.’” The suit was originally filed in St. Louis, Missouri but the ruling had national implications. With this decision, the deed covenants restricting real estate purchases to whites in many of Austin's residential subdivisions became legally invalid immediately.¹²²

In theory, this decision should have improved conditions in East Austin by eliminating racially restrictive covenants. Despite hopes by many that discriminatory housing practices would end following Shelley v. Kraemer, little progress was made as a result of this decision. The Fair Housing Act followed 20 years later, making discrimination in housing illegal in all its forms. This legislation was responsible for the ending segregation in public

¹¹⁹ “Minutes of the 6/8/1961 Austin City Council Meeting,” 498–99.

¹²⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 102.

¹²¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 102–3.

¹²² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 127.

housing and the formalized discriminatory lending practices known as redlining.¹²³ While housing discrimination had been made illegal, these practices did not immediately cease in East Austin. A study conducted in the late 1970s demonstrated that “de facto segregation” continued in Austin through the 1970s and beyond.¹²⁴

In 1975 President Gerald Ford signed the Home Mortgage Disclosure Act into law, requiring that all lending institutions keep detailed records about their lending practices and provide annual reports to the federal government concerning loans made over the course of the year. The City of Austin Human Relations Commission published the *Housing Patterns Study* in 1979 using data collected in 1976 and 1977 under the Home Mortgage Disclosure Act. This study demonstrated ongoing severe discrimination in lending practices for East Austin. In the 1976-1977 mortgage loans in Austin totaled \$353,230,000. Of that vast quantity, only \$689,000 was lent in the entirety of East Austin, amounting to 0.2 percent of the total money lent. The report goes on to say that this quantity met an estimated 27 percent of the financing need for East Austin. In comparison, the next highest sector was Central Austin, which had 41 percent of its needs met while loans in Southwest Austin amounted to 85 percent of its needs.¹²⁵

The study also quantified home improvement loans, which East Austin received at a slightly higher rate. East Austin received \$122,000 (9.9 percent) of a total \$1,227,000 lent for home improvement. While East Austin received a more proportional quantity of home improvement loan dollars, the money was still entirely insufficient to bring the area up to contemporary habitability standards. The *Housing Patterns Study* reported a total of 32 percent of the city’s substandard structures were located in East Austin. The second highest region accounted for less than half this number at 15 percent.¹²⁶ If home improvement loans were granted proportionally to those areas most in need, based upon incidence rates of substandard structures, East Austin would have required more than three times the quantity it received in 1976 and 1977.

Also included in this study is a discussion of public housing and its role in encouraging or maintaining segregation, even after the Fair Housing Act declared it illegal. Austin’s Public Housing Authority formally canceled its policy of segregation in favor of “freedom of choice” policy, which was designed to comply with federal laws regarding segregation in public

¹²³ U.S. Department of Housing and Urban Development, “History of Fair Housing - HUD,” *HUD.Gov / U.S. Department of Housing and Urban Development (HUD)*, accessed May 5, 2022, https://www.hud.gov/program_offices/fair_housing_equal_opp/aboutftheo/history.

¹²⁴ John Henneberger and Ernest C. Huff, *Housing Patterns Study: Segregation and Discrimination in Austin, Texas*.

¹²⁵ John Henneberger and Ernest C. Huff, *Housing Patterns Study: Segregation and Discrimination in Austin, Texas*.

¹²⁶ John Henneberger and Ernest C. Huff, *Housing Patterns Study: Segregation and Discrimination in Austin, Texas*.

housing. Despite this new policy, suit was brought against the City of Austin in 1970, alleging continued segregation was implemented both by consistently locating public housing in minority dominated areas and by assigning tenants to housing based upon their race. A federal judge's ruling in the case affirmed that segregation continued and that Austin's Public Housing Authority was responsible. The *Housing Patterns Study* notes that even after this ruling, segregation increased in public housing citywide, and especially in East Austin, where minority populations approached 99 percent in some complexes.¹²⁷

Continuing Commercial Development

Throughout the postwar period commercial activity along East 1st Street continued to grow and purpose-built commercial buildings began to dominate new construction, accounting for 77 percent of the surveyed postwar buildings. Figure 14 demonstrates the rise of commercial development in the postwar period. As discussed above, this rise in commercial development was largely due to rezoning and highway traffic along East 1st Street. Commercial zoning had been first recommended by Koch & Fowler in 1928 and was reiterated by the updated *Austin Development Plan* in 1961. Designated a State and U.S. highway in the 1930s, highway traffic along East 1st Street continued to bring a large and diverse consumer base through this budding commercial corridor. Commerce along East 1st Street also served the local community of residential neighborhoods to its north and south.

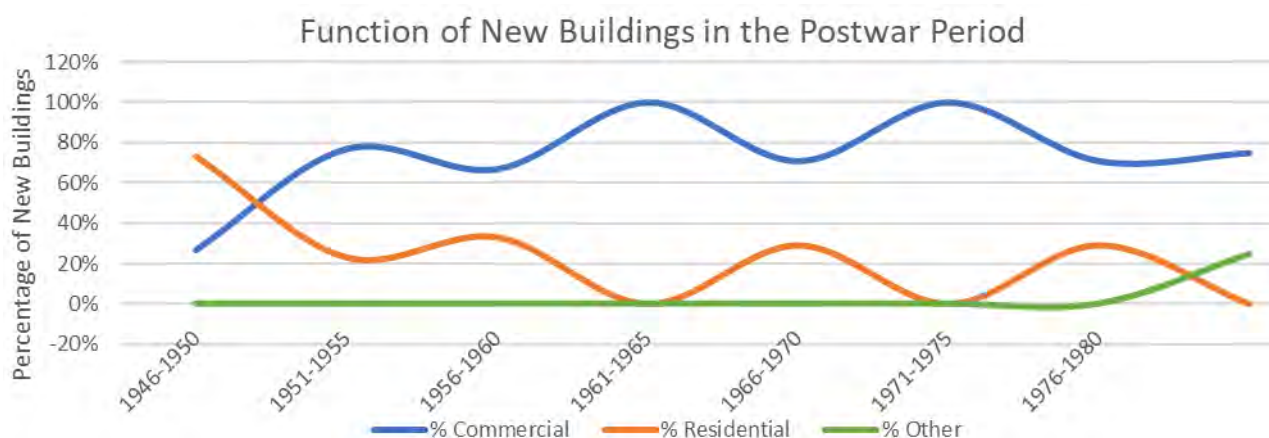


Figure 14. Graph showing the percentage of postwar building constructed in the ECC Study Area for residential, commercial, and other (education, government, social, etc.) functions.

A number of transportation-related businesses were constructed along East 1st Street in the postwar period, likely due to its designations as a State and a U.S. Highway. East 1st Street was first added to the State Highway System in the early 1930s, and the rise in transportation-related development along the corridor was well underway by 1945. Auto repair shops and service stations already existed along East 1st Street at the beginning of

¹²⁷ John Henneberger and Ernest C. Huff, *Housing Patterns Study: Segregation and Discrimination in Austin, Texas*.

the postwar period, mostly concentrated at the eastern end of the street where highways entered the city. Through the 1950s and 1960s their density increased and businesses such as body shops, convenience stores, motels, drive-in restaurants, and auto part stores were added to the commercial landscape.¹²⁸ The US 290 highway designation was relocated to roadways in northeast Austin in 1951 and US 183 (the successor to SH 29 through Austin) was relocated to a different alignment by the early 1960s. With the rerouting of the highway designations, by the late 1970s the construction of transportation-related businesses declined along East 1st Street; continually diversifying commercial enterprises eventually replaced many existing auto-related businesses.

Along with a rise of new commercial construction, many existing residences along East 1st Street were converted for commercial uses beginning around 1950. This practice initially began with repairmen, plumbers, and others who conducted mobile business. In these cases the houses likely served as a base of operations more than a place of business. Over the next few decades, however, more residences were converted to small shops, cafes, barber shops, beauty parlors, and even professional office spaces.

Serving East Austin's Growing Mexican American Community

In many cases the businesses established along East 1st Street during the postwar period catered to the growing Mexican American community in East Austin. Businesses with a distinctly Mexican American cultural influence appeared in city directories with increasing frequency. Mission Funeral Home, located at 1615 East 1st Street, is an example of an East 1st Street business designed to serve an essential social function for the Mexican American community in East Austin.¹²⁹ For more information about Mission Funeral Home, see the individual evaluation for Resource 1046 in the NRHP Eligibility section.

Along with new businesses, civic institutions and social services on East 1st Street increasingly focused on serving East Austin's Mexican American residents. One such example was the Austin Public Library's Henry Terrazas Branch (Terrazas Library). The East Austin branch of the Austin Public Library was first established in the 1960s in the Pan American Center on East 3rd Street and was later relocated to a storefront on the corner of East 1st Street and Canadian (now Robert T. Martinez Jr.) Street.¹³⁰ In 1975 a new purpose-built library facility was completed at 1105 East 1st Street and the branch was renamed for Henry Terrazas, an East Austin resident who had been killed while serving in the Marine Corps in 1966. Terrazas Library was home to the largest collection of Spanish language material in the Austin Public Library system, and it provided a variety of essential services to East Austin's Spanish speaking residents, including weekly "English as Second

¹²⁸ *Austin City Directories: 1872-2021; Austin City Directories: 1887-1960.*

¹²⁹ *Austin City Directories: 1887-1960; Austin City Directories: 1872-2021.*

¹³⁰ "Story Hours," *The Austin American*, July 10, 1966; "Classified Legals," *Austin American-Statesman*, June 3, 1971.

Language” classes and free Spanish language tax services.¹³¹ The East 1st Street Neighborhood Resource Center, located at 1619 East 1st Street, also provided similar essential services to the community. Terrazas library is discussed further in the NRHP Eligibility section.

Demographic Trends of the Postwar Period

East Austin saw its greatest rise in Mexican American residents during the postwar period. In 1945 Hispanic surnames made up 32 percent of all non-commercial city directory listings in the ECC Study Area. By 1980 that number had risen to 89 percent. Hispanic surnames throughout the ECC Study Area, excluding East 1st Street, accounted for approximately 91 percent. Many factors influenced the significant rise in Mexican American residents in East Austin, including the population mobility following World War II, construction of the Interregional and Interstate Highways, discriminatory mortgage lending practices, and segregation of public housing.

East 1st Street’s resistance to demographic trends continued through the historic period and beyond, reaching a concentration of approximately 70-75 percent Mexican American residents by 1980. Despite having the lowest concentration of Mexican American residents in the ECC Study Area, East 1st Street’s status as a significant transportation route and concentrated commercial corridor combined with its central location to make the street the physical and cultural center of the local community.

Minority Representation in Municipal Government

*Until 1950... City Council representatives were elected from geographic districts, so that East Austin had some political representation, although no African American or Mexican American representative had ever been elected. In 1951, “community activist and journalist Arthur B. DeWitty was nearly elected the first Black on the Austin City Council. Election to the Council was then changed to all at-large, making it much more difficult for a minority candidate to win.” During the Civil Rights Movement of the 1950s and 1960s, political organizations like the National Association for the Advancement of Colored People (NAACP) and League of United Latin American Citizens (LULAC) helped slowly bring an end to systematic discrimination in federal policy, yet political influence at the local level stayed out of reach. That political disenfranchisement allowed the city’s slum clearance applications and [The Austin Development Plan] to gain approval with little opposition, as well as the continued segregation and inequities in public services typical of the Jim Crow South.*¹³²

¹³¹ “Tax Help,” *Austin American-Statesman*, February 4, 1976; “Terrazas Library,” accessed May 6, 2022, <http://www.tejanotrails.com/phase1sites/terrazas-library/>; “City Officially Opens Two Branch Libraries,” *Austin American-Statesman*, January 25, 1976.

¹³² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 111.

East Austin Activism

As a cultural center of Austin's Mexican American community, East 1st Street also served as the epicenter of Mexican American activism in the late postwar period. Beginning in the 1970s a movement of community-oriented activism sprung up in East Austin with community pride and Mexican American heritage at its center. Organizations like the League of United Latin American Citizens (LULAC), the East Town Lake Citizens Committee, the East First Street Neighborhood Advisory Council, and the Brown Berets advocated for fair treatment, better living conditions, and respect for Hispanic citizens of East Austin. In some cases these organizations were headquartered on East 1st Street and conducted many of their community meetings and protests there.¹³³

Perhaps the most prominent East Austin activist group in the 1970s were the Brown Berets. Led by activist Paul Hernandez, the Brown Berets conducted numerous vehement protests in attempts to improve conditions for East Austin's Mexican American residents. Fighting against discrimination, police brutality, and environmental injustices in the name of "Chicano Pride," the Brown Berets made headlines frequently throughout the 1970s and early 1980s.¹³⁴ Perhaps the most high-profile protest by the Brown Berets was against the Austin Aqua Festival (Aqua Fest) speedboat races. Between 1962 and 1990 the Austin Chamber of Commerce hosted the annual Aqua Fest as a means of generating tourism and showcasing the newly created Town Lake. The first Aqua Fests were held at Festival Beach in East Austin, before being relocated to Auditorium Shores in the 1970s.¹³⁵

Speedboat races were a favorite activity at the Aqua Fest from its inception until the late 1970s. While the races drew large crowds and were a favorite activity for festival attendees, they met serious resistance from the Brown Berets and other East Austin activist groups. Complaints about the boat races included objections to trespassing, littering, and illegal parking as well as concerns about health and environmental impacts of excessive noise and exhaust fumes. The Brown Berets argued the issue of the boat races was as much about civic pride and community identity as it was environmentalism, often painting the entire event as an invasion of Mexican American neighborhoods by White residents who otherwise avoided East Austin. Activists protested the boat races for nearly a decade before they succeeded in forcing the cancellation of the boat races in 1978.¹³⁶

East 1st Street as the Community's Center

Issues like the boat races became rallying points for the Mexican American community in East Austin, helping the neighborhood find common ground and build a cohesive identity. At the heart of that community was East 1st Street. Throughout the 1970s and beyond East 1st Street became not only a commercial center for the Mexican American community, but also a cultural one. Some of the neighborhood's most essential social services were provided on East 1st Street at places like Terrazas Library, the East 1st Street Community Center, and Mission Funeral Home. Community events took place on East 1st Street and civic organizations headquartered there.

The importance of East 1st Street to the community is also reflected by events that occurred after the end of the historic period. Started in the late 1970s, the East First Street Neighborhood Advisory Council was created to allow citizens of East Austin to advise the city on municipal activities that might affect their neighborhoods. The neighborhood's choice to name their committee after East 1st Street exemplifies the significance of this street as the center of the East Austin community.¹³⁷ The neighborhood advisory committee published its first neighborhood plan in 1980. The plan consisted of two separate reports, documenting both the characteristics of the neighborhood and the goals for the community going forward. The issues identified by the *Goals and Objectives for the East First Street Neighborhood* serves as a window into the state of the ECC Study Area and the ambitions of the community at the end of the historic period. The document paints a picture of a community plagued with poor housing conditions, limited economic opportunities, encroaching industrial development, and poor public health. Despite these problems the plan also documents an optimistic community full of pride in their cultural heritage. Included alongside goals for improving safety, living conditions, and economic opportunities are numerous calls to facilitate historic preservation, preserve cultural history, encourage continued cultural growth, improve recreation opportunities, and foster public service and community cooperation.¹³⁸

East Austin Beyond the Historic Period

The culture established during the 1960s and 1970s continued to reshape the East 1st Street neighborhood in subsequent years. Community pride and Hispanic activism continued to drive change in the ECC Study Area. The past few decades many of the most significant events in the ECC Study Area had roots in movements that began during the historic period. The community's pride in its Mexican American heritage culminated in renaming 1st Street as Cesar Chavez Street in 1993. The name change was proposed to honor Mexican American labor activist Cesar Chavez shortly after his death in April 1993.¹³⁹ Also in 1993 a new activist group in East Austin, the People in Defense of Earth and Her Resources (PODER) began a prolonged fight to permanently close the Holly Street Power Plant. Protests

¹³³ Lucius Lomax, "Berets Call for Firing of Policeman," *Austin American-Statesman*, December 30, 1978.

¹³⁴ Mike Cox and Joe Frolik, "Boat Race Protesters March Without Incident," *Austin American-Statesman*, April 24, 1978.

¹³⁵ Busch, *City in a Garden: Environmental Transformations Racial Justice in Twentieth-Century Austin, Texas*, 101.

¹³⁶ Busch, *City in a Garden: Environmental Transformations Racial Justice in Twentieth-Century Austin, Texas*, 172–74.

¹³⁷ *Goals and Objectives of the East First Street Neighborhood* (Austin, TX: East First Street Neighborhood Advisory Council, 1980), 2, Austin History Center.

¹³⁸ *Goals and Objectives of the East First Street Neighborhood*, 7–8.

¹³⁹ Bob Banta, "Council Approves First Street Name Change," *Austin American-Statesman*, September 17, 1993.

surrounding issues such as pollution, frequent fires, and high noise levels occurred throughout the 1990s, and the plant was permanently closed in 2007.¹⁴⁰

Many of the development and demographic trends observed during the historic period continued to intensify in the decades following the end of the historic period. Survey data indicates that one-third of all buildings originally constructed as residences have since been converted for other uses. In many cases these conversions occurred after 1980. The concentration of Hispanic residents in the ECC Study Area also continued to intensify even into the early 2000s.¹⁴¹ This trend was halted by gentrification in the late 1990s and early 2000s. Thanks in part to the successes of East Austin activist groups' improvement of living conditions, the desirability of the area was significantly improved by the turn of the twenty-first century. This, combined with new zoning ordinances created in the late 1990s, resulted in rapidly rising property values and property taxes in the early 2000s. This gentrification pattern has caused a significant outmigration of minorities from East Austin and a slow dismantling of the Hispanic community in the ECC Study Area throughout the twenty-first century.¹⁴² While East Cesar Chavez Street no longer sits at the center of a concentrated Hispanic community, the area remains the cultural center of the East Austin Community and a culture of activism and community pride continues to dominate the neighborhood's character.

National Register Eligibility Recommendations

▪ Eligible Properties/Districts

The ECC APE includes a total of 167 properties containing 213 surveyed resources. Of these, a total of 116 properties are either individually NRHP-listed, previously recommended individually NRHP-eligible, newly recommended individually NRHP-eligible, or contain resources that contribute to the recommended NRHP-eligible East 1st Street Historic District. An evaluation for this district is included below in this section. There are no other NRHP-listed or NRHP-eligible historic districts within the ECC APE.

NRHP-listed Individual Properties

Resource 1026: 1301 East Cesar Chavez Street (Charles B. Moreland House)

The Charles B. Moreland House, also known locally as the Moreland-Melendez House, is an 1898, two-story, rectangular-plan, cross-gable, Queen Anne residence converted to

¹⁴⁰ Busch, *City in a Garden: Environmental Transformations Racial Justice in Twentieth-Century Austin, Texas*, 231–32; Kate Alexander, "Turning Out the Lights at Holly," *Austin American-Statesman*, September 30, 2007.

¹⁴¹ Tretter, *Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City*, 49–52.

¹⁴² Busch, *City in a Garden: Environmental Transformations Racial Justice in Twentieth-Century Austin, Texas*, 240–46.

commercial use. It has a pier and beam foundation and asphalt-shingle roof. The building is wood frame with horizontal wood cladding and wood shingles in a horizontal band at the second story and in the gable ends. It has a two-story inset porch with a front-gable extension and wood sash windows throughout. The rear addition is historic age. The architect was John J. Byrdson and the builder was C. W. Moore. A non-historic-age shed is to the rear.

The Moreland House was listed as a City of Austin Historic Landmark in 1980 and received historic zoning designation in 2002. It was listed in the NRHP in 1985 under Criterion A for Commerce and Criterion C for Architecture. Original owner Charles Moreland founded a paint and wallpaper retail firm with partner William Keisel in 1888. The nomination referred to the house as “one of the most ornate, visually impressive, and architecturally intact Victorian residences in East Austin.” There are no visible alterations. Restoration work was completed in 1980. Resource 1026 retains all aspects of integrity.

Resource 1032: 1402 East Cesar Chavez Street (Stavely-Kunz-Johnson House)

The Stavely-Kunz-Johnson House, also known locally as the Quintanilla House, is an 1899 two-story, rectangular-plan, cross-gable, Queen Anne residence with projecting gable bays on the front and side (northwest), a two-story rear addition, and one-story rear addition. The foundation is stone with load-bearing rustic and ashlar limestone walls. It has an asphalt-shingle roof with a front-gable dormer and metal roofing on the rear addition. There is a two-story flat roof gallery porch. The windows are wood sash and fixed wood, and the gable ends and dormer have fish-scale shingles.

The Stavely-Kunz-Johnson House was listed in the NRHP in 1980 under Criterion C for Architecture, with the nomination referring to it as “an unusually fine example of regional cut limestone and cedar blended with the popular Victorian architecture.” It was nominated as a City of Austin Historic Landmark in 1978, but the parcel has not been zoned historic and does not appear on the city’s historic properties viewer.

The house was built in several stages. According to the NRHP nomination, John Stavely built a house on the site between 1867-1897, and what remains is the current kitchen. August Kunz incorporated this building when the main two-story house was constructed between 1897-1899, then added a two-story northeast addition for additional bedrooms in 1902. Restoration work was completed by owners Joel Quintanilla and Carnales, Inc. in the 1970s. Alterations include replacement of the wood porch balusters (seen on historic photos) with iron. Resource 1032 retains all aspects of integrity.

Recommended NRHP-eligible Individual Properties

Resource 1001: 1000 East Cesar Chavez Street (Evans-Morris-Heisler House)

Resource 1001 is comprised of two legal parcels (TCAD parcels 191701 and 191702). It is a 0.28-acre lot that contains an 1899 house converted to event space with affiliated parking.

The Evans-Morris-Heisler House is a two-story, irregular-plan, Queen Anne residence that has been converted to event space. It has a pier and beam foundation and metal hip roof with lower cross gables and interior brick chimney. The exterior is clad in horizontal wood siding. The house features a two-story, wraparound gallery porch with a shed-roof, jig-sawn detailing, and turned wood supports. It has tall, one-over-one, wood sash windows and a wood double door with a transom. Additional details include gable-top finials and decorative corner brackets with rounded drops at the second-story bay on the northwest-facing elevation.

The Evans-Morris-Heisler House was built for George and Augusta Evans in 1899. The Evans' first home at 1010 East Cesar Chavez (Resource 1004, see below) was advertised for rent in July that year with their new address listed.¹⁴³ In the 1900 census George Evans is at 1000 East 1st (Cesar Chavez) Street with his wife and adopted daughter, Emma.¹⁴⁴ His occupation is listed as "transfer man," as Evans operated a dray freight transfer line. The family listed its new house for sale just two years later and are not found in subsequent city directories.¹⁴⁵ The house was then occupied by Herman V. Fox, his wife Mary, and five children. Fox was the head florist and landscape gardener at the capitol grounds.¹⁴⁶ He passed away in 1905, but his widow remained in the house until approximately 1913. The house was later occupied by William Morris, longtime Austin Chief of Police, and his family from approximately 1916-1947. Morris passed away in 1940, but his widow Carrie remained in the residence. Morris's previous residence at 1605 Canterbury Street, known as the Morris-Lung House, is listed in the NRHP (NRHP# 13001159). Subsequent owners were Terrell and Annie Hiesler. Terrell passed away in 1964, and Annie remained in the house. She passed away in 1991.

The house was constructed by prominent Austin builder John D. Riley, noted as a "pioneer contractor of Austin" in his obituary.¹⁴⁷ He constructed "many of the city's substantial homes and business buildings and held subcontracts on the state capitol and Driskill Hotel buildings."¹⁴⁸ Sometime in the 1960s or 1970s, Resource 1001 was altered, with the front porch partially infilled and asbestos shingles replacing the original exterior siding (see Figure 15). For these reasons the house was not approved as a local landmark in 1977.¹⁴⁹ In the 1990s three Latino-owned businesses (LOC Consultants, Estilo Communications, and Urban Transportation Engineers, Inc.) restored the house to its original appearance and operated

¹⁴³ "For Rent," *Austin American-Statesman*, July 18, 1899.

¹⁴⁴ "Geo Evans," in *1900 United States Federal Census [Austin Ward 10, Travis, Texas]* (National Archives and Records Administration, 1900), 9 (roll 1673).

¹⁴⁵ "For Sale-The Beautiful Residence of Mr. and Mrs. George O Evans," *Austin American-Statesman*, September 14, 1902.

¹⁴⁶ "Deaths in Austin - H.V. Fox," *Austin American-Statesman*, February 1, 1905.

¹⁴⁷ "Pioneer Contractor of Austin Dies at Home," *Austin American-Statesman*, February 12, 1933.

¹⁴⁸ "Pioneer Contractor of Austin Dies at Home."

¹⁴⁹ "Zoning Change Review Sheet, Case C14H-1999-2005" (City of Austin Historic Landmarks Commission, October 28, 1999).

from the building.¹⁵⁰ Owner Sergio Lozano successfully applied to list the house as a City of Austin Historic Landmark in 1999.



Figure 15. Undated photo of the house before c.1996 renovations. Note the partially enclosed porch and asbestos siding.¹⁵¹

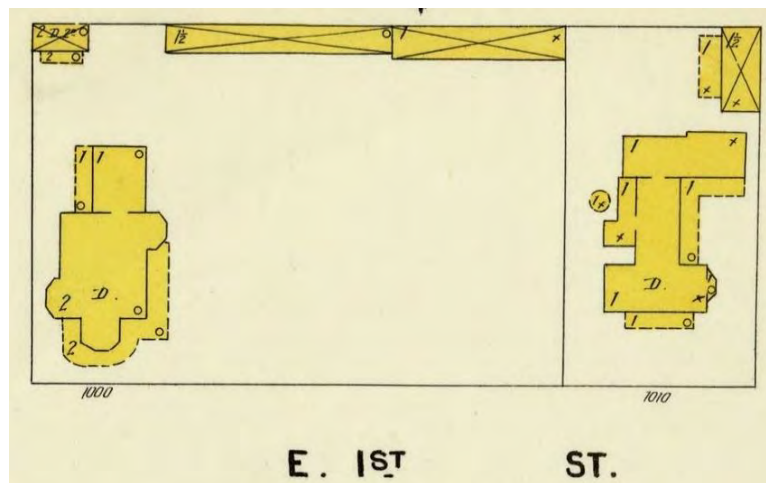


Figure 16. 1900 Sanborn map showing both homes built by Evans on the 1000 block.¹⁵²

¹⁵⁰ "Latino Businesses Restore Historical Home and Reinvest in the Vitality of East Austin," *Arriba*, 1996, HB - 1st E. 1000, Austin History Center.

¹⁵¹ *PICH 06171*, n.d., East 1st Street photo folder, Austin History Center.

¹⁵² "Austin, Texas, 1900," 1:600 (New York: Sanborn Map Company, 1900), Digital Sanborn Maps, 1867-1970, ProQuest.

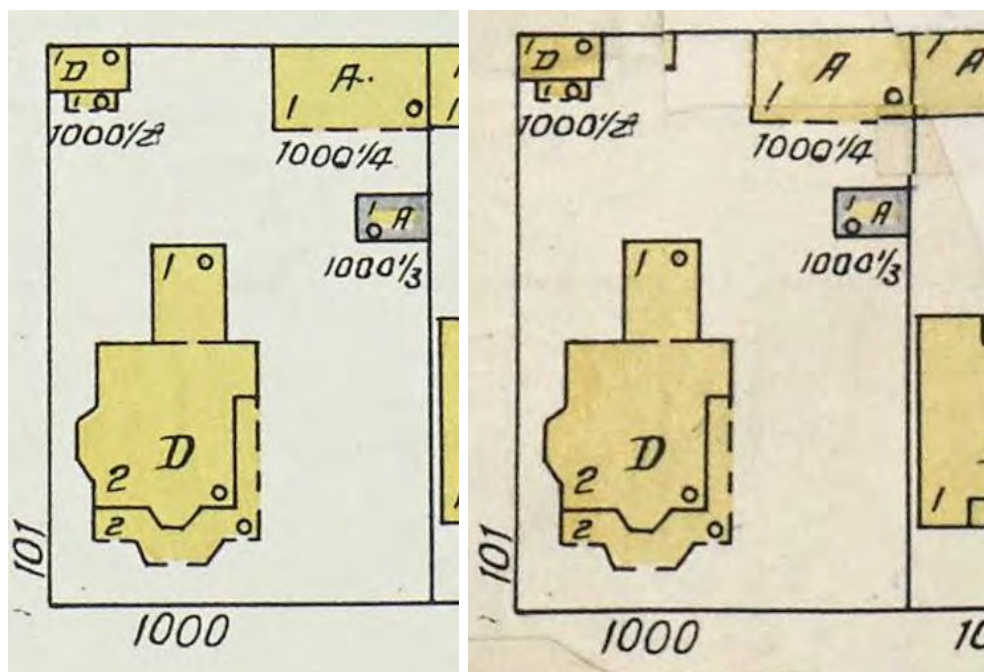


Figure 17. 1935 Sanborn¹⁵³ (left) and 1962 Sanborn¹⁵⁴ (right). Ancillary buildings no longer extant.

Significance

Reconnaissance-level research did not reveal important associations with significant events, patterns, trends, or persons in local, state, or national history. Therefore, Resource 1001 does not possess historical significance under Criteria A or B. Resource 1001 is significant under Criterion C as an excellent and intact example of the Queen Anne style in East Austin, constructed by a locally prominent builder, John D. Riley.

Integrity

Alterations include replacement siding and porch restoration work on the facade to return the house to its original massing. A rear porch visible on the 1900 Sanborn map has been partially infilled on the northwest-facing side elevation. Because the replacement siding is compatible and the house retains its character-defining features, which are its distinctive massing, tall windows, and jig-sawn wood detailing, Resource 1001 retains all aspects of integrity.

NRHP Eligibility and Boundaries

Resource 1001 is recommended individually eligible for the NRHP under Criterion C in the area of Architecture. The recommended boundaries are the combined boundaries of TCAD parcels 191701 and 191702.

¹⁵³ "Austin, Texas, 1935 Vol. 1.," 1:600 (New York: Sanborn Map Company, 1935), Library of Congress, https://www.loc.gov/item/sanborn08415_006/.

¹⁵⁴ "Austin, Texas, 1935 (Revised 1962) Vol. 2.," 1:600 (New York, 1962), Digital Sanborn Maps, 1867-1970, ProQuest.

Resources 1004A-B: 1010 East Cesar Chavez Street

Resources 1004A-B are comprised of two parcels totaling 0.29 acres (TCAD parcels 191697 and 191698) that contain a c.1885 residence that has been converted to a café. Resource 1004A is a one-story, irregular-plan, side-gable, Folk Victorian residence converted for use as a café. It has a pier and beam foundation, asphalt-shingle roof, and horizontal wood siding. There is a central, partial-width, hip-roof porch with jig-sawn braces. Windows are four-over-four wood sash with some nine-over-nine vinyl replacements at rear. A historic-age rear addition is clad in board and batten siding.

Resource 1004A was constructed by George O. Evans c.1885 (this is the first year Evans is listed at this address). Evans and his wife Augusta occupied the house until approximately 1899, when they moved to their newly constructed residence at 1000 East Cesar Chavez Street (see Resource 1001 above). In the 15 years following their occupation, the house changed hands frequently until it was purchased by Patrick and Annie Cain, who lived there until the late 1950s. The Cains appear to have subdivided the house into apartments, often renting portions out to other tenants.¹⁵⁵ They would have been the owners when the garage was constructed in 1938 (Resource 1004B, see below). The property was acquired by Joel and Anita Quintanilla in 1973 and the couple both lived in and operated a salon in the home, while also renting apartments to various tenants. The building was not converted for use as a café until 2010.¹⁵⁶

Resource 1004B is a 1938, two-story, rectangular-plan, side-gable garage and secondary dwelling. It has a pier and beam foundation and asphalt-shingle roof. It is covered with horizontal wood siding and has fiber cement siding on the rear elevation. The windows are one-over-one and six-over-one wood sash with some metal replacement windows.

Significance

Reconnaissance-level research did not reveal important associations with significant events, patterns, trends, or persons in local, state, or national history. Therefore, Resources 1004A-B do not possess historical significance under Criteria A or B. The residence at 1010 East Cesar Chavez Street, Resource 1004A, is significant under Criterion C in the area of Architecture. The house represents an excellent example of late-nineteenth-century Folk Victorian architecture in Austin. The residence is also the oldest extant building on East Cesar Chavez Street, making it a rare and significant representation of residential building types constructed during the area's earliest phase of development as an upper-middle-class neighborhood. The period of significance is c.1885, the date of construction. Resource 1004B is located within the recommended NRHP boundary, but was constructed outside the period of significance for Resource 1004B and does not individually possess significance

¹⁵⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume IV* (Prepared for the City of Austin, October 2016), 215–16.

¹⁵⁶ East Cesar Chavez Neighborhood Planning Team, "East Cesar Chavez Neighborhood Home Tour Handout," 2012, http://eastcesarchavez.org/wp-content/uploads/ECChomestour_2012_English21.pdf.

under Criteria A, B, or C. Therefore, Resource 1004B is noncontributing to the individually eligible Resource 1004A property. However, it remains a historic property as it contributed to the recommended NRHP-eligible East 1st Street Historic District.

Integrity

Despite having been in existence for more than a century, this residence has seen very few non-historic-age alterations. The house appears to have a historic-age addition at the rear, which was constructed sometime before 1900. There is also evidence that several porches along both side elevations were enclosed at some point during the historic period (see Figure 18). While the interior of the building was subdivided into apartments, this alteration occurred during the historic period and very little evidence of this change is visible on the exterior of the building. Historic materials are intact, with the exception of replacement doors and a few vinyl replacement windows at the rear. Despite these minor alterations, Resource 1004A retains all aspects of integrity.

Alterations to Resource 1004B include replacement siding, windows, doors, and garage doors. The first-story garage has been converted to create a second apartment. Due to alterations, Resource 1004B has lost integrity of materials, design, workmanship, and feeling. Resource 1004B retains integrity of location, setting, and association.



Figure 18. Side-by-side comparison of building footprint from current tax records¹⁵⁷ and 1962 Sanborn map.¹⁵⁸ Note the three porches, which are visible on the Sanborn map. Of the three, only the front porch is extant. Wood siding and historic-age windows in these areas indicate the porches were enclosed during the historic period.

¹⁵⁷ Travis Central Appraisal District, "PropertySummaryReport-191697-2022," *Property Search*, 2022, <https://stage.travis.prodigycad.com/property-detail/191697>.

¹⁵⁸ "Austin, Texas, 1935 (Revised 1962) Vol. 2.," 211.

NRHP Eligibility and Boundaries

Resource 1004A is recommended individually eligible for the NRHP under Criterion C in the area of Architecture. The boundary for this property is defined as the two parcels: TCAD parcels 191697 and 191698. Resource 1004B is noncontributing to the individually eligible property. However it remains a historic property as it contributes to the recommended NRHP-Eligible East 1st Street Historic District.

Resource 1022: 1304 East Cesar Chavez Street

Resource 1022 is comprised of a 0.15-acre parcel (TCAD parcel 191826) that contains a 1920, one-and-one-half-story, rectangular-plan, front-gable, Craftsman residence converted from a single-family residence to a duplex. It has a pier and beam foundation and asphalt-shingle roof with wide eaves and exposed rafter tails. The walls are clad in horizontal wood siding with plywood in the front gable ends, which feature decorative brackets and faux board and batten cladding. The house has a partial-width, gable-roof porch that has been converted to a wraparound style with dual front entry. The porch has tall, stucco piers with short, tapered, wood box supports. The windows are one-over-one wood sash.

The 1900 Sanborn Fire Insurance map shows the north side of the 1300 block of East 1st Street as unbuilt. The 1920 build date for Resource 1022, found on TCAD, aligns with city directory findings. There is no house at the address in the 1920 city directory, but it appears in 1922 belonging to Walter E. Davis.

Davis (1872-1936) was born in Water Creek, Kentucky. He married Anna Heidt Starr (1878-1966) in 1904, and in the 1910 census they are listed in a rented house in Johnson, Texas, with their first daughter, Mary Grace. Davis's occupation was farm demonstrator for the U.S. government. In 1911 he was appointed by the Travis County Commissioners' Court to supervise "test-agricultural activities" as directed by the federal U.S. Department of Agriculture (USDA).¹⁵⁹ The first person in the U.S. to serve as a county agricultural agent was William Crider Stallings in Smith County, Texas, in 1906, and Davis was the first person appointed to this position in Travis County. He previously served in a similar capacity in Sherman and Cleburne, Texas.¹⁶⁰ Within months of his appointment Davis convinced 50 farmers in the county to cultivate a handful of acres in accordance with new methods laid out by the USDA.¹⁶¹ In the 1912 city directory Davis was listed as a special agent for the USDA, residing at 1501 East 1st Street (no longer extant).

¹⁵⁹ "New Appointee Holding Meetings to Arouse Interest of Farmers," *Austin American-Statesman*, November 8, 1911.

¹⁶⁰ "Something About the Men and Women Builders of Texas State Exposition," *Austin American-Statesman*, September 30, 1923.

¹⁶¹ "Farmers Falling in Line," *Austin American-Statesman*, November 20, 1911.

While in Sherman and Cleburne, Davis established agricultural fairs, and he did the same in Austin, beginning with a poultry show in 1911. This developed into the Central Texas Fair, which was reorganized into the Texas State Exposition (separate from the state fair in Dallas). Over time, he established the Travis County Poultry Club, which was followed by a Travis County Swine Breeders' Association, Travis County Dairymen's Association, Travis County Bee-Keepers' Club, and others.¹⁶² The fairs grew with the clubs. The Central Texas Fair was held in the Texas School of Military Aeronautics buildings and additional grounds on 19th Street in 1922, but by 1923 the fair needed more space and moved to Camp Mabry.¹⁶³

In 1933 Davis fell ill, and the stress from work was blamed.¹⁶⁴ He was overseeing a cotton reduction campaign in the county.¹⁶⁵ In 1935 Walter and Anna are listed in the Austin city directory at 3217 Hampton Road with their daughter, Dorothy, and her husband, Jesse Bartlett. The house was apparently kept as a rental property. Walter Davis passed away in 1936 at age 64.

The house at 1304 East 1st Street is listed with an A and B address beginning in the 1959 city directory. However, the 1962 Sanborn map does not show the house as a duplex. Newspaper and city directory searches show many tenants in the house. The deeds listed in TCAD data show the house belonging to Dorothy Ann Davis Bartlett and Mary Grace Davis Cluck Lancaster, Davis's two children. This property appears to have remained in the family until Davis's granddaughter (Dorothy's daughter), Linda Ann Reichart, sold it in 2018.



Figure 19. Walter E. Davis, pictured in *The Austin Statesman* on September 30, 1923.¹⁶⁶

¹⁶² "Travis County Farm Agent Who Organized First Farm Exhibit of County Proud of Exposition," *Austin American-Statesman*, September 30, 1923.

¹⁶³ "Travis County Farm Agent Who Organized First Farm Exhibit of County Proud of Exposition."

¹⁶⁴ "Too Much Work Is Cause of Sickness," *Austin American-Statesman*, September 2, 1933.

¹⁶⁵ "Too Much Work Is Cause of Sickness."

¹⁶⁶ "Something About the Men and Women Builders of Texas State Exposition."

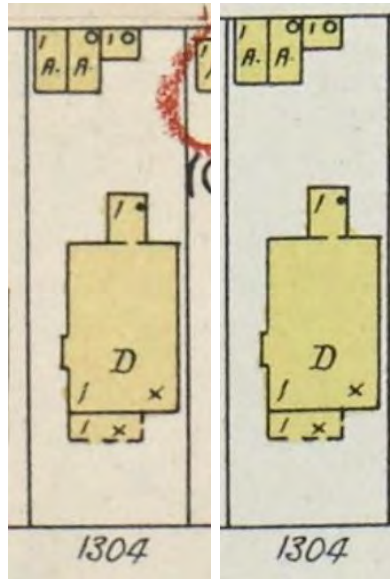


Figure 20. 1304 East First Street on the 1935¹⁶⁷ (left) and 1962¹⁶⁸ (right) Sanborn fire insurance maps. Ancillary buildings are no longer extant.

Significance

Reconnaissance-level research did not indicate important associations between this building and events, patterns, or trends that may indicate significance under Criterion A. Resource 1022 is significant under Criterion B as the residence of Walter E. Davis, Travis County's first agricultural agent and organizer of local agricultural organizations and fairs in the 1920s. Resource 1022 is also significant under Criterion C for Architecture as an excellent and intact example of the Craftsman style on East Cesar Chavez Street.

Integrity

Alterations are limited to the porch expansion. Despite this minor alteration, Resource 1022 retains all aspects of integrity.

NRHP Eligibility and Boundaries

Resource 1022 is recommended individually eligible for the NRHP under Criterion B for association with Walter Davis and Criterion C for Architecture. The recommended boundaries are those of TCAD parcel 191826.

Resources 1030A-B: 1311 East Cesar Chavez Street and 94 Navasota Street

Resources 1030A-B are comprised of a 0.23-acre legal parcel (TCAD parcel 188766) that contains a 1937 retail store (Resource 1030A) and 1937 residence (Resource 1030B). Resource 1030A is a one-story, rectangular-plan, flat-roof commercial building with a parapet

¹⁶⁷ "Austin, Texas, 1935 Vol. 1."

¹⁶⁸ "Austin, Texas, 1935 (Revised 1962) Vol. 2."

on the front facade and side elevations. The front (north) facade and side (west) elevation are clad in brick, and the other walls are stucco. The facade is symmetrical with central, metal-frame, glass entry doors with a metal transom flanked by fixed, metal, replacement windows with brick header sills. These windows have two sets of wood ribbon windows above. "Johnson and Johnson" and "1937" are struck in the stucco above the entrance. The side (east) elevation has small, fixed, metal windows. Resource 1030B is a one-story, rectangular-plan, side-gable, Minimal Traditional house with a projecting front gable. It has a pier and beam foundation and asphalt-shingle roof. The walls are clad in stucco. The windows are one-over-one wood sash. A shed-roof awning covers the front entry stoop with a replacement entry door. A modern shed is located in the rear.

August Kunz owned a grocery store and saloon at this location as early as 1889.¹⁶⁹ It was purchased by Julius Hansen in early 1898, and not long after, his former business partner, John Wittegrove, shot himself and Hansen at the site.¹⁷⁰ The original building was described as "a small one, the greater part of it being devoted to the grocery business, while one corner, the northeast one, has been partitioned off for service as a bar, with one door opening out on the front galery [sic] and another leading back into the store proper."¹⁷¹ After Hansen's murder the grocery store was owned by Charles Mayer and Allen Grimes, then H.A. Herzog.

Vernon Johnson's name first appears in ads for the store in 1914. At the time he was in business with Mack Moreland, but by 1917 the store became Johnson and Johnson, named for half-brothers William Turner Johnson (1883-1955) and Vernon Polk Johnson (1892-1960). By 1933 they had a second location at 1003 East 1st Street, and by 1939 a third location at 4001 Duval Avenue. In 1937 they built the subject store building at 1311 East 1st Street and the residence behind it at 94 Navasota Street. They are listed together in the permits section: a brick front and stucco store building and stucco residence, built by Johnson and Johnson.¹⁷² Will Johnson was listed at the 94 Navasota Street address in the 1939 Austin city directory, but Vernon resided there in later years. It is listed as his residence at the time of his death in 1960.¹⁷³ Their store was associated with the Independent Grocers Alliance (IGA) from its introduction to Texas.¹⁷⁴ The Johnsons were also personally associated with professional and civic organizations. Will Johnson served on the Austin city council and as president of the Austin Retail Grocers Association, and Texas Retail Grocers Association.¹⁷⁵ From approximately 1947 on the store is simply called Vernon P. Johnson Grocery, and the last *Austin Statesman* ad for the store was in November 1959. The building

¹⁶⁹ *Morrison & Fourmy's General Directory of the City of Austin* (Morrison & Fourmy Directory Co., 1889).

¹⁷⁰ "Double Tragedy Enacted," *Austin American-Statesman*, April 14, 1898.

¹⁷¹ "Double Tragedy Enacted."

¹⁷² "34 Permits Are Granted by City Totaling \$98,117," *Austin American-Statesman*, May 30, 1937.

¹⁷³ "Obituary for Vernon Johnson," *Austin American-Statesman*, May 30, 1960.

¹⁷⁴ "IGA Plans Centex Growth," *Austin American-Statesman*, January 31, 1936.

¹⁷⁵ "Funeral Set Today for Will T. Johnson," *The Austin American*, December 18, 1955.

has housed many businesses since the death of Vernon Johnson, including a furniture store, printing business, and appliance store.

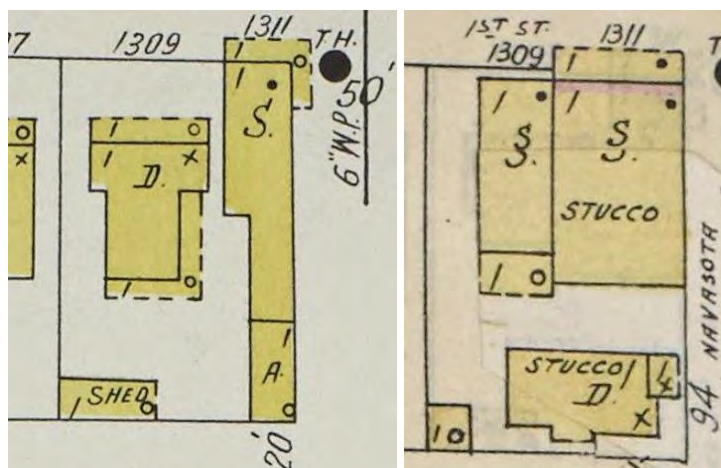


Figure 21. The parcel on the 1935¹⁷⁶ (left) and the 1962¹⁷⁷ (right) Sanborn fire insurance maps, showing the current building and house. 1309 East First Street is nonextant.

Significance

There were many grocery stores along East 1st (Cesar Chavez) Street in the first half of the twentieth century, but Resource 1030A is the most intact. Other extant grocery stores are “Tak-Home Foods” from the 1940s at 2001 East Cesar Chavez Street and a 1904 grocery store owned by Louis Goerner at 1701 East Cesar Chavez Street. There was a grocery store on the subject parcel at least as early as 1889, and August Kunz’s residence was also at this site. The Johnsons’ grocery store is representative of the early commercial ventures on East 1st (Cesar Chavez) Street. In the postwar years more auto-oriented businesses were established when East 1st (Cesar Chavez) Street became part of the highway system.

Resources 1030A-B are significant under Criterion A in the area of Commerce.

Reconnaissance research suggests that William Johnson meets the threshold of significance for listing on the NRHP under Criterion B as someone who “gained importance within his or her profession or group.”¹⁷⁸ Resources 1030A-B are therefore significant under Criterion B. Resources 1030A-B are also significant under Criterion C as an intact 1930s commercial building with its associated storeowners’ residence.

Integrity

Alterations to Resources 1030A-B include replacement doors on both buildings and select replacement windows on the storefront of 1030A. The previously adjacent building at 1309 East 1st Street, pictured on the 1962 Sanborn fire insurance map, was removed at an

¹⁷⁶ “Austin, Texas, 1935 Vol. 1.”

¹⁷⁷ “Austin, Texas, 1935 (Revised 1962) Vol. 2.”

¹⁷⁸ National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, revised 1997 1990, 15, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.

unknown time. The map also shows what appears to be a porch on the store that is no longer extant. Despite limited alterations, Resources 1030A-B retain all aspects of integrity.

NRHP Eligibility and Boundaries

Resources 1030A-B are recommended individually eligible for the NRHP under Criterion A in the area of Commerce, Criterion B for the significance of William Johnson as a prominent grocer, and Criterion C in the area of Architecture. The recommended boundaries are those of TCAD parcel 188766.

Resource 1037: 1403 East Cesar Chavez Street

Resource 1037 is comprised of a 0.16-acre legal parcel (TCAD parcel 188881) that contains a c.1900 residence. The Balagia House is a one-story, rectangular-plan, front-gable, Craftsman-style residence. It has a pier and beam foundation, asphalt-shingle roof, horizontal wood cladding, and cross-gable wraparound porch with sloped brick piers and wood supports with mortise-and-tenon detail. There is an intricate milled porch railing reminiscent of earlier styles like Queen Anne and Stick. Windows are one-over-one wood sash. Resource 1037, the Balagia House, was constructed c.1900 as a Shotgun-style house. Since its construction, the residence has undergone significant alterations, dating to roughly 1925, which more than doubled the size of the house and added new details, typical of the Craftsman Bungalow style.¹⁷⁹ The property was purchased by Tofie and Bertha Balagia around 1925, who apparently constructed these additions shortly after their acquisition of the property. A water service permit dating to May 1925 indicates that the couple was completing renovations around that time. The Balagias lived at this address for the remainder of their lives. Tofie passed away in 1941 and Bertha continued to live in the house, renting rooms to family members, until her death in 1966.¹⁸⁰ Following Bertha's death the property had a few different owners, finally being purchased by Joseph Rodriguez in 1972, who would continue to own it until the end of the historic period and beyond. A demolition permit application was filed for the property in February 2022. An application for historic zoning (City of Austin Historic Landmark status) was denied by the Austin City Council in September 2022 and the property is expected to be demolished.

Significance

Reconnaissance-level research did not indicate important associations between this building and events, patterns, or trends that may indicate significance under Criterion A. The 2016 City of Austin Historic Resources Survey for East Austin recommends this building eligible for the NRHP under Criterion B but does not elaborate as to any specific reason for this significance. This building was the residence of East Austin businessman Tofie Balagia, who

¹⁷⁹ VLK Architects, "1403 E Cesar Chavez - Applicant Presentation" (City of Austin Historic Landmarks Commission, May 4, 2022), https://www.austintexas.gov/cityclerk/boards_commissions/meetings/31_1.htm.

¹⁸⁰ City of Austin Historic Landmark Commission, "Zoning Change Review Sheet (1403 E Cesar Chavez St.)" (City of Austin Historic Landmark Commission, May 4, 2022), https://www.austintexas.gov/cityclerk/boards_commissions/meetings/31_1.htm.

operated a grocery store with his brother first at 506 Trinity Street and then 505 East 5th Street for several decades (neither building is extant). Outside of this business venture, reconnaissance-level research did not identify any other notable information related to Balagia or any other historic period residents of 1403 East Cesar Chavez Street. Because the house does not represent Balagia's productive life, Resource 1037 is not significant under Criterion B. Resource 1037 is significant under Criterion C in the area of Architecture. The residence serves as an excellent example of 1920s Craftsman bungalow architecture, and one of particularly elaborate ornamentation when compared with other examples along East Cesar Chavez Street. The building is a good example of the type of residences constructed for upper-middle-class residents of East 1st Street during its greatest period of development.

Integrity

Alterations include replacement doors. Despite these minor alterations, Resource 1037A retains all aspects of integrity.

NRHP Eligibility and Boundaries

Resource 1037 is recommended individually eligible for the NRHP under Criterion C in the area of Architecture. The recommended boundaries are those of TCAD parcel 188881.

Resource 1038: 1405 East Cesar Chavez Street (Owings-Allen-Miller House)

Resource 1038 is comprised of a 0.16-acre legal parcel (TCAD parcel 188882) that contains a one-story, L-plan, hip-roof, Folk Victorian residence with a cross-gable roof clad in metal. It has a pier and beam foundation with flared skirting and horizontal wood cladding with fiber cement on foundation skirting. Fish-scale shingles are in the gable ends. Windows are two-over-two and one-over-one wood sash with fixed diamond-pane sidelights and a transom around the front door. A cutaway bay window is set on the cross-gable wing. It has a flat-roof porch and side addition.

Resource 1038 was constructed c.1891 as the residence of carpenter Richard S. Owings and his wife Clara. The house was occupied by the couple until 1913. From the 1910s on the house was occupied by a variety of owners and renters, most employed as tradesmen, laborers, and retail workers. At some point, apparently during the historic period, a wraparound porch was infilled on the east side of the house. The building was restored in 2016 and listed as a City of Austin Historic Landmark for its architecture and historic associations.¹⁸¹

Significance

Reconnaissance-level research did not reveal important associations with significant events, patterns, trends, or persons in local, state, or national history. Therefore, Resource 1038 does not possess historical significance under Criteria A or B. Resource 1038 is significant

¹⁸¹ "Zoning Change Review Sheet, Case Number C14H-2016-0112" (City of Austin Historic Landmarks Commission, November 8, 2016), 2016-0112.

under Criterion C in the area of Architecture as an excellent and well-preserved example of a Folk Victorian residence constructed along East 1st (East Cesar Chavez) Street in the late nineteenth century.

Integrity

Alterations are limited to replacement siding on the foundation skirt. Despite this alteration, Resource 1038A retains all aspects of integrity.

NRHP Eligibility and Boundaries

Resource 1038 is recommended individually eligible for the NRHP under Criterion C in the area of Architecture. The recommended boundaries are those of TCAD parcel 188882.

Resources 1041A-E: 1602 East Cesar Chavez Street (Wolf House)

Resource 1041 is comprised of a 0.66-acre legal parcel (TCAD parcel 188998) that contains a c.1903 house (Resource 1041A), c.1903 hothouse (Resource 1041D), c.1903 laundry (Resource 1041E), c.1930 building (Resource 1041C), and a non-historic-age building (Resource 1041B). Resource 1041A is a two-and-one-half-story, irregular-plan, hip-roof, Queen Anne residence with lower gables. It has a pier and beam foundation with brick skirting and a metal roof with a deck on the hip with wood railing. The roof features a hip roof turret on the southeast side, a center dormer, and interior corbelled brick chimneys. It is a wood-frame building covered in horizontal wood siding with fish-scale shingles and vertical wood siding in the gable ends. The house was constructed of local materials with pine flooring and framing, cypress siding, and oak mantles.¹⁸² It has a rounded, two-story, partial wraparound gallery porch with flat roof and Doric columns on square piers between turned balusters. The house retains its wood sash windows, and wood entry doors on both stories feature transom lights. A small one-story addition is located on the rear (northeast side). Resource 1041B is a non-historic-age, one-story, rectangular-plan, hip-roof building with an asphalt-shingle roof. It is clad in a weather-resistant membrane and has two-over-two vinyl sash windows and a double door. Resource 1041C is a one-story, rectangular-plan, hip-roof building with an asphalt-shingle roof. It has brick cladding, a single wood entry door with a wood awning and metal casement windows. Resource 1041D is a one-story, rectangular-plan, front-gable hothouse that is partially below grade. It has a metal-frame glass roof and brick and vertical wood cladding. Resource 1041E is a one-story, rectangular-plan, hip-roof building with a metal roof and board and batten cladding.

Resource 1041A was constructed around 1900 as the residence of Austin businessman and real estate investor Charles Wolf and his family. Charles Wolf lived in the house with his wife Martha and children until his death in 1913. After Charles's death, his children continued to live in the house with their mother until they married or established homes of their own. Martha Wolf lived in the house until her death in 1954. Following Martha's death the house

¹⁸² "Wolf House Awarded \$50,000 HSA Loan" (Heritage Society of Austin, n.d.), HB - 1st E. 1602, Austin History Center.

was inherited by her son Oswald Wolf, who rented the house to various tenants until his death in 1971. The Wolf House changed hands several times throughout the 1970s and after the historic period. The Wolf House was restored beginning in 1979 and has since been converted to an event space. It was designated as a City of Austin Historic Landmark in 1978.¹⁸³



Figure 22. 1602 East Cesar Chavez in 1976.¹⁸⁴

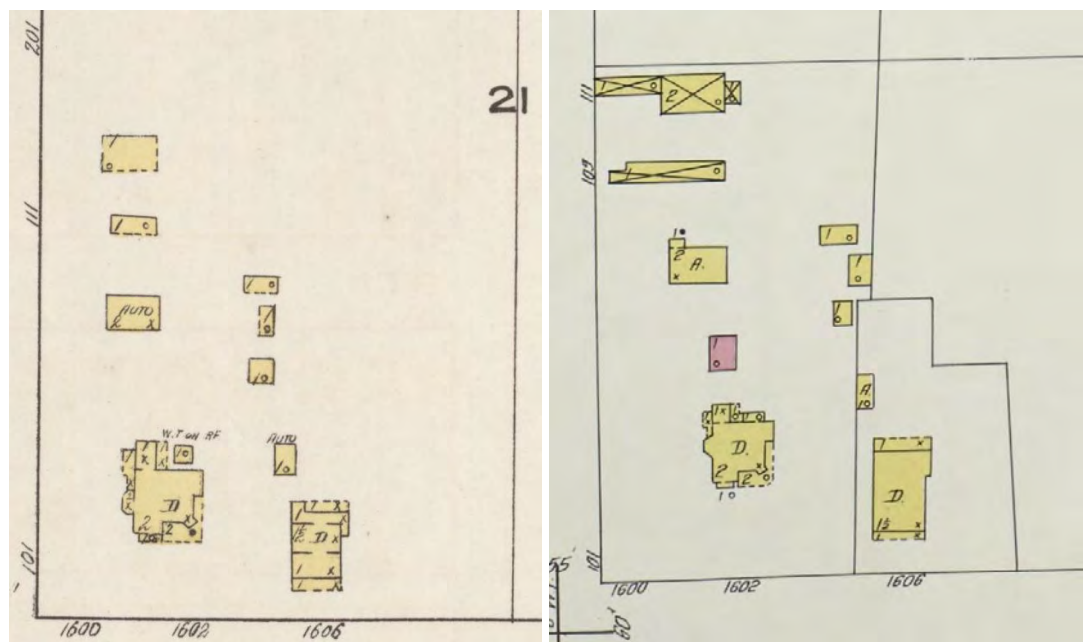


Figure 23. Resource 1041 on Sanborn maps, 1921¹⁸⁵ (left) and 1935¹⁸⁶ (right).

¹⁸³ "Survey Form For Historic Landmark Inventory, Wolf House" (City of Austin, Texas, 1978), Austin History Center.

¹⁸⁴ Texas Historic Commission, *Wolf House*, July 1, 1976, The Portal to Texas History, University of North Carolina Libraries.

¹⁸⁵ "Austin, Texas, 1921," 1:600 (New York: Sanborn Map Company, 1921), University of Texas at Austin, Perry-Castañeda Library Map Collection.

¹⁸⁶ "Austin, Texas, 1935 Vol. 1."

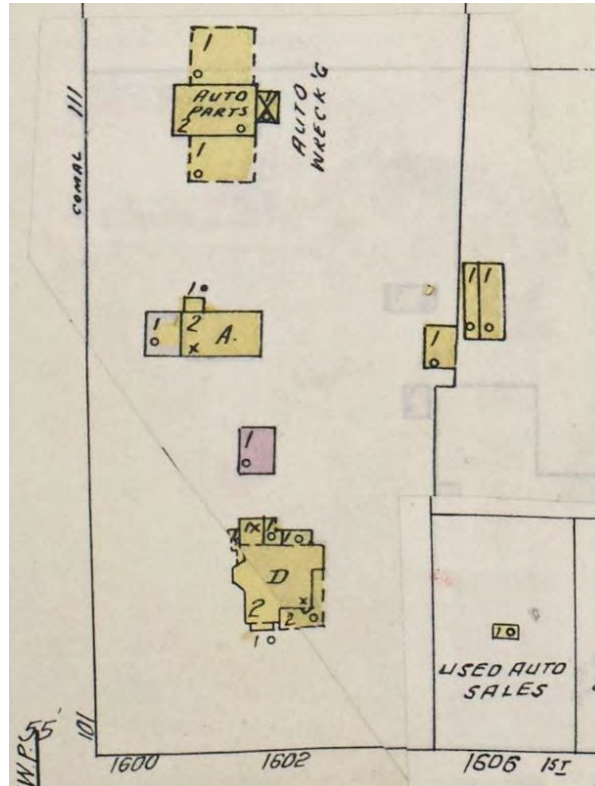


Figure 24. Resource 1041 on Sanborn maps, 1962.¹⁸⁷

Significance

Resource 1041 was recommended individually eligible on the 1985 East Austin Multiple Resource Area nomination for the NRHP.¹⁸⁸ It was designated as an Austin City Historic Landmark in 1978. Reconnaissance-level research did not reveal important associations with significant events, patterns, trends, or persons in local, state, or national history. Therefore, Resource 1041 does not possess historical significance under Criteria A or B. Resource 1041 is significant under Criterion C in the area of Architecture as an excellent and well-preserved example of the type of Queen Anne residences constructed along East 1st (East Cesar Chavez) Street in the late nineteenth century.

Integrity

There are no visible alterations to any of the historic-age buildings. Resources 1041A-E retain all aspects of integrity.

NRHP Eligibility and Boundaries

Resource 1041 is recommended individually eligible for the NRHP under Criterion C in the area of Architecture, with Resources 1041A, 1041C, 1041D, and 1041E contributing.

¹⁸⁷ "Austin, Texas, 1935 (Revised 1962) Vol. 2."

¹⁸⁸ National Register of Historic Places.

Resource 1041B is recommended noncontributing. The NRHP boundary for this property is defined as those of TCAD parcel 188998.

Resource 1046: 1615 East Cesar Chavez Street

Resource 1046 is comprised of a 0.55-acre legal parcel (TCAD parcel 188992) that contains a funeral home. Mission Funeral Home is a one-story, irregular-plan, flat-roof mortuary building with a curved ell addition and porte cochere on the east and west elevations. It has a pent metal parapet with decorative zig-zag cornice on part of the front facade. Cladding is stacked brick with vertical wood on west side under the porte cochere. It has fixed wood windows and multiple entries, including a front entry with an integrated sculptural arch. A historic-age arched planter is located on the front lawn. A two-story dwelling addition is at the rear. The building was constructed in several phases beginning with the conversion of a preexisting residence and it now encompasses three residential lots.

In 1959 Charles Villasenor, a funeral director from Houston, purchased the residence at 1615 East 1st Street and relocated his family and funeral home business from Houston to Austin. Villasenor's decision to relocate to Austin was driven by his desire to provide funerary services to the Mexican American community of East Austin, who previously had been entirely without mortuary services. Prior to 1959 Mexican American families would lay out their deceased loved ones at home before their burials. Villasenor, observing this during a visit to Austin in the late 1950s, resolved to provide this service to the community and promptly acquired premises for the purpose.¹⁸⁹

Throughout the historic period the funeral home's business practices were determined by the needs and traditions of the Mexican American community. Through the 1960s the business was open 24 hours a day, a decision inspired primarily by the tradition of sitting with the deceased through the night prior to burial. The Villasenors also offered services in both English and Spanish, kept Spanish language printed material, and maintained multiple chapels, catering to the strong ties between religion and mortuary practices in the Mexican American community.¹⁹⁰ For the first few years of its operation Mission Funeral Home was the only mortuary service available in East Austin. In 1962 Angel Funeral Home opened on East 2nd Street and began serving the same community.¹⁹¹ By the 1970s Angel Funeral Home had relocated to South Congress Avenue and Mission Funeral home was once again the only funeral home providing mortuary service to the Mexican American community in East Austin.

Through the early 1960s ambulance services were not provided by the City of Austin or by a specialized private ambulance service, but by various funeral homes across the city. From its inception Mission Funeral Home operated an ambulance service, providing emergency and transfer services for one of the city's nine ambulance districts, generally bounded by Congress Avenue, East 7th Street, the Colorado River, and the city's eastern boundary. In August 1966 most of the city's funeral homes sold their ambulances to the new Austin

Ambulance Service in order to reduce operation costs.¹⁹² Villasenor fought to keep his ambulance service in operation and continued to provide the cheapest ambulance services in the city through the end of 1966. By early 1967 only a small portion of the emergency calls in the city were being allotted to Mission's ambulance service. The high cost of operation and relatively small share of available business eventually forced Charles Villasenor to sell his own fleet of ambulances on February 1, 1967.¹⁹³

Through the decades Charles Villasenor took an interest in politics, business, and real estate investment, often spending much of his time on pursuits outside of the funeral home. In his absence his wife Lois took a greater hand in the day-to-day operations of the funeral home and was the primary funeral director by the 1980s.¹⁹⁴ In 1989 Lois was appointed to the Texas Funeral Service Commission by Governor Bill Clements, becoming the first Hispanic woman to serve on the commission.¹⁹⁵ Mission Funeral Home continued to operate in East Austin, providing funeral services for its residents throughout the historic period and continues to operate today under the ownership of the Villasenor family.

The Villasenors began their business in a c.1930 converted bungalow residence, but shortly after their acquisition of the house in 1959, the couple started the first of a long series of additions and alterations to the building. In 1960 and early 1961 three small additions were completed along the east, west, and southern elevations of the home, adding space for mortuary work. In 1961 a two-story detached apartment was constructed to create living space for their family. A large addition in 1963 to the east of the original house created a circular chapel on an adjacent parcel. In 1969 they expanded their apartment at the front, connecting it to the rear of the funeral home and making additional room for the growing family. Non-historic-age additions dating to the 1980s and 1990s created a third chapel and porte cochere on the western side of the building, as well as a small rear addition of unknown function to the south. Figure 25 provides a diagram showing various additions and their dates of construction.

¹⁸⁹ "Funeral Home Marks 25th Anniversary," *Austin American-Statesman*, August 2, 1984.

¹⁹⁰ "Oral History Transcript: Gilbert Cavazos, Employee of Mission Funeral Home" (Austin History Center, July 9, 1991), U0600(9), Austin History Center.

¹⁹¹ "Carte Blanche from the Angel Funeral Home," *Austin American-Statesman*, October 2, 1962.

¹⁹² Jack Maddigan, "Ambulance Service May Go Up for Bids," *Austin American-Statesman*, August 4, 1966.

¹⁹³ "Ambulance Firm Alone in Its Field," *The Austin American*, February 2, 1967.

¹⁹⁴ "Funeral Home Marks 25th Anniversary."

¹⁹⁵ "Capitol Briefs," *Austin American-Statesman*, April 1, 1989.



Figure 25. 2022 Google satellite imagery of 1615 East Cesar Chavez, Mission Funeral Home, with various additions labeled. The exact size and shape of additions are approximated from Sanborn maps and historic aerials.

Significance

Resource 1046 is significant under Criterion A in the areas of Social History and Ethnic Heritage-Hispanic. Mission Funeral Home is significant for Social History as a business that served as the sole provider of essential services to an isolated minority community, including mortuary and ambulance services, which were otherwise inaccessible in East Austin. The location for this business was specifically selected to allow the funeral home to do business in this underserved community and provide necessary services that catered to the cultural needs of the local community.

Resource 1046 is also significant under Criterion A in the area of Ethnic History-Hispanic due to its status as a longstanding business at the center of East Austin's Mexican American community. The mortuary services provided by the Villasenor family were geared specifically to accommodate the cultural traditions and religious beliefs of the Mexican American residents of East Austin. Business practices to serve this purpose included conducting services and providing printed materials in both English and Spanish, remaining open 24 hours to allow for all-night wakes, and constructing multiple chapels. It was these accommodations that made Mission Funeral Home a central business in the community and allowed it to continue serving the East Austin community through the historic period and beyond.

Lois Villasenor operated Mission Funeral Home for decades after her husband Charles stepped back from the business to engage in other interests and in the years following his death. Originally licensed as funeral director in 1961, Lois became one of the first female funeral directors in Texas. She rapidly became a leader in her field and was well known for mentoring other young funeral directors. In 1989 Villasenor was recognized for her contributions to the field when Governor William Clements nominated her to the state Funeral Services Commission. She was the first Hispanic woman to serve on that commission and was later asked to lead it as interim executive director.¹⁹⁶ Lois Villasenor was also a prominent businesswoman and community leader in the East Cesar Chavez neighborhood, running several businesses in East Austin after her husband's death and participating in a number of community organizations, including the Travis County Grand Jury Board, the Commission of Urban Renewal, the American Red Cross Chapter, the Ladies of Charity, the Catholic Daughters, and the Cursillistas. She was also president, vice president, and treasurer of the League of United Latin American Citizens Council No.85 and No. 650 District 7.¹⁹⁷ For her prominent role as a community leader, pioneering businesswoman, and Hispanic activist, Lois P. Villasenor's contributions to local history rise to the level of significance necessary under Criterion B. As the center of her professional life, Mission Funeral Home stands as the best possible building to represent her significant legacy.

Mission Funeral Home is significant under Criterion C in the area of Architecture as an excellent example of the continual evolution of buildings typical of the East Austin area. Lacking access to mortgage or home improvement loans, the preferred method for accommodating changing property needs in East Austin was to construct small additions to existing structures as funds became available. Homeowners and businesspeople alike employed this method to create additional space or accommodate new uses in their buildings. Mission Funeral Home is a particularly significant example of this practice,

¹⁹⁶ Amy Smith, "Hispanic Chamber Honors Eastside Pioneer," *The Austin Chronicle*, January 30, 2004, <https://www.austinchronicle.com/news/2004-01-30/194867/>.

¹⁹⁷ "Obituary of Lois P. Villaseñor | Mission Funeral Home Heritage," *Mission Funeral Home*, July 2020, <https://missionmemorials.com/tribute/details/3472/Lois-Villase-or/obituary.html>.

representing an evolution from a small bungalow residence to a large commercial building, serving a very specific function and occupying four residential parcels acquired as money became available. Over the span of four decades the Villasenor family continually grew its business, acquired additional land, and expanded the building to accommodate its needs, representing a particularly successful employment of this method of expansion and embodying the shift from residential to commercial use, which is seen throughout East Cesar Chavez Street.

Integrity

The Mission Funeral Home has been constantly evolving since the Villasenor family acquired the original house in 1959. Numerous additions were made through the years, converting the building from a simple single-family residence to a large funeral facility. While the vast majority of these additions were constructed before 1980, three were constructed in the 10-15 years following the end of the historic period, between 1980 and 1995. These additions, while sensitive to the historic character of the building, are rather large and have significantly altered the footprint and massing of the building. For this reason, Resource 1046 has lost integrity of design. However, it retains integrity of location, setting, materials, workmanship, feeling, and association. Due to loss of integrity of design, the building no longer conveys significance under Criterion C; however its overall integrity is sufficient to convey significance under Criteria A and B.

NRHP Eligibility and Boundaries

Resource 1046 is recommended individually eligible for the NRHP under Criterion A in the areas of Social History and Ethnic History-Hispanic and Criterion B for its association with Lois Villasenor. The boundary for this property is defined as the boundary of TCAD parcel 188992.

Resources 1049A-B: 1808 East Cesar Chavez Street

Resource 1049 is comprised of a 1.27-acre legal parcel (TCAD parcel 189103) that contains a 1925, two-story, rectangular-plan, hip-roof, Craftsman-style, mixed-use building with a pier and beam foundation (Resource 1049A) and a non-historic-age shed (Resource 1049B). It has a metal roof and horizontal wood cladding. Two separate wood, single-light, paneled entry doors are on the front facade, a French-door side entry is on the (side) east elevation, and an enclosed entry is on the side (west) elevation. Windows are wood sash. A non-historic-age, two-story porch is on the rear elevation and a non-historic-age hip-roof addition is on the west elevation. Metal pent awnings with wood brackets are over the front and side entries. A non-historic-age, hip-roof shed is located west of the building.

According to TCAD data, Resource 1049A was constructed in 1925; however, the address does not appear in city directories until 1932. From that time on a variety of businesses appear at this location, including barbers, beauty shops, cleaners, tailors, and shoe repair shops. Residents are not listed in city directories, likely indicating that the upstairs

apartments were occupied by the same people operating businesses in the building.¹⁹⁸ This is occasionally documented by newspaper articles.¹⁹⁹

Significance

Resource 1049 is significant under Criterion A in the area of Commerce as the earliest extant mixed-use building on East 1st (Cesar Chavez) Street. Reconnaissance-level research did not indicate any connection between this building and any significant individuals who may justify significance under Criterion B of the NRHP. Resource 1049 is significant under Criterion C in the area of Architecture as an excellent example of an early purpose-built, mixed-use commercial and residential building in East Austin.

Integrity

Alterations include a c.2000 side addition and c.2000 rear two-story porch addition. Due to additions, integrity of design and feeling are diminished. However, the building retains integrity of location, setting, materials, workmanship, and association. Resource 1049A retains sufficient integrity to convey its significance under Criteria A and C as a rare extant example of an early mixed-use building on East Cesar Chavez Street.

NRHP Eligibility and Boundaries

Resource 1049A is recommended individually eligible for the NRHP under Criterion A in the area of Commerce and Criterion C in the area of Architecture. The boundary for this property is defined as the boundary of TCAD parcel 189103. Resource 1049B is located within the recommended NRHP boundary but is recommended noncontributing due its recent construction date.

Resource 1057: 1807 East Cesar Chavez Street (Berner-Clark-Mercado House)

Resource 1057 is comprised of a 0.1928-acre legal parcel (TCAD parcel 189093) that contains an 1893 house. Resource 1057 is a two-story, rectangular-plan, Folk Victorian residence with a hip-roof and cross gables. It has a pier and beam foundation, asphalt-shingle roof, horizontal wood siding, and fish-scale shingles in the gable ends. A two-story wraparound porch spans the front (south) facade and side (west) elevation. The porch has lathe-turned posts, spindle-style railings, and jig-sawn brackets. Four-over-four wood sash windows are present throughout and exterior doors have single pane transoms.

This house was first constructed in 1893 by cigarmaker George Berner, who occupied the house until 1913. The house was then occupied by City Streets Department employee John Watts until approximately 1920. Between 1922 and 1950 the house was occupied by J.F. Clark, an auditor for the General Land Office, and his wife Charlotte. Between the 1950s and 1980s the house had a number of different residents and several prolonged periods of

¹⁹⁸ *Austin City Directories: 1887-1960.*

¹⁹⁹ "Barber Shop Slightly Hurt by Blast and Fire," *The Austin American*, January 24, 1936.

vacancy. Alberto and Norma Mercado acquired the house in 1996 and spent much of the late 1990s restoring the property. Resource 1057A was granted status as an Austin Historic Landmark in 2000 for architecture, historical associations, and community sentiment.²⁰⁰

Significance

Reconnaissance-level research did not reveal important associations with significant events, patterns, trends, or persons in local, state, or national history. Therefore, Resource 1057 does not possess historical significance under Criteria A or B. Resource 1057 is a typical example of a common building type that lacks individual distinction that may indicate significance under Criterion C of the NRHP.

Integrity

Alterations to this resource are limited to a single replacement window. Despite minor alterations, Resource 1057 retains all aspects of integrity.

NRHP Eligibility and Boundaries

Due to lack of significance as discussed above, Resource 1057 is recommended not individually eligible for the NRHP. However, it remains a historic property as it is contributing to the recommended NRHP-eligible East 1st Street Historic District. See district evaluation below.

Resource 1100: 2205 East Cesar Chavez Street (Freeman-Whiteside-Tuke-Gamboa House)

Resource 1100 is comprised of a 0.16-acre legal parcel (TCAD parcel 188443) that contains a c.1911 house converted to commercial use. The Freeman-Whiteside-Tuke-Gamboa House is a one-story, rectangular-plan, hip-roof bungalow with wide eaves and exposed rafter tails. It has a pier and beam foundation with flared fiber cement skirting and an asphalt-shingle roof. Walls are covered with horizontal wood siding with a distinctive wood shingle pattern in a projecting front gable. The house has a partial-width, inset porch with box column supports and a three-light entry door. The windows are five-over-one wood sash, and the window in the front gable retains a historic-age shed-roof awning with decorative brackets that match those in the gable. The house has a large, two-story, c.2020, rear addition.

This house was first occupied by Francis and Olive Freeman between 1911-1919.²⁰¹ Francis Freeman worked as a pressman for the E.L. Steck printing company. The house was rented out for several years before being purchased by Walter Tew, Jr., an electrician who lived in it from approximately 1921 until 1926. Subsequent owners included Walter Whiteside, mechanic, and his wife Gertrude, and their daughter, Joe Dube, and her husband, William. In

²⁰⁰ City of Austin Historic Landmark Commission, "Zoning Change Review Sheet (Case No. C14H-00-0009)" (City of Austin Historic Landmark Commission, October 17, 2000), 00-0009, https://www.austintexas.gov/cityclerk/boards_commissions/meetings/31_1.htm.

²⁰¹ "Zoning Change Review Sheet, Case Number C14H-2016-0008" (City of Austin Historic Landmarks Commission, October 13, 2016).

the 1940s the house was rented until it was purchased by Lillian Tuke, who occupied the house from around 1946 until 1970. Subsequent owners were Jesse and Elizabeth Gamboa. Jess Gamboa worked at Memorial Park Cemetery and passed away in 1987. His wife remained in the house until her death in 2011. Resource 1100 is a City of Austin Historic Landmark, nominated for its architectural and historical associations.²⁰²

Significance

Reconnaissance-level research did not reveal important associations with significant events, patterns, trends, or persons in local, state, or national history. Therefore, Resource 1100 does not possess historical significance under Criteria A or B. Resource 1100 is significant as an early and excellent local example of the bungalow, featuring intact Craftsman details. However, the house cannot be assessed separately from the c.2020 rear addition. It no longer conveys its significance under Criterion C for Architecture.

Integrity

The original house retains its character-defining features with the only visible alterations being replacement siding on the foundation skirt and the removal of an interior brick chimney. However, the c.2020 rear addition is unsympathetic in style and scale. It is visually obtrusive and detracts from the historic character of the building. Resource 1100 has therefore lost integrity of design, workmanship, materials, and feeling. It retains integrity of location, setting, and association.

NRHP Eligibility

Due to lack of significance as discussed above, Resource 1100 is recommended not individually eligible for the NRHP. However, it remains a historic property as it is contributing to the recommended NRHP-eligible East 1st Street Historic District. See district evaluation below.

Recommended NRHP-eligible Historic District

East 1st Street Historic District

Previously Recommended Cesar Chavez Historic District (2016)

The 2016 *City of Austin Historic Resources Survey*, prepared for the City of Austin by Hardy-Heck-Moore, Inc. (HHM), recommended a new NRHP-eligible historic district along East Cesar Chavez Street: the Cesar Chavez Historic District. The district boundaries were defined in the report as the parcels abutting East Cesar Chavez Street on the north side of the street between San Marcos and Waller Streets, parcels abutting both sides of the street between Waller and Llano Streets, and the first two parcels on the south side of the street east of Llano Street. HHM identified 144 contributing and 93 noncontributing resources, dating from

²⁰² "Zoning Change Review Sheet, Case Number C14H-2016-0008."

1875 onward, and defined the period of significance as 1875-1970. HHM recommended the district eligible for the NRHP under Criteria A and C; no specific areas of significance were identified under either criterion. HHM also noted that the district may be a component of a larger historic district that would cover much of the East Austin area.²⁰³

For the sake of consistency with accepted naming conventions and other sections of this report, this district will be referred to as the East 1st Street Historic District from this point forward. For more information about the historic names of East Cesar Chavez Street, see the Historical Context Statement in this HRSR addendum.

Current Conditions

Mead & Hunt conducted reconnaissance-level survey in March 2022 to document all historic-age resources on parcels that directly abut East Cesar Chavez Street within the ECC APE. For the purposes of this survey, any building constructed in or before 1980 was considered to be of historic age. The survey area includes the entirety of HHM's recommended historic district. All of the extant historic-age resources included in that district were surveyed and the eligibility of this district was reevaluated as part of this HRSR addendum. Mead & Hunt documented the following conditions in the East 1st Street Historic District area.

The East 1st Street Historic District is located in East Austin, east of I-35, and the terrain is generally flat and slopes gradually to the south toward the Colorado River. This area of East Austin is comprised of dozens of small subdivisions, platted between 1869 and 1991, and streets are arranged in a grid pattern. Development occurred slowly as citizens purchased and developed small plots of land for their personal use.²⁰⁴ Survey results indicate that the earliest residences were scattered along East 1st Street, often with significant distance between them, and later development spread from west to east, filling in the space between existing residences.

Development on East 1st Street includes a mixture of residential, commercial, educational, social, and religious properties. Commercial and residential buildings comprise the vast majority of those surveyed, and there is a significant number of buildings that were originally constructed for residential purposes that have since been converted for other uses. More than half of the historically domestic properties have been converted for non-domestic purposes, both before and after 1980.

Historic-age buildings within the proposed district represent a variety of late-nineteenth- and early-to-mid-twentieth-century architectural styles. Among residential resources, Queen Anne,

²⁰³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume V* (Prepared for the City of Austin, October 2016), 201–3.

²⁰⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume V*, 202.

Folk Victorian, National Folk, Tudor Revival, American Foursquare, Craftsman bungalow, and Minimal Traditional styles are represented. There are also numerous resources that do not rise to the level of ornamentation necessary to be classified under any one style. Among these, the bungalow or pyramidal cottage forms are most common. Craftsman bungalow and simpler bungalow residences dominate all other residential styles, accounting for more than half of all contributing primary resources. Most of the commercial resources surveyed are simple rectangular-plan, flat-roof buildings with stucco or masonry exterior walls. Very few represent any particular architectural style.

Historical Background

From its earliest history, East 1st Street served as an important thoroughfare in East Austin. By the turn of the twentieth century the street was the location of one of only two streetcar lines in East Austin.²⁰⁵ Throughout the early twentieth century the city council took a number of actions that cemented the street's prominence by selecting it as one of the first city streets to be paved, designating it as a thoroughfare in the Koch & Fowler city plan, and routing several highways along the same alignment.²⁰⁶ These decisions influenced the development of East 1st Street, allowing it to slowly gain status as a major commercial corridor in East Austin. While the earliest development along East 1st Street was dominated by residential buildings, its status as a throughfare made it an ideal location for commerce to develop. Public transit and highways concurrent with East 1st Street provided a wide customer base for businesses and convenient transportation for consumers. In recognition of this potential, Koch & Fowler recommended the entire street be zoned commercial in their 1928 plan.

Survey data indicates that in the decades that followed, commercial zoning was rapidly accepted by residents and business owners along East 1st Street. As early as 1933 the trend of purpose-built commercial buildings was on the rise. In 1935 commercial development on East 1st Street exceeded residential construction for the first time, and by approximately 1945 commercial construction was consistently exceeding residential. Along with a rise of new commercial construction, many existing residences along East 1st Street were converted to commercial use beginning around 1950. This practice initially began with repairmen, plumbers, and others who conducted mobile business. In these instances the house likely served as a base of operations more than a place of business. Over the next few decades, however, more residences were converted to small shops, cafes, barber shops, beauty parlors, and even professional office spaces. Simultaneously, a variety of transportation-related businesses began to appear to accommodate highway travelers, especially near the eastern end of the street where the highway entered the city.²⁰⁷

²⁰⁵ "Sidewalk Notes."

²⁰⁶ "East First Street Paving Progresses"; Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, fig. Plates 2, 3, 11; "Council Approves Highway Routing."

²⁰⁷ *Austin City Directories: 1887-1960*.

Another significant trend that shaped the character of East 1st Street through much of the historic period was the area's transition from a majority White residential area to a decidedly Hispanic neighborhood. Beginning around 1910 the Mexican American population of Austin began to expand rapidly as Mexicans fled their country due to the unrest caused by the Mexican Revolution.²⁰⁸ This rapidly growing immigrant population combined with numerous other factors prompted a shift of Hispanic Austinites into East Austin, particularly to those areas south of East 7th Street. This shift occurred slowly over the course of several decades, occasionally surging in response to outside factors. For more information on the growing population and demographic shift, see the Historical Context Statement.

By the 1960s Mexican Americans were the dominant ethnic group in East Austin, and through the next few decades East 1st Street came to play a central role in the Hispanic community of East Austin. In addition to being the commercial center, East 1st Street also became a cultural center. In the 1960s and 1970s some of the neighborhood's most essential social services were provided along East 1st Street at places such as the Terrazas Library, East 1st Street Community Center, and Mission Funeral Home.²⁰⁹ Civic organizations and activist groups often headquartered themselves along East 1st Street and held a variety of community events and protests there.²¹⁰ By 1980 East 1st Street was widely considered to be the center of the Hispanic community in East Austin and is even referred to as the "Heart of East Austin" to this day.²¹¹

Architectural Character

The architecture of East 1st Street represents the patterns of its developmental history. Dominated by late-nineteenth- and early-twentieth-century domestic styles, namely Queen Anne, Folk Victorian, and Craftsman bungalow, as well as the bungalow form, the extant architectural resources clearly demonstrate when, how, and by whom the area was developed. The earliest extant residences are elaborate Queen Anne and Folk Victorian homes, demonstrating the popularity of the area with upper-middle-class Austinites around the turn of the century. Properties dating to the 1920s are dominated by bungalow residences, some sufficiently ornamented to be classified as Craftsman style, others simply as the bungalow form. These houses represent the second wave of development, defined by middle-class residential development that infilled between the high-style homes constructed by wealthier residents. By the 1930s East 1st Street had been reclassified as a commercial corridor and connected to the State Highway System. In the years that followed that change, several transportation-related resources, including auto repair shops and gas stations, were

²⁰⁸ Tretter, *Austin Restricted: Progressivism, Zoning, Private Racial Covenants, and the Making of a Segregated City*, 94–96.

²⁰⁹ *Austin City Directories: 1887-1960*.

²¹⁰ Lomax, "Berets Call for Firing of Policeman."

²¹¹ "Heart-Shaped Structures Coming to César Chávez St.," *Austin American-Statesman*, accessed June 24, 2022, <https://www.statesman.com/story/news/local/2020/02/03/heart-shaped-structures-coming-to-cesar-chavez-st/1777321007/>.

constructed to serve travelers. Many of the resources constructed in the 1940s and later were commercial, built to serve the increasing commercial interest in the area.

Perhaps its most distinctive architectural feature, East 1st Street boasts a large number of residences converted to commercial use. Today, countless bungalow, Queen Anne, and Folk Victorian residences function as commercial spaces. These former residences serve a variety of commercial functions, including restaurants, retail, and event spaces. The numerous converted residences combined with a mixture of late-nineteenth- and early-twentieth-century residential and mid-century commercial buildings create a unique architectural environment that embodies the area's evolution from residential neighborhood to commercial corridor.

Significance and Eligibility

The East 1st Street Historic District is historically significant in a number of areas. For its role as an important commercial corridor in East Austin, the district is significant under NRHP Criterion A in the area of Commerce. For its significance to the Hispanic community of East Austin, it is significant under Criterion A in the area of Ethnic Heritage. For its role as the center of East Austin's community activism, it is significant under Criterion A in the area of Social History. As a significant concentration of intact historic-age residential and commercial buildings representing the periods of substantial development and transition along East 1st Street, it is significant under Criterion C in the area of Architecture. Reconnaissance-level research did not indicate any direct connection to historically significant individuals who might justify significance under Criterion B.

In recent decades the district has undergone changes. Some individual resources have experienced minor alterations in the form of replacement windows, doors, or cladding, as well as non-historic-age additions. The district as a whole has also seen a continuing trend of new commercial and mixed-use infill development. While non-historic-age buildings certainly have a negative impact on the historic character of any district, this infill has not diminished the integrity of the East 1st Street Historic District to a significant degree. Infill construction is generally compatible in scale to the surrounding historic resources and rarely occurs in sufficient concentrations to significantly alter the visual character of the area as a whole.

As discussed above, many resources within this district have undergone a change in function from residential to commercial at some point. While a change in function has the potential to alter the character-defining features of a building, it does not necessarily constitute a loss of integrity. In the case of East 1st Street, altered function is, in fact, evidence of a significant historical trend that came to define the character of the East 1st Street Historic District. For this reason, altered function represents an important aspect of the significance of these resources, and in no way negatively impacts historic integrity.

The extant historic-age buildings of the East 1st Street Historic District still clearly demonstrate their connection to the events that define the area's historic significance. The character-defining features remain largely intact and the area retains the feeling of a historic neighborhood. For that reason, the East 1st Street Historic District retains overall integrity.

Based on information gathered during reconnaissance-level survey and historic context research, Mead & Hunt concurs with the NRHP eligibility of the district proposed in the 2016 *City of Austin Historic Resources Survey* with several adjustments. Mead & Hunt proposes the name East 1st Street Historic District to conform with the historical name of the street. Based on reconnaissance-level research, Mead & Hunt recommends NRHP significance under Criterion A in the areas of Commerce, Ethnic Heritage, and Social History and under Criterion C in the area of Architecture. The period of significance begins in 1885, with the construction of Resource 1004 (the oldest extant building) and ends in 1980, the survey cut-off date (although significant activity continued beyond 1980). Based on current survey data and an extended period of significance, the resource count for the proposed district is 147 contributing and 37 noncontributing.

As noted in the 2016 *City of Austin Historic Resources Survey*, and observed through limited field investigations, some areas adjacent to East Cesar Chavez Street may possess the significance and integrity necessary for inclusion in a larger NRHP-eligible historic district. However, reconnaissance-level examination of these areas outside the ECC APE to identify a potentially larger boundary is outside the scope of the I-35 Capital Express Central Project. Therefore, for the purposes of this project, the recommended NRHP boundary is limited to include the parcels abutting East Cesar Chavez Street on the north side of the street between San Marcos and Waller Streets, parcels abutting both sides of the street between Waller and Llano Streets, and the first two parcels on the south side of the street east of Llano Street. A list of contributing and noncontributing resources is provided in Table 4 below.

Table 4. Resources within the East 1st Street Historic District and ECC APE

Resource ID	Address	Status
1001	1000 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1002A	1004 East Cesar Chavez Street	Contributing
1002B	1004 East Cesar Chavez Street	Contributing
1003	1006 East Cesar Chavez Street	Contributing
1004A	1010 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1004B	1010 East Cesar Chavez Street	Contributing
1005	1100 East Cesar Chavez Street	Contributing
1006	1102 East Cesar Chavez Street	Contributing
1007	1108 East Cesar Chavez Street	Contributing

Resource ID	Address	Status
1008	1110 East Cesar Chavez Street	Noncontributing
1009	1114 East Cesar Chavez Street	Contributing
1012	1200 East Cesar Chavez Street	Noncontributing
1013	1204 East Cesar Chavez Street	Contributing
1014	1208 East Cesar Chavez Street	Noncontributing
1015	1201 East Cesar Chavez Street	Contributing
1016	1205 East Cesar Chavez Street	Contributing
1017	1207 East Cesar Chavez Street	Contributing
1018	1209 East Cesar Chavez Street	Noncontributing
1019	1211 East Cesar Chavez Street	Contributing
1020	1300 East Cesar Chavez Street	Contributing
1021	1302 East Cesar Chavez Street	Contributing
1022	1304 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1023	1306 East Cesar Chavez Street	Contributing
1024	1308 East Cesar Chavez Street	Contributing
1025	1312 East Cesar Chavez Street	Contributing
1026	1301 East Cesar Chavez Street	Contributing, NRHP listed
1027	1303 East Cesar Chavez Street	Contributing
1028A	1305 East Cesar Chavez Street	Contributing
1028B	1305 East Cesar Chavez Street	Contributing
1028C	1305 East Cesar Chavez Street	Contributing
1029	1307 East Cesar Chavez Street	Noncontributing
1030A	1311 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1030B	94 Navasota Street	Contributing, Individually NRHP eligible (see individual evaluation)
1031	1400 East Cesar Chavez Street	Contributing
1032	1402 East Cesar Chavez Street	Contributing, NRHP listed
1033	1408 East Cesar Chavez Street	Contributing
1034	1410 East Cesar Chavez Street	Contributing
1035	1500 East Cesar Chavez Street	Noncontributing
1036	1401 East Cesar Chavez Street	Contributing
1037	1403 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1038	1405 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1039	1407 East Cesar Chavez Street	Noncontributing

Resource ID	Address	Status
1040	1409 East Cesar Chavez Street	Contributing
1041A	1602 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1041B	1602 East Cesar Chavez Street	Noncontributing
1041C	1602 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1041D	1602 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1041E	1602 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1042	1634 East Cesar Chavez Street	Contributing
1043	1607 East Cesar Chavez Street	Contributing
1044	1609 East Cesar Chavez Street	Contributing
1045	1611 East Cesar Chavez Street	Contributing
1046	1615 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1047A	1621 East Cesar Chavez Street	Contributing
1047B	1619 East Cesar Chavez Street	Contributing
1048A	1700 East Cesar Chavez Street	Noncontributing
1048B	1700 East Cesar Chavez Street	Noncontributing
1049A	1808 East Cesar Chavez Street	Contributing, Individually NRHP eligible (see individual evaluation)
1049B	1808 East Cesar Chavez Street	Noncontributing
1050A	1701 East Cesar Chavez Street	Noncontributing
1050B	1701 East Cesar Chavez Street	Noncontributing
1051	1703 East Cesar Chavez Street	Contributing
1052	1711 East Cesar Chavez Street	Noncontributing
1053A	1717 East Cesar Chavez Street	Contributing
1053B	1717 East Cesar Chavez Street	Contributing
1054	1801 East Cesar Chavez Street	Noncontributing
1055A	1803 East Cesar Chavez Street	Contributing
1055B	1803 East Cesar Chavez Street	Contributing
1056	1805 East Cesar Chavez Street	Contributing
1057	1807 East Cesar Chavez Street	Contributing
1058A	98 Chicon Street	Contributing
1058B	98 Chicon Street	Contributing
1058C	1811 East Cesar Chavez Street	Contributing
1059	1900 East Cesar Chavez Street	Contributing

Resource ID	Address	Status
1060	1910 East Cesar Chavez Street	Contributing
1061	1901 East Cesar Chavez Street	Contributing
1062	1911 East Cesar Chavez Street	Contributing
1063A	1913 East Cesar Chavez Street	Contributing
1063B	1913 East Cesar Chavez Street	Contributing
1064	2000 East Cesar Chavez Street	Contributing
1065	2006 East Cesar Chavez Street	Noncontributing
1066	2008 East Cesar Chavez Street	Contributing
1067	2012 East Cesar Chavez Street	Contributing
1068	2016 East Cesar Chavez Street	Contributing
1069	2020 East Cesar Chavez Street	Contributing
1070	2001 East Cesar Chavez Street	Contributing
1071	2005 East Cesar Chavez Street	Contributing
1072	2009 East Cesar Chavez Street	Contributing
1073	2013 East Cesar Chavez Street	Noncontributing
1074	2023 East Cesar Chavez Street	Contributing
1075	2027 East Cesar Chavez Street	Noncontributing
1076	2028 East Cesar Chavez Street	Contributing
1077	2032 East Cesar Chavez Street	Contributing
1078A	2036 East Cesar Chavez Street	Contributing
1078B	2036 East Cesar Chavez Street	Contributing
1079	2044 East Cesar Chavez Street	Contributing
1080A	2101 East Cesar Chavez Street	Noncontributing
1080B	96 Anthony Street	Contributing
1081A	2109 East Cesar Chavez Street	Contributing
1081B	2109 East Cesar Chavez Street	Contributing
1082	2113 East Cesar Chavez Street	Noncontributing
1083	2117 East Cesar Chavez Street	Contributing
1084	2121 East Cesar Chavez Street	Contributing
1085	2125 East Cesar Chavez Street	Contributing
1086A	2131 East Cesar Chavez Street	Contributing
1086B	96 Robert T. Martinez, Jr. Street	Contributing
1087A	2100 East Cesar Chavez Street	Contributing
1087B	2100 East Cesar Chavez Street	Contributing
1088A	2104 East Cesar Chavez Street	Contributing
1088B	2104 East Cesar Chavez Street	Contributing

Resource ID	Address	Status
1089	2108 East Cesar Chavez Street	Contributing
1090	2112 East Cesar Chavez Street	Contributing
1091	2116 East Cesar Chavez Street	Contributing
1092	101 Robert T. Martinez, Jr. Street	Contributing
1093A	2204 East Cesar Chavez Street	Contributing
1093B	2204 East Cesar Chavez Street	Contributing
1094A	2214 East Cesar Chavez Street	Contributing
1094B	2214 East Cesar Chavez Street	Contributing
1094C	2214 East Cesar Chavez Street	Contributing
1095	2220 East Cesar Chavez Street	Contributing
1096	2226 East Cesar Chavez Street	Contributing
1097	2228 East Cesar Chavez Street	Noncontributing
1098A	2201 East Cesar Chavez Street	Contributing
1098B	2201 East Cesar Chavez Street	Contributing
1099	2203 East Cesar Chavez Street	Contributing
1100	2205 East Cesar Chavez Street	Contributing
1101	2211 East Cesar Chavez Street	Contributing
1102	2213 East Cesar Chavez Street	Contributing
1103A	96 Mildred Street	Contributing
1103B	96 Mildred Street	Contributing
1104	2300 East Cesar Chavez Street	Contributing
1105	2302 East Cesar Chavez Street	Noncontributing
1106	2304 East Cesar Chavez Street	Contributing
1107	2306 East Cesar Chavez Street	Noncontributing
1108	2324 East Cesar Chavez Street	Contributing
1109	2324 East Cesar Chavez Street	Noncontributing
1110	2301 East Cesar Chavez Street	Contributing
1111	2303 East Cesar Chavez Street	Contributing
1112	2321 East Cesar Chavez Street	Noncontributing
1113	2329 East Cesar Chavez Street	Contributing
1114	2331 East Cesar Chavez Street	Contributing
1115A	2335 East Cesar Chavez Street	Contributing
1115B	2335 East Cesar Chavez Street	Contributing
1116A	2406 East Cesar Chavez Street	Noncontributing
1116B	2406 East Cesar Chavez Street	Noncontributing
1117	2420 East Cesar Chavez Street	Noncontributing

Resource ID	Address	Status
1118	2407 East Cesar Chavez Street	Contributing
1119	2409 East Cesar Chavez Street	Contributing
1120	2421 East Cesar Chavez Street	Noncontributing
1121	2502 East Cesar Chavez Street	Contributing
1122A	2504 East Cesar Chavez Street	Contributing
1122B	2504 East Cesar Chavez Street	Contributing
1123A	2506 East Cesar Chavez Street	Contributing
1123B	2506 East Cesar Chavez Street	Contributing
1124	2508 East Cesar Chavez Street	Contributing
1125	2510 East Cesar Chavez Street	Contributing
1126	2512 East Cesar Chavez Street	Contributing
1127A	2514 East Cesar Chavez Street	Contributing
1127B	104 San Saba Street	Contributing
1128	2501 East Cesar Chavez Street	Noncontributing
1129	2503 East Cesar Chavez Street	Contributing
1130	2505 East Cesar Chavez Street	Contributing
1131A	2507 East Cesar Chavez Street	Contributing
1131B	2507 East Cesar Chavez Street	Contributing
1132	2509 East Cesar Chavez Street	Contributing
1133	2511 East Cesar Chavez Street	Contributing
1134	2513 East Cesar Chavez Street	Contributing
1135	2600 East Cesar Chavez Street	Contributing
1136	2602 East Cesar Chavez Street	Noncontributing
1137	2604 East Cesar Chavez Street	Contributing
1138	2606 East Cesar Chavez Street	Noncontributing
1139A	2601 East Cesar Chavez Street	Noncontributing
1139B	97 San Saba Street	Contributing
1140	2605 East Cesar Chavez Street	Noncontributing
1141	2607 East Cesar Chavez Street	Noncontributing
1142A	2609 East Cesar Chavez Street	Contributing
1142B	2609 East Cesar Chavez Street	Noncontributing
1142C	2609 East Cesar Chavez Street	Contributing
1143	2612 East Cesar Chavez Street	Noncontributing
1144	2614 East Cesar Chavez Street	Contributing
1145A	2700 East Cesar Chavez Street	Contributing
1145B	2700 East Cesar Chavez Street	Contributing

Resource ID	Address	Status
1147	2701 East Cesar Chavez Street	Contributing
1148	2703 East Cesar Chavez Street	Contributing

■ Ineligible Properties/Districts

Twenty-two historic-age properties are located outside the recommended NRHP-eligible East 1st Street Historic District boundary. Two of these properties were individually evaluated based on potential significance. The remaining twenty properties were subdivided by property type and construction period and evaluated in groups. Due to lack of sufficient significance and/or integrity, none of the 22 properties located outside the East 1st Street Historic District boundary are recommended eligible for individual listing in the NRHP.

Individual Properties Recommended Not NRHP-eligible

Resource 1010: 1105 East Cesar Chavez Street

Resource 1010 is located on three legal parcels (TCAD parcels 191011, 191012, and 191013), but with its affiliated parking the site includes an additional seven parcels (TCAD parcels 191004, 191005, 191006, 191007, 191008, 191009, and 191010). Altogether, these ten parcels comprise 1.5 acres. Resource 1010 is a one-story, irregular-plan, flat-roof, library building. It has a concrete slab foundation. The exterior is clad in brick veneer, stucco, and concrete. The roof is primarily flat with a shed-roof section covering clerestory windows at the rear and a butterfly roof over the main entry. The building features fixed metal windows in various shapes, sizes, and configurations, with some metal frame sashes. A screen wall at the center of the northeast-facing facade shelters the main entry. There are several non-historic-age additions that date to 2003, including the entire western half of the building, a small rear addition, and a narrow addition spanning the original facade, which includes the sheltered entry.

The first East Austin branch of the Austin Public Library (APL) was located in the Pan American Center on East 3rd Street and operated there for much of the 1960s.²¹² It was later relocated to a storefront on the corner of East 1st Street and Canadian (now Robert T. Martinez Jr.) Street.²¹³ As the Canadian Street Branch, the library served an important role in the community, hosting public meetings and providing education services.²¹⁴ In 1975 the subject purpose-built library facility (Resource 1010) was completed at 1105 East 1st Street, and the branch was renamed for Henry Terrazas, an East Austin resident killed while serving in the Marine Corps in 1966. The location began operating in early 1975, and the official opening ceremony took place on January 15, 1976.²¹⁵ The library was designed by Zapalac &

²¹² "Story Hours."

²¹³ "New Library Schedules," *The Austin American*, August 31, 1970.

²¹⁴ "Classified Legals."

²¹⁵ "City Officially Opens Two Branch Libraries."

Griffin and funded through Model Cities, a program that was part of President Johnson's "Great Society" initiative.²¹⁶

During the historic period and beyond, the Henry Terrazas Branch (Terrazas Library) of the APL system provided a variety of essential services in East Austin, many geared toward its Spanish-speaking residents. The library was home to the largest collection of Spanish language material in the APL system and held many Spanish programs, including weekly "Spanish as Second Language" classes.²¹⁷ Another essential service provided to the Mexican American community by the Terrazas Library was Spanish language tax services, provided free of charge in the 1970s to assist Spanish speaking residents with their income tax filings.²¹⁸ In recognition of its important place in the Mexican American community of East Austin, the Henry S. Terrazas Library has been designated a part of the Tejano Trails system. Resource 1010 underwent a major renovation in 2003-2006, designed by Lawrence Group Architects with I. Earl Swisher, principal.²¹⁹



*Figure 26. Undated photograph of the library, prior to the 2003-2006 renovation.*²²⁰

Significance

Resource 1010 is locally significant under Criterion A for Social History and Ethnic Heritage-Hispanic due to the facility's importance to the Spanish-speaking community of East Austin, as discussed above. Reconnaissance-level research did not indicate any connection between this building and any significant individuals who may justify significance under Criterion B of the NRHP. The 2003-2006 renovations to this building were so extensive as to obstruct the

²¹⁶ "Terrazas Library."

²¹⁷ "Terrazas Library."

²¹⁸ "Tax Help."

²¹⁹ "Terrazas Library."

²²⁰ PICA 25502, n.d., 255, AF - Libraries - Austin Public L2710(55), Austin History Center.

1975 building, as discussed below. Therefore, Resource 1010 is not significant under Criterion C.

Integrity

Alterations include multiple large, non-historic-age additions that obscure the original facade and more than double the original building footprint. Due to extensive alterations, Resource 1010 has lost integrity of design, materials, workmanship, and feeling, but retains integrity of location, setting, and association.

NRHP Eligibility

Due to lack of integrity as discussed above, Resource 1010 no longer conveys its significance under Criterion A and is recommended not individually eligible for the NRHP.

Resource 1151: 114 Linden Street

Resource 1151 is a one-story, L-plan, Folk Victorian residence that has been converted for use as a bar. The building has a pier and beam foundation, horizontal wood siding, brick chimneys, and an asphalt-shingle roof. Two-over-two, vertically divided, wood sash windows are used throughout. A partial-width shed-roof porch with simple wooden posts is set on the facade and there is a non-historic-age addition at the rear. The building was relocated from its original location at 97 Rainey Street in 2013. While the building was included as a contributing resource in the 1985 Rainey Street Historic District NRHP nomination, its relocation has made it ineligible for continued inclusion in the NRHP. Resource 1151A is no longer contributing to the Rainey Street Historic District and it lies outside of the boundary for the recommended East 1st Street Historic District. Furthermore, it lacks the necessary significance for individual listing in the NRHP under Criteria A, B, or C, and is therefore recommended not eligible.

Resources Recommended Not NRHP-eligible Evaluated by Property Type

Commercial Warehouse Resources

Five properties containing a total of nine large warehouse buildings constructed between 1940 and 1980 were surveyed (Resources 1153B, 1154, 1162, 1163, and 1164). In three of the five properties (Resources 1154, 1162, and 1164), multiple warehouse buildings appear on each parcel, all apparently serving the same business. These warehouses are generally one- or two-story, irregular- or rectangular-plan, front- or side-gable buildings with concrete slab foundations and minimal detailing. Most are steel-frame buildings with metal cladding and roofs; a few have brick or concrete-block masonry walls. In many cases there are no windows whatsoever, but a few have metal or wood windows, most of which are fixed. Nearly all have been altered with replacement siding, doors, or windows and several have non-historic-age additions. In many cases these buildings were expanded during the historic period with additions or by connecting them with other nearby warehouses or sheds.

These buildings are modest examples of mid-twentieth-century commercial warehouse construction. None of the buildings embody the distinctive formal or stylistic characteristics to be considered significant examples of a style or a type, period, or method of construction, nor do they represent the work of a master or possess high artistic value. Nearly all of the warehouses have incompatible alterations. Similarly, based on reconnaissance-level research, none of the resources played an important role within local, regional, or state history, or have an association with important persons. Due to the lack of historic or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C. Additional warehouses are discussed under the East 1st Street Historic District Evaluation in the NRHP-eligible section of this report.

Commercial Business Resources

A total of five commercial business properties dating from between 1947 and 1971 were surveyed (Resources 1149, 1150, 1156B, 1161, and 1165). These resources are buildings originally constructed for retail or transportation-related (gas stations, auto repair shops) purposes. These buildings are generally one- to two-story, rectangular- or irregular-plan, flat- or shed-roof buildings with concrete slab foundations. They generally have stucco or masonry exterior walls and fixed or sash metal or wood windows. All of these resources lack elaborate detailing and none represent a defined architectural style. Some of these resources have been converted for use as office space or restaurants, while two of the six (Resources 1149 and 1165) now stand vacant. All have been altered with replacement windows, doors, or siding and a few have been more extensively altered with changes in fenestration or non-historic-age additions.

These buildings are modest examples of mid-twentieth-century commercial construction. None of the buildings embody the distinctive formal or stylistic characteristics to be considered significant examples of a style or a type, period, or method of construction, nor do they represent the work of a master or possess high artistic value. All of the buildings have incompatible alterations. Similarly, based on reconnaissance-level research, none of the resources played an important role within local, regional, or state history, or have an association with important persons. Due to the lack of historic or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C. Additional commercial buildings are discussed under the East 1st Street Historic District Evaluation in the NRHP-eligible section of this report.

Residential Resources

A total of ten residential resources dating from between 1930 and 1957 were surveyed (Resources 1146, 1152, 1155, 1156A, 1157, 1158, 1159, 1160, 1166, and 1167). They are all single-story, rectangular- or L-plan, frame residences with a variety of cladding and roof materials. Nearly all have been altered with replacement windows, doors, and cladding. Some have been altered more extensively with non-historic-age additions or altered rooflines or fenestration. Half of these resources have been adapted for commercial use (generally as

restaurants or retail stores) at some point after the end of the historic period. None of the resources have associated garages or sheds that date to the same period of construction.

These dwellings are modest examples of early-to-mid-twentieth-century residential construction. While a few exhibit limited Minimal Traditional or Tudor Revival stylistic influences, none of the buildings embody the distinctive formal or stylistic characteristics to be considered significant examples of a style or a type, period, or method of construction, nor do they represent the work of a master or possess high artistic value. Nearly all of the houses have incompatible alterations. Similarly, based on reconnaissance-level research, none of the resources played an important role within local, regional, or state history, or have an association with important persons. Due to the lack of historic or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C. Additional residences are discussed under East 1st Street Historic District Evaluation in the NRHP-eligible section of this report.

- **Recommendations for Further Study**

None.

Determination of Section 106 Effects Recommendations

- **Direct Effects**

Information regarding direct effects to NRHP-eligible properties is included in the reconnaissance-level HRSR.

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

Information regarding indirect, cumulative or reasonable foreseeable effects to NRHP-eligible properties is included in the reconnaissance-level HRSR.

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

In the East Cesar Chavez HRSR Addendum 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.

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Appendix A: Project Information and ROW Information

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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)

Auto Associate CSJ from DCIS

Manually Associate CSJ:

Add

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:091404341	Federal,State	F()	EIS	CSD	Associate	Main	
CSJ:001513433	Federal,State	F()	EIS	CSD	Associate	Main	
CSJ:001513432	Federal,State	F()	EIS	BWR	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:

WIDEN ROAD - ADD LANES

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

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: 50 (Acres)

New Perm. Easement Required: 0 (Acres) New Temp. Easement Required: 3 (Acres)

Project Description

Describe Limits of All Activities:

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 ½ 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, Elgin-Butler Brick Company Main Office, Dura Tune Service Station and Ann and Roy Butler Hike and Bike Trail.

There are adjacent properties that are listed in or are possibly eligible for the NRHP (i.e. Mt. Calvary Cemetery, Elgin-Butler Brick Company Main Office, 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 & 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 is analyzing 2 build alts. and the No Build in the EIS:

Alt. 2

Would the project add capacity?

Transportation Planning

Is the project within an MPO's boundaries?

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

Last
Updated Tricia Bruck-Hoyt-C
By:

Last Updated Date: 09/16/2022 04:59:15