



Historical Resources Survey Report

Capital Express Central – Reconnaissance-level Survey

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: October 2022

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

Abstract

The proposed Interstate Highway (I-) 35 Capital Express Central Project is to improve an approximately 8-mile segment of I-35 from U.S. Highway (US) 290 East to US 290 West/State Highway 71. On behalf of the Texas Department of Transportation (TxDOT) Environmental Affairs Division (TxDOT ENV), Mead & Hunt, Inc. (Mead & Hunt) performed a non-archaeological cultural resources reconnaissance survey of properties within the I-35 Capital Express Central Project Area of Potential Effect (APE), along the I-35 corridor and along US 290 East between I-35 and Berkman Drive, between November 2021 and February 2022. The reconnaissance-level APE was defined as extending 150 feet from the project's Environmental Study Area (ESA) as delineated in September 2021. The ESA represents the maximum potential right-of-way (ROW) acquisition and additional areas for study and analysis. The ESA was slightly expanded in early 2022 to include additional easements and portions of cross-street intersections; however, the reconnaissance-level APE continued to extend at least 150 feet from proposed ROW and easements for the project's two build alternatives (Alternative 2 and Modified Alternative 3).

In April and May 2022, Mead & Hunt performed an additional reconnaissance-level survey of properties within the proposed East Cesar Chavez Street drainage tunnel/outfall APE. Detailed historic contexts, NRHP evaluations, survey forms, tabular inventory, and maps for the East Cesar Chavez Street reconnaissance-level survey are included in an addendum to this Historic Resources Survey Report (HRSR). Results of the survey are included in the overall summary below in this abstract.

In addition to the reconnaissance surveys, Mead & Hunt completed intensive surveys for eight properties in the project APE. TxDOT ENV identified these properties as having a high potential for historical or design significance and for being affected by project activities. The intensive HRSRs were completed under separate cover, with summaries of results included in this reconnaissance HRSR. Detailed historic contexts, National Register of Historic Places (NRHP) evaluations, survey forms, tabular inventory, and maps for each intensive survey are included in separate intensive HRSRs.

The summary below includes the results of the I-35 Capital Express Central reconnaissance survey, East Cesar Chavez Street drainage/outfall reconnaissance survey, and eight intensive surveys.

A total of 714 properties containing 953 resources were documented as part of I-35 Capital Express Central historic resources surveys. Of these, a total of 245 properties are individually listed or recommended eligible for listing in the NRHP, or are contributing resources to historic districts that are listed or recommended eligible for listing in the NRHP. These historic properties are listed below by resource number and address, with resources contributing to historic districts grouped by district. Lists with addresses of surveyed contributing resources in the districts are found in the NRHP Eligibility Recommendations section of the HRSR.

- Resources 7A–7H: 7104 Berkman Drive (Northeast Early College High School)
- Resources 103-110; 116-123; 134-137: Delwood II Historic District (22 contributing resources in APE)
- Resources 144-156: Delwood I Historic District (14 contributing resources in APE)
- Resources 163A–163G: 4301 North I-35 (St. George’s Episcopal Church and School)
- Resources 166–178: Wilshire Historic District (10 contributing resources in APE)
- Resource 179: 4001 North I-35
- Resources 180–181: Delwood Duplex Historic District (2 contributing resources in APE)
- Resource 200: 3810 North I-35
- Resources 235A-235B: 3509 North I-35
- Resource 295: 3009 North I-35
- Resources 316A–316B: 2300-2313 Red River Street (Sid Richardson Hall; Thompson Conference Center)
- Resource 316C: 2405 Robert Dedman Drive (LBJ Library)
- Resource 317: East side 2600–2700 blocks North I-35 (Mount Calvary Cemetery)
- Resources 320A–320B: Little Campus Historic District (2 contributing resources in APE)
- Resources 321A–321C: 1601 Navasota Street (Oakwood Cemetery/City Cemetery)
- Resources 327–335: Swedish Hill Historic District (9 contributing resources in APE)
- Resource 336: Swedish Hill Extension Historic District (1 contributing resource in APE)
- Resource 339: 810 East 13th Street (Limerick-Frazier House)
- Resource 344: East 12th Street WB at Waller Creek Bridge
- Resource 349: East 12th Street EB at Waller Creek Bridge
- Resource 350: 901 East 12th Street
- Resource 356: 912 East 11th Street
- Resources 358A–358C: 801 Red River Street
- Resource 360: 809 East 9th Street
- Resource 361A: 802 San Marcos Street (French Legation)
- Resource 367: 902 East 7th Street
- Resource 372: East 7th Street at Waller Creek Bridge
- Resources 376–378; 382-389: Sixth Street Historic District (11 contributing resources in APE)
- Resource 377: East 6th Street at Waller Creek Bridge (individually NRHP eligible and contributing resource to Sixth Street Historic District)
- Resource 382: 701 East 6th Street (individually NRHP eligible and contributing resource to Sixth Street Historic District)
- Resource 392: 501 North I-35
- Resources 397A–397B: 1300–1302 East 4th Street
- Resource 398: 604 East 3rd Street
- Resource 399A: 606 East 6th Street
- Resource 399B: 608 East 3rd Street
- Resource 400: 807 East 4th Street
- Resource 402: 900 East 3rd Street
- Resources 403A–403C: 300 Medina Street

- Resources 404A–404E: 200 North I-35 (Palm Park)
- Resources 405A–405C: 200 Brushy Street
- Resources 406–413: East 2nd and 3rd Streets Historic District (6 contributing resources in APE)
- Resources 412A–412B: 905 East 2nd Street (Resource 412A is individually NRHP eligible; both resources are contributing to East 2nd and 3rd Streets Historic District)
- Resource 413: 907 East 2nd Street (individually NRHP eligible and contributing resource to East 2nd and 3rd Streets Historic District)
- Resources 417–426; 433–437: Willow-Spence Historic District (12 contributing resources are in APE)
- Resources 427–432, 444–446: Rainey Street Historic District (5 contributing resources in project APE)
- Resource 437A: 78 San Marcos Street (individually NRHP eligible and contributing resource to Willow-Spence Historic District)
- Resources 439–443: Willow-Spence Historic District Extension (6 contributing resources in project APE)
- Resources 462A–C, D–E: Town Lake Park System section from Waller Creek to Fiesta Gardens
- Resources 468–473: Travis Heights-Fairview Park Historic District (4 contributing resources in project APE)
- Resource 496: 1601 Elmhurst Drive
- Resource 513: 1304 Mariposa Drive
- Resources 1001–1148: East 1st Street Historic District (147 contributing resources in project APE)
- Resource 1001: 1000 East Cesar Chavez Street (individually NRHP eligible and contributing to East 1st Street Historic District)
- Resource 1004A: 1010 East Cesar Chavez Street (individually NRHP eligible and contributing to East 1st Street Historic District)
- Resource 1022: 1304 East Cesar Chavez Street (individually NRHP eligible and contributing to East 1st Street Historic District)
- Resource 1026: 1301 East Cesar Chavez Street (NRHP listed and contributing to East 1st Street Historic District)
- Resource 1030A-B: 1311 East Cesar Chavez Street and 94 Navasota Street (individually NRHP eligible and contributing to East 1st Street Historic District)
- Resource 1032: 1402 East Cesar Chavez Street (NRHP listed and contributing to East 1st Street Historic District)
- Resource 1037: 1403 East Cesar Chavez Street (individually NRHP eligible and contributing to East 1st Street Historic District)
- Resource 1038: 1405 East Cesar Chavez Street (individually NRHP eligible and contributing to East 1st Street Historic District)
- Resource 1041A, C-E: 1602 East Cesar Chavez Street (individually NRHP eligible and contributing to East 1st Street Historic District)

- Resource 1046: 1615 East Cesar Chavez Street (individually NRHP eligible and contributing to East 1st Street Historic District)
- Resource 1049A: 1808 East Cesar Chavez Street (individually NRHP eligible and contributing to East 1st Street Historic District)

The I-35 Capital Express Central Project is anticipated to result in adverse effects under Section 106 (36 CFR 800) to the following historic properties:

- Resource 119: 4505 North I-35 (contributing to Delwood II Historic District)
- Resource 121: 4503 North I-35 (contributing to Delwood II Historic District)
- Resource 179: 4001 North I-35
- Resource 200: 3810 North I-35
- Resources 235A-B: 3509 North I-35
- Resource 295: 3009 North I-35

Section 4(f) regulatory requirements (23 CFR 774) apply to the following historic properties:

- Resource 119: 4505 North I-35 (contributing to Delwood II Historic District)
- Resource 121: 4503 North I-35 (contributing to Delwood II Historic District)
- Resource 179: 4001 North I-35
- Resource 200: 3810 North I-35
- Resources 235A-B: 3509 North I-35
- Resource 295: 3009 North I-35
- Resource 462: Town Lake Park System, Waller Creek to Fiesta Gardens

Table of Contents

Abstract.....	3
Project Identification.....	8
Area of Potential Effects (APE)	9
Section 106 Consulting Parties	10
Stakeholders	14
Project Setting/Study Area	16
Survey Methods	37
Survey Results.....	39
Historical Context Statement	43
National Register Eligibility Recommendations	127
Determination of Section 106 Effects Recommendations	273
U.S. DOT Section 4(f) Applicability Statement.....	279
References Cited.....	283

Appendices

Appendix A: Project Information and ROW Information
Appendix B: Tabular Inventory of Surveyed Properties
Appendix C: Survey Forms for All Surveyed Properties
Appendix D: Figures
Appendix E: Historic District Photographs
Appendix F: Consulting Party Comments

Project Identification

- **Report Completion Date:** 10/3/2022
- **Date(s) of Fieldwork:** 11/17/21–11/19/21; 11/30/21–12/3/21;
12/13/21–12/17/21; 1/4/22–1/7/22;
1/9/22–1/14/22; 1/24/22; 1/26/22–1/28/22;
2/7/22–2/11/22; 2/18/22
- **Survey Type:** ☐ Windshield ☒ Reconnaissance ☐ Intensive
- **Report Version:** ☐ Draft ☒ Final
- **Regulatory Jurisdiction:** ☒ Federal ☐ State
- **TxDOT Contract Number:** WA57008SH004
- **District or Districts:** Austin
- **County or Counties:** Travis
- **Highway or Facility:** Interstate Highway (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):** Alex Borger, Rick Mitchell, Lauren Kelly, Mackenzie Machuga, Liz Boyer, Angela Hronek, Mead & Hunt, Inc. (Mead & Hunt)
- **Principal Investigator:** Rick Mitchell and Emily Pettis, Mead & Hunt
- **List of Preparers:**

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

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

Alex Borger – led research and fieldwork, co-authored reconnaissance survey report, completed NRHP

evaluations, prepared effect recommendations, and reviewed maps and GIS deliverables.

Mackenzie Machuga – participated in fieldwork and research, assisted in NRHP evaluations and reconnaissance survey report preparation.

Lauren Kelly – participated in fieldwork and research, assisted in NRHP evaluations and reconnaissance survey report preparation.

Liz Boyer – prepared survey inventory forms and assisted in NRHP evaluations and reconnaissance survey report preparation.

Angela Hronek – assisted in NRHP evaluations and reconnaissance survey report preparation.

Katherine Oldberg and Lauren Rasmussen – prepared survey inventory forms.

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: 150' from Environmental Study Area, excluding East Cesar Chavez Street.

The APE is 150 feet from the Environmental Study Area (ESA) boundaries as of September 27, 2021. The ESA represents the maximum anticipated right-of-way (ROW) acquisition for both build alternatives under consideration. Due to changes in the ESA boundaries, the APE along some cross streets may be less than 150 feet from the ESA boundaries. Project activities in these areas are limited to restriping and in all cases the survey APE was 150 feet or more from proposed ROW boundaries. The initial phase of reconnaissance survey covered in this Historic Resources Survey Report (HRSR) excludes the drainage outfall area along East Cesar Chavez Street. A separate reconnaissance survey including properties immediately adjacent to the East Cesar Chavez Street ROW was conducted and is included as an addendum to the overall documentation.

- **Historic-Age Survey Cut-Off Date:** 1980
- **Study Area** The study area extends 1,300 feet beyond proposed new ROW and easements. Study area information for areas outside the project APE will be used primarily for identifying and evaluating possible historic districts that may extend into the project APE.

Section 106 Consulting Parties

- **Public Involvement Outreach Efforts:**

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

TxDOT continued to provide updates to consulting parties and stakeholders via email during the course of developing the draft HRSRs. Email updates sent in December 2021 and February 2022 outlined remaining steps in the Section 106 process and reminded consulting parties of the opportunity to provide input on potentially historic resources in the project APE. TxDOT posted the draft I-35 Capital Express Central reconnaissance-level HRSR and seven intensive-level HRSRs on the project website (My35CapEx.com) for public access and formal review on May 24, 2022. 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.

Two additional historic resources reports were posted on the project website in July 2022 and emails were sent to Section 106 consulting parties requesting review and comments. These included the Town Lake Park System, Waller Creek to Fiesta Gardens intensive-level HRSR, posted July 11, 2022, and the East Cesar Chavez Street reconnaissance-level HRSR addendum, posted July 28, 2022. TxDOT will continue to involve consulting parties throughout the Section 106 process, including a meeting to discuss project impacts and potential mitigation activities.

Additional detailed information on the Section 106 review process is provided in the sections below. Consulting party comments received on the reconnaissance-level HRSR are provided as a table in Appendix F.

In addition to Section 106 consultation, TxDOT is conducting a robust public involvement program as part of the NEPA and project development processes. TxDOT, through its I-35 Capital Express Program, is hosting the My35CapEx.com website as a clearinghouse for project information, meeting materials, environmental documents, news and events, public input opportunities, and contact information.

TxDOT has held numerous public involvement events and meetings:

- Agency/Public Scoping Meeting #1 – November 12, 2020 (virtual meeting)
- Agency Scoping Meeting #2 – March 10, 2021 (virtual meeting)
- Public Scoping Meeting #2 – March 11, 2021 (virtual meeting)
- Public Meeting at Huston-Tillotson University – August 10, 2021 (in-person with a virtual option)
- Pop-up meetings

Other public involvement communication tools include: additional public meetings and/or open houses, targeted outreach to vulnerable populations, Community Working Group meetings and other community-based workshops, cross-agency working groups, updates to agencies and organizations, elected official and community leader briefings, stakeholder meetings, media coverage, a public hearing, and a Notice of Availability for the Draft Environmental Impact Statement. TxDOT staff is available to answer questions from the public and make presentations to groups. TxDOT also maintains email and telephone hotlines to gather comments and allow project team members to respond to comments and questions. TxDOT's public involvement program will continue throughout the NEPA process. Detailed information regarding the project's public involvement program is available at <https://my35capex.com/wp-content/uploads/2021/08/Final-Agency-Coordination-Plan.pdf>.

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

TxDOT initially identified 28 potential consulting parties for the I-35 Capital Express Central Project. However, several of the groups and organizations invited did not respond to invitations to serve as Section 106 consulting parties, and are therefore listed as Stakeholders in the sections below. The following groups and individuals responded to accept invitations to participate as Section 106 consulting parties:

- Texas Historical Commission (THC)
- Travis County Historical Commission
- Preservation Austin
- Preservation Texas
- City of Austin Historic Landmark Commission/Historic Preservation Office
- City of Austin Parks and Recreation Department, Historic Preservation and Tourism
- Wilshire Wood/Delwood I Neighborhood Association
- Willow-Spence Historic District/East Cesar Chavez Neighborhood Contact Team Section

3

- Six Square Cultural District
 - Cherrywood Neighborhood Association
- **Section 106 Review Efforts:**

As noted above, TxDOT held a Section 106 consulting party meeting on October 6, 2021, to provide an overview of the project, cultural resources management as part of TxDOT's project development process, consulting party opportunities and roles in the Section 106 process, and upcoming historic resources survey tasks and schedule. On December 6, 2021, TxDOT updated consulting parties on the in-progress cultural resources investigations via email. TxDOT provided another update and outlined upcoming steps in the Section 106 process via email on February 2, 2022. In this email, TxDOT reminded consulting parties of the opportunity to provide input on potentially historic resources in the project APE. Several consulting parties provided information that was used in developing the historic contexts and NRHP eligibility evaluations for the draft reconnaissance-level and intensive-level HRSRs. These included:

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

On May 24, 2022, TxDOT posted the draft I-35 Capital Express Central reconnaissance-level HRSR and the following seven intensive-level HRSRs on the project website (My35CapEx.com) for public access:

- Elgin-Butler Brick Company (EBBC) Main Office, 4000 North I-35
- Alfred and Jacqueline Haster House, 3009 North I-35
- Mount Calvary Cemetery, East side of 2600-2700 block North I-35
- Walker Brothers Warehouse, 807 East 4th Street
- Robinson Brothers Warehouse, 501 North I-35
- Palm Park, 200 North I-35
- Emmanuel United Methodist Church (UMC), 200 Brushy Street

A Section 106 consulting party meeting was held on June 10, 2022, to gather comments and questions. Consulting parties were formally provided 30 days from May 24, 2022, to complete review and submit comments, but TxDOT continued to accept comments after this period.

The following additional historic resources reports were posted on the project website in July 2022 and emails were sent to Section 106 consulting parties requesting review and comments:

- Town Lake Park System, Waller Creek to Fiesta Gardens intensive-level HRSR, posted July 11, 2022
- East Cesar Chavez Street reconnaissance-level HRSR addendum, posted July 28, 2022

Consulting parties were provided 30 days following the posting of each HRSR to complete formal review and submit comments. TxDOT will continue to involve consulting parties throughout the Section 106 process. Responses to consulting party comments and revised HRSRs will be posted on the project website for public access in early October 2022. A second meeting to discuss project effects and potential mitigation activities will be held in October 2022.

▪ **Summary of Consulting Parties Comments:**

In addition to the I-35 Capital Express Central reconnaissance-level HRSR, TxDOT received consulting party comments on the following HRSRs:

- East Cesar Chavez Street HRSR Addendum
- Mount Calvary Cemetery intensive-level HRSR
- EBBC Main Office intensive-level HRSR
- Town Lake Park System, Waller Creek to Fiesta Gardens intensive-level HRSR

Consulting party comment summaries and comment/response tables are included in October 2022 versions of the above-listed reports. No consulting party comments were received on the Alfred and Jacqueline Haster House, Walker Brothers Warehouse, Robinson Brothers Warehouse, Palm Park, or Emmanuel UMC intensive-level HRSRs. Nor were comments received on the reconnaissance-level HRSR directly related to these properties.

Below is a summary of consulting party comments received on the I-35 Capital Express Central reconnaissance-level HRSR. Full comments and responses are provided as a table in Appendix F.

TxDOT received comments on the I-35 Capital Express Central reconnaissance-level HRSR from the City of Austin Historic Preservation Office (HPO), City of Austin Parks and Recreation Department (PARC), Preservation Austin, and the Wilshire Wood/Delwood I Neighborhood Association.

The City of Austin HPO submitted comments to provide additional information on several specific properties in the project APE. These comments included noting eligibility for City of Austin Historic Landmark status and providing potential sources for more information if necessary. The City of Austin HPO also requested additional information related to indirect effects and provided suggestions on potential mitigation activities. The City of Austin HPO also raised potential disagreements with the NRHP eligibility recommendations of several properties based on potential significance and/or integrity. In response to the City of Austin

HPO's questions and concerns, Mead & Hunt reevaluated Resources 235A-B (Roberts House) in coordination with TxDOT and the THC. The property's significance was reconsidered and a revised evaluation recommending it eligible under Criterion A is provided in the HRSR.

The City of Austin PARD submitted comments providing additional information on historic land uses and properties identified in the historic Study Area (outside the APE), and requesting additional information on the historic context section of the report. In addition, the City of Austin PARD raised a disagreement with the preliminary NRHP evaluation of Resource 462 (Town Lake Park System, Waller Creek to Fiesta Gardens) included in the reconnaissance-level HRSR. An intensive-level survey was later completed for this property that included a detailed reevaluation of its NRHP eligibility. The City of Austin PARD's comments on the intensive-level evaluation are included in the HRSR and appendices of that report. The current reconnaissance-level HRSR provides a summary of the intensive-level evaluation.

Preservation Austin submitted comments to request reconsideration of the NRHP eligibility for the Delwood I and II subdivisions, and to support efforts to further investigate the NRHP eligibility of Mount Calvary Cemetery, as requested by other consulting parties. In response to Preservation Austin's concerns, TxDOT coordinated a site visit with Preservation Austin, the THC, and Mead & Hunt to discuss significance and reexamine integrity of the neighborhoods for NRHP historic district potential. Based on input provided during the site visit and additional information, both subdivisions are now recommended eligible for the NRHP. Comments provided by other consulting parties on Mount Calvary Cemetery are addressed in the intensive-level HRSR and appendices for that property.

The Wilshire Wood/Delwood I Neighborhood Association provided detailed information on the history and potential significance of the Wilshire Wood Neighborhood, Delwood I, and St. George's Episcopal Church and raised concerns about project effects to these properties, specifically noting noise impacts.

Full consulting party comments and responses are provided in Appendix F.

Stakeholders

- **Stakeholder Outreach Efforts:**

In addition to the Section 106 consulting parties listed above, project stakeholders include property owners, residents, and business owners in and near the project APE; neighborhood associations and planning contact teams; other neighborhood and community groups; and elected officials. Mead & Hunt contacted some stakeholders to request specific property information. See the section below for a list of non-consulting party stakeholders contacted.

▪ **Identification of Stakeholder Parties:**

In addition to the Section 106 consulting parties listed above, project stakeholders include property owners, residents, and business owners in and near the project APE; neighborhood associations and planning contact teams; other neighborhood and community groups; and elected officials. The following stakeholders were also invited to serve as Section 106 consulting parties, but did not respond to accept the invitation:

- Rainey Neighborhood Association
- Swede Hill Neighborhood Association
- Black Austin Coalition
- Austin Area Urban League
- Black Leaders Collective
- Waterloo Greenway
- Norwood Park Foundation
- Mt. Calvary Cemetery (via Assumption Cemetery Director)
- St. George's Episcopal Church
- Nine Federally Recognized Tribes: Alabama-Coushatta Tribe of Texas, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Comanche Nation of Oklahoma, Kiowa Nation Tribe of Oklahoma, Mescalero Apache Tribe, Seminole Nation of Oklahoma, Tonkawa Tribe of Indians of Oklahoma, and Wichita and Affiliated Tribes.

▪ **Summary of Stakeholder Comments:**

Mead & Hunt contacted the following non-consulting party stakeholders to request property-specific information in the course of developing the reconnaissance HRSR:

- Cameron Village property owner/manager
- Emmanuel UMC, pastor and long-time parishioners
- Austin Chronicle (EBBC Main Office) property owner
- Glass Coffin Vampire Parlour (Haster House) business owner
- St. George's Episcopal Church
- Austin Metal and Iron property owner/manager
- Ted Eubanks, St. Mary's Cathedral parishioner (Mount Calvary Cemetery)

Comments from Stakeholders during these interactions were focused on property history and integrity. Information provided has been incorporated into historic contexts and NRHP eligibility evaluations with references cited.

Project Setting/Study Area

■ Study Area

The project study area and surrounding areas are highly urbanized and almost fully developed. Commercial, institutional, or high-density multi-family residential land uses line both sides of the corridor with few exceptions. A wider mix of land uses is present within the broader study area, including areas along US 290 East. These include established residential neighborhoods and commercial, governmental, and educational buildings and complexes. Other land uses include several parks and recreational areas, cemeteries, and sports and entertainment stadiums/arenas. Although most of the corridor is fully developed, elements of the natural environment are present in several areas. Some tree cover and vegetation is present in parks/recreational areas and in residential neighborhoods. The Colorado River, which has been impounded to form Lady Bird Lake, bisects this portion of I-35. Small tributary creeks flow into the river. The project study area passes through the Tannehill Creek, Boggy Creek, and Waller Creek watersheds north of the Colorado River, and through the Harpers Branch, Blunn Creek, and West Country Club Creek watersheds south of the Colorado River. Most of the study area's topography is gently rolling to flat, with a general downslope towards the Colorado River. More pronounced hills are located east of I-35 in the vicinity of East 12th Street and East 11th Street and on both sides of I-35 between the Colorado River and East Oltorf Street.

■ Previously Evaluated Historic Resources

Most historic-age resources in the project 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 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. The City of Austin's 2000 Historic Resources Survey of East Austin inventoried pre-1955 resources in an area roughly bounded by East 14th Street on the north; Coletto Street on the east; an irregular line along Pennsylvania, Cotton, Rosewood/East 11th, and East 9th Streets on the south; and San Marcos Street and I-35 frontage road on the west.

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.

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.

The 2016 Meridian Highway in Texas historic context and inventory prepared for the THC includes approximately 30 historic-age resources along former alignments of the Meridian Highway through central Austin in and near the I-35 Capital Express Central Project APE.

The City of Austin has commissioned a historic resources survey of neighborhoods in the North Loop, Hancock, and Upper Boggy Creek areas. The survey area includes properties on the west side of I-35 from US 290 East to East Dean Keeton Street and properties on the east side of I-35 from north of Airport Boulevard to East Dean Keeton Street. The survey materials have not been finalized at this time, but the City of Austin is providing TxDOT with draft survey, context, and evaluation materials to assist in identification and evaluation of resources in the I-35 Capital Express Central Project APE, including potential historic districts.

In addition to these historic resources surveys, NRHP nominations cover several areas of the 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 APE. This review included examination of properties listed 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 APE.

Table 1. Previously evaluated historic properties in APE

Resource ID No.	Name	Address	Previous Designations
Nonextant	Residence	813 East 13 th Street	NRHP eligible (building no longer extant)
Nonextant	Service Station	5357 North I-35	NRHP eligible (building no longer extant)
165	Residence	4141 North I-35/4206 Bradwood Road	NRHP eligible
179	Commercial Building	4000 North I-35	NRHP eligible
245	Bungalow	3502 Robinson Avenue	NRHP eligible
271A	Duplex	3300 Robinson Avenue	NRHP eligible
281A	Damon-Brown-Pierce House	1110 East 32 nd Street	City historic landmark
321A-C	City Cemetery (Oakwood Cemetery)	1601 Navasota Street	NRHP listed, Historic Texas Cemetery, City historic landmark

Resource ID No.	Name	Address	Previous Designations
339	Limerick-Frasier House	810 East 13 th Street	NRHP listed
344	Bridge	East 12 th Street eastbound at Waller Creek	NRHP eligible
349	Bridge	East 12 th Street westbound at Waller Creek	NRHP eligible
350	Chapman House	901 East 12 th Street	NRHP listed, City historic landmark
356	Dedrick-Hamilton House	908 East 11 th Street	City historic landmark
360	Routon-Alvarez-Lopez House	809 East 9 th Street	City historic landmark
361A-D	French Legation	802 San Marcos Street, 801 Embassy Drive	NRHP listed, SAL, RTHL, City historic landmark
372	Bridge	East 7 th Street at Waller Creek	NRHP eligible
377	Bridge	East 6 th Street at Waller Creek	NRHP eligible
378	Walton-Joseph Building	708 East 6 th Street	City historic landmark
382	Randerson-Lundell Building	701 East 6 th Street	RTHL, City historic landmark
392	Robinson Brothers Warehouse	501 North I-35	City historic landmark
397A-B	Texaco Depot	1300 East 4 th Street	City historic landmark
398	Waterloo Compound - Wedding House	604 East 3 rd Street	City historic landmark
408	Palm School	109 Sabine Street/700 East Cesar Chavez	City historic landmark
437A	Bonugli Grocery Store	78 San Marcos Street	City historic landmark
465	Norwood House	1012 Edgecliff Terrace	City historic landmark
N/A	Little Campus Historic District	Bounded by East 18 th , Oldham, East MLK, and Red River Streets	NRHP listed
N/A	Rainey Street Historic District	70 Rainey Street – 97 Rainey Street	NRHP listed
N/A	Sixth Street Historic District	Roughly bounded by I-35, East and West 5 th , East and West 7 th , and Lavaca Streets	NRHP listed
N/A	Swedish Hill Historic District	Roughly bounded by I-35, East 14 th , East 15 th , and Waller Streets	NRHP listed
N/A	Travis Heights-Fairview Park Historic District	Roughly bounded by rear property lines of properties adjoining Edgecliff Terrace, East Live Oak Street, Kenwood Avenue, and South Congress Avenue	NRHP listed
N/A	Willow-Spence Streets Historic District	Roughly bounded by I-35 and rear property lines of properties adjoining Spence, Waller, and Willow Streets	NRHP listed
N/A	Wilshire Historic District	Bounded by Capital Metro RR, Ardenwood Road, Wilshire Boulevard, and Delwood III subdivision	NRHP listed

- **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 historic resources study area. This review included examination of properties listed in the NRHP, listed as a SAL, or designated as a RTHL. Properties that are designated city landmarks but not also listed in the NRHP or as a RTHL were not included. Table 2 provides a list of previously designated historic properties in the historic resources study area that are outside the APE. Please note that previously designated historic properties in the APE are included in Table 1 above. 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 Project Historical Studies Research Design, dated November 21, 2021.

Table 2. Previously designated historic properties in historic resources study area

Name	Address	Designations
1918 State Office Building	1019 Brazos Street	NRHP listed
Arnold Bakery	1010 East 11 th Street	NRHP listed
Austin Central Fire Station #1	401 East 5 th Street	NRHP listed
Bailetti House	1006 Waller Street	NRHP listed
Briones, Genaro P. and Carolina, House	1204 East 7 th Street	NRHP listed
E.H. Carrington Store	520 East 6 th Street	NRHP listed
Connelly-Yerwood House	1115 East 12 th Street	NRHP listed
Dos Banderas/ Shamrock Saloon	410 East 6 th Street	NRHP listed
Driskill, Day & Ford Building	403 East 6 th Street	NRHP listed
Federal Office Building	300 East 8 th Street	NRHP listed
George A. Peterson House	1012 East 8 th Street	NRHP listed, RTHL
German Free School	507 East 10 th Street	NRHP listed, RTHL
Haehnel Store Building	1101 East 11 th Street	NRHP listed
Hofheintz-Reissig Store	600 East 3 rd Street	NRHP listed, RTHL
House at 1400 Canterbury Street	1400 Canterbury Street	NRHP listed
Irvin, Robert, House	1008 East 9 th Street	NRHP listed
Jobe, Phillip W., House	1113 East 9 th Street	NRHP listed
Johnson, C. E., House	1022 East 7 th Street	NRHP listed
Lung House	1605 Canterbury Street	NRHP listed
Maddox, John W., House	1115 East 3 rd Street	NRHP listed
McFarland House	3805 Red River Street	NRHP listed
McGown, Floyd, House	1202 Garden Street	NRHP listed
Moonlight Tower	2000 Canterbury Street (at Lynn Street)	NRHP listed, SAL
Moonlight Tower	1133 East 11 th Street (at Lydia Street)	NRHP listed, SAL
Moonlight Tower	East 11 th Street at Trinity Street	NRHP listed, SAL
Newton House	1013 East 9 th Street	NRHP listed

Name	Address	Designations
Old Land Office Building	108 East 11 th Street	NRHP listed, SAL
Peterson, George A., House	1012 East 8 th Street	NRHP listed
Polhemus, Joseph O., House	912 East 2 nd Street	NRHP listed
Porter, William Sidney, House	409 East 5 th Street	NRHP listed
Rogers-Bell (or Rogers-Lyons) House	1001 East 8 th Street	NRHP listed
Scholz Garten	1607 San Jacinto Street	NRHP listed
Shotgun at 1206 Canterbury Street	1206 Canterbury Street	NRHP listed (building no longer extant)
Shotguns at 1203-1205 Bob Harrison	1203-1205 Bob Harrison	NRHP listed (buildings no longer extant)
St. David's Episcopal Church	304 East 7 th Street	NRHP listed
Colored Teachers State Association of Texas Building	1191 Navasota Street	NRHP listed, RTHL
University Junior High School	1925 San Jacinto Boulevard	NRHP listed
Victory Grill	1104 East 11 th Street	NRHP listed
Addcox House	900 E 37 th Street	RTHL
E. H. Carrington Grocery Store and Lyons Hall	522 East 6 th Street	RTHL
German Free School	507 East 10 th Street	RTHL
Hancock Recreation Center	811 East 41 st Street	NRHP listed, RTHL
Helena and Robert Ziller House	800 Edgecliff Terrace	RTHL
J. L. Buaas Building	407 East 6 th Street	RTHL
Jeremiah Hamilton House	1101 Red River Street	RTHL
Old Depot Hotel	504 East 5 th Street	RTHL
Name	Address	Designations
Paggi Carriage Shop	421 East 6 th Street	RTHL, City historic landmark
Platt-Simpson Building	310 East 6 th Street	RTHL
St. Charles House	316 East 6 th Street	RTHL

■ 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 historic districts within the historic resources study area. Table 3 provides a list of previously designated historic properties in the historic resources study area that are outside the APE. Please note that NRHP-listed historic districts in the APE are included in Table 1 above. 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 Project Historical Studies Research Design, dated November 21, 2021.

Table 3. Previously designated historic districts in historic resources study area

Name	Address	Designations
Fiesta Gardens	2101 Jesse E. Segovia Street	NRHP listed
Hancock Golf Course	811 East 41 st Street	NRHP listed
Oakwood Cemetery Annex	1601 Comal Street	NRHP listed

Name	Address	Designations
Perry Estate-St. Mary's Academy	701 East 41 st Street	NRHP listed
Santa Rita Courts	2341 Corta Street	NRHP listed
Texas State Capitol	1100 Congress Avenue	NRHP listed, SAL

■ Historic Land Use

The study area represents a broad sample of Austin's overall historical development, including portions of its original town site and business districts, early outlots and suburbs, post-World War II (postwar) suburbs, and highway-related commercial areas. As the city grew, land uses evolved in stages influenced by multiple factors. These factors are discussed in greater detail in the Historical Context Statement section of this report. The following provides an overview of historic land use patterns in the study area organized geographically and chronologically.

Central Study Area: Colorado River to Martin Luther King, Jr. (MLK) Boulevard

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). The plan was a largely symmetrical grid pattern aligned at a slightly slanted angle along a northwest/southeast axis. A broad central thoroughfare, Congress Avenue, extended from the north banks of the river to the Capitol Square. Narrow blocks along Congress Avenue allowed for dense commercial development at the city's center. The plan set aside four open-space public squares and established areas for churches, county government, and education. Streets along the perimeter were named for cardinal directions. At the far eastern edge of Waller's plan, East Avenue soon became another 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 arrival of railroads brought a boom of development in the 1870s and 1880s. 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 study area's central portion during this period (see Figures 1 and 2). By 1873 commercial properties remained heavily concentrated along Congress Avenue, and the vast majority of lots in the study area to the east were residential. However, Koch's bird's-eye view map shows several small collections of commercial properties along Pecan Street (now East 6th Street) and along both sides of East Avenue

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.

north of Pine Street (now East 5th Street). Although Sandusky's plan was drafted by 1840, most of Austin's growth stayed within the bounds of the original townsite by 1873. The Outlots east of East Avenue remained mostly rural with scattered dwellings and light industrial land uses near the Houston & Texas Central (H&TC) Railroad and its depot on Pine Street (present-day East 5th Street). The freedmen's community of Pleasant Hill is shown as a small grouping of residences along present-day East 11th and 12th Streets. Other freedmen's communities (also known as freedom colonies) existed in the overall study area, including Masontown, Horst's Pasture, Gregorytown, Waller Creek, and Robertson Hill.³ East 14th and 16th Streets extended across East Avenue to the City Cemetery (now Oakwood Cemetery) located at the edge of the project APE.⁴



Figure 1. 1873 bird's-eye view of Austin cropped to show areas along former East Avenue (indicated with red line) in the project study area, which extends from the bottom right to the top left of the image.⁵

Koch's 1887 bird's-eye view map shows Austin's rapid expansion in the 1870s and 1880s. Although density remained highest along Congress Avenue, commercial land uses had spread to other blocks southeast and southwest of the Capitol Square. Commercial

³ "Texas Freedom Colonies Atlas 2.1," *The Texas Freedom Colonies Project*, accessed September 15, 2022, <https://www.thetexasfreedomcoloniesproject.com/atlas>.

⁴ 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.

⁵ Koch, "Bird's Eye View of the City of Austin, Travis County, Texas, 1873."

properties now lined East 6th Street from Congress Avenue to East Avenue. Institutional and educational land uses were also present along the west side of East Avenue including a school, asylum, and hospital. 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 in the study area 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 Street near the H&TC Railroad depot.⁶



Figure 2. 1887 bird's-eye view of Austin cropped to show areas along former East Avenue (indicated with red line) in the project study area, which extends from the bottom center to top right in the image.⁷

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

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

⁷ Koch, "Austin, State Capital of Texas, 1887."

Outlots. High-density commercial land uses spread outward from Congress Avenue, primarily along East 6th Street to East Avenue. 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 (see Figure 3).⁸

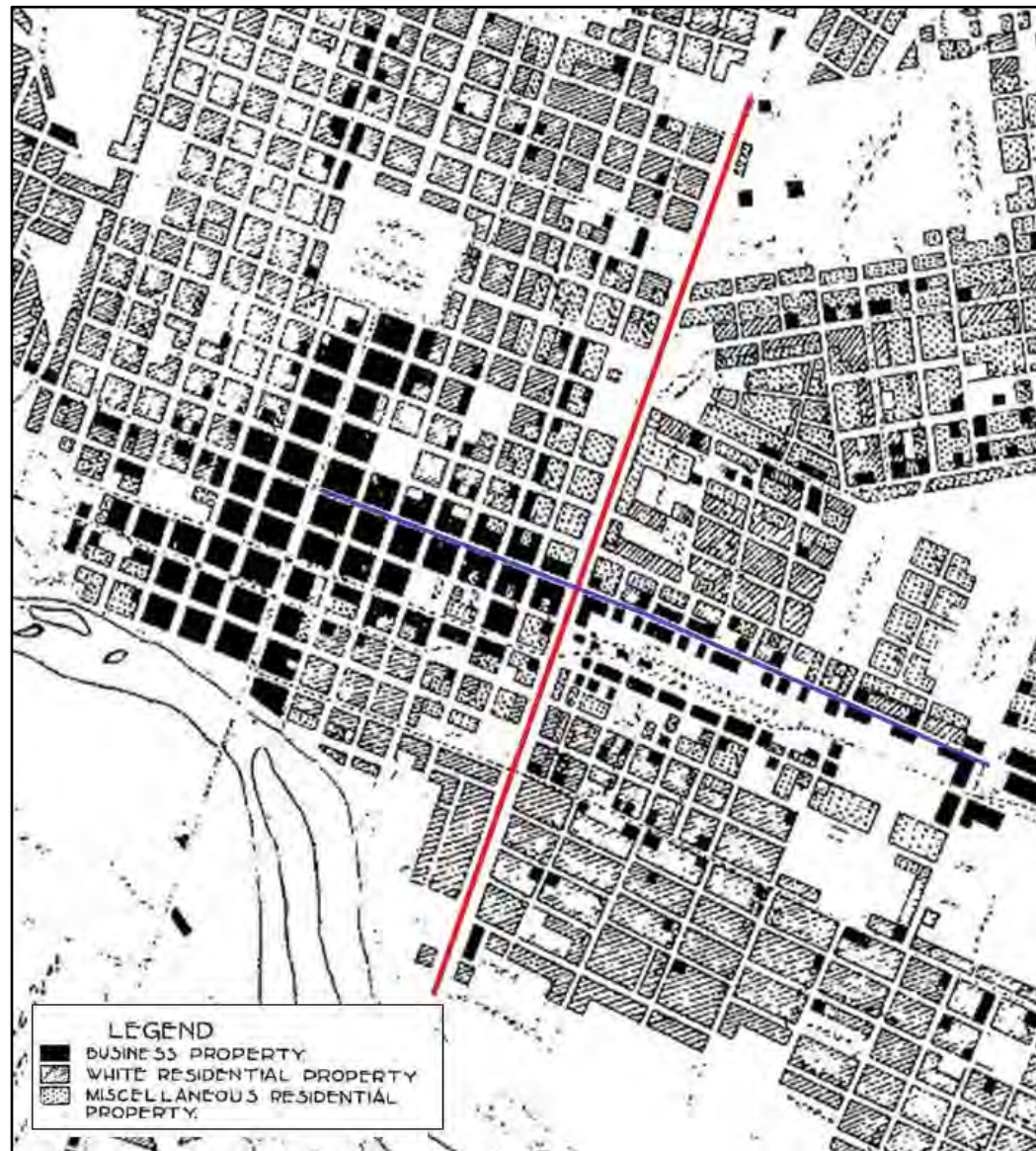


Figure 3. “Plan Showing Present Use of Property” in Koch & Fowler’s city plan for Austin, 1928. Cropped to show areas along former East Avenue (red line) in central portion of the project study area. Legend is repositioned from the original map to the corner of the cropped image. Note commercial development concentrated along East 6th Street (blue line) in the study area.⁹

⁸ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas* (Austin, Texas: prepared for the City Plan Commission, 1928).

⁹ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*.

Until the 1950s land on the west side of East Avenue through the central portion of the study area slowly transitioned from residential to commercial. This trend accelerated with the completion of the Interregional Highway (later designated I-35 in the study area) in 1954 and its subsequent upgrades to become I-35 in the early 1960s (see Figure 4). New transportation-related commercial properties were constructed along the I-35 frontage roads, including gas stations and motels. However, residential land use continued to dominate most adjacent blocks on the east side of the highway. These land use trends continued up until the 1980 survey cut-off date.



Figure 4. Historic aerals from 1940 (left) and 1965 (right) showing a portion of the study area from north of the Colorado River to present-day MLK Boulevard. Note the completion of I-35 and increased commercial development west of the highway.¹⁰

North Study Area: MLK Boulevard to US 290

Like other areas immediately outside the original townsite, development north of present-day MLK Boulevard largely followed Sandusky's 1840 plan for Austin's Outlots. East Avenue continued north past MLK Boulevard and connected to the network of rural county roads that

¹⁰ United States Department of Agriculture, "Travis USDA Historic Imagery" (TNRIS DataHub, September 12, 1940), <https://data.tnris.org/collection?c=40346430-5222-4463-9764-071a883200c0#8.06/30.326/-97.771>; United States Department of Agriculture, "Travis USDA Historic Imagery," September 12, 1940; United States Department of Agriculture, "Travis USDA Historic Imagery" (TNRIS DataHub, October 22, 1965), <https://data.tnris.org/collection?c=db617511-649c-44bc-9440-cb2c26de5f04#8.06/30.326/-97.771>.

linked to smaller settlements and railroads stations. Most of the area remained undeveloped or under agricultural use for farms into the last quarter of the nineteenth century (see Figure 5).¹¹

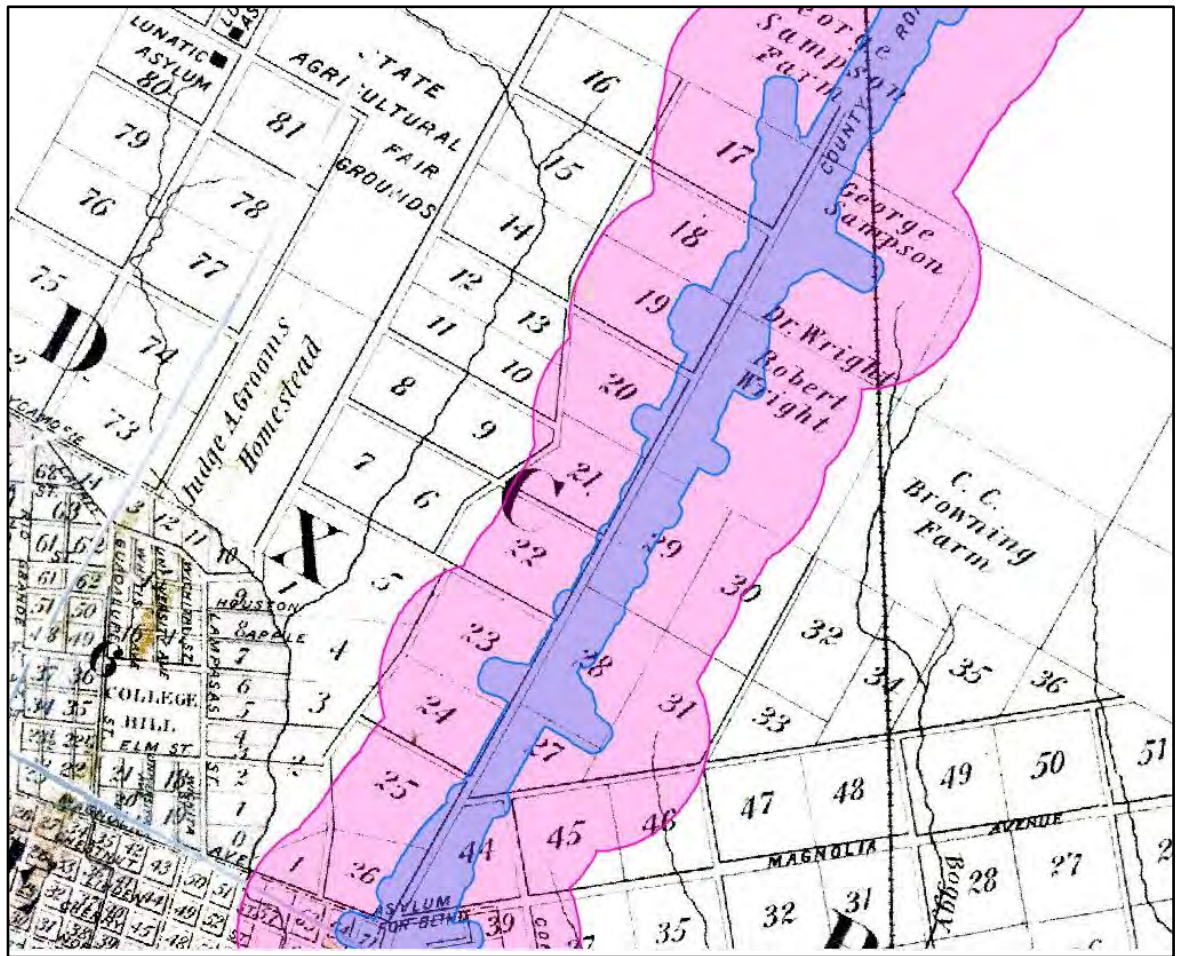


Figure 5. 1885-1886 map of Austin cropped to show development north of present-day MLK Boulevard. Overlay shows the project study area (magenta) and APE (blue).¹²

By the mid-1880s Austin had become an important education center for Texas. In 1881 the new state university (later named University of Texas at Austin [UT]) opened west of the study area on a 40-acre tract set aside for a college in Sandusky's 1840 plan. UT and other educational institutions such as Tillotson College and Samuel Huston College brought new settlers to the area in the late 1800s and early 1900s. By the 1890s efforts to expand electrification and new electric streetcar lines allowed for residential development further from the city center. Due to these and other factors, land uses in the study area north of MLK Boulevard began a transition from vacant or agricultural to single-family residential in the

¹¹ 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.

¹² Ford, "Revised Map of Austin, Texas."

early 1900s.¹³ One exception was Mount Calvary Cemetery, established in 1879 at the northeast corner of East Avenue and Manor Road (see Figure 6).

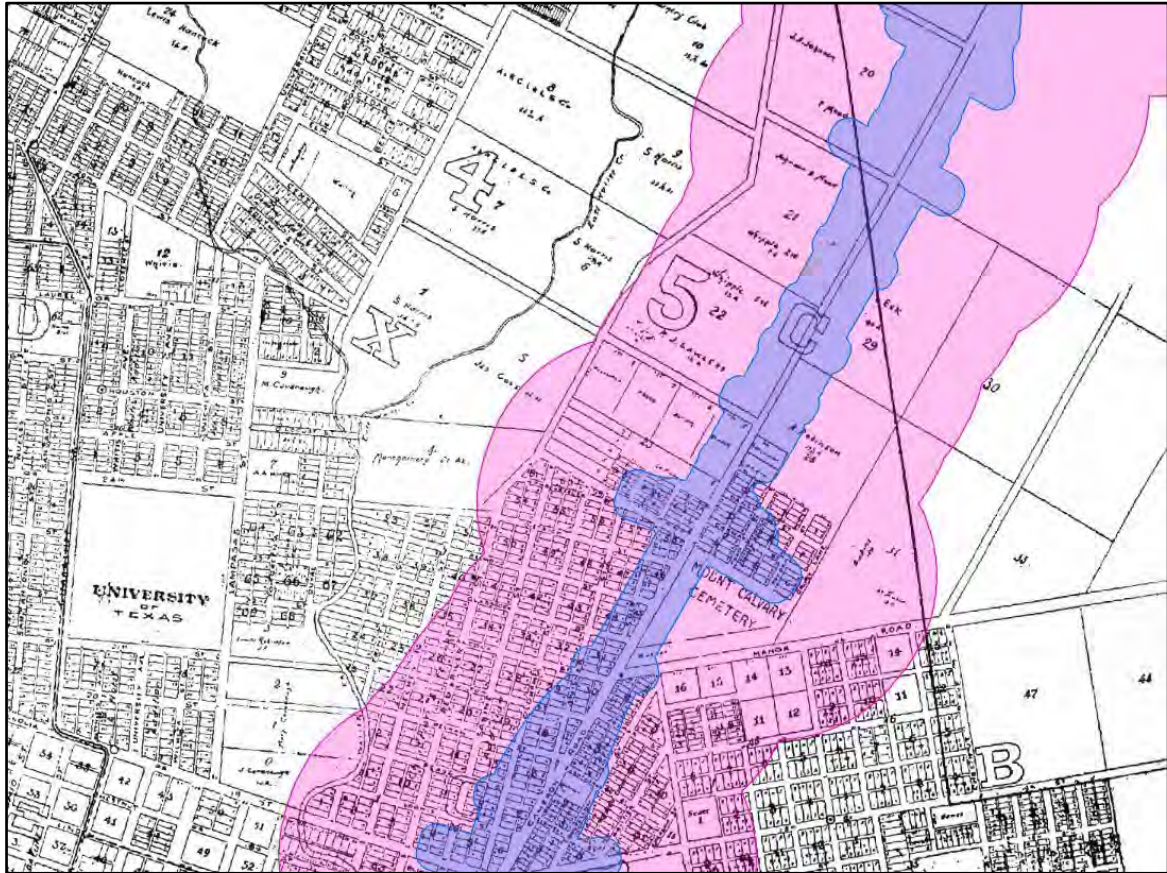


Figure 6. 1910 map of Austin cropped to show development north of present-day MLK Boulevard. Overlay shows the project study area (magenta) and APE (blue).¹⁴

As Austin grew northward, single-family residential additions and subdivisions were platted and constructed somewhat sporadically in the study area. The earliest were the Dancy Addition (1887) north of Mount Calvary Cemetery, Smith & Smith Addition (1912) west of the cemetery, and Ridgetop (1910) and Ridgetop Gardens (1916) along present-day 51st Street. (see Figure 7).¹⁵

¹³ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Overview* (Prepared for the Texas Department of Transportation, 2004), 23–25.

¹⁴ “Map of the City of Austin” (Morrison & Fourmy Directory Co., 1910), Texas Historic Overlay, provided by Austin Public Library.

¹⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume III* (Prepared for the City of Austin, October 2016), 3; HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume V* (Prepared for the City of Austin, October 2016), 3.



Figure 7. 1925 map of Austin, cropped to show development north of present-day MLK Boulevard. Overlay shows the project study area (magenta) and APE (blue).¹⁶

In 1927 a plat was filed for University Park, one of the largest subdivisions in the north portion of the study area, located east of East Avenue between present-day Edgewood Avenue and East 38 ½ Street. In 1930 Austin's municipal airport (nonextant), named for City Council member Robert Mueller, opened in the study area east of East Avenue between 51st Street and the H&TC Railroad, which later became the alignment of Airport Boulevard. In the late 1930s and early 1940s several smaller residential subdivisions began to fill in open areas between the airport, cemetery, and earlier subdivisions. Several larger, planned

¹⁶ Dixon B. Penick, "City of Austin and Suburbs," 1925, Texas Historic Overlay, provided by the Texas State Library and Archives.

subdivisions were constructed north of the airport in the mid-to-late 1940s, including Wilshire Wood and Delwood, which featured both single-family areas and a section of uniform duplexes. These new subdivisions reflected national postwar housing and design trends, including curvilinear street patterns, larger lots, and horizontal, ranch-influenced building forms.

The completion of the Interregional Highway and its subsequent upgrade to I-35 by the mid-1960s had a profound influence on land use patterns in the north portion of the study area. The new freeway spurred the construction of auto-related businesses, such as gas stations, motels, and drive-in restaurants. It also allowed for feasible expansion of commercial retail development well outside the city center and closer to suburban populations. Commercial centers like Cameron Village, Hancock Center, and Capital Plaza soon lined the frontage roads in the study area. Many residences along the frontage roads were demolished or converted to commercial uses. A large new high school was constructed to serve the growing north Austin population at the far north end of the study area along US 290. Historic aerial images show that by the early 1970s open spaces had virtually disappeared along I-35 in the study area (see Figures 8 and 9).¹⁷

¹⁷ "Aerial Image, Austin, Texas, 1952," 1952, Historic Aerials by NETR Online, <https://www.historicaerials.com/viewer>; "Aerial Image, Austin, Texas, 1973," 1973, Historic Aerials by NETR Online, <https://www.historicaerials.com/viewer>.



Figure 8. Historic aerial image from 1952 showing the north portion of the study area. Note the Robert Mueller Airport, new Interregional Highway alignment, and sparse development around the US 290 interchange (top center in image).¹⁸

¹⁸ "Aerial Image, Austin, Texas, 1952."



Figure 9. Historic aerial image from 1973 showing the north portion of the study area. Note increased commercial development and new residential development surrounding the I-35 and US 290 interchange (top center in image).¹⁹

¹⁹ United States Department of Agriculture, "Travis USDA Historic Imagery" (TNRIS DataHub, January 18, 1951), <https://data.tnris.org/collection?c=910b7bd9-6c93-4d3c-9b31-bd8fcad29387#8.06/30.326/-97.771>; United States Department of Agriculture, "Travis USDA Historic Imagery" (TNRIS DataHub, January 30, 1958), <https://data.tnris.org/collection?c=4e1c31c4-5d13-4a6f-8672-8da77c825dea#8.06/30.326/-97.771>.

South Study Area: Colorado River to US 71

Most of the land south of the Colorado River remained rural and used for agricultural purposes in the decades following Austin's founding in 1839. The area finally opened to new development when a bridge was constructed over the river at Congress Avenue in 1876. Platted in 1877, the Swisher Addition (west of the study area) became Austin's first large residential development platted south of the Colorado River.²⁰ However, due to continued transportation limitations, sales and home construction in Swisher Addition were slow. A stronger bridge and other transportation improvements allowed greater development around the turn of the century. Several other new residential subdivisions were platted south of the river in the late 1800s and early 1900s. Within the study area, these included Fairview Park and Travis Heights, between present-day South Congress Avenue and I-35, and Bellevue Park, south of present-day East Riverside Drive between I-35 and Parker Lane (see Figure 10).²¹

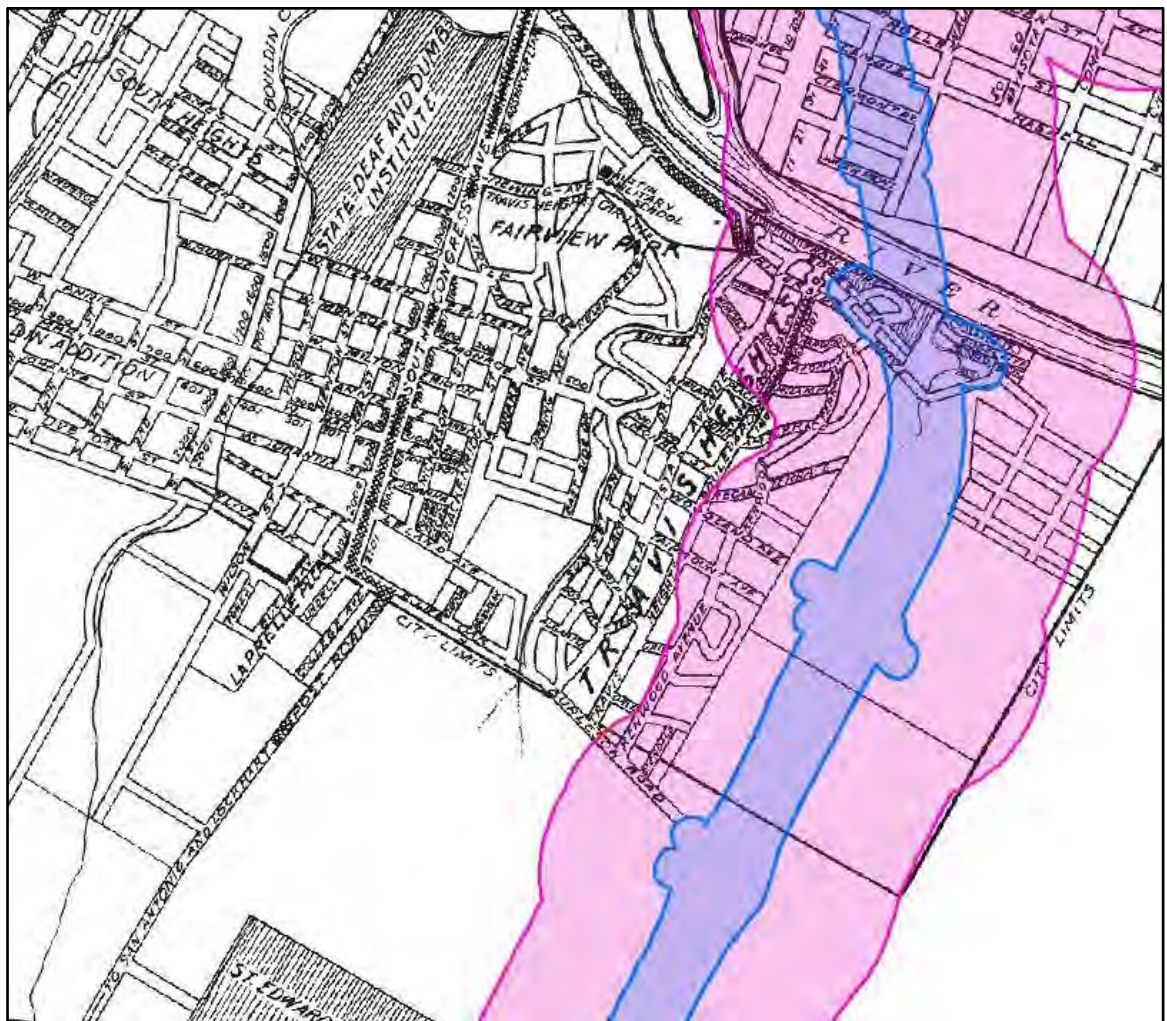


Figure 10. 1925 map of Austin and suburbs, cropped to show residential subdivisions south of the Colorado River. Overlay shows the project study area (magenta) and APE (blue).²²

Texas Highway Department (THD) maps, U.S. Geological Survey (USGS) maps, and historic aeriels show that beyond the aforementioned subdivisions, land in the study area remained

primarily open and rural until the completion of the Interregional Highway in the mid-1950s. Within a few years new single-family residential subdivisions and commercial properties emerged along the highway alignment (see Figure 11). Serving south Austin's increasing population, in 1953 William B. Travis High School opened in the study area at the southwest quadrant of the present-day Oltorf Street and I-35. The Assumption Cemetery was established on the west side of the highway, between Woodward and SH 71.



Figure 11. Historic aerial images from 1951 (left) and 1958 (right) showing a portion of the study area from south of the Colorado River to the present-day I-35/Oltorf Street intersection. Note the new Interregional Highway alignment, increased residential development, and the new high school campus at the bottom left of the image.²³

Aside from the new high school, cemetery, and a few scattered residential properties, the study area south of Oltorf Street stayed primarily rural until the mid-1960s (see Figure 12). By this time developers and businesses began constructing large commercial properties, such as office buildings and motels along the I-35 frontage roads. Low-density, single-family

²⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 33–34.

²¹ Dixon B. Penick, “City of Austin and Suburbs,” 1925, Map Collection, Texas State Library and Archives, https://www.tsl.texas.gov/apps/arc/maps/storage/texas_media/imgs/map04015.jpg.

²² Penick, “City of Austin and Suburbs,” 1925.

²³ United States Department of Agriculture, “Travis USDA Historic Imagery,” January 18, 1951; United States Department of Agriculture, “Travis USDA Historic Imagery,” January 30, 1958.

residential development continued to spread southward, and a few large multiple-family apartment complexes were built within the study area. These land use trends continued up until the 1980 survey cut-off date.



Figure 12. Historic aerial images from 1966 (left) and 1973 (right) showing a portion of the study area from south of the Colorado River to the present-day I-35/SH 71 intersection. Note increasing residential and commercial development along the highway alignment.

■ **Current Land Use and Environment**

The I-35 corridor through central Austin encompasses the highest density of development in central Texas. With few exceptions, areas adjacent to the I-35 ROW are characterized by commercial, institutional, or high-density, multi-family, residential land uses. Within the broader study area, including areas along US 290 East and East Cesar Chavez Street, a wider mix of land uses is present, including established residential neighborhoods, commercial buildings (shopping centers, free standing retail, office, hotel, and numerous other uses), governmental (the Texas State Capitol, state and local government office buildings, Internal Revenue Service Center), and educational (primarily UT buildings). Other land uses include several parks and recreational areas, cemeteries, and sports and entertainment stadiums/arenas.

▪ 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 study area ranges from 1839 (Austin's founding) to 1980 (the survey cut-off date). Historic periods include:

- Founding and Early Settlement of Austin, 1839-1870
- 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

As noted above, the I-35 corridor through central Austin encompasses a high density of urban development, including a wide range of property types. Property types in the overall study area include:

- Single-family residences, duplexes, and outbuildings from the late nineteenth century through the 1970s. Many of which are part of early-twentieth-century, interwar period, and postwar planned subdivisions, additions, and neighborhoods.
- Postwar apartment complexes from the early 1950s to 1980.
- Late-nineteenth- and early-twentieth-century commercial retail and professional buildings.
- Postwar commercial properties including individual retail, office buildings, banks, shopping centers, restaurants, motels, hotels, gas stations, and service stations.
- Postwar religious properties, including churches and administrative offices.
- Educational properties, including libraries, administrative offices, and athletic facilities associated with UT, and several postwar primary and secondary school campuses.
- Recreational public spaces including several parks and walking trails.
- Several bridges constructed in the 1930s.
- Several large cemeteries.

- **Integrity of Historic Setting**

Several factors impact the integrity of historic setting as it relates to properties in the APE. These factors include the construction of transportation infrastructure, highway-related commercial development, a sharp rise in high-density multiple dwelling buildings, and widespread residential infill.

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. North of Holly Street, much of the Interregional Highway alignment followed East Avenue, which was already a wide and busy thoroughfare through central Austin. However, south of Holly Street, the highway alignment turned southeast and cut directly through the Elm Grove, Voss, and Lambie subdivisions. This alignment connected the highway to a new bridge over the Colorado River and allowed the route to bypass populated areas south of the river, such as Travis Heights. Furthermore, the highway's subsequent conversion to a limited-access Interstate Highway required widening and the removal of buildings in several areas, including the westernmost lots in Conner's, H&TC, John Smith, Harrington, MK&T, and Spence subdivisions in East Austin. New access ramps, bridges, and overpasses created visual obtrusions and altered the residential character of established neighborhoods in areas near the highway ROW.

Highway improvements spurred a boom of commercial development. Many residences along the highway frontage roads were either converted to commercial use or removed to make space for new commercial development. A review of aerial imagery from between the early 1960s and 1980 shows the changes in land use from residential to commercial use adjacent to the ROW. These mid-twentieth-century changes related to highway construction and commercial development may impact the integrity of setting for pre-1954 properties throughout the APE.

Further development in the late twentieth and early twenty-first centuries may also compromise integrity of setting in the APE. These developments include the construction of numerous high-density, multiple-family complexes, which often consist of high-rise or mid-rise buildings, sometimes adjacent to single-family lots. Furthermore, incompatible non-historic-age infill is prevalent in several historic-age residential neighborhoods within the APE. In many cases, these building are out of scale and stylistically incompatible with existing historic-age resources. These development patterns are ongoing in Austin and continue to threaten the integrity of historic setting in the APE.

Survey Methods

▪ Methodological Description

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. A reconnaissance survey was conducted for the APE. The APE was initially set at 150 feet from ESA boundaries as of September 27, 2021. The ESA represents the maximum anticipated ROW acquisition for both build alternatives under consideration. Due to changes in the ESA boundaries, the APE along some cross streets may be less than 150 feet from the ESA boundaries. Project activities in these areas are limited to restriping and in all cases the survey APE was 150 feet or more from proposed ROW boundaries. Design files for these alternatives are available on the project website (<http://www.my35capex.com>). The reconnaissance survey covered in this report excludes areas along the East Cesar Chavez Street drainage outfall east of San Marcos Street. A later reconnaissance-level survey was completed along East Cesar Chavez Street and the drainage outfall area. The APE and findings of that survey are described in the East Cesar Chavez Street reconnaissance-level HRSR Addendum.

Detailed intensive surveys were conducted for eight properties that were determined to have a high probability of NRHP eligibility and high potential for being impacted by one or more project alternatives. Seven were completed concurrently with the reconnaissance survey, and one (Town Lake Park System, Waller Creek to Fiesta Gardens) was completed following the reconnaissance-level survey. The intensive-level surveys included the following:

- Resource 179: 4000 North I-35 (Elgin Butler Brick Building)
- Resource 295: 3006 North I-35 (The Glass Coffin)
- Resource 317: 2600-2700 block North I-35 (Mount Calvary Cemetery)
- Resource 392: 501 North I-35 (Robinson Brothers Warehouse)
- Resource 400: 807 East 4th Street (Walker Brothers Warehouse)
- Resources 404A-G: 200 North Interstate Highway 35 (Palm Park)
- Resources 405A-C: 200 Brushy Street (Emmanuel United Methodist Church)
- Resources 462A-H: Town Lake Park System, Waller Creek to Fiesta Gardens

Each of these properties were also included in this HRSR and documented at the reconnaissance level of survey.

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 APE. Central Austin has received extensive documentation through aerial photos, maps, plats, city directories, and other materials. Mead & Hunt historians used these materials to identify, date, and document resources not covered in previous surveys or NRHP listings.

Historians initiated the field survey with drive-throughs of the full extent of the 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 within the APE for NRHP historic district potential, noting defining characteristics, property types/subtypes, interrelationship among resources, and potential boundaries. The survey does not evaluate properties as part of larger potential historic districts on the edges of the APE. Based on current designs, there is no potential to affect properties at this distance, and investigating larger potential historic districts is not within the scope of this project. Therefore, the reconnaissance survey does not preclude any potential future identification of historic districts in those areas.

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.

At the request of TxDOT, Mead & Hunt developed a preliminary list of potentially significant properties based on field observations in mid-January. On January 28, 2022, Mead & Hunt historians met with the TxDOT Environmental Affairs (ENV) project historian and program manager, TxDOT Austin District (AUS) environmental specialist, and the THC's lead reviewer for TxDOT projects, to drive through the project corridor and conduct site visits for potentially significant properties. During this meeting, the group identified five properties that warranted a slightly higher level of documentation and analysis than typical of reconnaissance-level surveys. These included:

- Resource 32D: 5407 North Interstate Highway 35 (Chase Bank).
- Resources 40A-B: 5329 North Interstate Highway 35 (Cameron Village Shopping Center).
- Resources 163A-G: 4301 North Interstate Highway 35 (St. George's Episcopal Church and Wright House).
- Resource 200: 3810 North Interstate Highway 35 (Dura Tune Service Station).
- Resource 463: 20 North Interstate Highway 35 (Holiday Inn at Town Lake).

▪ **Comments on Methods**

Investigations included one non-archeological cultural resources reconnaissance survey including photographic documentation and research. The reconnaissance survey will be supplemented with an addendum to cover the East Cesar Chavez Street drainage outfall. Each survey will be compiled into an HRSR completed in accordance with TxDOT's Documentation Standard: Historical Resources Survey Report.

Survey Results

▪ **Project Area Description**

Two alternatives are currently under consideration for the proposed improvements: Alternative 2 and Modified Alternative 3. Under both alternatives, proposed improvements include removing the existing I-35 upper decks, lowering the roadway, and adding two non-tolled high-occupancy-vehicle managed lanes in each direction from US 290 East to SH 71/Ben White Boulevard. Both alternatives would reconstruct frontage roads, ramps, intersections, and east-west cross-street bridges. Shared-use (pedestrian and bicycle) paths would be added along the corridor. Under Alternative 2, additional flyovers would be constructed at the I-35 and US 290 East interchange. Under both alternatives, additional ROW acquisition would be required intermittently along areas throughout the corridor. In most areas, the proposed new ROW would not extend past the first tier of parcels adjacent to the existing I-35 ROW. Design files for both alternatives are available on the project website (www.my35capex.com). Parcels adjacent to the I-35 ROW include a mix of historic-age and non-historic-age commercial, institutional, or high-density, multi-family, residential resources. Several parks, cemeteries, and sports and entertainment stadiums/arenas are also present. Beyond the first tier of parcels, the 150-foot APE includes a wider mix of resources, including established single-family residential neighborhoods, a wide range of commercial properties, governmental buildings, and educational properties.

■ Literature Review

Considerable research and scholarship have been completed for previous historic resource surveys and historical designations for properties in the project 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 project 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 project APE, including:
 - Chapman House
 - Delwood Duplex Historic District
 - East Austin Multiple Resource Area
 - French Legation
 - Limerick-Frasier House
 - Little Campus Historic District
 - Oakwood Cemetery and Oakwood Cemetery Annex
 - Rainey Street Historic District
 - Sixth Street Historic District
 - Swedish Hill Historic District
 - Travis Heights-Fairview Park Historic District
 - Willow-Spence Historic District
 - Wilshire 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 evaluations, and individual evaluations:

- Draft sections of the *Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek* prepared by Cox McLain Environmental Consulting (now Stantec) and Preservation Central for the City of Austin, 2021. (Draft sections provided by City of Austin's Historic Preservation Office.)
- *Historic Context Study of Waller Creek* prepared by HHM, Inc. for the Waller Creek Conservancy (now Waterloo Greenway Conservancy), 2018.
- Tour guide materials for Preservation Austin's 26th annual homes tour in 2018, "Into the Woods," which included Cherrywood, Wilshire Wood, and Delwood neighborhoods.
- Historic Landmark files and Demolition and Relocation Permits provided by the City of Austin.

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.

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

- Aerial images of the survey area via online sources (Google Earth and USGS Earth Explorer): 1952, 1953, 1954, 1966, 1967, 1970, 1973, 1985, 2002, 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 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 the Travis Central Appraisal District (TCAD).
- Historic bridge inventory forms, Official Texas Historical Marker inscriptions, and metadata in the TxDOT's Historic Resources Aggregator and THC's Texas Historic Sites Atlas.
- Online GIS sources including The Texas Freedom Colonies Project Atlas, Mapping the Gay Guides, and Navigating the Green Book, and the City of Austin's Cultural Asset Mapping Project.

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, important historical events, and I-35 construction. Photographs were obtained from the 2003-2004 I-35 TxDOT intensive-level survey research files, TxDOT Photo Library, Austin History Center, Portal to Texas History, and research materials from the 2018 "Into the Woods" homes tour provided by Preservation Austin.

Newspaper articles provided information on historic events, highway development, and specific properties and neighborhoods. Some articles included opening dates for businesses and subdivisions, and the names of architects, builders, and developers. 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, criss-cross directories, and telephone directories; City of Austin planning documents such as highway right-of-way appraisal books and market surveys; and scans of plat record books from the Travis County Clerk's Office.

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.
- *How to Evaluate and Nominate Designed Historic Landscapes*, National Register Bulletin 18, U.S. Department of the Interior, National Park Service, undated.

- *Guidelines for Evaluating and Registering Cemeteries and Burial Places*, National Register Bulletin 41, U.S. Department of the Interior, National Park Service, 1992.
- *Guidelines for Evaluating and Documenting Properties Associated with Significant Persons*, National Register Bulletin 32, U.S. Department of the Interior, National Park Service, undated.
- *1970s San Antonio Office Buildings, Streamlining Methodology Report*, prepared by Blanton & Associated, Inc. for TxDOT ENV, June 2021.
- *A Field Guide to Gas Stations in Texas*, Historical Studies Report No. 2003-03, TxDOT ENV HIST, 2016 update.
- *Historic-age Motels in Texas from the 1950s to the 1970s: An Annotated Guide to Selected Studies*, Historical Studies Report No. 2011-01, TxDOT ENV HIST, 2011.

The I-35 TxDOT project historian provided research materials for Preservation Austin Undertold History Subcommittee's Lesbian, Gay, Bisexual, Transgender, Queer/Questioning, Intersex, Asexual (LGBTQIA) recommendations, including a brief history of LGBTQIA places in Austin and a list of places associated with LGBTQIA history. Mead & Hunt historians incorporated this information into the historic context and reviewed the lists to identify potentially associated properties in the APE.

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).

Founding and Early Settlement of Austin, 1839-1870

The Republic of Texas declared its independence in 1836 and elected Sam Houston as its first President in October of that year. As president, Houston designated his namesake city as the capital of Texas. *Mirabeau B. Lamar became [the second] President of the Republic of Texas in December 1838, and soon after advocated moving the Republic's capital from Houston to a new city on the Colorado River, near the small settlement of Waterloo. Following*

Lamar's lead, the Texas Congress subsequently acquired 7,735 acres on the north bank of the river for the capital and stipulated that the city be named Austin to honor Stephen F. Austin. With the help of surveyors L. J. Pilie and Charles Schoolfield, Edwin Waller carved out a 640-acre tract (one square-mile) from government lands for the town site. The first auction of lots was held in on August 1, 1839, and the Congress convened in Austin for the first time in November that same year.²⁴

Austin as the New Capital of Texas and Edwin Waller's Original Town Plan

*In May 1839, Waller set about the task of creating the city and he supervised a workforce of 200 laborers. An article entitled "Reminiscences of Judge Edwin Waller," prepared by P. E. Peareson and originally published in the Galveston News in 1874 (later reprinted in the Southwestern Historical Quarterly), provides an early description of Waller's efforts and the kinds of buildings he constructed. Peareson writes that "[t]he public buildings erected at this time were all of plank and logs and made of native timber, and in consequence presented no very classically artistic appearance but were serviceable and comfortable."*²⁵

*The original town plat, as drawn by surveyor L. J. Pilie, depicts Waller's vision for the new capital and established the framework for subsequent development. Set at a skewed angle along a slight northwest/southeast axis, this layout directly affected how the fledgling city would grow and evolve over time. The influence of this plan cannot be overstated, and its presence continues to be felt in modern-day Austin. The plan also reveals Waller's and Lamar's grandiose plans for the new capital of Texas.*²⁶

*Waller adopted the grid as the underlying organizational principle for the city's layout. The grid enjoyed widespread popularity in town planning during the 1800s because it presented a consistent scheme with uniformly-sized lots and blocks that facilitated orderly growth and development. Waller's town plan was symmetrically arranged and featured a broad central thoroughfare (Congress Avenue) that extended northward from the Colorado River and terminated at "Capitol Square" (see Figure 13). Set aside for the capitol building, this public space encompassed a rectangular-shaped area roughly the equivalent of four city blocks. The President's House and key governmental departments/agencies (Treasury, State, Post Office, War, Navy, Attorney General, General Land Office) faced onto Capitol Square. This arrangement brought all essential governmental offices and activities to a small, well-defined area. This inward-facing arrangement reflected longstanding planning traditions in both America and in Europe ranging from the New England village green to the Parisian square.*²⁷

Based on the size and orientation of city lots, the Waller Plan, as this layout will be referred to in this document, greatly influenced where commercial, residential, public, and institutional

²⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 7.

²⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 4.

²⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 4–6.

²⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 6.

activities ultimately took place and how they affected the built environment's physical characteristics. For example, property extending three blocks on either side of the entire length of Congress Avenue contained 12 narrow elongated lots per block. This layout was ideal for dense commercial development (see Figure 14). This arrangement maximized street exposure onto this important thoroughfare. In contrast, commercial blocks off Congress Avenue presented a north-south orientation consistent with the rest of the city's blocks. Alleys extended parallel to the east-west streets. The scale of such a large commercial district—roughly equivalent to 82 city blocks—again revealed the ambitious future city founders envisioned for Austin.²⁸

The Waller Plan contained other distinctive features that accommodated planned civic-related functions and activities. The four public squares, for example, created open spaces within each of the city's quadrants. The plan also included half blocks for churches, a market, and county courthouse and jail, as well as entire city blocks for education. The city's southeast corner was reserved for an armory and an area for a hospital was set aside at the northeast corner... Waller (presumably) named most of the east-west streets for native trees and the north-south streets for Texas rivers. Notable exceptions to this street-naming system included Congress Avenue, which terminated at Capitol Square, and College Street, which extended to the land on the west side reserved for educational purposes. Streets along the city's perimeter were named for the cardinal directions; North, East, South, and West avenues.²⁹

²⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 6.

²⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 6.



Figure 13. 1839 plan of Austin. In 1839 L. J. Pilie and Charles Schoolfield surveyed the land Waller had selected for the new capital and Pilie drew this map, documenting Waller's proposed plan. The city was built just as Waller specified and the influence of the plan can still be seen throughout Austin today.³⁰

³⁰ L. J. Pilie, "Plan of the City of Austin," 1839, Texas State Library and Archives, Map Collection, <https://www.tsl.texas.gov/apps/arc/maps/maplookup/00926d>.

William Sandusky Establishes Austin Outlots

In 1840, the Republic 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 15). 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 "Sandusky Plan." For the purposes of this context, this area will be referred to as the "Sandusky Plan" or the "Austin Outlots."³²

Although far less heralded in published histories of Austin than the Waller Plan, the Sandusky Plan has nonetheless had an enduring influence on the city's subsequent development: it dictated how and where the city grew over a very large area for the next half century. Moreover, the general layout, orientation, and street network of today largely adhere to this configuration, and city expansion in intervening years can rightly be described as a continuation and extension of patterns established in 1840. Thus, the Sandusky Plan set the stage for Austin's patterns of growth and affected the creation and delineation of the city's older neighborhoods. This area encompasses land that extends from as far west as Lynn Street, as far north as 45th Street, and as far east as Springdale Road. Most land in the Austin Outlots has subsequently been subdivided, reconfigured, and designated as part of new additions and subdivisions, but the overall scheme follows the configuration established with the Sandusky Plan of 1840.³³

The Austin Outlots share some of the qualities and features of the Waller Plan; however, the layout has eight separate components (or "Divisions"), each of which displays its own characteristics. Each division uses a grid-like configuration, but some extend over an irregularly shaped area and oftentimes conform to topographical features of the affected landscape. While Division E, the four-block-deep extension beyond North Avenue (15th Street), continued the grid of the original townsite, the other divisions deviated from this layout and had different schemes, layouts, and orientations.³⁴

³² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 8–9.

³³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 10.

³⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 10.



Figure 15. This map from the 1885-1886 Morrison & Fourmy city directory shows the layout of the original city with the addition of the Austin Outlots.³⁵

Besides influencing development patterns, the Sandusky Plan also played a critical role in the evolution of the road network extending into and out of Austin. The most important roadway

³⁵ Ford, "Revised Map of Austin, Texas."

for the early settlement period was the road to Bastrop, which generally followed the Colorado River. Bastrop pre-dated Austin and was on the Old San Antonio Road (El Camino Real) and was the primary route for early Austin pioneers to get to San Antonio. Other important streets whose origins evolved from the Sandusky Plan include present-day Manor Road, East Martin Luther King, Jr. (MLK) Boulevard, East 12th Street, East 7th Street, Duval Road, Speedway, Red River Street, Springdale Road, Duval Street, Guadalupe Street, Lamar Boulevard (above MLK Boulevard), Enfield Road and Lake Austin Boulevard. All of these streets extended along rights-of-way or Outlot boundaries delineated in the Sandusky Plan.³⁶

After Mexican troops invaded Texas and briefly occupied San Antonio in March 1842, [then President of the Republic of Texas] Sam Houston decided to make the capital once again the city of his namesake... Despite a promising start, the relocation of the capital to Houston had an adverse effect on Austin's continued growth and prosperity. The city languished and many of its residents moved elsewhere. The decline of Austin as an urban center did not diminish settlement in other parts of Travis County, which established an agrarian-based economy.³⁷

Texas officially joined the United States on December 31, 1845. On February 16, 1846, the First Legislature met in Austin and delegates decided to keep the state capital in Austin on a provisional basis until a statewide referendum could be held in 1850. When the election was held, Austin received widespread support and easily surpassed vote totals for Tehuacana, Palestine, Huntsville, and Washington-on-the-Brazos.³⁸

The same year as the 1850 capital vote, Austin and the rest of Texas participated in their first decennial census as a state. The results provide a glimpse into conditions in the city at that time. Of Austin's 629 residents, all but one is listed as "White." No slaves are reported, although the city had one "free colored" resident. In contrast, the census for Travis County tallied 2,336 whites, 11 "freed colored," and 791 slaves. In the rest of Travis County, the relatively high percentage of slaves outside of Austin suggests the influx of cotton-based plantations in portions of the county.³⁹

Many of these new inhabitants hailed from Southern states and brought with them a culture that reflected their heritage, as revealed by agricultural practices they introduced, the houses of worship and institutions they established, and even the kinds of buildings they constructed for themselves. The "dogtrot," for example, was a common house form of the early settlement era and was common throughout the South.⁴⁰

³⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 10.

³⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 11.

³⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 14.

³⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 14.

⁴⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 13.

Since most early settlers lacked the financial means to purchase milled lumber and the logistics of transporting such building materials remained problematic, most residents typically built hand-hewn log cabins. Over time, however, Austinites began constructing more refined buildings of higher quality materials. A notable example is the French Legation, which was built in 1841 for Alphonse Dubois de Saligny, the chargé d'affaires of the French government. Built from lumber hauled from a Bastrop mill, the house overlooks downtown from a hill in East Austin. Wood was not the only material used in early construction. Locally quarried limestone was a popular material for some of Austin's earliest buildings due to its abundance and relative ease with which it could be hewn and crafted. In later years, clay mined from the present-day sites of Austin High School and Zachary Scott Theater provided the raw material for the manufacture of brick.⁴¹

Following the statewide vote designating Austin to be the capital, the ensuing decade ushered in an era of renewed growth and prosperity that transformed the frontier settlement into a bustling and vibrant city with new houses, stores, institutions, and government buildings. Most construction activity occurred within the original one-square-mile town site established by Waller.

Early Settlement South of the Colorado River

The Colorado River was fundamental to Austin's founding, and the idea of a navigable waterway to the Gulf of Mexico loomed in city founders' minds. However, this flood-prone river also hampered development on the south bank and impeded travel to San Antonio and other settlements to the south. During the early years of settlement, the lack of any reliable ferries in the immediate Austin area forced many travelers to follow the road to Bastrop and cross the Colorado River on the Old San Antonio Road. As early as January 1846, however, a ferry service about one mile downstream of Austin "promised travelers that 'crossing at this ferry, considerable distance is saved between Austin and San Antonio, and travelers will at the same time always be sure of a safe passage across.'"⁴²

While Austin grew and prospered on the north bank of the Colorado, South Austin languished on the opposite shore. The original townsite plat depicted Austin's blocks, lots and streets but the map terminated at the river, apparently indicating that Austin's founders had no plans for future development south of the Colorado. Thirty years later, little progress had been made and South Austin remained almost entirely rural with scattered farms. The only businesses were a mill at Barton's Creek and several ferries transporting travelers on the San Antonio Road across the river to the capitol and downtown business district. At fault was the river

⁴¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 13–14.

⁴² Hardy-Heck-Moore, Inc., *City of Austin Historic Resources Survey, Contract No. MA 6800 NA160000013, Final Report, Volume II*, 10-11.

*itself. It was prone to fast-rising, violent floods that habitually swept away the many, ultimately unsuccessful, bridges built across its unpredictable waters.*⁴³

*Several land grants on the Colorado River's south side were issued before Texas's independence and included the Santiago del Valle, Isaac Decker, and Henry Hill surveys, all of which fronted onto the Colorado River. These lands were used primarily for agricultural purposes but lacked the density and development of Austin proper. Slave owners James Gibson Swisher and James Bouldin were among the earliest and most prominent farmers in the area. Land south of the river lay outside the government reservation and did not have any formalized layout expressly created for urban development, as did the area within the Waller and Sandusky plans. Instead, the underlying structure that affected land development patterns adhered to the aforementioned land grants and adjoining ones such as the William Cannon, Theodore Bissell, and Thomas Anderson surveys.*⁴⁴

*Nevertheless, the rural landscape was an ideal setting for two residential (boarding) schools established in South Austin in the nineteenth century. These were the Deaf and Dumb Asylum (later renamed Texas School for the Deaf), opened in 1857, and St. Edwards College, opened in 1885. Both institutions were isolated and self-contained and neither had great influence on the broad development of South Austin.*⁴⁵

The Gilded Age in Austin, 1871-1892

The Gilded Age can be seen as the period in which Austin began to transition from a small upstart town into a true city. The period was defined by the introduction of the railroad as a major economic catalyst, the expansion of the city beyond its original boundaries, and the development of a variety of essential public buildings. In the 1870s and 1880s the city expanded to the north and east into the Austin Outlots. With the construction of the first bridge across the Colorado River, South Austin was established as a residential area. Additionally, the development of several educational institutions, both north and south of the river, allowed Austin to establish itself as a major center for education, an identity that still defines the city today. In short, the Gilded Age was the period that laid the groundwork for what the city would become.

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 railroad not only proved to be a boon to area farmers and ranchers who could more easily ship their goods to outside markets, it also provided a cheaper and more efficient means of

⁴³ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 156, National Register #100006796.

⁴⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 11.

⁴⁵ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 156-57.

transporting people, consumer products, and other materials into the city. The resulting connectivity increased trade, and commerce fueled economic prosperity that dramatically transformed the city's physical and architectural character.⁴⁶

When a train with the Houston and Texas Central Railway (H&TC) pulled into Austin for the first time, the event received considerable attention and generated considerable civic pride and enthusiasm. As its name suggests, the H&TC operated out of Houston and built its line northwest through fertile belts within the Coastal and Blackland prairies. The company trunk line extended through Bryan, Corsicana, and Dallas and continued up to Denison where it connected with the Missouri, Kansas, and Texas Railroad (MKT). As the railroad extended from Houston, the company also purchased the Washington County Rail Road in 1867 and incorporated it into the H&TC system. The company extended service to Austin via a secondary line from Hempstead in Waller County.⁴⁷

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 (see Figure 16). 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.⁴⁸

⁴⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 22.

⁴⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 22–23.

⁴⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 23.



Figure 16. 1872 topographical map showing the original townsite with the addition of the new H&TC rail line along East Pine (5th) Street.⁴⁹

⁴⁹ Reuben W. Ford, "A Topographical Map of the City of Austin," May 1872, Texas State Library and Archives, Map Collection, <https://www.tsl.texas.gov/apps/arc/maps/maplookup/00929b>.

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.⁵⁰

The rail network's expansion continued after the H&TC reached Austin, and in December 1876, the International–Great Northern Railroad (I–GN) became the second railroad to provide service to the city... The I–GN's main trunk bypassed the city center and continued southward to San Antonio; however, the railroad built a spur that entered downtown along West Cypress Street [West 3rd Street]. It originally terminated at Congress Avenue but eventually extended eastward where it connected with the H&TC. The arrival of the I–GN linked Austin to a railroad network that extended to St. Louis, Missouri; one of the nation's major commercial and industrial centers of the final quarter of the 1800s.⁵¹

The third railroad to serve the city was a local enterprise. Organized in August 1881, the Austin and North Western Rail Road Company planned to link the capital city with the Texas & Pacific Railway Company (T&P) system. The railroad originated in downtown Austin and extended eastward along East Cypress Street [East 3rd Street] for three blocks where it made a short northeast bend across the eastern edge of the Waller Plan. As it continued eastward, the tracks paralleled the H&TC line but took a more northerly path a few blocks east of Chicon Street and followed a somewhat meandering path along Boggy Creek. This route largely ignored the Sandusky Plan and generally cut a diagonal path through designated parcels. The 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.⁵²

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.⁵³

By 1882, Austin's railways provided an effective and efficient means of transporting goods and people into and out of the city. This trend typified other communities throughout the state, which experienced rapid growth and development during the post-Reconstruction period. These routes affected land-use patterns throughout Austin, including the downtown—where a warehouse district began to evolve along Cypress Street [3rd Street]—as well as where and how new neighborhoods developed in other parts of the city. Union Depot's

⁵⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 24.

⁵¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 24.

⁵² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 24–25.

⁵³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 25.

construction at West Cypress Street [West 3rd Street] and Congress Avenue brought increased commercial and wholesale activities. Nearby property proved ideal for the warehouses and light industrial concerns dependent upon railroad access. Property near the old H&TC terminus, which previously fulfilled such a role, lost favor in lieu of the more centrally located warehouse district that emerged near Union Depot.⁵⁴

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.⁵⁵

One of the first sources for development patterns in the east Outlots in Austin after Reconstruction is the [1885] Sanborn Fire Insurance Company map (see Figure 17). The map depicts a limited area of one-and-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 era.⁵⁶

⁵⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 25.

⁵⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 16.

⁵⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 30.

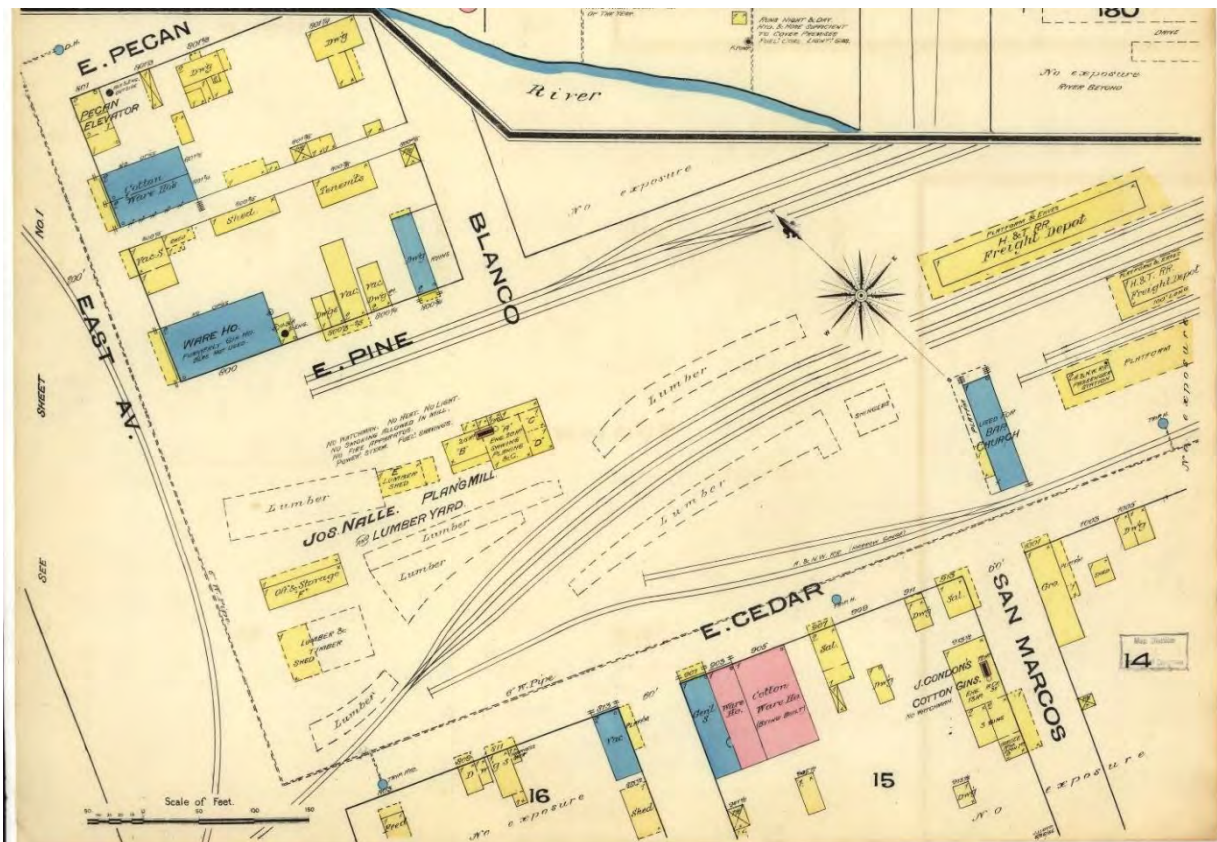


Figure 17. 1885 Sanborn map. Note railroad warehouse along rail lines, commercial buildings lining East Avenue, and small residential buildings along bottom of map, likely serving as homes for railroad employees.⁵⁷

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.⁵⁸

Continued sale, subdivision, and development of the Robertson family's land resulted in the absorption of the Pleasant Hill community adjacent to the west, and the whole area became known as "Robertson Hill." Pleasant Hill's loss of identity and perception as a distinct neighborhood over time was also caused by the lack of its own school, which both Robertson Hill and Masontown possessed in the next decade. Masontown, though cut crosswise by the H&TC railroad tracks, retained much of its residential character despite the growing number of warehouses and other rail-related industries established along the H&TC alignment. In 1877, the Mason brothers continued to live in the area on the south side of East Cedar Street

⁵⁷ "Austin, Texas, June 1885," 1:600 (New York: Sanborn Map & Publishing Company, 1885), University of Texas at Austin, Perry-Castañeda Library Map Collection.

⁵⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 30.

[East 4th Street], near the city limits. The Mason descendants continued to live nearby, generally working as laborers on farms, in the construction industry, or for the railroad. The nearby railroad industry created a source of jobs for Masontown's residents, and a sampling of City Directory listings from the era includes train porters, as well as a railroad fireman, living in Masontown.⁵⁹

*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.*⁶⁰

*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.*⁶¹

Augustus Koch's 1887 bird's eye map of Austin shows a significant increase in development in East Austin by the late 1880s (see Figure 18). Residential development had expanded past East Avenue, especially in the area between 7th and 12th Streets. Commercial properties demonstrate the significance of the railroad, with several rail depots and warehouses developed around the rail lines. Manufacturing facilities that depended upon railroads are also represented, including a lumberyard, cotton gin, and pecan elevator. Smaller commercial enterprises, such as shops and saloons are present to serve the residents of East Austin. The following decades would be defined by significant development in East Austin, with numerous new neighborhoods being subdivided on the larger Outlots.⁶²

⁵⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 30.

⁶⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 33.

⁶¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 30–33.

⁶² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 33.



Figure 18. 1887 bird's-eye view of Austin cropped to show areas along former East Avenue.⁶³

Construction Boom of Public Buildings

As the railroad spurred growth, commerce, and trade during the 1870s and 1880s, public and elected officials at the federal, state, and county levels requested new buildings for these operations. These buildings reflected the increasingly important role that public institutions played in Austin. The resulting construction boom provided new opportunities for architects, builders, and contractors to showcase their talents and expertise. These professionals understood the symbolic nature that well-designed buildings meant to Austin's image and its residents. Whereas the first public buildings that Edwin Waller and his crew erected were crude and simple structures reflective of harsh conditions and frontier setting, this new wave of government buildings exhibited fashionable and high-style architectural tastes popular in older, larger, and more established cities in Texas and the nation. These buildings exerted a great influence on the city's physical character and introduced new forms and styles that

⁶³ Koch, "Austin, State Capital of Texas, 1887."

inspired many residents, who adapted these forms in varying degrees in the construction of their homes, stores, and houses of worship.⁶⁴

Austin as a Center of Higher Education

Another important theme of the Gilded Age in Austin was the establishment of multiple educational institutions. This trend included both parochial and secular institutions of higher learning, as well as the advent of free public schools for local residents. Many of these schools, academies, colleges, and universities have since become synonymous with Austin itself and trace their beginnings to this era. Graduates provided a pool of increasingly well-trained and educated talent that produced a dynamic and creative workforce. These institutions enabled the city to become not only the permanent seat of state government but also Texas' leading center of education. Combined with rail service, these factors largely defined an enduring Austin character.⁶⁵

City founders demonstrated a strong commitment to education when establishing Austin in 1839. Edwin Waller set aside entire city blocks ("University" and "Academy") in his 1839 plan, as specified by the Texas Congress calling for Austin's creation. The Sandusky Plan from 1840 provided a much more expansive area with a large tract of land labeled as "College Hill" on the city's north side, several blocks beyond the capital square. However, Austin's struggles to retain the seat of government for the Republic and later the state, along with limited financial resources, hampered any efforts to realize such the establishment of a public-funded college or university in the city.⁶⁶ While the earliest decades of Austin's development failed to realize this vision, interest in education returned in the 1870s, and the Gilded Age saw the founding of numerous education institutions throughout the city.

Three major colleges and universities developed during this period. The UT was created following the passage of the new state constitution in 1876. The constitution called for the creation of a university, and a referendum was held in 1881 to determine the location of the new University of Texas. Following heated debate, Austin was selected as the location for the main campus (with Galveston hosting the medical school). The state legislature designated one million acres of land in West Texas to support the university, and land designated as "College Hill" in the Sandusky Plan became the home of the new campus. Classes began in September 1883 but were not hosted on the new campus until January 1884. Tillotson Collegiate and Normal Institute was created by Reverend George Jeffrey Tillotson as an institution for educating formerly enslaved people. Tillotson purchased a tract of land in the East Outlots in 1875 and constructed the college there, opening the campus in 1881. St. Edwards Academy was a Catholic university established in South Austin in 1881 and rechartered by the state as St. Edwards College in 1885. Shortly thereafter, the college

⁶⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 34–35.

⁶⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 40.

⁶⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 40.

constructed a new building to the west of its original campus and relocated operations to the new campus in 1889.⁶⁷

*The completion of these institutions of higher learning in the 1880s not only marked Austin's growing reputation as an educational center, which city boosters at the time readily exploited, but they also reflected the city's continued maturity and more diversified economy. While agriculture, commerce, and government still remained the foundation on which Austin continued to develop, the faculty, students, and staff associated with these schools created yet another catalyst for growth and, more importantly, helped to distinguish Austin from the state's more commercial- and industrial-based cities, such as Galveston, Dallas, Waco, and El Paso. The educational traditions created during the late 1800s helped attract people with intellectual curiosity, which remains a character-defining feature of Austin. These schools operated in different parts of the city and served as magnets that encouraged new development in nearby areas. Saint Edward's College was farther removed and in a more isolated location; however, the campuses of the University of Texas and Tillotson Collegiate and Normal Institute were closer to the downtown and state government complex, and new residential growth extended to these hubs.*⁶⁸

Public School System

Improved educational opportunities also extended into the city itself with the establishment of a public school system. Prior to implementation of reforms after Reconstruction, the city relied primarily on private schools and academies. Efforts to operate free public schools were undertaken on a limited basis and enjoyed only marginal success. The Constitution of 1876 underscored renewed interest in education. Several reform-minded business and civic leaders in Austin recognized the opportunity to improve local education and led efforts to build and operate free public schools in the city. In 1880, local voters approved the creation of a public school system, which began operations on September 12, 1881. The 1885–86 city directory lists the schools, which included Austin High School on the block identified as “University” on the Waller Plan (on the same site as Pease Elementary School), and the East Austin Public School (no longer extant) on East Mesquite Street [East 11th Street], between Sabine and Red River Streets. The system also operated other schools elsewhere in the city, typically in areas with the densest concentration of residential neighborhoods. As was traditional throughout much of the nation and particularly the South, Austin's educational system was segregated by race. Schools for “colored” students operated in Central and East Austin.⁶⁹ By the turn of the twentieth century, several schools had been established to educate Black students in Austin, including the Gregory Town School (later renamed

⁶⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 43–44.

⁶⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 44.

⁶⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 45.

Blackshear Elementary), the Robertson Hill School, and the Deaf, Dumb, and Blind Institute for Colored Youth.⁷⁰

Bridging the River and the Development of South Austin

The main deterrent to South Austin's development remained its distance from downtown Austin and lack of a reliable bridge across the river. Numerous attempts were made to build a bridge across the Colorado River to South Austin, starting with a pontoon bridge that washed away almost instantly after it was erected in 1869. Other bridges were equally tenuous. Most travelers continued to use ferries but they, too, succumbed to floods, leaving passengers stranded on one side of the river or the other. Finally, as Austin's growing population strained at its original city limits, the Travis County Commissioners Court acted and built a wooden bridge across the river [at Congress Avenue] in 1877.⁷¹

While the lack of a reliable bridge limited Austin from expanding south of the river in the 1870s and 1880s, the area was not entirely unpopulated. Following Emancipation, formerly enslaved people from across Texas sought new jobs and homes, often in and around Austin. Many freedmen's communities sprang up in rural areas around the edges of the city, mostly in the East Outlots and south of the Colorado River. In some instances, such as the Robertson Hill community in East Austin, formerly enslaved people established communities on land purchased from the plantations on which they had been enslaved. By the time Austin finally constructed a reliable bridge across the Colorado and land developers began planning communities in South Austin, the area was already home to several small African American communities.⁷²

In the 1870s John Milton Swisher, son of James Gibson Swisher, worked as a land agent and promoter for the International and Great Northern (I&GN) Railroad and president of Austin's first street railway company. Swisher likely understood the investment and real estate opportunities promised by the new bridge across the Colorado River. ⁷³ *In May 1877, Swisher hired C. D. Anderson to survey and subdivide the family homestead as Swisher's Addition. Interestingly, it was not platted as an addition to the City of Austin as National Capital and*

⁷⁰ James M. Markham, "Texas Blind, Deaf, and Orphan School," *Handbook of Texas Online*, accessed August 17, 2022, <https://www.tshaonline.org/handbook/entries/texas-blind-deaf-and-orphan-school>; "Our School," Text, *Blackshear Elementary Website*, (June 3, 2015), <http://www.blackshearyellowjackets.org/our-school>; HHM, Inc., *City of Austin, Texas – Historic Resources Survey of East Austin* (Prepared for the City of Austin, December 2000), 55–56.

⁷¹ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 157.

⁷² HHM, Inc., *City of Austin, Texas – Historic Resources Survey of East Austin*, 53–54; Michelle Mears, "The Texas Hill Country Was Home to Freedmen," *Hill Country Conservancy*, February 24, 2021, <https://hillcountryconservancy.org/the-texas-hill-country-was-home-to-freedmen/>.

⁷³ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 157.

State Capital Austin, but to the “Village of South Austin,” in recognition of South Austin’s separate identity from the Texas capital across the river.⁷⁴

Though ambitious in size, Swisher’s Addition wasn’t especially successful. Lots changed hands frequently, but little construction occurred. One reason may be that the addition wasn’t widely advertised or heavily promoted, especially in comparison with later subdivisions that were announced with great fanfare and public celebration like Fairview Park in 1886. But the principal reason for its lackluster sales remained the issue of transportation. As late as the mid-1880s, most people who lived in Swisher’s Addition worked on the south side of the river as farmers, merchants who catered to travelers on the San Antonio Road, or associated with the Texas School for the Deaf in some capacity.⁷⁵

Although the new wooden bridge was more reliable than the ferries, it was insufficient to handle heavy use. As elected officials struggled to fund new road improvements, disaster struck in May 1883 when the wooden bridge collapsed into the river under the weight of 600 head of cattle. People were left without a bridge to downtown Austin for eight months.⁷⁶

Travis County commissioners realized that a much stronger and more durable bridge was required to accommodate the increasing traffic. They hired the King Bridge Company of Cleveland, Ohio to replace the wooden structure with a much sturdier iron bridge. When it opened in January 1884, the new iron bridge was heralded as “an everlasting benefit to the county of Travis and the city of Austin.”⁷⁷

Just as John Swisher may have been prompted to subdivide his family homestead when he learned news about the wooden bridge, so might Charles A. Newning have been inspired to develop his Fairview Park addition when he heard that an iron bridge would soon replace it. Newning was the driving force behind Fairview Park, which he intended as an exclusive enclave of substantial houses set on large lots among the wooded hills above the south bank of the Colorado River.⁷⁸

Newning saw the challenging landscape as an opportunity to create an idyllic enclave of fashionable homes among the scenic bluffs, limestone terraces, densely wooded hills, and

⁷⁴ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 157–58.

⁷⁵ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 160.

⁷⁶ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 160.

⁷⁷ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 160.

⁷⁸ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 160.

*permanent creeks. He replatted part of the former Swisher homestead tract in the northwest quadrant of the district as Fairview Park. Instead of leveling the landscape as some developers might have done, he incorporated the natural environment into his design so that residents could have “fair views” of the river and the city of Austin on the opposite bank. Newning’s plan called for curvilinear streets and large, irregular-shaped lots that followed the contours of the landscape made up of hills and creeks, bluffs and ravines. His “organic” winding streets were intended to afford city views, creekside lots, and romantic drives through the wooded hill.*⁷⁹

*Though Newning modeled his addition after the beautiful “garden suburbs” then in vogue on the East Coast and in larger American cities, Fairview Park never quite achieved that vision, partly due to lingering concerns about living south of the river, partly due to Newning’s inexperience, and partly due to economic circumstances in the 1890s that were beyond his control. Nevertheless, within the context of late 19th century suburban development in Austin, Fairview Park ranks among the first and best examples of the “garden suburb” and “City Beautiful” movements in the city at that time.*⁸⁰

*As South Austin’s population increased in the 1880s, local officials and land promoters undertook improvements to make the region even more attractive. [An increasing population in South Austin] necessitated the construction of a new elementary school in Swisher’s Addition. Named for pioneer settler, Judge Fulmore, the school opened in 1889 and was yet another incentive for families to move to the “South Side.” Transportation continued to improve, as well. To further dispel concerns about the cost and inconvenience of commuting over the river to downtown Austin, Newning arranged for a fleet of omnibuses to transport passengers from his addition to the state capitol at the head of the business district six-eight times each day. As more people moved south of the river, a commercial strip began to emerge along South Congress Avenue with several dry goods and general mercantile stores, as well as offices, built by 1890. By then, South Austin had been transformed from a sparsely developed rural landscape to a fast-growing suburb of Austin and in 1891, the city limits were extended south of the Colorado River to include Fairview Park and Swisher’s Addition for the first time.*⁸¹

Austin’s Transition into the Twentieth Century, 1893-1928

Beginning in the 1890s Austin began to transition toward the modern era. New technology allowed for the development of new industries and new modes of transportation allowed the city to continue to spread into the Outlots. Municipal construction projects focused on

⁷⁹ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 162.

⁸⁰ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 162.

⁸¹ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 167.

damming and bridging the river, allowing greater access to the city center from South Austin and creating the city's first power plant. Austin's reputation as a center of higher learning continued to grow as new colleges opened and universities developed additional facilities to accommodate growing student bodies. Modernization and a rapidly growing population soon convinced the city government that greater planning was needed to guide Austin's future. As a result, Dallas engineering firm Koch & Fowler were commissioned by the City of Austin to write the first city plan in 1927.

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.⁸²

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 UT campus, and east to the H&TC Railroad depot. The streetcar network did not extend to South Austin, however, until the following decade.⁸³

Up until the 1890s, streetcars in Austin relied on animal power, which limited their efficiency and influence on development. 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. Shipe's business dealings extended beyond the streetcar as he—along with many land speculators and developers across the state and nation—recognized the ways in which transportation systems supported real estate development.⁸⁴ A key aspect of Shipe's electrical streetcar line was the creation of Hyde Park, Austin's first streetcar suburb. Hyde Park's establishment marked a departure from the city's previous residential development because of the symbiotic relationship between transportation and real estate development...⁸⁵ Hyde Park was racially restricted, excluding*

⁸² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 47.

⁸³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 47–49.

⁸⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 49.

⁸⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 49.

non-Whites from home ownership in the suburb. As discussed elsewhere in this context, this trend continued with subsequent suburban developments in Austin and had a significant impact on the demographic make-up of city's neighborhoods.

As the owner and operator of the streetcar system, [Shipe] extended service to the new suburb and actively promoted its development. Since the land was more remote, he was able to offer inexpensive house lots that nonetheless remained easily accessible to downtown via the streetcar line.⁸⁶ The streetcar system extended to other parts of the city...and spurred the development of other residential areas (see Figure 19). The West Line Historic District is a particularly good example of the trend.⁸⁷

⁸⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 51.

⁸⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 52.

commuters loomed as the biggest challenge to South Austin's real estate potential. Business and civic leaders began agitating for better roads, a new bridge, and, at long last, a rapid, electric streetcar line linking South Austin to the city across the river. Foremost among them was William H. Stacy. When he lived in Fairview Park, Stacy was just starting out in the real estate business, but by the early 1900s, he was a seasoned veteran and ready to develop an addition of his own. Stacy became involved in initiatives to improve transportation to South Austin and in 1907, he worked with other businessmen to pass a bond election for the construction of a new bridge with a 50' concrete roadbed, wide enough to accommodate tracks for an interurban railway along Congress Avenue. As soon as the new bridge was completed on April 3, 1910, track was immediately laid for a street railway across the Congress Avenue bridge all the way north to the Capitol.⁸⁹

Stacy believed the streetcar would do for his Travis Heights Addition what a new bridge alone could not do for Swisher's Addition or Fairview Park: convince commuters to buy homesites on the south side of the river. He negotiated with the city's street railway company to lay track east from S. Congress Avenue along the sand road present Academy Drive, then known as Riverside Drive, to the foot of Travis Heights Boulevard. From there it turned south along the boulevard through the center of his addition, to its southern terminus at present Live Oak Street. Lots along the boulevard had wonderful views of the river and city of Austin. The boulevard followed a straight line up and across a rolling plain to the southern boundary of the addition. Other streets twisted through hills or dropped down steep ravines, very much like the drives in Fairview Park. Stacy planned his addition so that all 600 lots would be no more than two blocks away from the streetcar line. That intent was likely the reason Travis Heights was so successful in its early period of development, from 1913 through the 1930s.⁹⁰

The Early Twentieth Century in the East Outlots

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.⁹¹

⁸⁹ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 169.

⁹⁰ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 170-71.

⁹¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 35-36.

The 1900s' first quarter saw rapid expansion of the east Outlots with development of many areas previously unplatted to meet the continuing demand for residential neighborhoods. In addition to extending along many of the newly opened and named streets in [East Austin], the new electric-powered streetcar system provided an alternative means of intra-city travel that enabled residents to work and conduct business in the downtown core but live in more remote areas. The streetcar system also allowed East Austin residents a means to travel to other neighborhoods for domestic-related jobs. The openness and inclusiveness of this transportation mode changed when the City of Austin passed an ordinance in 1906 that required Black patrons, many of whom lived in East Austin, to enter public streetcars from the back door and sit in the rear. This local implementation of Jim Crow laws spurred a short-lived boycott of the streetcars.⁹²

The year 1904 also marked the arrival of the Missouri, Kansas and Texas Railroad (MK&T or "Katy") extension from Granger to Austin. Completed on June 15, 1904, the line tied into the existing track of the H&TC at the edge of East Austin. The MK&T used the tracks of the H&TC from the MK&T depot grounds in East Austin to the H&TC passenger depot located downtown for passenger service. This connection was deliberate; a local newspaper article boasted that passengers "Can Board the Katy Without Having to Go to Eastern Part of the City," allowing travelers the advantages of using the central and more convenient location of the downtown depot. Following the MK&T's arrival, I. R. W. Maguire submitted a plat for the MK&T Subdivision on November 13, 1905. The area, bound by present-day North [I-35] Frontage Road and Spence, Waller, and Willow Streets, was quickly developed with 58 of the 94 lots developed by 1910.⁹³

The first two decades of the 1900s were rampant with development throughout... [East Austin]..., with more than a dozen subdivisions platted... Meanwhile, infill construction continued to increase the density of development in earlier subdivisions, often following the ethnic settlement patterns established earlier...⁹⁴ Dixon Penick's 1925 city map provides another view of Austin and documents the evolving street network and new suburbs (see Figure 20).⁹⁵

⁹² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 36.

⁹³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 37–38.

⁹⁴ Infill construction often included small corner groceries and neighborhood stores interspersed with residential development, providing essential services on a small scale, neighborhood level. (*Austin City Directories: 1872-2021* (Austin, Tex.: Morrison & Fourmy Directory Co., n.d.).)

⁹⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 38.

This 1925 map indicates several new street names, most notably Manor Road (formerly the extension of East 22nd Street). As its name suggests, the road connected Austin to the town of Manor; however, it also was part of State Highway (SH) 20 that extended between Austin and Houston. This road's incorporation into the state highway system increased traffic flow and led to its improvement, as noted on the Penick map. SH 71 was another state highway that extended through East Austin, and it, too, had brick pavement, at least partially. This highway entered Austin from the east along 1st (Cesar Chavez) Street. The roadway clearly was a factor in the creation of the Highway Addition, which was platted before the 1930s. It comprised the area bound by present day Pedernales, East Cesar Chavez, one block north of East 2nd, and Llano Streets.⁹⁷

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 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. The effect created a more vertical emphasis. The rental houses of brothers Edmund ("E. J.") Hofheinz and Oscar ("O. G.") Hofheinz exemplified this trend. E. J. Hofheinz (ca. 1870–1949) was a real estate dealer and accountant, while O.G. Hofheinz (ca. 1880–1957) was an insurance salesman and developer. Together, the brothers subdivided land and built houses in East Austin and Clarksville. Real estate transaction articles in the Austin American Statesman indicate that the Hofheinz brothers both speculatively sold the houses that they built and retained them for rental income. Within the East Austin survey area, a typical extant example of a Hofheinz house at 1203 Chestnut Avenue was constructed in 1920, and by 1927, occupied by "colored" renter J. E. Howard. Similar developers, Carl Wendlant and his son Charles Wendlant, also built modest housing for sale and rent in East Austin and Clarksville from 1902 through 1947, as well as other more substantial homes across Austin.⁹⁸

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.⁹⁹

⁹⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 39–40.

⁹⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 40.

⁹⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 40.

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. Though surrounded by Anglo residential neighborhoods and starting to become interspersed with Hispanic neighborhoods, African American neighborhoods in particular became increasingly self-supporting enclaves with myriad amenities owned and established by African Americans (often the result of Jim Crow policies and practices).¹⁰⁰

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 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. 1910.¹⁰¹

Within Austin, the freedmen communities west of East Avenue began to decline by the early 1900s, with African American families relocating to East Austin. The rise of streetcar accessibility in East Austin in the 1890s helped facilitate this movement, making it easier to live in East Austin and commute to work downtown or in the growing streetcar suburbs in West Austin, Fairview Park, and Hyde Park. The Red River Street freedmen community along Waller Creek, for example, declined by around 1913, as development increased upstream in suburbs like Hyde Park, and sewage feeding into the stream made living conditions unsanitary. Similarly, with the rise in the Spanish-speaking population clustered near West Avenue, the Black school at West Avenue and West 5th Street instead became a Spanish-language school in 1916, encouraging families to move closer to the Black schools in East

¹⁰⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 41.

¹⁰¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 27.

Austin. One indicator of this movement was the relocation of the Metropolitan A.M.E. Church from West 9th Street to East 10th Street in 1923.¹⁰²

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 (later [I-35]). 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. Connell's findings are supported by the city directories and Sanborn Maps, which document the presence of a "Mexican Baptist Church" at 301 East Avenue by 1918 (no longer extant). Connell's report did not extend to neighborhoods further east, north, or south of his limited study area. By the mid-to-late 1920s, however, Mexican Americans and African Americans lived throughout [East Austin].¹⁰³ For additional detailed information on demographic trends in East Austin, see this East Cesar Chavez Street HRSR Addendum historic context section.

Austin's 1893 Masonry Dam

[Monroe] Shipe's goal for developing Hyde Park depended heavily on Austin's continued growth, as he and other developers sought to capitalize on the resulting need for affordable housing to accommodate the influx of new residents. To help promote even more growth, they—along with other business and civic leaders—advocated the construction of a dam and power plant. By augmenting or replacing the existing coal-powered plant, these proponents argued, Austin could provide an abundance of low-cost electricity that would attract myriad industrial and manufacturing concerns and further diversify the local economy...¹⁰⁴

The idea of tapping the Colorado River as a source of power was as old as Austin itself. By the 1870s, several studies had explored the idea of building a dam, but real or substantive progress remained elusive. In the late 1880s, support for such a massive project gained momentum, and John McDonald successfully ran for mayor in 1889 on a platform that promoted a dam's construction. Under his leadership, the city council approved a bond election in May 1890 to finance its construction, and voters overwhelmingly approved the project. Excavation of the dam's foundation began on November 5th that year, and the first

¹⁰² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 28.

¹⁰³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 29–30.

¹⁰⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 53–54.

stone was laid on May 5, 1891. The masonry dam required an extensive amount of materials (limestone and granite), which required the construction of a railroad spur from the I–GN line that later became Lake Austin Boulevard. The dam was completed almost exactly two years later, on May 2, 1893. The city also erected a new power plant with water-driven turbines.¹⁰⁵

City Boosterism

With its expanded capacity to generate electricity, Austin boasted a low-cost source of power that the Board of Trade and other city boosters readily exploited to promote Austin's continued growth and further diversify its economy. Publications of the late 1800s and early 1900s lauded the city's many attributes, amenities, and potential for growth. Such literature was a common marketing device that business leaders in urban areas throughout the state and nation employed at the time as they sought to promote growth and prosperity in their respective community.¹⁰⁶

The graphically rich 1900 publication, *Austin, Texas Illustrated: The Famous Capital City of the Lone Star State*, exemplified this trend. It presented impressive views of Austin and its downtown, as well as landmark businesses, warehouses, government buildings, colleges, schools, and institutions that reflected the vibrant and robust local economy. In addition, it highlighted the surrounding landscape and natural areas that Mirabeau B. Lamar found so appealing. The publication also showcased the opulent mansions of the city's elite and powerful (see Figure 21). The publication also contains a set of residences not quite as grand or elaborately detailed. They were designed by local architects such as C. H. Page, Jr., A. O. Watson, John Andrewartha, and Burt McDonald for some of Austin's up-and-coming entrepreneurs and professionals.¹⁰⁷

In contrast to contemporaneous pamphlets, this booklet also presented images of more modest-sized and -priced houses that would have appealed to a growing middle class (see Figure 22). Many of the examples presented in the booklet were likely erected from pattern books available at Nalle & Co., Calcasieu & Co., or other local lumberyards and dealers. Such a trend extended to other more modest residences...These modest dwellings were built in all parts of the city, using materials sold at lumber dealers and constructed by independent carpenters (see Figure 23). Since the eclectic Queen Anne style remained popular during the late 1800s and very early 1900s, many homeowners simply applied prefabricated architectural detailing as decoration, a relatively easy task if the owner could afford such a luxury.

¹⁰⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 54–55.

¹⁰⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 56.

¹⁰⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 56–57.



A GROUP OF FINE RESIDENCES.

1. GEO. P. WARNER, Fairview Park.
2. M. M. SHIPE, Hyde Park.
3. JOHN. B. ARMSTRONG, Whitis Avenue.
4. JOHN H. HOUGHTON, Eleventh Street.
5. EUGENE BREMOND, Seventh Street.

6. JOHN BREMOND, Seventh Street.
7. MRS. L. A. ELLIS, Rio Grande Street.
8. JOSEPH NALLE, Sixth Street.
9. ED. A. FRANKLIN, Fairview Park.
10. JOHN H. ROBINSON, Eighth Street.

11. MICHAEL BUTLER, Tenth Street.
12. E. M. HOUSE, West Avenue.
13. A. N. LEITNAKER, Fairview Park.
14. E. T. MOORE, San Antonio Street.
15. BISHOP KINGSOLVING, Whitis Avenue.

Figure 21. Page from Austin, Texas Illustrated: The Famous Capital City of the Lone Star State showing the homes of some of Austin's most prominent citizens, advertising the culture and wealth of the city.¹⁰⁸

¹⁰⁸ Austin, Texas, Illustrated : The Famous Capital City of the Lone Star State, 1900, 19, <https://texashistory.unt.edu/ark:/67531/metaph33020/m1/37/>.



Figure 22. Page excerpt from Austin, Texas Illustrated: The Famous Capital City of the Lone Star State demonstrating the types of homes of Austin's upper middle-class residents. The owner of each house is listed below the image.¹⁰⁹

¹⁰⁹ Austin, Texas, Illustrated, 25.

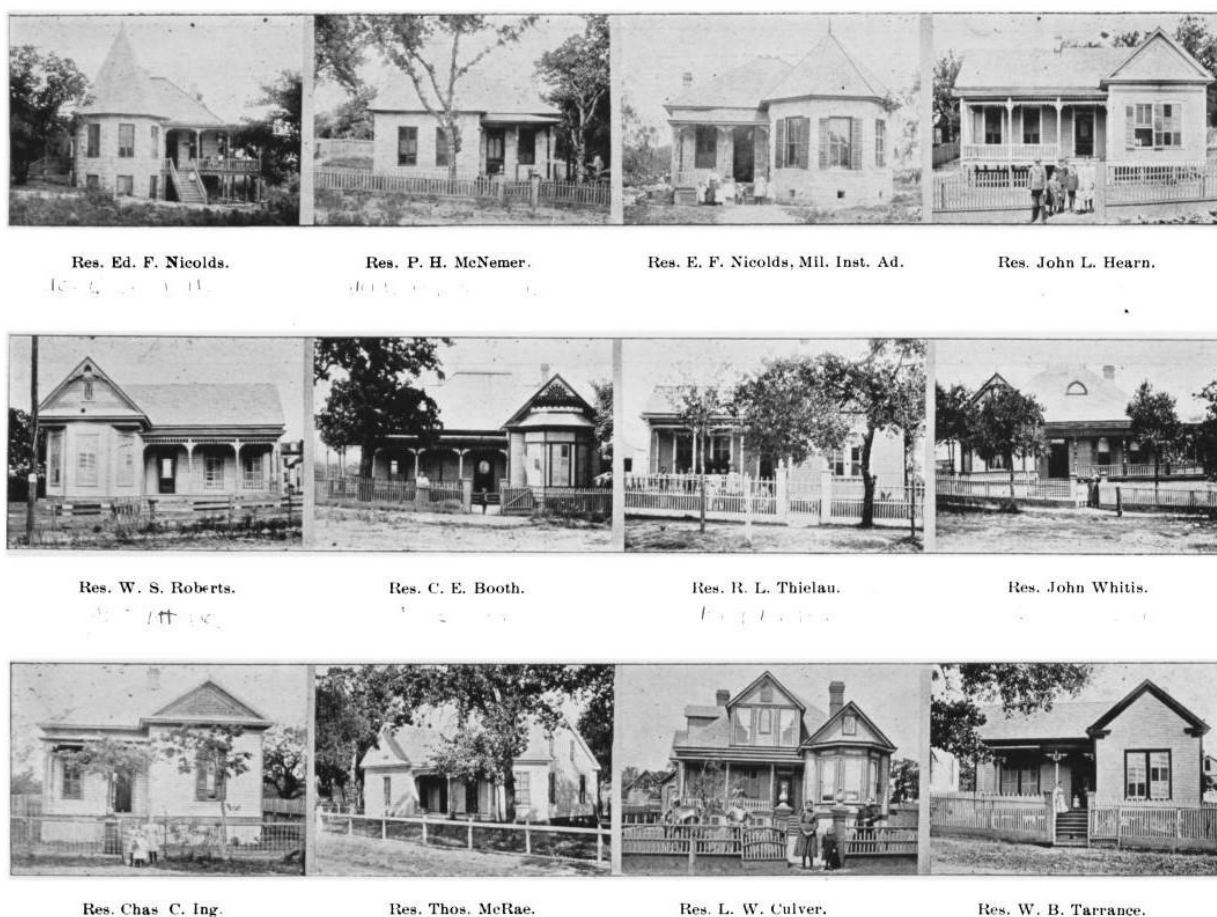


Figure 23. Page excerpt from *Austin, Texas Illustrated: The Famous Capital City of the Lone Star State*. Unlike many other publications of the time, the guidebook devoted two entire pages to the more modest residences of Austinites, more than either of the other categories. Many of these “three thousand dollar” homes are very similar to the Folk Victorian residences documented in this study.¹¹⁰

Continued Development of Educational Institutions

As Austin continued to grow so too did the city’s many institutions of higher learning. As the flagship of the state’s public college system, the University of Texas increased its enrollment to over 3,000 by the 1890s, and added new facilities even before the final (east) wing of the Main Building was completed in 1899. [In 1909, New York architect Cas Gilbert was commissioned] to develop the master plan and to design a new library (Battle Hall) in a modified Spanish Renaissance style, which was completed in 1911. As the university expanded, its surrounding neighborhoods continued to develop. Hyde Park and other additions soon housed many of the professors who taught at the university.¹¹¹

¹¹⁰ *Austin, Texas, Illustrated*, 22.

¹¹¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 59–60.

The University of Texas was not the only college to expand during the early 1900s. Samuel Huston College, a co-educational college for African Americans, completed its first facility in 1900 on its six-acre campus at the southeast corner of East 12th Street and East Avenue. With out-of-state financial support, the school enjoyed considerable success, and by 1916 included additional buildings on a campus that had expanded to 15 acres. Besides its two-story main building, Tillotson College boasted Beard Hall and a two-story, wood-frame industrial school on its large campus, which stretched from East 7th Street to East 11th Street. The main building at Saint Edward's College sustained extensive damage in a 1903 fire, but was rebuilt and re-opened that same year. Austin soon claimed yet another college when the Austin Presbyterian Theological Seminary began operations in a downtown location in 1902. Yet another church-affiliated institution opened in Austin during the early 1900s. A group of Methodists within the local Swedish community began efforts to establish Texas Wesleyan College in 1907. The school opened on a tract of land northeast of UT in 1912. These many institutions ensured that Austin retained its reputation as a state educational center, despite efforts by many civic and business leaders to diversify the local economy.¹¹²

Parks and Recreational Sites

The influx of new residents during the early 1900s triggered a series of civic and other public works projects in addition to the dam's reconstruction. With the growing City Beautiful movement sweeping the country, Austin's citizens recognized the need for more recreational spaces, which led to the establishment of the city's first landscaped municipal public park. Mayor A. P. Woolridge headed its creation. [Bound by West 10th, West 9th, Guadalupe, and San Antonio Streets, Woolridge Park] was officially dedicated in 1909 in one of the four public squares Edwin Waller had set aside with his original town plan. At that time, Austin already claimed Pease Park, which Governor Pease had donated to the city in 1875; however, it remained largely unimproved until later in the 1900s. Woolridge Park, on the other hand, was a formally designed landscape replete with a Classical Revival style bandstand designed by Charles H. Page. Its well-maintained grounds provided an ideal place for citizens to relax and congregate. Promotional literature and brochures of the early 1900s also touted other landscape and recreational sites in Austin including Barton Springs, Deep Eddy, Bull Creek, and Mount Bonnell. Even Capitol Square received attention, as noted by a 1915 brochure, which stated that "the grounds surrounding the capitol embrace about 20 acres and have several miles of gravel and cement walks cross the grounds in all directions ... There are a number of artificial lakes, pools and fountains where aquatic plants are grown in tropical luxuriance and where innumerable gold fish disport themselves."¹¹³

Other municipal and public works projects included the construction of the Congress Avenue Bridge in 1909 – 1910, a new city hall built in 1910 at Colorado and West 8th Streets, as well

¹¹² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 60–62.

¹¹³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 63.

as various schools at all grade levels [and multiple ethnicities] including Austin High, Mathews, and Metz schools.¹¹⁴

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.¹¹⁵

Among the earliest of the great US auto trails of the 1910s was the Meridian Road (later Meridian Highway), which extended through Austin. Under the leadership of John C. Nicholson of Newton, Kansas, the Meridian Road Association organized in 1911 and proposed a highway to extend from Winnipeg, Canada, to Texas. This north-south route extended through the nation's midsection and generally followed the Sixth Principal Meridian, hence the highway's name. The Meridian Road, like the Lincoln Highway (New York to San Francisco) and other auto trails of the era, predated any federal or state highway system. Associations that promoted these roadways worked with elected officials and civic leaders in cities along the route to build and improve roads and promote new businesses that catered to the growing number of motorists using the routes. The Meridian Road originally entered Texas at Burkburnett and extended to Fort Worth and Waco. The main line continued south through Austin, San Antonio, and Laredo. In Austin, the route entered from the north along present-day Lamar Boulevard but shifted to Guadalupe, Speedway, and Congress Avenue. It continued across the Congress Avenue Bridge toward Buda and ultimately to Laredo.¹¹⁶

The Meridian Highway was not the only early auto trail to pass through Austin. The King of Trails Highway also extended along the same route. It, too, began in Winnipeg but paralleled the Meridian Highway along a more easterly route until the two routes converged in Waco. From that point, the two highways generally, but not always, followed the same alignment.¹¹⁷

¹¹⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 63.

¹¹⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 64.

¹¹⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 64–65.

¹¹⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 65.

Like many people in other parts of the country, Austinites embraced the automobile, and its usage increased dramatically during the 1910s. Filling stations, repair facilities, dealerships, and even hotels, such as the Stephen F. Austin, were among the kinds of businesses that began to line the highway routes. Another innovation of the period was the tourist camp, which provided motorists a place to pitch a tent and presaged the modern-day motel. Austin had at least two tourist camps: one along the Meridian Highway, near the northeast corner of present-day Riverside Drive and South Congress Avenue, and another one near Barton Springs on the road to Bee Caves.¹¹⁸

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, 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.¹¹⁹

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.¹²⁰

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

¹¹⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 65.

¹¹⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 65.

¹²⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 65.

had a mixed system that included both electric-powered trolleys and buses that provided service to much of the city.¹²¹

New Domestic Architectural Forms

New trends in domestic architecture affected the physical character of neighborhoods developed in the 1910s and 1920s. This trend made extensive use of popular forms disseminated in national magazines and other publications as well as the advent of house kits sold by Sears Roebuck and other companies. By far, the most common house type was the Craftsman bungalow. Houses built during the late 1800s and very early 1900s typically had a more vertical emphasis and used various prefabricated materials and ornamentation. Craftsman bungalows, on the other hand, presented more horizontal lines and had less ornate detailing. Tapered box columns and exposed rafter eaves were among the signature elements of the movement. Moreover, the interior arrangement employed a more efficient use of space that contrasted with the more traditional forms of the Victorian era. These new houses typically displayed a more homogenous character with uniform setbacks and displayed a similar massing, detailing, and use of materials. Variations used stylistic detailing indicative of revivals or new interpretations of Tudor, Spanish Colonial, or Mission styles...¹²²

Koch & Fowler's 1928 City Plan of Austin

Hired by the City of Austin to prepare a city plan in 1927, Dallas-based engineering firm Koch & Fowler published their plan 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.¹²³

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.¹²⁴

¹²¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 65–66.

¹²² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 70–71.

¹²³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 53.

¹²⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 53.

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 Figure 24). 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." Notable enclaves of African Americans outside of East Austin included Clarksville on the city's west side, a neighborhood near the School for the Deaf, and Wheatville, west of the University of Texas. 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:

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.¹²⁵

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.¹²⁶

¹²⁵ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, 57.

¹²⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 53–55.



Figure 24. “Present Use of Property” map from the 1928 Koch & Fowler plan identifying areas of commercial development as well as demographics of various neighborhoods. The largest concentration of African American residences appears near the City (Oakwood) Cemetery and bordering rail lines in East Austin. Another notable node of African American occupation can be seen in along the city’s western edge in the area known as Clarksville.¹²⁷

¹²⁷ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, 80.

Effects of the Koch & Fowler Plan Land Use and Residential Patterns

Prior to the implementation of the 1928 Koch & Fowler plan, residential subdivisions in East Austin stretched to roughly Chestnut Avenue and the A&NW railroad tracks. Within that area, the areas near East Avenue were densely developed, but ample undeveloped land remained scattered throughout most of the rest of East Austin, especially east of Comal Street. After 1928, a number of factors increased the demand for housing in East Austin, causing a spike in construction...From 1928 through 1936, most of this demand was created by the Koch & Fowler plan, which pressured Black families to move to East Austin to access municipal services. After 1936, the movement of African American and Mexican American families to East Austin was amplified by the rise of restrictive covenants confining other areas of town to white residents only...¹²⁸

While Black Austinites historically lived throughout the city, by 1930 most Black families resided only in East Austin, and by 1940, Black families accounted for the vast majority of the population of East Austin north of East 11th Street. The nexus of this growth was formed by longstanding freedmen communities, such as Masontown, Gregorytown, and Robertson Hill, which served as the earliest areas with concentrations of African American residences in East Austin. After 1928, many Black families that moved into East Austin clustered near these earlier freedmen communities, renting or purchasing homes from Swedish, German, and Irish immigrants who built houses near Robertson Hill, as well as further north on East 13th and East 14th Streets. The Robertson Hill area was especially attractive to African Americans moving from other parts of the city, because, as an established “negro district” in the Koch & Fowler plan, residents received amenities from the city. In and around Robertson Hill, new houses were constructed on any available land. Narrow shotgun houses and small detached back houses were common solutions to create additional housing within this already dense area. New residential development also stretched further east, toward the locations of the “colored” Gregory Town School and Anderson High School. Nearby, the area between East 11th Street and Rosewood Avenue became the new core of the African American community in East Austin, where stores, restaurants, and other business establishments increasingly catered to the Black community.¹²⁹

Because this area was less densely developed prior to 1928, space was available to construct a more substantial new home[s], such as the residence of the first African American doctor in Austin, Reverend J. H. Harrington, at 1173 San Bernard Street. In another example, the College Heights neighborhood between East 11th Street and Rosewood Avenue featured examples of Craftsman bungalows that were indiscernible from the houses being built at the same time in neighborhoods across all areas of Austin. Yet financial circumstances constrained the size of most new construction for African Americans in East Austin, and modest, small bungalows without architectural ornament were the most

¹²⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 65.

¹²⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 65–67.

prevalent type of house constructed for the growing African American population in the area. In fact, some simple, vernacular National Folk housing types continued to be constructed in this era because they were standardized and economical, despite the fact that they had fallen out of popular fashion. The many identical National Folk rental houses constructed by O. G. and E. J. Hofheinz continuing into the 1940s exemplify this trend.¹³⁰

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.¹³¹

Despite Koch & Fowler's recommendation to provide utilities only to African Americans in the segregated district, East Austin did not receive municipal services such as paved streets, running water, and electricity lines as consistently or as quickly as other parts of Austin. As more people moved into East Austin, the existing utilities could not accommodate the demands of the growing population. Whereas in planned communities and developed subdivisions, residents might rely on services from the developer, in blighted areas such as East Austin, people could access utilities only through the municipal government.¹³²

Effects of the Koch & Fowler Plan on Public Spaces

Prior to its adoption of the Koch & Fowler plan, the City of Austin already had a separate-but-equal policy that led to the creation of separate educational facilities for white and Black students, with most, but not all, of the African American schools—including E. H. Anderson High School on Pennsylvania Avenue (the current location of Kealing Middle School)—located in East Austin. According to the plan, to save taxpayer money while maintaining segregation, all schools for African Americans should fall within the “negro district,” and the City should

¹³⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 67–68.

¹³¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 68–69.

¹³² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 69.

close all the schools for Black students outside of East Austin. The closure of these schools would encourage minorities to relocate to town's east side.¹³³

The Koch & Fowler plan emphasized the importance of preserving and taking advantage of the city's natural beauty. As part of this initiative, the plan recommended that the City develop a park system, seeing that "play grounds and recreation facilities are as much a necessity to the health and happiness of people as are its schools, sewer systems, water supply, pavements and drainage." The park initiative was not immune to the city plan's segregationist emphasis. It only reinforced it by establishing minority parks under the guise of incentives to get African Americans to move to the east side.¹³⁴

The plan recommended that the City develop playgrounds, play fields, and neighborhood parks within city limits, as well as natural parks outside the city limits. Playgrounds, the plan outlined, should be extensions of school grounds when possible, and within East Austin, the plan recommended the "negro" high school (E. H. Anderson) acquire more land "to provide adequate space for a complete negro play-field." The plan also recommended the addition of playgrounds to Metz School and John B. Winn Public School. Within East Austin, the plan recommended establishing a park near East 11th and East 12th Streets just east of the International and Great Northern (I-GN) Railroad in an area described as having rough topography "dotted with negro shacks." A "negro" neighborhood park near East 11th and Chicon Streets was also recommended in the plan. Koch & Fowler also suggested the City commemorate the French Legation, called the "French Embassy" in the plan, and turn it into a small neighborhood park.¹³⁵

Outside its segregationist parameters, Koch & Fowler also stressed the importance of the land along the Colorado River and recommended the City buy the waterfront property from the state to develop into a large interconnected park with several neighborhood parks within it to serve local communities. Among the features of the riverside park recommended in the plan was a prominent boulevard along the river that connected to the proposed larger boulevard system, which included East Avenue.¹³⁶

Effects of the Koch & Fowler on Traffic and Street Networks

Koch & Fowler's plan also focused on improving vehicular traffic flow throughout the city. The plan highlighted significant streets and those which would benefit the city by becoming major thoroughfares (see Figure 25).¹³⁷

¹³³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 55.

¹³⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 55–57.

¹³⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 57.

¹³⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 57.

¹³⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 59.

Koch & Fowler foresaw the significance of East Avenue as an important artery within the city, observing that it was “destined to be the backbone for all traffic in the eastern portion of the City.” East Avenue was only partially improved at the time Koch & Fowler authored the plan; however, they recommended that the thoroughfare be paved and that a bridge should be constructed at its southern terminus, allowing its extension across the Colorado River (presaging the interstate highway of later years). The plan also called for East Avenue to be developed as a boulevard—a double trafficway with a park center—from the river to 19th Street. Other recommended boulevards in East Austin included East 19th Street and Pleasant Valley Road.¹³⁸

The plan also identified specific streets that should play a major role in handling the growing amount of automobile traffic in the city (see Figure 25). In East Austin, these streets included east–west thoroughfares Manor Road, East 12th Street, Rosewood Avenue, East 11th, East 7th, East 6th, and East 1st [East Cesar Chavez], and Holly Streets. Proposed north–south thoroughfares included Comal, Chicon, and Canadian Streets. Comal and Chicon Streets were recommended as the ideal streets to bypass downtown and provide access from northern Austin to the industrial district.¹³⁹ In West Austin, 5th, Guadalupe, Nueces, San Jacinto, and Red River Streets, as well as Shoal Creek Boulevard were identified as major thoroughfares. To the north, Duval, and Burnets Roads were deemed essential arteries. In South Austin, South Congress, South 1st, Travis Heights Boulevard, and Riverside Drive were to be the major roadways.¹⁴⁰

¹³⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 61.

¹³⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 64.

¹⁴⁰ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, 7–19.



Figure 25. "Proposed Major Streets" map showing Koch & Fowler's proposals for new thoroughfares.¹⁴¹

¹⁴¹ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, 73.

Other recommendations in the Koch & Fowler's 1928 A City Plan for Austin, Texas eventually came to pass, including greater traffic loads along S. Congress Avenue and Riverside Drive which would necessitate widening the streets. They also advised the city to widen Travis Heights [Boulevard], as they foresaw the street as a major north-south corridor connecting East Avenue to the San Antonio Road once a bridge was built over the Colorado River to serve the city's east side. Fortunately for the neighborhood, their prediction wasn't entirely accurate. Residential development south of Live Oak in the 1930s precluded the boulevard from being cut through to S. Congress. It was Riverside Drive that developed as the principal traffic corridor between what is now [I-35] on the east, and S. Congress Avenue on the west...¹⁴²

Austin's Growing Mexican American Population Moves to East Austin

Though the 1928 city plan did not specifically mention the local Mexican American population, other local forces were already supporting segregation of Mexican American communities, sometimes through overt government-sanctioned action. Mayor A. P. Woolridge, for example, requested that only whites and African Americans be allowed to work on the city's street-paving and that those of Mexican heritage be excluded. Throughout Austin's early history, most immigrants from Mexico settled along Shoal Creek between the Colorado River and West 5th Street, which was largely an industrial zone that developed after the arrival of the I-GN Railroad in the 1870s.¹⁴³ A few other families settled along East Avenue and in areas near Waller Creek. Discrimination against Mexican immigrants prevailed throughout the late 1800s and early 1900s, and few economic opportunities existed for the Hispanic population. The creation of the Our Lady of Guadalupe parish in April 1907 indicates the growing numbers of Mexican immigrants. The Congregation of Holy Cross constructed a small wood-frame building at West Fifth and Guadalupe Streets to serve the local Catholics of Mexican descent. When political instability and the revolution in Mexico during the 1910s triggered an additional outflow of Mexican citizens into Texas and other states, the existing parish's capacity to accommodate the increased number of worshippers became strained. In addition, the local Hispanic population was increasingly residing in East Austin, and the church sought to be closer to its congregation. The church acquired a tract of land in East Austin in 1926. The lot was at the corner of East 9th and Lydia Streets and occupied the site of the Stuart Female Academy, which had closed in 1899. The construction of the new sanctuary at 905 Lydia Street became a focal point of the local Hispanic

¹⁴² National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 178.

¹⁴³ As early as 1870, Mexican American immigrants in Austin were settling in this area surrounding Republic Square, causing these roughly 25 blocks to be known to residents as "Mexico." The area remained the center of the Mexican American community in Austin until the community began to shift to East Austin in the 1920s. ("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>.)

population and contributed to an accelerated relocation of Mexican Americans to East Austin.¹⁴⁴

The Great Depression and World War II, 1929-1945

The Great Depression and its Effects on Austin

Austin did not suffer as extensively as many American cities during the Great Depression, largely because it continued to grow as local, state and federal governments increased their presence in the city, at the same time the University of Texas embarked on an ambitious campaign to become a top-tier, nationally recognized institution of higher learning with new classroom facilities and laboratories to attract world-class scholars and professors to the university. These endeavors required professional talent and administrative staff who, in turn, needed housing close to government agencies and the university campus. Austin experienced a population boom in the 1930s, which led to the platting of new subdivisions and rapid development in existing additions, including those in South Austin. Aldridge Place, Beau Site, Park [Boulevard], and the Grooms Addition north of the University of Texas Campus, along with additions in West Campus, were largely built-out in the 1930s.¹⁴⁵

At the same time, South Austin had become an easy commute both to downtown and the university, either by streetcar or by now ubiquitous personal car. As a result, Swisher's Addition, Fairview Park and additions carved from the former Bouldin Plantation saw a surge in new housing starts. Travis Heights, with its modern, fashionable houses and attractive landscape, was particularly appealing to university professors and administrators, government officials, and an emerging class of entrepreneurs who owned automobile dealerships and grocery stores.¹⁴⁶

While the Great Depression had a stultifying effect on residential construction elsewhere in the country, Austin's suburban additions filled with new housing starts....At the same time, the romantic Period Revival styles rose in popularity, especially in newer subdivisions like Travis Heights, where they vied with the earlier Craftsman style homes, and even outnumbered them on some streets such as Travis Heights [Boulevard]. Period Revivals styles had become popular in the country after World War I, when veterans returned home with a taste for the architectural traditions they had seen in Europe.¹⁴⁷

New Deal-era Programs in Austin

Land development and real estate speculation declined sharply as the previously robust U.S. construction industry floundered. Austin escaped the most severe hardships of the Great

¹⁴⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 72–73.

¹⁴⁵ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 179.

¹⁴⁶ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 179.

¹⁴⁷ National Register of Historic Places, Travis Heights-Fairview Park Historic District, Austin, Travis, Texas, 179.

Depression because its economy relied principally (but not exclusively) on education and government. Therefore, some new construction took place in residential developments throughout the city. Major construction activities of the 1930s were publicly funded and government-sponsored projects that occurred after Franklin Roosevelt became President in March 1933. Roosevelt quickly introduced a series of federal programs that became part of his New Deal program. Austin, like most urban centers throughout the nation, benefited from Roosevelt's efforts to "prime the pump," and many public works projects intended to help the unemployed and stimulate the local economy were completed in Austin during the 1930s. Work relief programs also led to a number of improvements that benefited all citizens, and the city undertook a number of small-scale projects using these federal funds. The Works Progress Administration (WPA) funded a wide range of projects [including] roads and bridges, but it also aided with the construction or improvements of museums, schools, and other educational- and community-oriented institutions.¹⁴⁸

Depression-era Civic Improvements

In 1933, Tom Miller became mayor of Austin. An ardent supporter of Franklin Roosevelt and his New Deal program, he aggressively sought federal monies to support various projects for the city. Among the largest was the expansion of the municipal building and the construction of a new fire station in downtown Austin. Miller also helped to establish a municipal golf course when the local chapter of the Lions Club offered to transfer its lease to the city in 1936...¹⁴⁹

Other smaller-scale work relief programs provided job opportunities in Austin and enhanced Mayor Miller's reputation. Most of these projects were relatively small in scale and aimed to benefit the general public. The City's park program received a great deal of federal aid for park-enhancement projects, building on recommendations stated in the 1928 city plan. With additional federal monies, the parks department acquired land for parks; built restroom facilities, pools, and retaining walls; installed playground equipment; and/or undertook other improvements to parks throughout the city, including Adams - Hemphill, Bailey Barton Springs, Deep Eddy, Eastwoods, Palm, Rosewood, Shipe, West Austin, and Westenfield parks, among others. With federal financial assistance, the city completed additions to Austin High School and Mathews Elementary School, and constructed new facilities in various parts of the city including Becker, Robert E. Lee, and Zavala elementary schools.¹⁵⁰ Perhaps the largest of the federally funded New Deal projects in Austin was the extensive program of improvements to Zilker Park.¹⁵¹ For further information on the Depression Era improvements to Zilker Park, see the Historic Context section of the Town Lake Park System Intensive Survey Report.

¹⁴⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 76.

¹⁴⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 77–78.

¹⁵⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 79.

¹⁵¹ National Register of Historic Places, Zilker Park Historic District, 20–22, National Register #97000479.

A New Austin Dam

Perhaps the era's largest and most significant local public project was the construction of a new dam northwest of Austin. While the dam would primarily be used to generate electricity, it could also provide an effective means of flood control. The need for flood control stemmed from the region's geology. The Colorado River and other waterways extended through the Hill Country, an area with a thin top soil and massive limestone deposits. After heavy rainfall, the limestone quickly became saturated and was unable to absorb any additional water, which caused runoffs and triggered flash floods. In 1935, a massive flood on the Colorado River caused severe damage to Austin, an event that fueled public support to construct a dam for flood control (see Figure 26). Mayor Miller spearheaded the project and helped secure federal monies with the assistance of U.S. Representative Lyndon B. Johnson, whose 10th District included Austin. Work on a new dam began in 1938, slightly upstream from the site of the 1893 dam and its never-completed 1915 replacement. The massive project relied on concrete rather than granite and limestone, and included the assistance of the Lower Colorado River Authority (LCRA), a state agency created a few years earlier and modeled after the Tennessee Valley Authority. The dam was completed in 1940 and renamed the Tom Miller Dam to honor the man most responsible for its construction. The LCRA also constructed the Inks (1936–38), Mansfield (1937–1942), and Buchanan (1931–1939) dams upriver from Austin, which helped to control flooding and bring electricity to a significant area within Central Texas.¹⁵²



Figure 26. Photograph showing flooding along the Colorado River in 1935. Areas of the city surrounding the river routinely suffered from flooding until the new dam was completed in 1940.¹⁵³

¹⁵² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 79–80.

¹⁵³ Boone, *Colorado River Flood*, June 15, 1935, Austin History Center, <https://texashistory.unt.edu/ark:/67531/metaph124018/>.

Housing Policies and Public Housing

[Mayor] Miller and [then U.S. Representative] Johnson collaborated on other federal projects, most notably Rosewood Courts, Santa Rita Courts, and Chalmers Courts 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. They were designed by a team of leading architects in the Austin area. Hugo Franz Kuehne, who also designed the Austin Library and other local landmarks, served as the supervising architect. Other members included Giesecke & Harris, Page & Southerland, and Kreisle & Brook. 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.¹⁵⁴

University of Texas Building Program

The University of Texas was another beneficiary of federal work relief funding and public works programs of the New Deal, as noted by the construction of a new Main Building and Library. The Board of Regents took advantage of the opportunity to hire Paul Philippe Cret, a French-born and -trained architect who taught at the University of Pennsylvania, to replace "Old Main" and develop a new campus master plan. His design for the new Main Building incorporated elements of the Beaux Arts classicism, which marked a major aesthetic shift from the Spanish Renaissance Revival style that Cass Gilbert had advocated two decades earlier. When completed in 1937, "The Tower," as it came to be called, quickly became an icon of Austin. The Main Building and Library were part of an ambitious building program that lasted through the 1940s. The University also used federal funding to construct the Texas Memorial Museum, as well as the Andrews, Carothers, Hill, and Prather Roberts dormitories to accommodate the growing student population.¹⁵⁵

Texas Highway Department and Road Projects

Still another public entity in Texas to benefit from New Deal programs of the 1930s was the Texas Highway Department....Federal involvement in highway construction and maintenance following enactment of several Federal Highway Aid acts pumped millions of dollars into state coffers, and with the dire economic conditions of the Great Depression, enabled the state to

¹⁵⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 80.

¹⁵⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 81–82.

receive emergency funding and support work relief programs on highway and other public works projects...the Texas Highway Department oversaw the design and construction of new highways, grade-separation structures at railroad crossings and highway intersections, bridges, roadside parks, and other road-related projects throughout the state. Notable Austin projects included the construction of a new bridge over the Colorado River at Montopolis Drive and railroad overpasses under Enfield and Barton Springs (now Riverside) roads.¹⁵⁶

A particularly important project for downtown Austin was a new bridge over the Colorado River, west of Shoal Creek. At the time of its completion in 1910, Congress Avenue Bridge was a conduit for all local traffic that crossed the waterway. To ease congestion, the City and the Texas Highway Department collaborated on plans for a new bridge that would complement the construction of Lamar Boulevard, which generally followed along Shoal Creek. The idea of such a roadway had been considered as early as 1934, but the project was delayed for years. Contractors began work on March 27, 1941, and the bridge was officially dedicated on July 15, 1942.¹⁵⁷

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 also for corporate builders, which encouraged the construction of larger-scale and more standardized residential subdivisions.¹⁵⁸

Besides transforming lending policies, the FHA also developed new standards to ensure that FHA-backed housing developments were as economical and efficient as possible, yet promoted public safety and quality of construction. These standards applied to both the construction of individual houses and the layout of subdivisions. In May 1936, FHA published a technical bulletin entitled *Principles of Planning Small Houses* that presented a series of prototypical designs for low-cost housing that would be more attainable and affordable for a housing market in distress. The kinds of houses that followed these principles economized building materials as much as possible, and therefore conveyed a more utilitarian character,

¹⁵⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 82.

¹⁵⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 82.

¹⁵⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 82–83.

appearance, and style that architectural historians have come to classify as “Minimal Traditional”. In subsequent and revised editions, the bulletin included guidelines for the layout of residential developments, such as a hierarchical street network, the use of curvilinear streets and cul de sacs, and lots of varying sizes and shapes to create a less monotonous setting and neighborhood. The program consequently encouraged new construction typically at the peripheries of cities. By 1940, some FHA prototype plans also included attached garages – acknowledging the auto-oriented nature of the suburban development that they spurred, yet requiring less space and fewer building materials than a traditional detached garage.¹⁵⁹

A number of Austin residential developments trace their history to the FHA program and reflect the standards for house design that the agency first established in the 1930s, including the Rosedale neighborhood as illustrated in. Other contemporaneous developments similarly influenced by FHA programs include multiple subdivisions in the French Place/Cherrywood and Bryker Woods neighborhoods. Other, more-affluent neighborhoods in West Austin also reflected the city’s continued residential development during the Great Depression – and remained viable despite the economic downturn because of FHA incentives. These neighborhoods show that although the FHA established minimum thresholds, developments that exceeded those standards still could gain access to FHA-backed financing. Some of the new developments, such as the Westfield “A” Subdivision (1925), were created just before or as the economic downturn was beginning. Others, including the multiple sections marketed under the Enfield or Bryker Woods banners, were established during the height of the Great Depression. It should be noted, however, that many of these developments included restricted covenants that prohibited African Americans and others from purchasing homes in these areas. Such practices were common in white-only neighborhoods, a trend that continued in subsequent decades.¹⁶⁰

Conversely, the FHA program had the effect of stifling development in less affluent, working-class areas of Austin. Another 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 27), 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. By overlaying the HOLC maps on

¹⁵⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 83.

¹⁶⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 83–84.

land-use maps of Koch & Fowler, patterns advocated in the 1928 city plan appear to be replicated in the 1934 HOLC maps. 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.¹⁶¹

¹⁶¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 84–88.

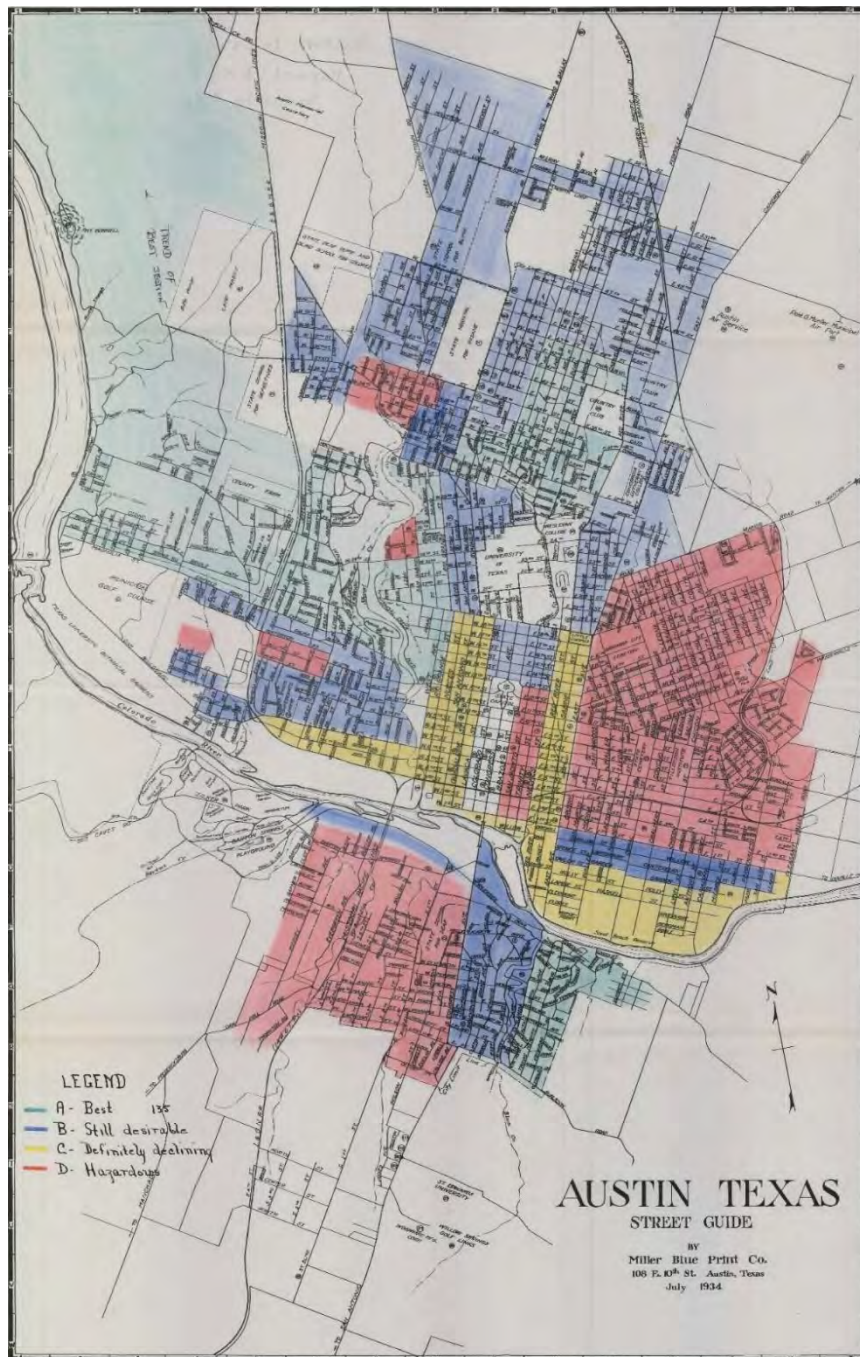


Figure 27. HOLC Map of Austin, 1934. Maps such as this, colloquially known as “redlining maps,” were used by the HOLC to show assessed “risk” levels for different areas within a city. Areas considered most desirable in Austin were those newly developing areas in West Austin, Hyde Park, and Travis Heights. In contrast, minority populated areas in East Austin and Clarksville are marked as “Hazardous” and much of the original townsite and flood-prone areas near the river are considered “definitely declining.”¹⁶²

¹⁶² Miller Blueprint Company, “Austin, Texas Street Guide,” July 1934, Historical City Maps of Texas, University of Texas at Austin, Perry-Castañeda Library Map Collection.

Austin and World War II

*With the outbreak of war in Europe in 1939, a reluctant United States began to mobilize. President Roosevelt worked with an oft-recalcitrant Congress to improve the military's readiness. In Texas, the establishment of a new naval aviation training base in Corpus Christi and the reactivation and construction of several new Army bases and air fields were steps toward mobilization. These actions also increased federal spending to even higher levels, which helped to stimulate a still-sluggish economy. In conjunction with the build-up of military forces, the federal government also constructed a number of plants designed to produce ships, aircraft, and ordnance for the armed forces. Japan's attack on Pearl Harbor on December 7, 1941 proved to be a pivotal point in the history of the world, nation, and Austin.*¹⁶³

Mobilization and the Magnesium Plant in Austin

*After Nazi Germany invaded Poland in September 1939, President Roosevelt began to prepare the nation for war. Among the most ambitious and innovative programs was the creation of the Defense Plant Corporation, which operated closely with the Reconstruction Finance Corporation (headed by Texan Jesse H. Jones) specifically to build tank and airplane factories, ordnance plants, and other manufacturing facilities to support the military, including one in Austin. In September 1941, Representative Lyndon Johnson announced plans to build a \$1.6 million magnesium plant in Austin to be operated by Union Potash Company (subsequently absorbed into a consortium named International Minerals and Chemical Corporation). The Austin-based plant, which was constructed near the I-GN railroad, processed Ellenburger dolomite extracted from Burnet County to produce magnesium. The mineral was used for varied defense-related purposes including the manufacture of industrial machinery and aircraft. The University of Texas acquired the plant from the federal government after the war and established a research center, which remains in operation and is known as the J. J. Pickle Research Campus.*¹⁶⁴

Del Valle Army Air Field

After the attack on Pearl Harbor, the citizens of Austin and the nation redirected their focus to the war effort. With the notable exception of the Del Valle Army Air Field, no large construction projects were undertaken in Austin during war years. Construction at the base began during the summer of 1942 using standardized plans and wood-frame construction, and Del Valle Army Air Field was activated on September 19, 1942. It was renamed Bergstrom Army Air Field on March 3, 1943 to honor Captain John Bergstrom, the first Travis County resident killed in World War II. Access to the airfield was possible because of the recently completed Montopolis Bridge, which crossed the Colorado River southeast of downtown. Although outside the city limits, the airfield directed some growth to the east,

¹⁶³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 88.

¹⁶⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 88.

especially after the war when the military deemed it an integral part of the nation's defense and classified it as a "permanent" installation.¹⁶⁵

Camp Mabry

When the United States declared war on the Axis Powers, the Texas National Guard was called into federal service and Camp Mabry became the headquarters of the Texas Defense Guard, a state-run militia that would be used for internal needs. Most military training occurred on federal installations, including forts in San Antonio as well as Camp Swift in nearby Bastrop. The relatively small size and urban location of Camp Mabry made it a less ideal training area and thus it was not federalized. It remains under the auspices of the State of Texas.¹⁶⁶

Demobilization

World War II officially ended with the Japanese surrender on September 2, 1945. The event triggered the beginning of a period of demobilization as the federal government closed many of the new military bases throughout the nation and declared that significant numbers of Defense Plan Corporation - funded plants and factories were no longer needed. The effects of demobilization in Austin were not as dramatic as in other parts of the country. The magnesium plant was closed and conveyed to the University of Texas, but the two military bases remained in operation. The city also gained another new military installation, albeit a minor one, in the immediate postwar period.¹⁶⁷

Even though a significant number of the World War II-era air fields in Texas were decommissioned, Bergstrom Army Air Field continued to be an active training facility. When the Defense Act of 1947 established the Department of Defense, it also created the U.S. Air Force, which incorporated most of the Army's aviation-related operations, including those at Bergstrom Army Air Field. The change led the installation to be renamed as Bergstrom Air Force Base. It was soon placed within the Strategic Air Command (SAC), which led to a series of improvements and runway expansions to facilitate the new long-range bombers that operated at the base.¹⁶⁸

Camp Mabry eventually returned to its pre-war role as an administrative center and training site for the Texas National Guard. Yet it continued to share some facilities with other state and federal agencies that moved to the base during the Great Depression and World War II. The most notable of these was the Texas Department of Public Safety. Created in 1935, it combined several other state operations such as the Texas Rangers and the State Highway Patrol. In 1952, the agency moved into its own headquarters, built at the northeast corner of

¹⁶⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 88.

¹⁶⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 89.

¹⁶⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 91–92.

¹⁶⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 92.

North Lamar Boulevard and Koenig Lane in North Austin. Designed by the local architectural firm of Kuehne, Brooks and Barr, it remains in use.¹⁶⁹

While the U.S. military reduced its footprint in the postwar era, the services restarted their Reserve programs in the event of future war. The Naval Reserves Program soon embarked on an ambitious effort to establish over 300 training centers for the naval reservists across the country, including one in Austin...Many returning veterans joined the Reserves to maintain and improve specialized skills and provide a means to supplement their income; and over time a new group of Reservists trained at the facility.¹⁷⁰

Postwar Development in Austin, 1946-1980

The United States escaped the physical devastation inflicted on many of the industrialized nations that participated in World War II. The conflict not only took an incalculable toll on the lives of millions, it caused widespread destruction throughout Europe and parts of Asia that crippled their economies and destroyed much of their respective manufacturing and agricultural capacities. The U.S. government remained engaged in world affairs by helping to rebuild war-torn regions and provide food for the hungry. The country soon became the dominant force in the world economy, which also ushered in an era of unprecedented growth and prosperity.¹⁷¹

The postwar boom contributed to tremendous growth of the nation's urban centers as returning veterans sought new better-paying jobs in cities and towns, received better education through provisions of the G. I. Bill, and started their own families. Demographic shifts and a surge of new births created a housing shortage and contributed to the development of new residential areas, most of which were outside city centers. Low-cost mortgages and innovations in building technologies triggered a rapid increase in housing construction that continued for years. An equally dramatic rise in automobile ownership placed additional strains on the existing transportation network and contributed to the construction of new and more elaborate highway systems, which, in turn, led to the development of larger and more ambitious suburbs in outlying areas. Subdivision designs of the era incorporated many features that the Federal Housing Authority introduced between 1936 and 1940. Common design elements included curvilinear streets, uniformly sized lots, and the use of landscape features. These new residential developments led to a more dispersed pattern of commercial activity that relied heavily on the automobile and an expanding and improved street network. Commercial developers began constructing shopping centers along arterials and major highways from the suburbs to the city center.

¹⁶⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 92.

¹⁷⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 92.

¹⁷¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 91.

Over time, these commercial nodes contributed to a decline of activity in historic downtowns.¹⁷²

Austin joined the rest of the nation in this period of prosperity and witnessed a housing boom that not only enlarged the city's physical size, but created new neighborhoods, new patterns of development, and other changes that transformed the area's physical character. The trend toward suburbanization contributed to a decentralization of retail activity and residential development that offered new opportunities, but likewise created a new set of challenges.¹⁷³

While the development of new suburbs around the city's outer edges changed how and where Austin's middle class lived, several factors kept these suburbs largely out of reach for Austin's Black and Mexican American population. While low-cost loans were, in theory, guaranteed to all veterans by the GI Bill of Rights, the realities of the program's administration severely limited their availability to people of color. Loans offered under the program were cosigned by the federal government but were still provided by private financial institutions. As a result, Black and Mexican American veterans found it nearly impossible to get approved for loans thanks to the discriminatory lending practices of local financial institutions. Furthermore, homes in many postwar suburbs included racially restrictive covenants in their deeds, making it impossible for African Americans to purchase these new homes. As a result, Austin's Black and Mexican American residents mostly lived in older homes that were vacated by wealthier White residents as they moved to the more desirable suburbs.¹⁷⁴

Postwar Demographic Trends in Austin

During the postwar period, the overall population of Austin saw tremendous growth, but the Black and foreign-born populations grew more slowly. By 1946, Austin's minority populations had consolidated largely in East Austin, driven by the policies set forth in the 1928 Koch & Fowler plan. The concentration of minority populations in East Austin continued into the 1950s and 1960s. A number of contextual factors contributed to the relatively slower growth of Austin's minority population. After World War II, Black populations declined across the American South, as African Americans moved to cities in the Northeast, Midwest, and West Coast to take advantage of the growing number of industrial job opportunities during the postwar boom. In Austin, the northward migration was counterbalanced by African Americans moving into Austin from rural areas. Although the overall U.S. foreign-born population increased in the era, rural areas received the bulk of immigrants, coming primarily from Mexico due to the Bracero program, which allowed legal migration of Mexican farmworkers from 1942 through 1964. Unfortunately, the trajectory of the U.S.-born Mexican American population is

¹⁷² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 91.

¹⁷³ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 91.

¹⁷⁴ 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), 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>.

difficult to track because the U.S. Census did not differentiate between those of Hispanic descent and non-Hispanic whites until the 1970s. Neighborhood residents generally perceive that the African American community was centered between East 7th Street and East 19th Street (Martin Luther King, Jr. Boulevard) through the 1940s, then began to move northward toward Manor Road in the 1950s and 1960. At the same time, Mexican Americans—previously concentrated south of East 7th Street, near the lowlands fronting the Colorado River and the industrial areas near the railroads along East 3rd and East 4th Streets—began to intersperse with Black residents north of East 7th Street.¹⁷⁵ For more information on the factors influencing the concentration of Black and Hispanic residents in East Austin, see the Historic Context section of the East Cesar Chavez Street HRSR Addendum.

Highway Improvements of the Postwar Era

US 81 and the Interregional Highway

As the highway system evolved in the 1910s, military leaders quickly understood its strategic advantages and recognized how it could support a mechanized and mobile fighting force. Following World War I, several army convoys traveled some of the earliest transcontinental highways—including the Bankhead Highway which passed through Texas—as a way to garner support for a national highway system. 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.¹⁷⁶ When US 81 was built through Austin, it entered the city at the north following the current path of North Lamar Street, shifted to Guadalupe Street, turned east at present-day Cesar Chavez Street, then turned south again to cross the Colorado River and follow South Congress Avenue out of the city.

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 improved in the

¹⁷⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 94–95.

¹⁷⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 94.

1930s, became the focus of attention because it already cut a wide path through the city and bypassed downtown. City officials, however, delayed the sale of bonds because a similar initiative in San Antonio was challenged in court. After the Supreme Court decided in favor of the City of San Antonio in 1947, Austin moved forward with its own effort.¹⁷⁷

The City of Austin purchased the necessary right-of-way for the first segments of the [highway] east of downtown and the University of Texas. These acquisitions resulted in the demolition, displacement, or relocation of many homes, businesses, and institutions along the proposed route. Huston College, for example, was affected because the right-of-way reached the edge of the school's property at East 12th Street. The school abandoned the site and merged with Tillotson College in 1952 to create Huston-Tillotson College (later University). At the time of the highway's construction in this area, the segment of the H&TC rail system that included the A&NW railroad was scheduled to be abandoned. Expecting the railroad to follow through on its plans, highway planners did not include an overpass at the point where the railroad intersected the highway. When the H&TC changed its plans, the highway continued to have a dangerous at-grade railroad crossing, and for many years a passing train could bring all traffic to a standstill. The City Council eventually approved a new bridge across the highway's southern segment...on the Colorado River's north side in 1952.

As highway development was prioritized by the federal government, national development patterns began to emerge. One common characteristic of postwar highway projects was the displacement or isolation of minority communities. In cities across the country, planners chose to site new highways in Black and Hispanic communities, often displacing entire neighborhoods or otherwise creating near impenetrable barriers between minority communities and White neighborhoods. Varied reasoning for these decisions was offered. In some instances, low property values and dilapidation of existing buildings (often caused by redlining and discriminatory lending practices) was cited. In others, existing divisions between communities of different races was considered the logical location for a transportation corridor. In still more extreme scenarios, highways offered a de facto alternative to de jure segregation by creating physical barrier to encroachment of minority communities in White neighborhoods.¹⁷⁸ Within the existing East Avenue right-of-way, large-scale displacement was avoided in many areas, but the Hispanic and Black communities in East Austin did not escape the development project unscathed.

At Cesar Chavez Street, the highway diverted from the established East Avenue ROW to shift southeast toward the new bridge location and avoid construction in South Austin's Travis Heights neighborhood. In East Austin, dozens of families in majority Hispanic neighborhoods

¹⁷⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 94.

¹⁷⁸ Noel King, "A Brief History Of How Racism Shaped Interstate Highways," *NPR*, April 7, 2021, sec. History, <https://www.npr.org/2021/04/07/984784455/a-brief-history-of-how-racism-shaped-interstate-highways>; Deborah N. Archer, "'White Men's Roads Through Black Man's Homes': Advancing Race Equity Through Highway Reconstruction," *Vanderbilt Law Review* 73, no. 5 (October 2020): 1259–1330.

were displaced to accommodate the new southeast-oriented corridor, while majority White neighborhoods south of the river were preserved. City maps and aerial imagery from before the highway's construction show a corridor of undeveloped land between the Travis Heights neighborhood and a neighborhood called "Bellevue Park" along the eastern edge of the current I-35 ROW. The curve in the road closely matches the edge of development in that area. The 1953 appraisal book associated with the project defines the area as follows:

Generally speaking, the neighborhood is made up of white occupants with good social and economic stability. There are many old families living in the Travis Heights area of the business and professional class of the higher income bracket. There is no evidence of any racial encroachment or future hazards that might effect [sic] the values in this neighborhood.¹⁷⁹

The book goes on to appraise the value of 19 properties in South Austin that were selected for acquisition to create the highway corridor.¹⁸⁰ In contrast, 63 properties in East Austin were appraised for demolition.¹⁸¹

*The highway's design purposely limited access to and from the expressway and eliminated at-grade crossings and intersections to keep traffic moving (see Figure 28). 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.*¹⁸²

¹⁷⁹ Harold Legge, *Appraisal of the South Portion of the Interregional Highway Right of Way Austin, Texas* (Prepared for City of Austin, November 2, 1953), Austin History Center.

¹⁸⁰ Legge, *Appraisal of the South Portion of the Interregional Highway Right of Way Austin, Texas*.

¹⁸¹ Ben E. King, *Interregional Highway Appraisal Volume II: Individual Properties Report* (Prepared for City of Austin, February 23, 1953), Austin History Center.

¹⁸² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 94–95.



Figure 28. Construction on the Interstate Highway in 1960 at 15th Street, looking north. In the distance, a completed section of highway transitions to East Avenue. At top right, a construction site for the next phase of development is visible.¹⁸³

The initial phase of the Interregional [Highway] spurred increased development interest in the [North Austin] developments including the Delwood Shopping Center, which was established in 1951 just south of the Wilshire Wood Subdivision...The shopping center was specifically established to serve the growing suburban developments in the immediate area, such as Wilshire Wood and Delwood. [The developer] envisioned the increased traffic flow from the highway supporting both residential and commercial development in the area. As proof of this belief, Giles ensured that the new shopping center could accommodate automobiles and set aside over 12 acres for parking. The Delwood Shopping Center was among the first of many local shopping centers designed with the automobile in mind; as a result, retail shopping patterns became increasingly dispersed and less dependent upon the central business district. The establishment of shopping centers in suburban settings such as Delwood Shopping Center relied heavily on the proliferation of automobiles and improvements in the

¹⁸³ Texas Department of Transportation, *Interstate 35 Construction*, August 5, 1960, TxDOT Photo Library.

street and highway networks and brought unprecedented growth to north and northeast Austin.¹⁸⁴

Interstate Highway System and I-35

The interregional highway system brought significant change to Austin and other communities, but its effects paled in comparison to those created by its successor, the Interstate Highway System, which was established following passage of the Federal Aid Highway Act of 1956. On June 29, 1956, President Dwight D. Eisenhower signed this landmark piece of legislation that transformed the nation's highway program, and initiated the expenditure of \$25 billion and the construction of 41,000 miles of interstate highways throughout the nation for fiscal years 1957 through 1969. The act also gave the federal government an increasingly important role in the planning, design, construction, and maintenance of highways. Furthermore, it provided a funding formula that provided a steady and reliable source of monies for highways. Unlike previous funding efforts, the Highway Act of 1956 enabled the states to pay only 10 percent of the construction costs and the federal government would pay the rest. Such a state-friendly formula proved to be a boon to state highway departments across the country, including Texas, and resulted in a dramatic building program that transformed the nation's landscape.¹⁸⁵

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.¹⁸⁶

Postwar Development Patterns in Austin

North Austin Development

Real estate developers quickly realized the many opportunities offered by the new highway and often touted the advantages of new subdivisions located on or near the new interregional highways. The developer of the Georgian Acres subdivision in north Austin published an

¹⁸⁴ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 4 Study Area: East Thirty-Eighth Street to East Fifty-First Street* (Prepared for the Texas Department of Transportation, 2004), 21–22.

¹⁸⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 95.

¹⁸⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 95–96.

advertisement in the local newspaper that extolled the neighborhood's proximity to the new interregional highway. Further promoting its appeal, the ad noted that property owners paid no city taxes but could enjoy nearby amenities such as a school and "community" (shopping) centers. The subdivision included land between Old US 81 (Lamar Boulevard) and the new interregional highway, and thus had access to both roadways.¹⁸⁷

A 1954 aerial photograph of [North Austin] reveals a landscape significantly different than that shown in the 1940 aerial. The most prominent change appears east of the Interregional, where completely developed subdivisions and a shopping center replaced open pasturelands. The area west of the highway also appears densely developed. The evolving transportation network is also clearly evident, especially the importance of the central north/south arterial Interregional Highway and Airport Boulevard, which intersects with the highway and angles northwest along the H&TC right-of-way.¹⁸⁸

Central Austin Development

UT expanded its campus greatly through the postwar period, often demolishing existing residential areas to do so. The construction of the Lyndon B. Johnson Presidential Library created a new landmark within the community, but it also led to the demolition and/or relocation of residential areas east of The University of Texas campus. Concurrently, the University's gradual east expansion, such as the enlargement of the football stadium, the creation of parking lots, and the re-routing of Red River Street completely changed the physical character of some neighborhoods [in Central Austin].¹⁸⁹ At the same time, numerous apartment buildings were constructed in the area to fulfil the need for affordable student housing. For further information on postwar apartments, see the *Multi-Family Dwellings* section below.

East Austin 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

¹⁸⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 96.

¹⁸⁸ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 4 Study Area: East Thirty-Eighth Street to East Fifty-First Street*, 22.

¹⁸⁹ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 3 Study Area: Manor Road to East Thirty-Eight Street* (Prepared for the Texas Department of Transportation, 2004), 28–33.

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.¹⁹⁰

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.¹⁹¹

[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.¹⁹²

[As a result], infrastructure gradually improved in East Austin. This stimulated private developers to plat residential suburbs that followed the postwar curvilinear pattern begun elsewhere in Austin (and across the United States) immediately after World War II. As a result, many families migrated into the newer and larger houses in these subdivisions rather than continuing the trend of constructing additions and enlarging houses in East Austin. With the resulting depopulation, a number of large-scale apartment complexes were constructed in East Austin beginning about 1963 as well, which were well-paved to accommodate automobile traffic. With the improvements to city infrastructure, white residents began to move into these new apartment complexes, slowly reintegrating the residential mix of the neighborhood, although single-family housing would remain occupied primarily by African American and Mexican American families for decades to come.¹⁹³

¹⁹⁰ While this legislation theoretically granted government-backed low-cost loans to all veterans, discriminatory lending practices on the part of private financial institutions responsible for providing these loans often made it nearly impossible for Black and Hispanic veterans to access GI Bill mortgages. HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 102.

¹⁹¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 102–3.

¹⁹² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 127.

¹⁹³ While these complexes began the process of reintegration, the first ones were built on the northern edges of the historically Black neighborhoods in East Austin and accounted for only a small percentage of the overall housing for the area. The process of reintegrating East Austin continued for decades after the first apartment buildings were constructed in the 1960s, often not achieving significant results until after the end of the historic period. HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 129–30.

South Austin Development

With the construction of the new Interregional Highway and the associated bridge completed, South Austin became the location of much of Austin's new suburban development. Even before the bridge was completed, it was understood that the new bridge would likely inspire significant development in the area. The South Austin appraisal book for the Interregional Highway noted that with Congress Avenue as the only access to downtown from Travis Heights, traffic "has been a drawback to the growth of this neighborhood." It goes on to say that "The building of the Interregional Highway will overcome this objection."¹⁹⁴

Aerial imagery from the period clearly demonstrates the explosion of development south of the river that resulted from the new highway. Images from 1954 were captured shortly before the construction of the new bridge and predate the Interstate Highway by about six years. These 1954 aerials show large expanses of pastureland with residential development largely confined to Travis Heights and a few small developments around Riverside Drive (see Figure 29). By 1966, only 12 years later, the highway had been completed and most of that pastureland had been converted to subdivisions (see Figure 30). The 1966 aerial also demonstrates a pattern of development similar to that observed in North Austin. Commercial properties tended to develop immediately adjacent to the highway while residential neighborhoods filled in those areas further from major roads.

¹⁹⁴ Legge, *Appraisal of the South Portion of the Interregional Highway Right of Way Austin, Texas*.



Figure 29. 1954 aerial image of South Austin. Much of the area is pastureland, with denser residential development to the north. Assumption Cemetery and Travis Early College High School are both visible along the right side of the image.¹⁹⁵

¹⁹⁵ United States Geological Survey, "Aerial Image 1VDN000010081" (Department of Interior, US Geological Survey, March 1, 1954), earthexplorer.usgs.gov, <https://earthexplorer.usgs.gov/>.



Figure 30. 1966 aerial image of South Austin. Most of the areas that were previously pastureland have been filled in with new development. I-35 is completed and Assumption Cemetery and Travis Early College High School are both visible along the west side of the new highway. Commercial development is clustered around the new highway. Ben White Boulevard runs visible at bottom left corner.¹⁹⁶

Multi-Family Dwellings

The trend of building apartment complexes observed in East Austin appears to have been part of a larger movement toward the development of multi-family housing throughout Austin at

¹⁹⁶ United States Geological Survey, "Aerial Image 1VBNZ00010280" (Department of Interior, US Geological Survey, June 8, 1966), earthexplorer.usgs.gov, <https://earthexplorer.usgs.gov/>.

this time. To meet the housing needs of the postwar era, some developers began constructing apartment buildings on lots formerly occupied by single-family homes. Survey observations demonstrate apartment buildings appearing in great quantity from the 1960s and early 1970s. In all, 22 apartment buildings were surveyed within the project area, 18 of which were constructed between 1962 and 1972. Apartment complexes were observed to be concentrated in three locations within the survey area: around the junction of Airport Road and I-35, around the UT campus (particularly north of campus and west of I-35), and in South Austin near the Colorado River.

Generally, postwar apartment buildings are two- or three-story; rectangular; gable, hip or flat roofed structures with stone or brick veneer and wood detailing. Windows are either sash or sliding and almost exclusively metal. Stylistic features of both Ranch and modern architecture often adorn these structures, but very few exhibit sufficient influence from any particular style to be classified as such. Most apartment complexes, especially those in North and Central Austin, were comprised of one or two buildings. In some cases, developers constructed vast complexes with up to a dozen buildings. This was most common in later developments, which also frequently included additional amenities such as laundry buildings, offices, and swimming pools.

Postwar Churches

Trends in suburban development and expanding populations generated extensive construction of new religious properties as well.¹⁹⁷ As young families settled into postwar suburban life, they also sought out religious communities where they could find comfort in faith and community during uncertain times. In the two decades following World War II, church membership expanded at a rate far greater even than the population growth associated with the Baby Boom.¹⁹⁸ With church congregations growing and urban populations shifting toward newly developed subdivisions, new churches were constructed in great number during the postwar period. Many subdivision developers took measures to ensure the church had a place in new communities, setting aside a parcel specifically for churches in their subdivision plans. Churches played an essential role in postwar suburban communities, serving as both a place of worship and a de facto community center.¹⁹⁹

Throughout the postwar years numerous congregations formed across the city, both as products of newly established suburban communities and in response to the rapidly expanding religious participation. With new congregations came a need for new churches. In the two

¹⁹⁷ While new churches were built citywide during the postwar period, the vast majority of new churches were constructed in suburbs at this time. Due to racially restrictive covenants and discriminatory lending practices, suburbs were home almost exclusively to White residents and suburban church development of the day was largely geared toward serving the needs of these White suburban communities.

¹⁹⁸ Jay M. Price, *Temples for a Modern God: Religious Architecture in Postwar America* (New York: Oxford University Press, 2013), 50–51.

¹⁹⁹ Price, *Temples for a Modern God: Religious Architecture in Postwar America*, 56–57.

decades following World War II, Austin saw extensive development of new churches and religious properties. Many of Austin's postwar churches would follow design principals for modernist churches which were rapidly evolving nationwide. During this period, architects and religious organizations across the country were struggling to determine an identity for modern religious architecture.²⁰⁰ Austin's postwar churches often exemplified this struggle, demonstrating the experimental nature of modernist churches in both design and function. While postwar congregations were often segregated by race, an interest in modern design was exemplified in churches for all races in Austin. Churches like St. George's Episcopal (a White suburban church), David's Chapel Missionary Baptist Church (serving a Black community), and Emmanuel United Methodist Church (home to a Spanish-speaking congregation) demonstrate how Modernist Church design spanned racial divisions citywide.

Two major principles guided design decisions for postwar churches and were advocated for by religious leaders and design experts alike. First, a new church should be the product of a careful and honest evaluation of a congregation's identity and beliefs.²⁰¹ And second, a church should be designed to accommodate the variety of functions congregation intended to undertake. Postwar churches were far more than simple houses of worship. They were community gathering spaces, daycare centers, educational facilities, convention halls, sport and entertainment venues, and even civil defense gathering grounds. The design for a modern church needed to be flexible enough to serve these functions and any others that may arise.²⁰² Using these ideas as a framework for what a modern church should be, architects across the country undertook the task of bringing American churches into the modern era.

While architects across the country were asking questions about the very nature of what a church ought to be, Texas architects opted for slightly more traditional designs. Texas churches generally retained the traditional elements of a church but expressed them in creative ways, utilizing the variety of newly developed materials, including structural steel, concrete, and laminated wood beams.²⁰³ In a society rapidly drifting toward a more flexible spirituality rather than strictly dogmatic faith, much meaning was found in the symbolism of various roof forms. Many congregations experimented with steeply pitched gables, A-frames, curved gables, and parabolic arches (often combined with stained glass or other creative lighting sources) as a means of creating a mystical atmosphere capable of awing and inspiring churchgoers.²⁰⁴ An excellent example of experimental roof forms in Austin is the Emmanuel United Methodist Church with its curved gable and stained glass in the gable ends. Further information about the

²⁰⁰ Stephan Hoffpauir and Michael T. Coppinger, "The Texas Church House: A Genealogy," *Texas Architect*, August 1983, 50.

²⁰¹ Marvin Halverson, "On Getting Good Architecture for the Church," *Architectural Record*, December 1956, 135.

²⁰² Price, *Temples for a Modern God: Religious Architecture in Postwar America*, 67–68.

²⁰³ Hoffpauir and Coppinger, "The Texas Church House: A Genealogy," 53.

²⁰⁴ Price, *Temples for a Modern God: Religious Architecture in Postwar America*, 135.

architecture and history of the church can be found in the intensive-level HRSR for that property.

Throughout the postwar era churches attempted to connect more fully with the public through community events and social gatherings as a means of innovative evangelism. Churches began to build campuses filled with support buildings designed to house various outreach activities. These included classroom spaces, community centers, kitchens and dining halls for hosting potlucks, church offices, and much more. In many cases design committees pushed for a design that would mirror residential architectural trends. In hopes of creating a welcoming environment, churches constructed sprawling facilities of low, single-story, masonry structures with low-pitched roofs, replicating the most recognizable features of Ranch architecture. Borrowing the undeniable symbolism of a Ranch home as a place of safety seemed an ideal way to inspire citizens to feel comfortable visiting community churches.²⁰⁵

Postwar Education

As with churches, the postwar era was a time of great expansion for school systems. Driven by increased suburbanization, a shifting populace, and the population explosion caused by the Baby Boom, school districts across the country began expanding rapidly in the decades following World War II. In a 1955 article about school design, *Architectural Forum* made the need for new schools very clear, stating “Every 15 minutes enough babies are born to fill another classroom and we are already 250,000 classrooms behind.”²⁰⁶ Much like churches that were developing at the same time, modern schools were often designed to accommodate the needs of the individual institution and constructed using a variety of modern materials such as structural steel, plate glass, and concrete.²⁰⁷ In fact, schools designed in the Modern style mirrored many of the design trends being utilized in churches, a phenomenon that can largely be attributed to an overlap in architects.²⁰⁸

As was the case across the country, numerous new schools were constructed across Austin during the postwar years. This expansion responded to the issues addressed above, as well as deficiencies brought to light by desegregation. While the 1961 *Austin Development Plan* addressed simple issues regarding schools, such as location and student capacity, it made no reference to design standards. Those considerations were the purview of the newly minted Austin Independent School District.²⁰⁹ Three schools were developed in the project area during this period: Northeast (formerly Reagan) Early College High School (1965), Travis Early College High School (1953), and Sanchez Elementary School (1976). While each of these schools has

²⁰⁵ Price, *Temples for a Modern God: Religious Architecture in Postwar America*, 72.

²⁰⁶ “Schools: A Look Backward and Forward,” *Architectural Forum*, October 1955, 129.

²⁰⁷ Amy F. Ogata, “Building for Learning in Postwar American Elementary Schools,” *Journal of the Society of Architectural Historians* 67, no. 4 (December 2008): 562–63.

²⁰⁸ Price, *Temples for a Modern God: Religious Architecture in Postwar America*, 76.

²⁰⁹ “Minutes of the 6/8/1961 Austin City Council Meeting” (City of Austin, June 8, 1961), 508–9, <https://www.austintexas.gov/edims/document.cfm?id=41230>.

its own unique design, they follow the trends of postwar school design that were seen nationwide. This era is best defined as a period of experimentation in which architects and school boards sought innovative solutions to fulfil the needs of an evolving education system.²¹⁰

For much of the postwar era one of the greatest influences on education architecture was the book *Space for Teaching* by William Caudill. The work was informed by the author's observations of Texas schools. Caudill argued that the very nature of education was changing and that educational architecture must respond to that change. He also advocated for flexible, adaptable classroom space, gymnasiums and outdoor space for enrichment, and dedicated space for modern technologies, such as audio-visual equipment.²¹¹ Many of his recommendations would become essential building blocks for modern schools.

Another work with roots in Texas, *The Co-Ordinated Classroom* by architect Darell Boyd Harmon, utilized studies conducted by the Texas State Department of Health to create guidance for creating more efficient classrooms. The work focused primarily on developing effective lighting, but also addressed issues of ergonomics in regard to classroom furniture. Chief among Harmon's recommendations was the use of glass block and reflective paints to encourage even light distribution.²¹² In the late 1960s and 1970s better electrical lighting and evolving educational philosophies led to a shift toward overhead lighting and more reserved fenestration.²¹³ The easy availability of steel and concrete and increasing anxiety tied to the Cold War caused nearly all postwar schools to be designed as single-story structures. Architects, school boards, and government agencies touted this choice as safer, simpler, and cheaper, making it the ideal design for all schools.²¹⁴

Field observations from this project indicate that many postwar schools in Austin closely followed the principles laid out above. Schools are largely single-story structures, constructed of brick or concrete, and utilizing structural steel framework. Large banks of banded windows, often accompanied by glass block, can be seen in earlier examples, while narrower and sparser fenestration is employed in examples from the 1960s and 1970s. A product of the climate, campuses of individual buildings connected by outdoor walkways are common in Austin. Warmer climates allow for outdoor circulation corridors and the introduction of courtyards and outdoor gathering spaces into landscape design. Later additions to campuses often account for multi-story classroom buildings, arenas, and gymnasiums.

²¹⁰ Ogata, "Building for Learning in Postwar American Elementary Schools," 563.

²¹¹ Ogata, "Building for Learning in Postwar American Elementary Schools," 577.

²¹² Darell Boyd Harmon, *The Co-Ordinated Classroom*, 1949, 38, <https://eric.ed.gov/?id=ED020621>.

²¹³ Ogata, "Building for Learning in Postwar American Elementary Schools," 581.

²¹⁴ Ogata, "Building for Learning in Postwar American Elementary Schools," 568.

Federal Policy Shifts toward Desegregation

The series of legislative acts and court rulings that finally brought about segregation's end, at least from a legal standpoint, came at the federal level after years of advocacy by groups such as the NAACP and LULAC, religious and community activists, [and through] federal court challenges and the work of politicians like Lyndon Baines Johnson. As set forth in the National Park Service's Civil Rights Theme Study, each of these landmark policy changes is considered historically significant at the nationwide level and extend to resources within a local context.²¹⁵

The first significant court decision regarding desegregation to have direct connections to East Austin was Delgado v. Bastrop Independent School District in 1948...This case was moved forward by LULAC's advocacy under the leadership of national organization president and East Austin resident Jose Maldonado. Within the Delgado v. Bastrop case, Judge Ben H. Rice of the U.S District Court, Western District of Texas, "specifically declared unconstitutional the segregation of Mexican Americans in separate classrooms within 'integrated' schools." Exceptions could be made for monolingual Spanish speakers entering the first grade, so that they could receive the specialized instruction necessary to transition to integrated second grade classes.

Next, in 1950, the Supreme Court heard Sweatt v. Painter. Like Delgado, the Sweatt case held direct associations to East Austin. The plaintiff, Heman Sweatt, lived in East Austin at 1209 East 12th Street while attempting to enroll into the Law School at the University of Texas, and the NAACP's legal team—including Thurgood Marshall—stayed in East Austin at 1193 San Bernard Street while the case was under trial in federal district court. The Sweatt decision set a critical precedent by establishing that "extracurricular" considerations made it impossible for segregated facilities to be equal. As noted within the National Park Services Civil Rights Theme Study:

Writing for the majority in the Sweatt case, Chief Justice Fred Vinson observed: 'the University of Texas Law School possesses to a far greater extent [than the state's segregated law school for African Americans] those qualities which are incapable of objective measurement but which make for greatness in a law school. Such qualities ... include reputation of the faculty, experience of the administration, position and influence of the alumni, standing in the community, traditions and prestige.'²¹⁶

Building upon the precedent set by Sweatt, the Supreme Court decided Brown v. Board of Education of Topeka, Kansas in 1954, which finally and fully declared segregation of public schools to be unconstitutional. Then, in 1957, the Hernandez v. Driscoll CISD case fully ended school segregation for Mexican Americans, supported by the precedent set in Delgado v. Bastrop. With these court decisions clearly and definitively establishing the lack of

²¹⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 127.

²¹⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 127–28.

constitutional support for segregation, President Lyndon Johnson pushed the Civil Rights Bill through the U.S. Congress in 1964, followed by the Voting Rights Act in 1965. [As noted within the National Park Services Civil Rights Theme Study], *The Civil Rights Act*:

*... banned discrimination by establishments whose goods or services were connected to the flow of interstate commerce and specifically designated for coverage inns, hotels, restaurants, cafeterias, lunchrooms, lunch counters, soda fountains, gasoline stations, movie houses, theatres, concert halls, sports arenas, and exhibition halls. It also prohibited states and municipalities from enforcing segregation in any type of public accommodation.*²¹⁷

*With these policy shifts, the inequities in municipal services that had constrained East Austin's development were no longer legal under the Constitution and federal law. Unfortunately, changing the effects of these longstanding policies proved slow and challenging, and remains a work in progress.*²¹⁸

*Some incremental desegregation of public services occurred prior to the 1954 Brown decision within East Austin. For example, the George Washington Carver Public Library was desegregated in 1951, due to the efforts of Huston-Tillotson College professor Dr. William Astor Kirk. Integration of local schools, though, did not begin until 1955, after the 1954 Brown v. Board of Education decision. The desegregation plan implemented in Austin began by integrating one grade level each year, beginning with the 12th grade in 1955, continuing through to the fifth grade in 1962. [By] 1963, all remaining elementary grades were integrated, along with all other public facilities, including playgrounds and swimming pools. However, the Austin Independent School District was involved in litigation regarding its desegregation process until the 1970s.*²¹⁹

Commercial Development

The interregional highway's construction spurred commercial development along the roadway and was particularly common in outlying areas. For example, the Austin Sunday American-Statesman reported in March 1950 on the Delwood Center's construction, a "community center" at the corner of the interregional highway and 38 ½ Street, and planned its completion to coincide with the opening of the "new Interregional Highway." In announcing the commercial venture, landowner and developer Bascom Giles stated that it would serve neighborhoods being developed in what was then the outskirts of Austin proper, including his own Wilshire Wood and Wilshire Park subdivisions. He added that the shopping center also would be the first shopping opportunity for those who lived in rural areas to the north and east of the city. The article also noted that the commercial center would be on the "principal

²¹⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 1228.

²¹⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 1228.

²¹⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 129.

artery of motor travel between Houston and Austin, Dallas and Austin and San Antonio and Austin.”²²⁰

*Additional commercial developments began to line other segments of the highway. As early as [1958], a furniture store was built near the point where Cameron Road branched off from East Avenue and the soon-to-be built interregional highway. Before the interregional highway’s construction, such a retail store would have appeared downtown, but shoppers increasingly began to patronize businesses established in outlying areas near the new suburbs. The trend accelerated over time. For example, in [1959, two more buildings were constructed around that store, completing the Cameron Village Shopping Center.] Montgomery Ward also participated in the expanding commercial corridor that developed between the interregional highway and Cameron Road, and in 1959 built a new store near the intersection of the highway and Reinli Street. Within two years, developers constructed Capital Plaza, an L-shaped grouping of buildings and shops that included a broad expanse of paved parking for shoppers. In 1959, the City of Austin sold a large tract of land formerly part of the Austin Country Club to Homart, a land development branch of Sears & Roebuck Company, which recognized the property’s commercial potential. Soon thereafter, Homart built Hancock Shopping Center and placed as its anchor a new Sears store, which fronted onto and was easily visible from the new interregional highway.*²²¹

Developers in many sectors recognized the benefit of building along the highway, touting proximity to the major transportation artery as the height of convenience for resident and consumer alike. While many industries took an interest in these areas, none developed more densely around highways than transportation-related industries. In the decade following the completion of the Interregional Highway, an explosion of transportation-related businesses occurred.

Using the stretch of highway between Manor and Reinli Streets as a case study, aerial imagery and Sanborn maps demonstrate just how fully the transportation industry focused development on highways. Evaluating land use for any parcels that directly abut the highway, clear trends in transportation-related development can be identified. In 1952 the area contained five filling stations and one motel, all of which appear to have been very recently constructed.²²² Just 12 years later, the 1964 aerials tell a different story entirely. The same area was home to 16 filling stations, nine motels, and four auto repair shops.²²³ Also of note is the shift from residential to commercial use for land immediately surrounding the highway. While the 1952 aerials show that roughly 95 percent of parcels in use were residential, by

²²⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 98.

²²¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 98–99.

²²² United States Geological Survey, “Aerial Image 1VDN000010052” (Department of Interior, US Geological Survey, March 1, 1954), earthexplorer.usgs.gov, <https://earthexplorer.usgs.gov/>.

²²³ “Aerial Image, Austin, Texas 1964” (Historic Aerials by NETRonline, 1964), Historic Aerials by NETR Online, <https://historicaerials.com/viewer>.

1964 the parcels in question were approximately 80 percent commercial. This rapid shift toward concentrating commercial development around the highway was mirrored throughout the city.

One notable example [of transportation-inspired commercial development] is the cylindrical Holiday Inn built at [I-35] and Lady Bird Lake in Austin in 1964. Still extant, though with later boxy additions, the hotel is symbolic of the modernism sought by automobile tourists and travelers utilizing the interstate system.²²⁴ Austin architect Leonard Lundgren established a professional relationship with Memphis-based hotelier Kemmons Wilson, founder of the Holiday Inn chain. Lundgren took advantage of the new interstate system to design Holiday Inn hotels that fit the modern expressways as opposed to older hotels like those of the Howard Johnson hotel chain. One modern feature of the chain was the green, gold, and orange neon signs. In Austin, the result of Lundgren's brand of modernism was the Holiday Inn's first cylindrical hotel.²²⁵

The arrival of retail giants such as Sears and Montgomery Wards in suburban shopping centers—along with neighborhood-oriented “community” centers, such as Delwood—contributed to greater decentralization of Austin's commercial shopping patterns that, in turn, affected downtown.²²⁶ Many Black-owned businesses remained in downtown areas, including along Red River Street and East 6th Street. By the late 1960s, Red River Street had become a home to many popular resale and antique shops, and many of which were Black-owned. The district also included Black-owned mechanics, appliance shops, and drug stores.²²⁷ Many of these businesses were displaced in the early 1970s due to the Brackenridge Urban Renewal Project (see Slum Clearance and Urban Renewal section below for additional information).

Although some independent merchants moved to these suburban nodes, those who remained downtown often sought to upgrade their storefronts. A common technique of the period involved the application of false fronts over original façades. Another trend of the era was the construction of larger high-rise buildings that gave the downtown a different and more distinctive character that was much less pedestrian - friendly. Austin's skyline changed due to the construction of multi-story office buildings, such as the Commodore-Perry Building at East 8th and Brazos Streets. Congested streets and the lack of parking created additional

²²⁴ David Moore, Martha Freeman, and Tara Dudley, *Meridian Highway, U.S. 81 Throughout, The Meridian Highway in Texas* (Austin, Tex.: prepared for Texas Historical Commission, May 27, 2016), 143, <http://www.thc.texas.gov/public/upload/preserve/survey/highway/Report%20Final.pdf>.

²²⁵ Moore, Freeman, and Dudley, *Meridian Highway, U.S. 81 Throughout, The Meridian Highway in Texas*, 147.

²²⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 100–102.

²²⁷ Dr. Katherine Leah Pace, “‘We May Expect Nothing but Shacks to Be Erected Here’: An Environmental History of Downtown Austin's Waterloo Park,” *University of Texas at Austin Institute for Historical Studies*, March 14, 2022, <https://liberalarts.utexas.edu/historicalstudies/news/we-may-expect-nothing-but-shacks-to-be-erected-here-an-environmental-history-of-downtown-austin-s-waterloo-park>.

challenges for owners of downtown commercial properties. Although Austin's downtown experienced a decline in retail sales consistent with patterns in other urban centers of the era, the city remained viable.²²⁸

St. David's Hospital, which had been founded in the mid-1920s, moved from its original campus at W. Seventeenth Street, near Rio Grande Street, to new facilities that the St. David's Episcopal Church-related institution constructed in 1954 in the 900 block of W. Thirty-second Street. The new location afforded greater possibilities for expansion than the hemmed-in original site and adjoining well-developed lands. Moreover, the new grounds were more accessible to the new Interregional Highway. The 1954 facility was a three- and four-story steel-frame building with brick-faced curtain walls that was in the middle of the block, between Red River and the highway. By 1960 a new wing was added, and the complex has eventually grown to include the entire block and remains an important medical center within the community.²²⁹

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.²³⁰

Because of the difficulty of obtaining federal funding and the legal obstacles to outright condemnation of land for slum clearance, the city devised a sideways strategy, where it increased the density allowed by zoning, and then raised property taxes to price residents out of areas desired for slum clearance. As described by a 1956 article in the Austin American Statesman, "A man could continue living in the area if he chose, but his property would be 'non-conforming' from the zoning standpoint, and his taxes probably would be prohibitive –

²²⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 100–102.

²²⁹ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Overview*, 45.

²³⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 103.

too high to justify continued residential use of the land.” The overwhelming majority of the private contractors who benefitted from the public funds for slum clearance were owned by white men. The desire to increase zoning in “slums” motivated the city to revise and update its 1928 plan by Koch & Fowler.²³¹

In 1955 the City of Austin hired a consulting firm for the task 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 1961.²³² 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 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.²³³

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.²³⁴ For more information on the effects of the Austin Development Plan, see the East Cesar Chavez HRSR addendum.

Urban Renewal Programs in the mid-twentieth century also had a great impact on the development of Austin. Two major programs that affected portions of the study area were the Brackenridge and the University East Urban Renewal Projects initiated in 1968. Other Urban Renewal programs outside the study area include the Kealing, Blackshear, and Glen Oaks projects. *These policies’ effects forced many businesses along the neighborhood’s commercial corridors on East 12th, 11th, 7th, 6th, and 1st (East Cesar Chavez) Streets—commercial, social, and entertainment enterprises that supported these area’s communities—to close. By the end of the 1970s, once prosperous commercial areas, such as East 12th and East 11th Streets, were profiled in newspaper articles as dangerous and derelict.²³⁵*

The University East Project [1968] planned an expansion of the University of Texas (UT) campus eastward by 140 acres and extended over an area bound by Red River Street, East

²³¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 103–4.

²³² HHM, Inc., *Historic Context Study of Waller Creek* (Austin, Texas: prepared for the Waller Creek Conservancy, December 6, 2018), 171.

²³³ “Minutes of the 6/8/1961 Austin City Council Meeting,” 492.

²³⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 103–4.

²³⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 144.

19th (Martin Luther King, Jr.) Street, Manor Road, and Chestnut Avenue; though the City was only able to condemn and acquire property as far west as Comal Street because of the insufficient number of houses that qualified as “dilapidated.” Numerous other blocks of homes and businesses were demolished for what is now UT’s Disch-Falk Field and its parking lot, and a few other University facilities.²³⁶

The Brackenridge Urban Renewal Project was approved in 1968 and included 144 acres stretching from East 10th to 19th Streets between the Capitol Square and I-35. Up to this time much of the area was home to inexpensive housing and commercial nodes owned and occupied by African Americans. As part of the project, in 1972 hundreds of businesses and families were displaced to make way for the new development, which included Waterloo Park. As a result of displacement and existing racial segregation, most of the residents were forced to move to crowded areas in East Austin.²³⁷

Inequities in Municipal Services

Even as the city worked to clear “slums” in East Austin, the government system was changing so that East Austinites held less political power. Until 1950—when the city made its initial application for federal slum clearance—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... 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.²³⁸

By the postwar era, photographs indicate that electrical service extended to [East Austin], but the city did not provide water and sewer service to many areas until the 1960s. The small number of paved roads constituted another major inequity. Photographic documentation confirms dirt roads in industrial areas as late as 1959 and in residential areas as late as 1969.²³⁹

In 1957, Austin voters approved a bond for \$8.65 million to be spent on improvements to the water, sewer, and electrical systems, as well as roadways and parks...Nonetheless, the much-

²³⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 147.

²³⁷ Pace, “‘We May Expect Nothing but Shacks to Be Erected Here’: An Environmental History of Downtown Austin’s Waterloo Park.”

²³⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 111.

²³⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 111–12.

needed improvements to the sewer and roadway systems arrived more slowly, with delays stretching into the 1960s.²⁴⁰

*The most substantial City investment in East Austin municipal services during the postwar era, though—the Holly Street Power Plant—constituted a major inequity in environmental justice. The City constructed the Holly Street Power Plant along the shore of Town Lake (now Lady Bird Lake) beginning in 1958, first producing power in 1960, and continuing to grow through 1974. The power plant’s noise was a nuisance incompatible with adjacent residential use, and later, in the 1970s, neighbors protested oil spills and seepage of dangerous chemicals into the adjacent lake’s soils and waters as well. When the city selected the site for the plant prior to 1958, though, the planners preparing of The Austin Plan conceived that the entire neighborhood would redevelop for industrial use, so the concerns of the residential neighbors were given little thought.*²⁴¹

Public Spaces in Postwar Austin

Parks and Greenspace

Throughout its history, Austin’s leaders and city planners envisioned the city as a place with an appreciation for green space and an interest in creating spaces in which to enjoy nature. The Waller Plan, for example, designated four of the original 144 blocks as “public squares” and envisioned the north bank of the Colorado River as a “river walk.”²⁴² While land, such as the “public squares” and a tract donated by former Governor Pease, had been set aside for the purpose of public recreation, minimal effort was made to develop parks during Austin’s early years. In some instances, local communities bought land and created their own green spaces without assistance from the city government. One such example is Emancipation Park, which was created in East Austin in 1905.²⁴³ In the 1910s Mayor Alexander P. Wooldridge advocated for various plans to beautify Austin and preserve green space throughout the city. In the following decade the City explored the possibility of building a river walk along the northern bank of the Colorado River, culminating in the creation of Lamar Park in 1925. This was a small park located south of Cesar Chavez Street between Congress Avenue and Guadalupe Street.²⁴⁴ That land is now part of the greater system of parks and trails on the riverfront.

Koch & Fowler’s 1928 city plan advocated furthering the development of parks throughout Austin, stating that “play ground and recreation facilities are as much a necessity to health and happiness of people as are its schools, sewer systems, water supply, pavements, and

²⁴⁰ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 116.

²⁴¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 116.

²⁴² Ford, “A Topographical Map of the City of Austin.”

²⁴³ AustinParksFoundation, “The History of Rosewood Park,” *Austin Parks Foundation*, February 5, 2020, <https://austinparks.org/history-of-rosewood-park/>.

²⁴⁴ HHM, Inc., *Historic Context Study of Waller Creek*, 75.

drainage.”²⁴⁵ In their plan, Koch & Fowler identified five existing parks and advocated constructing dozens more so all citizens would be with one half-mile of a park. Central to their recommendations was the creation of a “river front drive” along the northern bank of the river. This river walk was recommended as part of a greater system of waterfront greenbelts surrounding streams throughout the city.²⁴⁶ The City of Austin, taking great heed of the recommendations made in the plan, created several of the proposed parks in the following years, including Palm Park, but failed to address the call for greenbelts.²⁴⁷

In 1961 the city government passed the new Austin Development Plan. The recommendations for parks mostly contain a reiteration of the guidance laid out by Koch & Fowler. By 1961 the City had developed several of the smaller parks recommended by the 1928 plan but still had not invested in the greenbelt plan. The 1961 development plan identified several streams along which greenbelts should be prioritized going forward.²⁴⁸ These plans did not come to fruition until the mid-1970s, when the city undertook an extensive building project in celebration of the bicentennial. The Town Lake Hike & Bike trail was among the first to be completed in 1975, with several more planned.²⁴⁹ The Waller Creek Greenbelt project took even longer to be realized, with construction beginning in 1980.²⁵⁰

Town Lake

*The Holly Street Power Plant was constructed in 1958, immediately adjacent to the residential neighborhoods south of East Cesar Chavez Street. To maintain a steady source of water for the plant’s operation, Longhorn Dam was constructed in 1960 just east of the plant, creating Town Lake (now Lady Bird Lake). In 1968, the City of Austin subsequently approved a master plan, initially developed in 1963 by architect Alan Taniguchi, planner Sam Zisman, and landscape architect Stewart King for park land surrounding the new lake. One of the first improvements the city made to the park was constructing a Fire Marshal’s Office in 1965 between Comal and Chicon Streets (currently at 1621 Nash Hernandez Senior Road).*²⁵¹

Fiesta Gardens

After the construction of Longhorn Dam, the City of Austin flooded an abandoned gravel pit at the end of Chicon Street to create a lagoon next to the Holly Street Power Plant. In 1963, before the comprehensive plan for the lake was finalized, a private investment group acquired a lease from the city to develop the area around the lagoon into an amusement

²⁴⁵ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, 20.

²⁴⁶ Koch & Fowler, Consulting Engineers, *A City Plan for Austin, Texas*, 24–27.

²⁴⁷ HHM, Inc., *Historic Context Study of Waller Creek*, 96.

²⁴⁸ “Minutes of the 6/8/1961 Austin City Council Meeting,” 510–11.

²⁴⁹ “Austin Bicentennial Project,” *Austin American-Statesman*, July 6, 1975.

²⁵⁰ Peggy Vlerebome, “Waller Creek Project Jogs Old Memories,” *Austin American-Statesman*, March 1, 1982.

²⁵¹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 148.

park, similar to Cypress Gardens in Florida. The project, called Fiesta Gardens (2101 Jesse E. Segovia Street), opened in May 1966 and featured daily water skiing shows, tropical plants, and a “Mexican Market.” Soon after the park opened, the Austin American Statesman published an article stating that the “only way to get there now is over a dirt trail on the sanctified Sand Beach Reserve or through a rundown neighborhood off East 1st.” In other words, when Fiesta Gardens opened, it catered to interstate highway travelers and residents outside of Austin’s east side. In December 1967, the city, under a new city council, purchased the Fiesta Gardens facilities in order to return the park back to public ownership, and reopened the facility in April 1968.²⁵² In 1974, the City of Austin attempted to purchase a number of properties surrounding Fiesta Gardens to expand the park, but the neighborhood’s Hispanic residents organized as the East Town Lake Citizens and, led by Jesse Segovia, successfully resisted.²⁵³ Today, the then-condemned Bergman Street has been renamed in his honor as Jesse E. Segovia Street.²⁵⁴

Postwar Industrial Development

Unlike most cities in the state and nation, Austin has not historically relied on manufacturing and industry as important sources of jobs and revenue. However, the city’s growing population in the postwar era attracted a few...[industries]. Perhaps the most important was the Jefferson Chemical Plant, constructed in 1949 in the 7100 block of North Lamar Boulevard at what was then the outskirts of town. This location placed it near the strategic intersection of two important transportation systems in north Austin: the railroad (H&TC) and the highway (US 183/State Loop 275). This industrial complex became a new focal point in a part of the city that experienced rapid growth during the 1950s and 1960s. Several subdivisions were created nearby that generally targeted the growing middle class. The plant’s location was inconsistent with the city’s effort to concentrate most industrial development on the east side, a policy stated in the 1928 Koch & Fowler city plan.²⁵⁵

Response to Urban Sprawl

During the 1970s and early 1980s, concerns over continued suburban sprawl slowly began to shift attention back to older sections of town. An emerging preservation movement led to the designation of the Sixth Street Historic District, which was Listed in the National Register

²⁵² The City’s reacquisition of Fiesta Gardens came on the back of the enterprise’s financial failure. Despite extensive development and a variety of activities and festivals held at the site, the park had consistently operated at a loss and its management company began negotiations to sell the land back to the City of Austin in 1967. (National Register of Historic Places, Fiesta Gardens, Austin, Travis, Texas, 16–18, National Register #100003600.)

²⁵³ While Segovia and the East Town Lake Citizens Neighborhood Association succeeded in stopping the City’s forceful acquisition of homes surrounding Fiesta Gardens, numerous properties had already been acquired and condemned by the time an agreement was reached. (National Register of Historic Places, Santa Rita Courts, Austin, Travis, Texas, 21, National Register #08000319.)

²⁵⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 148.

²⁵⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume II*, 102.

of Historic Places (NRHP) in 1975. This distinction acknowledged the area's significance as a noteworthy local collection of late nineteenth and early twentieth century commercial architecture that played an important role in local history. The listing of the Sixth Street Historic District in the NRHP and the revitalization of many of its buildings helped stabilize the area and adjoining properties. An entertainment district emerged that soon gained national attention. The success of the Sixth Street Historic District paved the way for the designation of other historic properties in the area, such as the Rainey Street and Willow-Spence historic districts in subsequent years.²⁵⁶

The LGBTQ+ Community in Austin

Another marginalized and underrepresented group that was struggling for equality during the postwar period was the LGBTQ+ community. While people in this group spent much of their history hiding for fear of their own safety, this community slowly began to step out of the shadows in the 1960s. In the following decades, the group would engage in a fight for equality and respect that was mirrored across the country. Throughout the 1960s and 1970s Austin's LGBTQ+ residents saw a growing number of businesses dedicated to serving their community and numerous organizations were formed to fight for equality and to develop a richer sense of community among the LGBTQ+ populations of Austin. In many cases the epicenter of LGBTQ+ community activism during this period was the UT campus. Many activist organizations were formed by students, and businesses serving the LGBTQ+ community were often centered around the campus.²⁵⁷

One of the best sources of information on Austin's gay spaces is the series of *Bob Damron's Address Books* published beginning in 1964. These books served as a guide to gay and lesbian travelers, helping them to find friendly spaces across the country.²⁵⁸ Today the content of those books is searchable through the website mappingthegayguides.org. A recent study for Preservation Austin's Undertold History Subcommittee identified several places in Austin associated with the city's LGBTQ+ history. A few locations identified in this study and by *Bob Damron's Address Book* do fall within the project area but in most cases, they began to serve the LGBTQ+ community around 1980, which extends beyond the time period covered in this study.²⁵⁹ Those properties identified as LGBTQ+ spaces within the project area are:

²⁵⁶ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 1 Study Area Town Lake to East Seventh Street* (Prepared for the Texas Department of Transportation, 2004), 22.

²⁵⁷ Michael Barnes, "Stonewall's Ripple through LGBTQ Austin," *Austin360*, accessed March 7, 2022, <https://www.austin360.com/story/news/history/2019/06/25/stonewall-at-50-how-1969-riots-transformed-lgbtq-austin/4814641007/>.

²⁵⁸ "Mapping the Gay Guides: Visualizing Queer Space and American Life," *Mapping the Gay Guides*, April 14, 2021, <https://www.mappingthegayguides.org/>.

²⁵⁹ "Mapping the Gay Guides: Visualizing Queer Space and American Life."

- Resource 527: Former Jo Jo's coffee house (1605 South Oltorf Street) is listed in 1980 as a restaurant associated with the La Quinta Hotel.
- Resource 378: Former Stallion Bookstore (706-708 East 6th Street) is listed in 1980.
- Resource 383: 709 East 6th Street. A private cellar is listed as a bar/club in 1980.
- Resource 163B: The Wright-Giles House (on the grounds of St. George's Episcopal Church) at 4301 North I-35 may also be considered an important part of LGBTQ+ history in Austin. The house was leased by St. George's Episcopal Church to serve as The Wright House Wellness Center for HIV patients from 1995-2015. Refer to the NRHP Eligibility section for more information on the Wright-Giles House.

National Register Eligibility Recommendations

▪ Eligible Properties/Districts

The project APE (excluding the East Cesar Chavez Street tunnel/drainage outfall APE) includes 547 surveyed properties containing 740 resources. Of these, a total of 129 properties are either individually NRHP-listed, previously recommended individually NRHP-eligible, newly recommended individually NRHP-eligible, or contributing to an NRHP-listed or NRHP-eligible historic district. Previously designated and potential NRHP historic districts were evaluated throughout the project APE. Historic district evaluations include NRHP-listed districts, previously determined NRHP-eligible districts identified in the TxDOT Historic Resources of Texas Aggregator, and other resource concentration areas in the APE, such as residential neighborhoods. Resources within NRHP-listed or NRHP-eligible district boundaries and the APE were examined or reexamined for their contributing or noncontributing status. Depending on recommended NRHP eligibility, historic district evaluations are included in the following section or the "Ineligible Properties/Districts" section below. NRHP eligibility evaluations for properties and districts within the East Cesar Chavez Street tunnel/drainage outfall APE are included in the East Cesar Chavez Street reconnaissance-level HRSR Addendum.

NRHP-listed Individual Properties

Resource 321A: 1601 Navasota Street (Oakwood Cemetery; City Cemetery)

The Oakwood Cemetery (Resource 321A) is located east of Navasota Street (and I-35). It is surrounded by an iron fence with square stone columns, and a double gate fronting Navasota Street allows access. A non-historic-age Oakwood Cemetery sign is west of the gate, and a non-historic-age RTHL marker is east of the gate. The cemetery has a grid plan, with rows of graves running north to south, and the main avenue extends through the center. This is one of Austin oldest burial grounds; the earliest grave is 1839. Additions to the cemetery were made up to

1910, including a section for “others,” which generally included African Americans, Mexican Americans, and non-residents of Austin. A congregation Beth Israel section dates to 1895. Notable buildings within the cemetery include a centrally located, one-story, stone, L-plan, Gothic Revival chapel (Resource 321B) and a one-story, stone, rectangular-plan mausoleum (Resource 321C) in the northwest portion. The cemetery grounds are flat with mature trees. There are three Texas Centennial Markers on the cemetery grounds.

The Oakwood Cemetery is a Historic Texas Cemetery and a City of Austin Historic Landmark. As one of the city’s oldest cemeteries, and also as an excellent example of Gothic Revival architecture in Austin, the Oakwood Cemetery is listed in the NRHP under Criterion C, applying Criteria Consideration D. According to the TxDOT Historic Resources Aggregator, Oakwood Cemetery is also eligible under Criterion A, likely due to its early establishment as an Austin cemetery. There are no visible alterations since this resource was listed, and it retains all aspects of integrity.

Resource 339: 810 East 13th Street (Limerick-Frazier House)

The Limerick-Frazier House (Resource 339) is a two-story, irregular-plan, National Folk residence on a fenced lot with mature foliage. The building rests on a brick masonry foundation. It has a hip, asphalt shingle roof. A two-story, shed-roof porch with classical columns and wood railing is on the front (south) facade. The residence has horizontal wood siding and wood panel doors. Windows are wood, one-over-one and four-over-four, hung sash windows; a bay window is on the side (east) elevation. Two historic-age additions are located on the rear (north) elevation: a two-story shed-roof portion and a one-story hip-roof ell with shed-roof porch.

Resource 339 is listed in the NRHP under Criterion A in the area of Ethnic Heritage for its social and cultural associations with Samuel Huston College (now Huston-Tillotson University) and as a tourist home open to African American travelers during the Jim Crow era. It is also listed under Criterion C in the area of Architecture as an excellent example of a vernacular dwelling expanded in the late nineteenth century and again in the early twentieth century, to suit contemporary architectural tastes. There are no visible alterations since this residence was listed, and it retains all aspects of integrity.

Resource 350: 901 East 12th Street (Chapman House)

The Chapman House (Resource 350) is a one-story, rectangular-plan, National Folk residence on a flat fenced and landscaped lot. It has a pier and beam foundation. The complex roof is covered with asphalt shingles, and a hip-roof porch on the front (south) facade has square wood posts and railing, and turned balustrade. A hip-roof porch is on the rear (north) elevation. Walls are clad in horizontal wood siding, and the main entrance is a replacement wood panel door. Dark screens obscure the windows, which appear to be wood, two-over-two, hung sash units.

Resource 350 is listed in the NRHP and is also an Austin Historic Landmark. Representing the racial and ethnic working class mix of east side neighborhoods in the late 1800s and early 1900s, and the changing demographics of the Robertson Hill neighborhood through the mid-twentieth century, this residence is listed in the NRHP under Criterion A in the area of Community Planning and Development. It is also listed under Criterion C in the area of Architecture as a good example of the center-hall form. It also exemplifies how residences evolve over time to accommodate inhabitants and modern conveniences. Alterations since the Chapman House was listed include a replacement door and potential porch alterations. Despite these minor alterations, Resource 350 retains all aspects of integrity.

Resources 361A-D: 822 Embassy Drive (French Legation Historic Site)

The French Legation Historic Site (Resources 361A-D) is a complex of mid-nineteenth-century and reconstructed buildings. The complex consists of a one-and-one-half-story, rectangular-plan, former residence (Resource 361A) that now serves as a museum; a one-story, frame, reconstructed kitchen (Resource 361B); a one-story, reconstructed privy (Resource 361C); and a one-and-one-half-story, frame, reconstructed carriage house that has been converted to a visitors center (Resource 361D). All of the buildings are arranged within a fenced and landscaped lot, with stone fences, stone and brick walkways, and mature trees and plantings.

The frame residence rests on a stone masonry foundation. It has a hip, wood-shake roof with gable dormers and two interior stone chimneys. A full-width, flat-roof porch with paired square wood posts is on the front (south) facade. The resource is clad in horizontal wood siding. Entrances consist of central, paired, wood plank doors flanked by paired, multi-light, French doors on the facade and rear (north) elevation. Windows are wood casement units with louvered shutters. The reconstructed outbuildings (kitchen and privy) are located north of the house and the reconstructed carriage house is in the far northeast corner of the property.

Serving as the French Legation in 1841 after the French government recognized the Republic of Texas, Resource 361 is listed in the NRHP under Criterion C in the areas of Architecture and Landscape Architecture. Alterations to Resource 361A are limited to removal of non-historic-age additions and replacement of non-historic-age windows and other non-historic details to return to historic appearance. While the outbuildings are reconstructions, the privy and kitchen are accurately executed in a suitable environment. The associated carriage house/visitors center was constructed after this property was listed, and alterations to it do not detract from the integrity of the larger property. Thus, despite these alterations, the French Legation Historic Site retains its overall integrity of location, setting, feeling, association, materials, workmanship, and design.

Recommended NRHP-eligible Individual Properties

Resources 7A-M: 7201 Berkman Drive (Northeast Early College High School)

Resources 7A-M comprise Northeast Early College High School (ECHS) (formerly John H. Reagan High School) in northeast Austin. The campus is largely a collection of New Formalist buildings that have similar architectural features. The buildings are connected by covered walkways with square concrete supports and metal coverings. Landscaped courtyards with retaining walls are located between the buildings. The complex includes a main office (Resource 7A), classroom buildings (Resources 7B, 7D, 7E, and 7G), an athletics building (Resource 7C), cafeteria and theatre arts building (Resource 7F), maintenance building (Resource 7M), cooling towers (Resource 7H), two manufactured buildings (Resource 7G), a performing arts and technology building (Resource 7J), and athletic fields with associated buildings (Resources 7K and 7L). Architectural features of each of these resources are summarized below.

Resource 7A is a one-story, rectangular-plan, flat-roof school office building that rests on a concrete slab foundation. Walls consist of exposed concrete frames with ridged exposed aggregate exterior wall panels. The off-center main entry and walkway are covered by an extended awning with square concrete supports, and square concrete coffers in ceiling. The main entrance is paired metal doors with sidelights. Narrow metal-sash windows with metal vents are unevenly spaced along the front facade and secondary elevations. Recessed entries on the rear (northwest) and side (northeast) elevations have bright blue and orange glazed tiles. Resources 7B, 7C, 7D, 7E, and 7G are one- and two-story, rectangular classroom buildings and one athletic building that exhibit the same roof form, window configuration, and wall composition as the office (Resource 7A). While reflecting identical stylistic influences, Resource 7F, the one-story cafeteria and theatre arts building, has an irregular plan and ribbon fixed and metal, one-over-one, hung sash windows facing the campus interior on two elevations. The maintenance building (Resource 7M) has an exposed concrete frame with brick panel walls, and no windows. The historic-age baseball and track fields (Resource 7K) have five associated sheds, although aerials show no buildings were present prior to 2004. Resource 7L is the high school football stadium complex with historic-age concrete stands, a concrete-block restroom building, and several concession and storage buildings that share architectural details. Resource 7H is a historic-age cooling tower and an associated shed, surrounded by fencing. Non-historic-age structures within the complex include Resources 7I—two one-story, rectangular-plan, prefabricated administrative buildings—and 7J—three connected buildings that house performing arts and technology.

Significance

Northeast ECHS opened as John H. Reagan High School in 1965 (see Figure 31). It was Austin's seventh high school, constructed in response to rapid growth in the northeast area. Architects were Page Southerland Page, and the general contractor was Ricks Construction Company. Architect Louis Page presented the firm's plan to the Austin School Board in 1963

and said, “We believe it will be the outstanding school in the country.”²⁶⁰ To offset the cost of air conditioning, the schoolrooms were to have two windows at most. It was also the first school to have “teacher centers,” which meant that rather than teachers having their own classrooms, they would maintain offices in a communal space and free the classrooms for all-day use.²⁶¹ In 1978 an article in *Texas Architect* noted (see Figure 32):

In the late 1950s and early 1960s, when some Texas schools started air conditioning their facilities, this was considered so significant it was reported in national professional and general circulation publications and was the subject of special reports for the Educational Facilities Laboratories (EFL), a national research foundation. Texas led the way to controlled environments in schools.²⁶²

For these reasons, Resources 7A-M are significant under NRHP Criterion A in the area of Education.

Reconnaissance-level research did not reveal any association with important persons in local, state, or national history that give Resources 7A-M significance under Criterion B.

Page Southerland & Page was a prominent architectural firm not only in Austin but throughout Texas. By the time the firm designed John H. Reagan High School, it had already served as Consulting Architect for UT and had established a reputation for school and hospital design. Northeast ECHS is an outstanding and intact example of New Formalist architecture. It embodies a particular style and is the work of a master. As such, Resources 7A-M are recommended eligible for the NRHP under Criterion C in the area of Architecture.

²⁶⁰ “Board OK’s Reagan HS Final Plans,” *The Austin American*, September 24, 1963.

²⁶¹ “Board OK’s Reagan HS Final Plans.”

²⁶² Ben E. Graves, “Texas Schoolhouse: An Overview,” *Texas Architect* 28, no. 5 (September 10, 1978): 11–13.

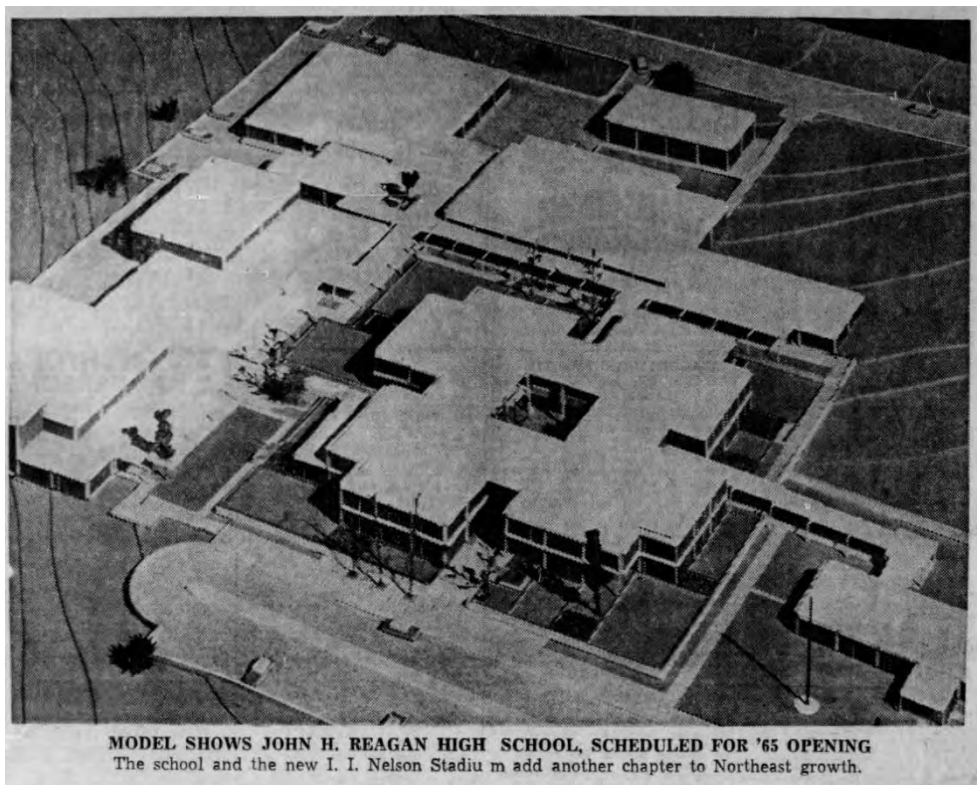


Figure 31. Model for John H. Reagan High School, with the office (Resource 7A) to the right, Old Main in the middle.²⁶³



Figure 32. John H. Reagan High School in Texas Architect, 1978.²⁶⁴

²⁶³ "New Growth for Northeast," *The Austin American*, October 6, 1963.

²⁶⁴ Graves, "Texas Schoolhouse: An Overview."

Integrity

Resources 7A-M retain integrity of location and setting as no structures have been moved. There are no visible alterations, and the school buildings have their historic windows and exterior cladding. Resources 7A-M retain integrity of design, materials, workmanship, and feeling. The name was changed from John H. Reagan High School to Northeast Early College High School in 2019, but the school retains integrity of association.

NRHP Eligibility and Boundaries

For reasons discussed above, Resources 7A-H and Resources 7K-M are recommended eligible for the NRHP under Criterion A for Education and Criterion C for Architecture. Resources 7I and 7J, manufactured buildings and the performing arts and technology building, are non-historic age and therefore noncontributing. The NRHP boundary is limited to the current legal parcel (TCAD parcel 228188, containing 58.25 acres), which includes the school campus and its associated resources.

Resources 163A-G: 4301 North I-35 (St. George's Episcopal Church and School, Kleberg Hall, and the Wright-Giles House)

The St. George's Episcopal Church complex includes the church (Resource 163A), three school buildings (Resources 163D, 163E, and 163F), Kleberg Hall (Resource 163C), the Wright-Giles House (Resource 163B), and an ancillary building (Resource 163G). It is located on TCAD parcel 213494, containing 3.49 acres.

Description

Resource 163A: St. George's Episcopal Church

St. George's Church is a 1957, one-story, rectangular-plan, Modernist-style building. It has a steeply pitched front-gable roof with asphalt shingles and a prominent steeple, and the walls have stone and vertical wood cladding. Double entry doors are on the north and south elevations. It has fixed stained-glass and wood-frame windows. Multiple gables are on the north and south elevations. The interior has polished redwood paneling and stone veneer. South of the building on the grounds is a circular rock formation and a historic-age sign. The site is currently undergoing renovation.

Resource 163B: The Wright-Giles House

The Wright-Giles House is an 1879, two-story, T-plan, cross-gable, Folk Victorian dwelling with Italianate stylistic influences. It has a pier and beam foundation and metal roof. The walls are clad in horizontal wood siding. The house has a two-story, partial-width, shed-roof porch with decorative brackets and wood supports on the front (northwest) facade and rear (southeast) elevation. A single-entry door has a segmental arch transom with diamond pattern sidelights. The house has intact, four-over-four, wood windows and two interior brick chimneys. A large gable-roof addition is on the rear (southeast) elevation. This building also appears to be

under construction with a chain-link fence surrounding it and several windows covered with plywood.

Resource 163C: Kleberg Hall

Kleberg Hall is a 1960, one-story, rectangular-plan, flat-roof building with a 1982 rectangular-plan, side-gable addition. The addition has a steeply pitched roof with asphalt shingles. The walls are clad with vertical wood and stone siding. The windows are sliding metal and one-over-over metal-sash. Views of Kleberg Hall are limited by a metal gate.

Resource 163D: St. George's Episcopal School

St. George's Episcopal School is a 1966, one-story, rectangular-plan, front-gable building with three distinct gables. It has an asphalt-shingled roof and full-width porch with flat roof and metal flashing. The walls are clad with vertical wood and stone siding. A single-entry door is under each gable. The building has fixed metal-frame windows. A historic-age, flat-roof addition is attached on the side (northwest) elevation. A covered walkway is between Resource 163D and Resource 163F.

Resource 163E: St. George's Episcopal School

St. George's Episcopal School is a 1966, one-story, rectangular-plan, front-gable building with two distinct gables. It has an asphalt-shingled roof and vertical wood and stone siding. It has a full-width porch with a flat roof and metal flashing. Double entry doors are located under the southeast gable. The building has fixed metal-frame windows and historic-age, flat-roof additions on the side (northwest and southeast) elevations.

Resource 163F: St. George's Episcopal School

St. George's Episcopal School is a 1966, one-story, rectangular-plan, front-gable building with two distinct gables. It has an asphalt-shingled roof and vertical wood and stone cladding. There is a full-width porch with a flat-roof and metal flashing. Single entry doors are located under the gables. The windows are fixed metal frame. There is a covered walkway between Resource 163D and Resource 163F.

Resource 163G: St. George's Episcopal School, ancillary building

Resource 163G is a 1966 one-story, rectangular-plan, side-gable building. It has an asphalt-shingled roof and board and batten siding. Double and single metal entry doors are located on the front (southwest) facade and rear (northeast) elevation. This building has no windows or ornamentation.

Background

The Wright-Giles House was constructed in 1879 by Robert and Malvina Wright.²⁶⁵ They married in 1874 and built the home on land deeded to Robert from his father. The home's

²⁶⁵ Peter Flagg Maxson, "The Wright-Giles House," 1994 1987, St. George's Episcopal Church Archives.

most famous (and infamous) resident, James Bascom Giles, known as Bascom, purchased the home in 1924 when he was working as a draftsman in the General Land Office.²⁶⁶ Giles was from a pioneering family in Manor, Texas, and went on to serve as Texas Land Commissioner from 1935 through 1955, when his involvement in the Veterans Land Board scandal led to his conviction for bribery and fraud. Bascom and Effie Giles are listed at this address in the Austin city directory until 1942. Following that, ownership of the house changed several times before St. George's Episcopal Church acquired it in 1956.²⁶⁷

In the postwar years Bascom Giles was a prominent developer in northeastern Austin whose unique stucco homes are readily recognizable on the landscape. One of these neighborhoods, the Delwood Duplex Historic District, was listed on the NRHP in 2011 (under Criterion A only). Delwood Shopping Center, which opened in 1954 on the corner of 38 ½ Street and East Avenue, was Austin's first auto-centric shopping center.

St. George's Episcopal Church was founded in 1949 under the leadership of Bishop John E. Hines, who was instrumental in several other contemporary establishments: St. Paul's in Burnet, the Church of the Holy Trinity in Austin, the Episcopal Theological Seminary of the Southwest, and St. Andrew's Boarding School. Hines purchased a chapel from Camp Swift and a tract on the corner of Basford Road and 38 ½ Street in the Cherrywood neighborhood. The chapel was moved without permission of the city and the Federal Aviation Administration across Mueller Municipal Airport under the cover of a dark and foggy night and placed on the lot. The site is currently the home of Mims Chapel Church of God in Christ; the Camp Swift chapel is nonexistent.²⁶⁸

In the early 1950s St. George's looked for a more permanent establishment on a larger tract and purchased a parcel further north on Cameron Road, which many congregation members felt was too far north. This parcel was exchanged with the developers of Capital Plaza for the church's current home on nearly four acres containing the Wright-Giles House, directly north of the Wilshire Wood subdivision.²⁶⁹ In 1956 the Austin architectural firm of Lundgren & Maurer was hired to design St. George's new home. St. George's Church met in the Maplewood Elementary cafeteria in the interim. See Figures 33 through 43 for images, renderings, and a Sanborn map showing the resources, as well as current photographs of the complex.

Lundgren & Maurer was known for its hotel designs, most notably for Holiday Inn, but also Travelodge, Sheraton, and Quality Hotels. Leonard Lundgren graduated with a degree in Architecture from UT in 1949, and Edward Maurer graduated one year later. They formed the

²⁶⁶ Maxson, "The Wright-Giles House."

²⁶⁷ Maxson, "The Wright-Giles House."

²⁶⁸ "Compiled Histories," n.d., St. George's Episcopal Church Archives.

²⁶⁹ "Compiled Histories."

prominent firm in Austin for over two decades, dissolving in 1974. The firm's 1954 Pi Kappa Alpha fraternity house at UT was featured in *Progressive Architecture* and won an award of merit from the AIA for design. In 1966 the firm designed two other churches in Austin: Shettles Memorial Methodist Church and Temple Beth Israel.²⁷⁰

St. George's Episcopal Church was dedicated on July 7, 1957. The Wright-Giles House served as additional space for a nursery and Sunday School rooms. Kleberg Hall was constructed on the site in 1960 (expanded in 1982) to provide a large gathering space after the morning service and church dinners.²⁷¹ Because the church was adjacent to a new residential subdivision, the parish had many young families with children. In 1962 the church established a building committee to plan for further development on the property, and in 1965 Austin firm Barnes Landes Goodman Youngblood (BLGY) designed a school that would serve as a nursery space on Sundays and a kindergarten and pre-K through the week. The school opened in 1966 and currently welcomes children ages 3 months through pre-K.

Established in 1955 by Jay Barnes, Robert Landes and Jack Goodman, and joined by Lamar Youngblood in 1958, Austin architecture firm BLGY is still in operation. The firm has designed many schools, churches, and municipal buildings in the Austin area, including the Hyde Park Christian Church (1958), Austin Public Library (1960), Covenant Presbyterian Church (1965), Travis County Courthouse Annex (1972), and Austin High School (1975). Working with Austin firm Page Southerland Page, the firm designed the First Baptist Church in downtown Austin, which was featured in *The Texas Architect* in 1971. Around the same time as St. George's School, the firm also designed the Education Building for Memorial Methodist Church and St. John's Lutheran Church.

In 1984 the church sponsored numerous programs, including housing projects, to benefit the larger community. As another example of community outreach, the church leased the Wright-Giles House for use as an HIV Wellness Center, which provided a private, homelike environment to counsel HIV patients and their families. In exchange, the group renovated the building. The site was known as the Wright House Wellness Center. St. George's welcomes neighborhood foot traffic with benches in its 2005 rock "labyrinth" south of the chapel, and the site has served as a meeting space for 12-step programs for decades.

²⁷⁰ "Drawings, 1923-1985," n.d., Lundgren & Maurer Drawings and Records, Austin History Center.

²⁷¹ "Compiled Histories."



Figure 33. The church groundbreaking ceremony on December 17, 1956. Note the original porch and shutters on the Wright-Giles House in the background.²⁷²



Figure 34. The Wright-Giles House before its restoration, July 26, 1984. Note the absence of the porch.²⁷³

²⁷² "St. George's Episcopal Church Parish Profile," August 2021, St. George's Episcopal Church Archives.

²⁷³ "Historic Giles House Receiving Facelift," *Austin American-Statesman*, July 26, 1984.



Figure 35. St. George's Episcopal Church, December 9, 1967.²⁷⁴

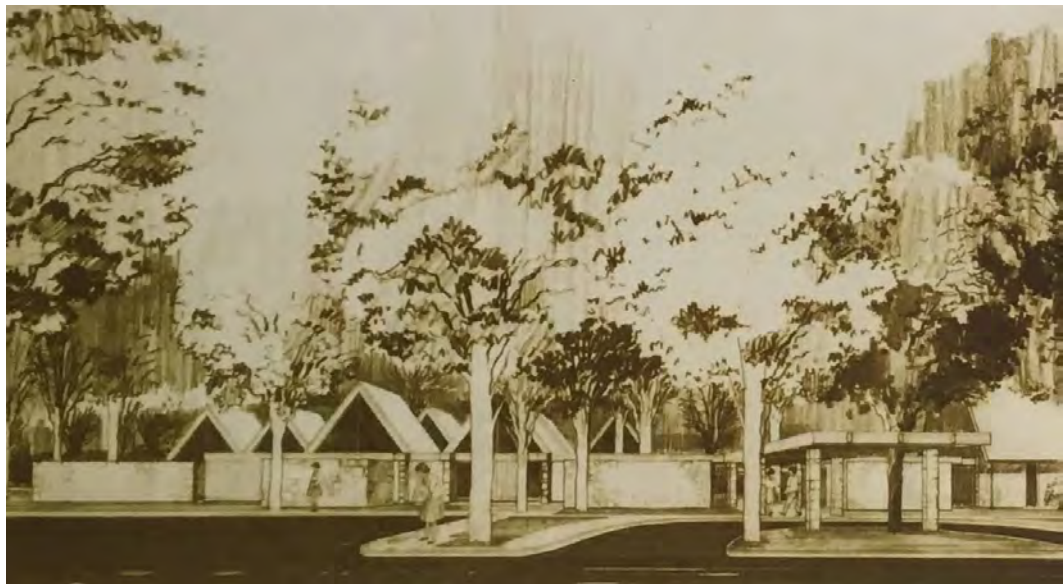


Figure 36. Rendering of St. George's School in a 1965 church pamphlet.²⁷⁵

²⁷⁴ "Austin Is a City of Churches," *Austin American-Statesman*, December 9, 1967.

²⁷⁵ "Building for Christ," 1965, St. George's Episcopal Church Archives.

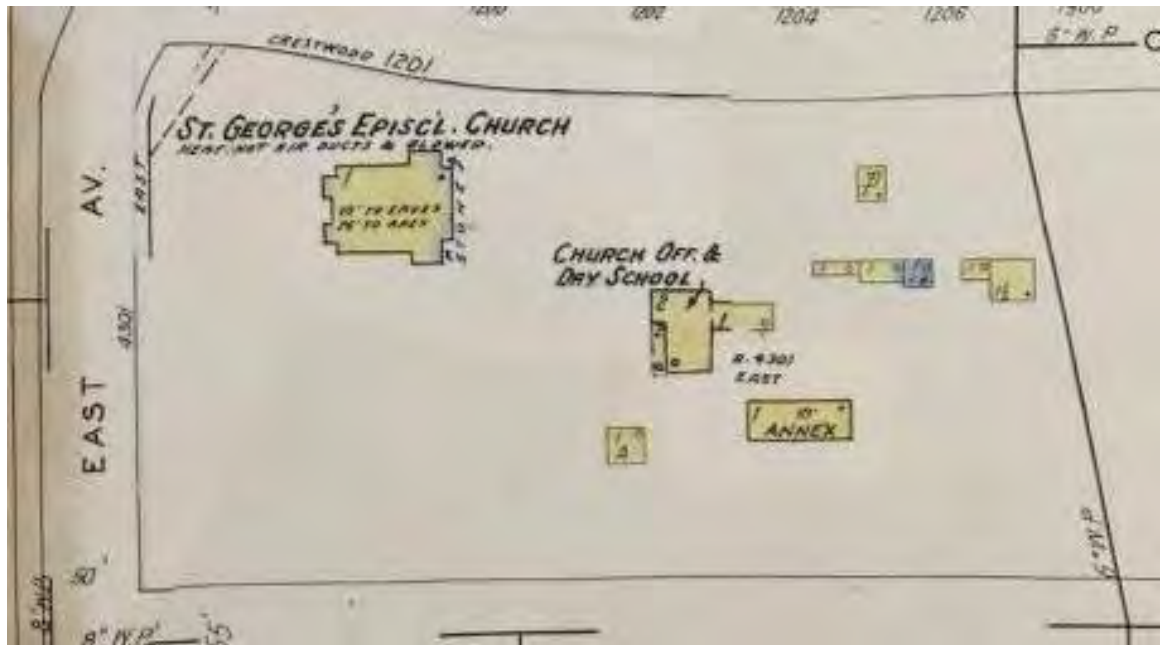


Figure 37. St. George's Episcopal Church on the 1962 Sanborn map update, showing the Wright-Giles House (church office and day school), church, Kleberg Hall (annex), and nonextant ancillary buildings. Note the rear addition present on the Wright-Giles House.²⁷⁶



Figure 38. Resource 163A, St. George's Episcopal Church, view facing east. Mead & Hunt photograph, January 2022.

²⁷⁶ "Austin, Texas, 1935 (Revised 1962) Vol. 2.," 1:600 (New York, 1962), Digital Sanborn Maps, 1867-1970, ProQuest.



Figure 39. Resource 163A, showing the reoriented interior, with the west wall at left and east wall at right. From St. George's Episcopal Church Parish Profile, August 2021.²⁷⁷



Figure 40. Resource 163B, the Wright-Giles House, view facing northeast. Mead & Hunt photograph, January 2022.

²⁷⁷ "St. George's Episcopal Church Parish Profile."



Figure 41. Resource 163D (back) and 163E (front), St. George's School, view facing southeast. Mead & Hunt photograph, January 2022.



Figure 42. Resources 163D-F, St. George's School, view facing southwest. Mead & Hunt photograph, January 2022.



Figure 43. Resource 163D and 163F, back of St. George's school, and Resource 163G, ancillary building on right, back of the Wright-Giles House on left, view facing west. Mead & Hunt photograph, January 2022.

Significance

Criterion A

In its section on Criteria Consideration A: Religious Properties, the NRHP bulletin *How to Apply the National Register Criteria for Evaluation* states: "A religious property can be eligible under Criterion A for any of three reasons: it is significant under a theme in the history of religion having secular scholarly recognition; or it is significant under another historical theme, such as exploration, settlement, social philanthropy, or education; or it is significantly associated with traditional cultural values."

It was common during the postwar period for churches to expand to include schools and meeting halls to serve their local communities as part of an outreach program that extended beyond the Sunday service. St. George's was one of many churches in Austin that constructed associated schools in the 1950s and 1960s. As a result, St. George's does not possess significance under Criterion A.

Criterion B

Resource 163B, the Wright-Giles House, was recommended eligible under Criterion B in the Upper Boggy Creek Survey conducted by Cox McLain Environmental Consulting, Inc. for the City of Austin. Bascom Giles played an important role in the postwar development of Austin; however, the Wright-Giles House does not represent this role. While Bascom Giles was Texas

Land Commissioner when he lived in the Wright-Giles House and began accumulating land he would later develop, his period of significance would begin with the subdivision of Delwood I in 1944 and end with his conviction in 1955, all of which occurred after Giles left the Wright-Giles House. The Wright-Giles House and overall St. George's Church complex therefore do not possess significance under Criterion B.

Criterion C

The St. George's Episcopal Church and School complex is locally significant as an intact church complex with a rare nineteenth-century farmhouse and architect-designed postwar church and school. St. George's Episcopal Church and School feature the work of two prominent Austin architectural firms: Lundgren & Maurer and Barnes, Landes, Goodman, & Youngblood. The NRHP bulletin *How to Apply the National Register Criteria for Evaluation* states: "A religious property significant for its architectural design or construction should be evaluated as are other properties under Criterion C; that is, it should be evaluated within an established architectural context and, if necessary, compared to other properties of its type, period, or method of construction."

St. George's church is locally significant as a postwar Modernist-style church with Gothic influences. The parcel lies directly north of the Wilshire Wood neighborhood, and the church's natural materials with its stone and wood construction are an extension of the neighborhood. Houses finished in stone veneer are a hallmark of Wilshire Wood, and churches developed in suburban areas during the postwar years were designed to fit into their surrounding communities. Ecclesiastical architecture during this period was less about strictly adhering to revivalisms of classical styles in favor of a simple traditionalism with interior spaces meant to give a comforting and homelike feel.²⁷⁸ The interior of St. George's church is similarly finished with rusticated stone and polished redwood screens and paneling. Modernist church architecture is noted for its lack of ornamentation, clean, simple lines, large, stained-glass, gable-end windows, deep eave overhangs, and creative reimagining of the traditional church form. Its unified interior worship space is characteristic of postwar churches with less separation between the congregation and the clergy.

St. George's Episcopal School is a unique example of 1960s educational architecture. Its stone and wood construction with its multi-gable facade mirrors the style and materials of the church while also reflecting educational trends of the 1960s. William Caudill's 1941 *Space for Teaching*, written based on observations of Texas schools, argued that the very nature of education was changing, and that educational architecture must respond to that change. He advocated for flexible, adaptable classroom space, and gymnasiums and outdoor space for enrichment.²⁷⁹ His recommendations became the essential building blocks for modern schools. St. George's is an approachable scale for small children with natural materials and

²⁷⁸ Price, *Temples for a Modern God: Religious Architecture in Postwar America*.

²⁷⁹ Ogata, "Building for Learning in Postwar American Elementary Schools," 577.

an emphasis on the outdoors with exterior corridors. Spaces are organized by age groups with a repeating modular design and a row of identical front gables with high windows to let in ample light. St. George's Episcopal School buildings (Resources 163D-G) reflects changing attitudes toward education with its unique architectural design. Therefore, the buildings possess significance at the local level under Criterion A in the area of Education.

Together, St. George's Episcopal Church and School buildings are good representative examples of postwar ecclesiastical and religious architecture.

Additionally, the Wright-Giles House is locally significant as an intact and rare example of a nineteenth-century Folk Victorian farmhouse with Italianate influences. At the time of construction the area north of the Colorado River and east of the city was very sparsely developed, and few of these early homes remain. Similar extant examples listed in the NRHP include the 1874 Greek Revival Newton House (listed in 1987) and the 1876 vernacular Limerick-Frazier House (listed in 2005). In his history of the house, Peter Maxson noted that "most structures [during the Reconstruction era] tended to be modest, vernacular houses reflecting Greek Revival symmetry and, occasionally, detailing. The Wright House, however, demonstrates modest but discernible Italianate influence in its massing and detailing that sets it apart somewhat from its contemporaries."²⁸⁰

Integrity

The St. George's Episcopal Church and School complex retains integrity of location as no buildings have been relocated. It retains integrity of design, materials, and workmanship as no buildings have been materially altered. Kleberg Hall (Resource 163C) has a non-historic-age rear addition, and the porch on the Wright-Giles House (Resource 163B) has been rebuilt with more ornate detailing. The Wright-Giles House retains its character-defining features such as the decorative chimneys, the main entry's transom and sidelights, the trim around the windows, and more generally the T-plan form and fenestration pattern with the home's tall windows. Its rear addition is present on the 1962 Sanborn map update. The church's interior (Resource 163A) was reoriented in 1976 to accommodate a pipe organ, but the most recent images show the wood paneling and screens intact. It is currently undergoing a renovation project, but at the time of survey, retains all aspects of integrity. Integrity of setting and association are compromised only for the Wright-Giles House as it was originally constructed as an isolated single-family farmhouse, but it has served as a secondary resource for St. George's Episcopal Church since 1956. All other buildings retain integrity of setting and association.

NRHP Eligibility and Boundaries

The St. George's Episcopal Church and School complex is recommended eligible for the NRHP under Criterion C in the area of Architecture. Resources 163A-G are contributing. A

²⁸⁰ Maxson, "The Wright-Giles House."

non-historic-age manufactured building on the site that was not surveyed as part of the I-35 HRSR is noncontributing. The recommended boundaries are those of TCAD parcel 213494, which encompasses all contributing buildings.

Resource 179: 4000 North I-35 (Elgin Butler Brick Building)

The Elgin-Butler Brick Company (EBBC) Main Office is a one-story, rectangular-plan, flat-roof Contemporary-style building with a flat roof and overhanging eaves. It has a concrete foundation and brick walls of varying colors and patterns. Windows are fixed and sliding metal tucked below the eaves. Entries on the I-35 frontage road and East 40th Street have wood doors and 6"x6"x1" glazed English tile stoops. A partial shed-roof addition on the rear has corrugated metal and acrylic cladding and corrugated metal roof. The building has an interior courtyard constructed around a Sycamore tree. The EBBC Main Office is recommended eligible for the NRHP under Criterion A in the area of Commerce for its significance as the main and only extant Austin office of the EBBC, a significant company in the history of Austin's development, and Criterion C for Architecture as a rare and intact example of small office exemplifying the Contemporary style. For further information on Resource 179, see the intensive-level HRSR for the property.

Resource 200: 3810 North I-35 (Dura Tune Service Station)

Resource 200 is comprised of one legal parcel (TCAD parcel 211860), a 0.27-acre parcel that contains the former Dura Tune service station and its associated canopies.

Description

Resource 200 is a one-story, rectangular-plan gas station and garage with dual canopies. It has a concrete slab foundation and flat roof. The walls are concrete block and stucco. Two single, metal-frame, glass doors with transom lights face the I-35 frontage road to the east and 38 ½ Street to the north. These facades have large, metal-frame, fixed windows. There are three metal multi-light overhead bay doors on the north facade. All windows and doors appear historic age. Two canopies on the north and east sides sit slightly above the station roofline. The canopies appear historic age, but the supports have been encapsulated with non-historic-age metal cladding.

Background

Now vacant, the Dura Tune property was originally constructed as a Conoco service station in 1964, two years after the Interregional Highway was improved and designated as I-35 in the project area. It opened in 1966 and operated as a Conoco until 1974. The property remained vacant until 1980, when it reopened as an auto repair shop, operating under several variations of the Dynatune/Duratune/Dura Tune name until 2021. The building exhibits most

of the character-defining features for 1950-1970 Conoco stations, as identified by TxDOT's *Field Guide to Gas Stations in Texas (Field Guide)*.²⁸¹ These include:

- Two-part flat roof with a higher roof over the service wing and lower roof over the office
- Roof with wide eaves
- Concrete block and brick exterior finish
- Semi-detached canopy slightly elevated above the roofline of the building
- Service bays with large, glazed doors
- Single-door entrance with transom or panel
- Brick wall that extends off the corner of the building, adjacent to service bay
- Horizontal banding around the roofline above the office and service bays
- Modern or International style

The building also has several non-standard features, including dual canopies (both original) and display windows without transoms. Alterations include the removal of the original fuel pumps, paint applied to lower portions of display windows, and replacement of the original Conoco signage. Also of note is the apparent encapsulation of the original round canopy supports with square hollow columns. Visible denting of the columns indicates they are hollow cosmetic applications, likely covering the original metal supports. Figures 44 through 47 demonstrate comparisons between the property type's original features and those present on the current Dura Tune property, as well as alterations.

²⁸¹ Dwayne Jones, David W. Moore, and Shonda Mace, *A Field Guide to Gas Stations in Texas* (Texas Department of Transportation, Environmental Affairs Division, Historical Studies Branch, 2016).



Figure 44. Example of a 1950-1970 standard-design Conoco station (without canopy) showing character-defining features listed above, from TxDOT's A Field Guide to Gas Stations in Texas.²⁸²



Figure 45. Example of a 1950-1970 standard-design Conoco station (with canopy) showing character-defining features listed above, from TxDOT's Field Guide to Gas Stations in Texas.²⁸³

²⁸² Jones, Moore, and Mace, *A Field Guide to Gas Stations in Texas*.

²⁸³ Jones, Moore, and Mace, *A Field Guide to Gas Stations in Texas*.



Figure 46. Resource 200 service station showing the character-defining features of the standard Conoco design and alterations as described above, view facing west-southwest, January 2022.



Figure 47. Resource 200 service station showing the character-defining features of the standard Conoco design and alterations as described above, view facing south-southwest, January 2022.

Significance

Criterion A

The Interregional Highway was completed through the area by 1954, resulting in a boom of commercial development that continued with the highway's expansion and designation as I-35 between 1959 and 1962. Residential areas along the route were redeveloped as commercial, including numerous transportation-related businesses such as gas stations, service stations, motels, and drive-in restaurants. Registration requirements outlined in the *Field Guide to Gas Stations in Texas* state that a gas station may be eligible under Criterion A in the area of Transportation if it shows a "clear association with the development of a road or highway." Given its completion within a few years of the Interstate Highway expansion,

there is a clear connection between the development of I-35 and the construction of this service station. Therefore, Resource 200 possesses significance under Criterion A in the area of Transportation.

Criterion B

Reconnaissance-level research did not identify historically significant persons that would meet the standards for listing in the NRHP; therefore, Resource 200 does not possess significance under Criterion B.

Criterion C

The *Field Guide to Gas Stations in Texas* identifies two primary considerations for eligibility under Criterion C for Architecture. The first is that the building represents a recognizable example of the design adopted by a particular oil company. This property retains most of its original distinctive features, making it recognizable as a 1950-1970 Conoco station. The second requirement for eligibility is that the design includes stylistic features that set it apart from the simple “oblong box” typified by gas stations of the postwar period. While the Conoco design conforms with the typical postwar oblong box form, it displays several distinctive stylistic elements that set it apart from simpler gas stations of the period. These include the raised canopy, glazed garage doors, multi-level roof, projecting wall at the service bay, and metal banding around the eave line. For these reasons, Resource 200 possesses significance under Criterion C in the area of Architecture as an excellent example of a 1960s Conoco station.

Integrity

The *Field Guide to Gas Stations in Texas* follows a three-tiered system for evaluating integrity. Most of the alterations to Resource 200 are classified as Tier 1 (minimal), which are “unlikely to affect eligibility.” However, the replacement of canopy columns is considered a Tier 2 (moderate) factor, which “may affect eligibility.” As noted above, field observations indicate that the original canopy supports may be intact within hollow metal covers. According to the field guide, gas stations with a few Tier 2 alterations may still retain overall integrity and convey significance. Despite minor alterations, the Dura Tune property retains integrity of location, design, materials, workmanship, setting, feeling, and association. It is clearly identifiable as a 1950-1970-era Conoco service station and it communicates its direct association with the development of I-35 in the early 1960s.

NRHP Eligibility and Boundaries

Resource 200, the Dura Tune service station, is recommended eligible for the NRHP under Criterion A in the area of Transportation and Criterion C in the area of Architecture. The recommended NRHP boundary includes the entire legal parcel (TCAD parcel 211860), which contains the building, canopies, and associated parking areas.

Resources 235A-B: 3509 North I-35 (Roberts House)

The Robert and Rose Roberts House is a one-and-one-half-story, rectangular-plan, cross-gable residence with Tudor Revival influences resting on a pier and beam foundation. It has an asphalt-shingle roof with central chimney and textured stucco cladding. Vegetation obscures a recessed entrance within a Tudor-style gable on the front (northwest) facade. It has a vinyl replacement door on the southwest elevation and original, one-over-one sash windows with 12-light storms on the first story and replacement, one-over-one sash windows on the half story. Resource 235B is a one-story, side-gable, two-car garage with metal overhead sliding doors. It has an asphalt-shingle roof, stucco cladding, and a tripartite wood window.

Background

Robert Lenoy “Robin” Roberts and wife Rose Veronica Lehman Roberts became one of the first families to live in the new University Park subdivision when they purchased the lot at present-day 3509 North I-35 (then Cameron Road, later renamed East Avenue) in 1929.²⁸⁴ Shortly after acquiring the lot, their cousin built the house and included the Tudor Revival-influenced gable based on contemporary magazines. Like many Americans, Robin and Rose Roberts struggled to make ends meet during the Great Depression. Nevertheless, they were able to purchase three adjacent lots south of the property. Over the years the Roberts used part of the land to grow vegetables and leased other lots for various commercial enterprises. In 1951 the Texas Highway Department bought 20 feet of ROW from the front yard for the construction of the four-lane Interregional Highway, which later became I-35. In the late 1960s the highway department constructed the upper deck lanes, towering over the property. During this period and afterward, many neighboring families moved and residences along the highway were demolished or converted to commercial uses. The Roberts family held out and continued to live in the house at least until the mid-1980s.²⁸⁵ According to TCAD, the Roberts family still owns Resources 235A-B and the two adjacent properties to the south: 3507 North I-35 (Resource 238) and 3505 North I-35 (Resource 241). Figures 48 through 50 show the Roberts House, their adjacent properties, and highway development between the 1930s and the 1980s.

²⁸⁴ William Booth, “A Family History Perches at the Curb of Progress,” *Austin American-Statesman*, August 4, 1985.

²⁸⁵ Booth, “A Family History Perches at the Curb of Progress,” E1, E19.

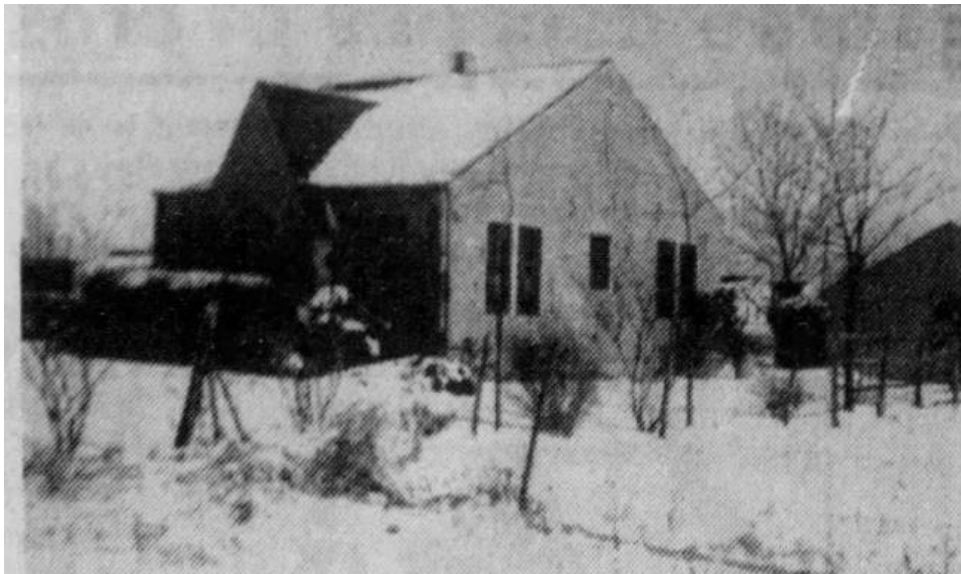


Figure 48. Roberts House (Resource 235A) and garage (Resource 235B) (right in image) in the 1930s, prior to the construction of the Interregional Highway (later I-35). Image from Booth, "A Family History Perches at the Curb of Progress."

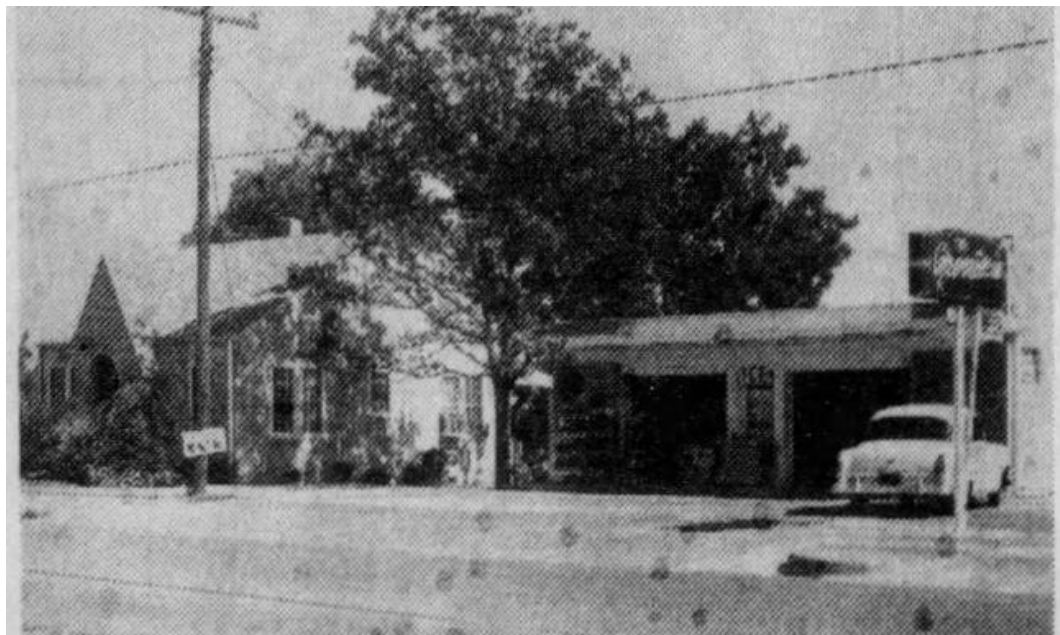


Figure 49. Roberts House (Resource 235A) (left) and the Roberts-owned grocery store (Resource 238) (right) in the 1950s. Image from Booth, "A Family History Perches at the Curb of Progress."

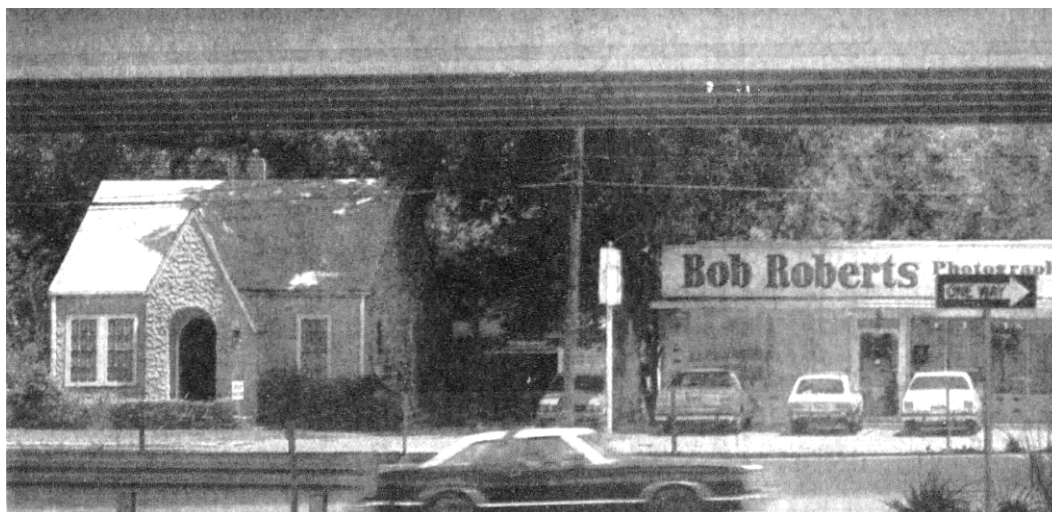


Figure 50. 1985 photograph of the Roberts House and garage (Resources 235A-B) (left) and the Roberts-owned grocery store building converted to a photography studio (Resource 238). The northbound I-35 upper deck is shown above the property at the top of the image. Image from Booth, "A Family History Perches at the Curb of Progress."

Significance

Criterion A

Based on the reconnaissance survey, the Roberts House (Resource 235A) is one of approximately three extant pre-World War II houses constructed to face former East Avenue in this area. The other two houses include a 1923 bungalow with Classical Revival details at 3009 North I-35 (Resource 295, Haster House) and a c.1925 bungalow with Craftsman details and a replacement porch at 3007 North I-35 (Resource 296). An intensive-level survey has been completed for the Haster House concurrently with the reconnaissance survey. All three extant houses represent the early development pattern of one-story, frame houses constructed along the former East Avenue thoroughfare in the 1920s and early 1930s, which heralded the beginning of residential development in the area of the East Austin Outlots. Many of the other residences constructed along the corridor during this period have been lost to highway development and increasing multi-family and commercial development. Of the three surviving houses, the bungalow at 3007 North I-35 (Resource 296) has considerable alterations, resulting in a lack of historic integrity. The Roberts House possesses significance at the local level under Criterion A in the area of Community Planning and Development for its role as one of the only remaining residential properties representing interwar-period development patterns along the former East Avenue corridor. The period of significance dates to c.1930, when the house was constructed.

Criterion B

Reconnaissance-level research did not identify historically significant persons that would meet the standards for listing in the NRHP; therefore, Resources 235A-B do not possess significance under Criterion B.

Criterion C

The Roberts House is a c.1930 frame residence with limited Tudor Revival influences. Based on reconnaissance-level research and survey, Resources 235A-B were constructed using relatively common design, construction methods, and materials. The Roberts House and garage do not embody “distinctive characteristics of a type, period, or method of construction” nor do they represent the “work of a master,” or possess “high artistic value.”²⁸⁶ Therefore, Resources 235A-B do not meet the threshold of significance required for listing in the NRHP under Criterion C in the area of Architecture.

Integrity

Alterations to Resource 235A include some replacement windows and side door. Alterations to Resource 235B include replacement garage doors. Despite minor alterations, Resources 235A-B retain all aspects of integrity.

NRHP Eligibility and Boundaries

The Roberts House and associated garage (Resources 235A-B) are recommended eligible for listing in the NRHP under Criterion A in the area of Community Planning and Development for their direct association with early residential development along East Avenue. The recommended boundaries are those of TCAD parcel 209089, which contain both the house and garage.

Resource 295: 3009 North I-35 (Haster House)

The Alfred and Jacqueline Haster House (Haster House) was designed in the Bungalow form with Classical Revival elements applied. It is a one-and-one-half-story, hip-on-gable gable residence with a T-plan and clapboard siding. The house rests on a pier and beam foundation and displays a low-pitch, hip-on-side-gable roof with eave overhangs, beadboard soffits, cornice returns, and a concrete chimney. Fenestration generally consists of original Craftsman-style, multilight-over-one screens mounted over what appears to be original, one-over-one, double-hung sash; the windows and doors are set in beveled wood surrounds. Additional decorative details consist of cornices and endboards. A wide sidewalk is located along the frontage road and a concrete path leads to the central entrance to the house. A small grassy lawn stretches between the sidewalk and the building face, and hedge bushes are planted on either side of the central entrance, which consists of a central glazed wood door sheltered by a front-gable portico that rests on Doric wood columns. The interior retains its original wood floors and trim, a historic-age front door, and brick fireplace. The Haster House is recommended eligible for listing in the NRHP under Criterion A in the area of

²⁸⁶ National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, revised 1997 1990, 17, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.

Community Planning and Development and Criterion C in the area of Architecture. For further information on Resource 295, see the intensive-level HRSR for the property.

Resources 316A-D: 2313 Red River Street; 2300 Red River Street; 2405 Robert Dedman Drive; 2201 Robert Dedman Drive (LBJ Presidential Library; Joe C. Thompson Conference Center; Sid Richardson Hall; University Police Building)

Resources 316A-D are an educational complex consisting of four buildings in the northeastern UT campus. Bounded by East Dean Keeton Street to the north, Robert Dedman Drive to the west, Clyde Littlefield Drive to the south, and Red River Street to the east, the buildings are surrounded by spacious lawn areas with pedestrian walkways between; large parking lots are to the east. Resource 316A is centrally located with Resource 316B to the east, Resource 316C to the north, and Resource 316D to the south. Architectural features of each of these resources are summarized below:

The Lyndon B. Johnson (LBJ) Presidential Library (Resource 316A) is a seven-story, rectangular-plan building with a concrete slab foundation. It has a cantilevered top story with a flat roof. Walls are clad in travertine, and those on the side (northeast and southwest) elevations are concave and unadorned, lacking any fenestration. Glass curtain walls are on the first and second stories of the front (northwest) facade and rear (southeast) elevation; the top story has fixed metal ribbon windows. Entrances are metal-frame glass doors. A historic-age fountain is west of Resource 316A.

To the east, Sid Richardson Hall (Resource 316B) is a three-story, rectangular-plan, educational building with a flat roof and concrete slab foundation. It consists of three identical sections with open walkways between them at ground level. The recessed first story has glass curtainwalls with round aggregate supports. Upper stories consist of exposed protruding concrete frames, with coffered details in the horizontal member, over recessed glass curtain walls.

To the north, the Joe C. Thompson Conference Center (Resource 316C) has a large three-story main massing at the east end, with a one- and two-story west wing. The building has a concrete slab foundation, a flat roof with flat cornice, and extended eaves and a coffered detail. The main massing is clad in limestone veneer with a horizontal concrete band; vertical ribs; and narrow, metal, fixed windows. The west wing has vertical concrete ribs between metal-frame window walls; six thin vertical concrete ribs are located over second-story window walls.

To the south, the University Police Building (Resource 316D) is a one-story, rectangular-plan educational building with a concrete slab foundation. It has a flat roof with a wide fascia; flat awnings extend over the main entrance on the front (south) facade, and also over windows on side (west) elevation and entire side (east) elevation. Cladding is brick veneer with vertical a concrete rib detail. Entrances are metal frame glass doors and windows are fixed metal

ribbon windows. There is parking east of Sid Richardson Hall along the I-35 frontage road. Landscaping includes curving paths around the site with round retaining walls cut into the low hills with plantings. The parcel has a large number of live oak trees.

Significance

Resources 316A-D comprise an educational complex containing the LBJ Presidential Library (316A), an associated building housing the LBJ School of Public Affairs and archives belonging to UT (316B), an educational conference center (316C), and the UT police headquarters (316D).

The Joe C. Thompson Center (Resource 316C) is the first event site dedicated to continuing education in Texas. During planning, UT Chancellor Harry Ransom said the center would “open completely new prospects for the University’s service to the state.”²⁸⁷ It was also “designed for two-way communication, so that the university can keep abreast of what is happening in research and management programs outside the academic community.”²⁸⁸ It opened in 1970 and that year held 330 conferences, meetings, and institutes with over 38,000 participants.²⁸⁹ Reconnaissance-level research suggests Resource 316C possesses significance under Criterion A in the area of Education. Research has not revealed any unusual distinctions in the area of Education for Resources 316A-B or Resource 316D.

Reconnaissance-level research did not indicate that Resources 316A-D are the best representation of the significance of any associated persons, and therefore do not possess significance under Criterion B.

Criterion C was considered in the area of Architecture. Resources 316A and 316B were designed concordantly by Gordon Bunshaft of Skidmore, Owings & Merrill and R. Max Brooks of Brooks, Barr, Graeber & White. Resource 316C was designed by Fisher & Spillman of Dallas and consulting architects were Brooks, Barr, Graeber & White. In an article about the LBJ Presidential Library syndicated in newspapers nationwide, critic Ada Louise Huxtable described the building as “a 65-foot-high monolithic mass topped by giant concrete trusses spanning 90 feet of travertine-clad facade. It has monument written all over it.”²⁹⁰ Huxtable predicted these new museum-monument hybrids would mark the end of more traditional monuments to former presidents. She noted the “Bunshaftian scale and style” and the way the “canted, marble-sheathed walls, inside and out, suggest massive antiquities.”²⁹¹ Sid Richardson Hall was designed as a part of the complex and features an exterior of “precast concrete with a special surface of exposed aggregate which harmonizes with the light beige

²⁸⁷ “Thompson Center at UT Is Nearer,” *The Austin American*, June 19, 1966.

²⁸⁸ “Thompson Center at UT Is Nearer.”

²⁸⁹ “UT Joe C. Thompson Conference Center Records, 1962-1993 [Bulk 1970s] - TARO,” accessed March 24, 2022, https://txarchives.org/utcah/finding_aids/00614.xml.

²⁹⁰ Ada Huxtable, “LBJ Library Conceded Winner as Open Bid for Immortality,” *Fort Worth Star-Telegram*, May 23, 1971.

²⁹¹ Huxtable, “LBJ Library Conceded Winner as Open Bid for Immortality.”

color of the Italian travertine used on the neighboring Johnson Library.”²⁹² Both buildings are excellent examples of the Brutalist style and represent the work of a master. Resources 316A-B are significant at the state level under Criterion C in the area of Architecture. Further research would be necessary to recommend these buildings at the national level. Resource 316C was constructed around the same time, though by a different architect, and complements Resources 316A and 316B in style and materials with both Brutalist and New Formalist influences. Resource 316C is significant at the local level under Criterion C for Architecture. Resource 316D lacks individual distinction necessary for listing in the NRHP under Criterion C. Figures 48 through 50 provided historic photographs and renderings.

Integrity

The exteriors of Resources 316A-D show no obvious signs of alterations. The buildings are in their original locations and setting and have maintained their historic associations. Resources 316A-D retain all aspects of integrity.

NRHP Eligibility and Boundaries

Resources 316A-C are recommended eligible for the NRHP under Criterion A in the area of Education and Criterion C in the area of Architecture. The recommended boundaries are those of TCAD parcel 205216, which encompasses all buildings, landscaping, and associated parking. Resource 316D is a noncontributing resource.



*Figure 51. Architect R. Max Brooks showing model of LBJ Presidential Library and Sid Richardson Hall to Lyndon B. Johnson.*²⁹³

²⁹² “UT Hall’s Dedication Set Today,” *The Austin American*, January 21, 1971.

²⁹³ “Brooks, Robert Max, 1906-1982 · Discover Production,” accessed March 24, 2022, <https://www.discoverlbj.org/item/brooksrn>.

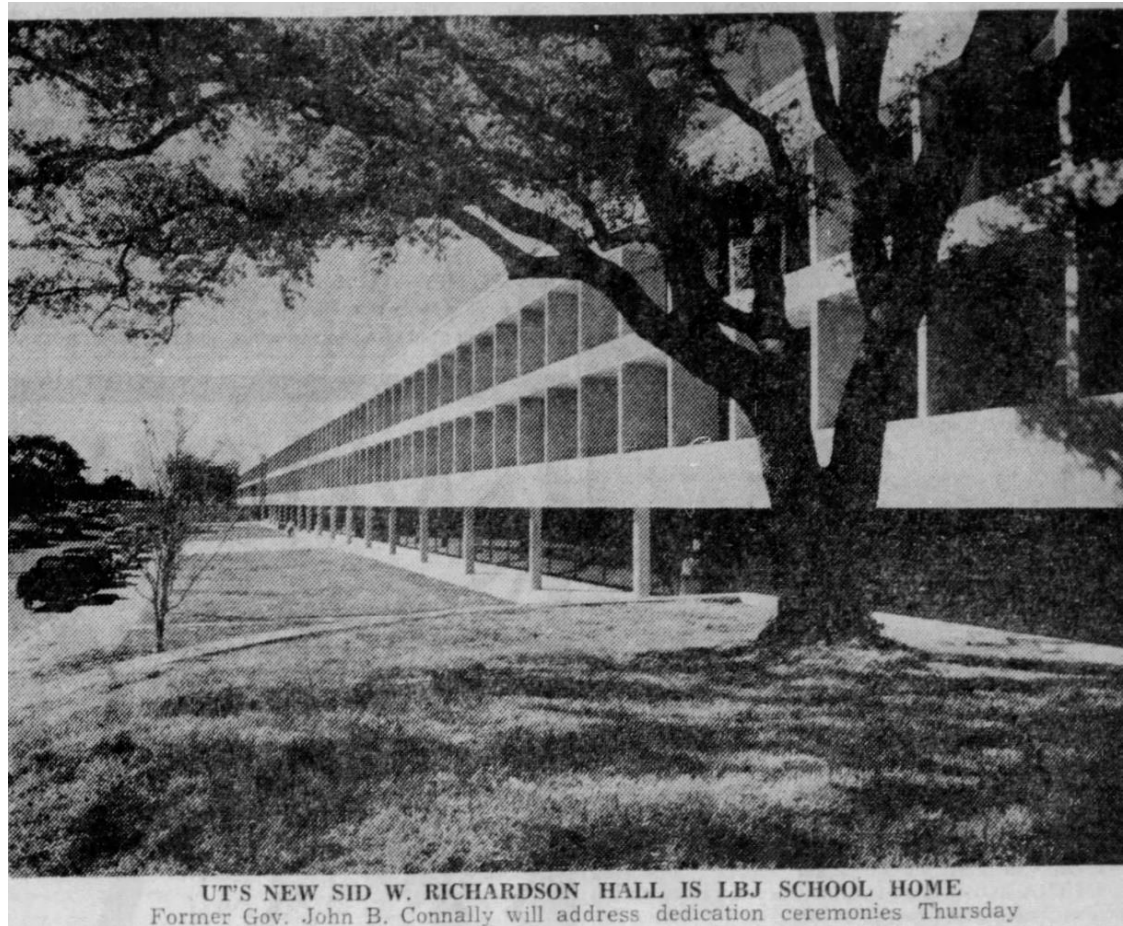


Figure 52. Photo of Sid Richardson Hall at the time of dedication in 1971 (Resource 316B).²⁹⁴

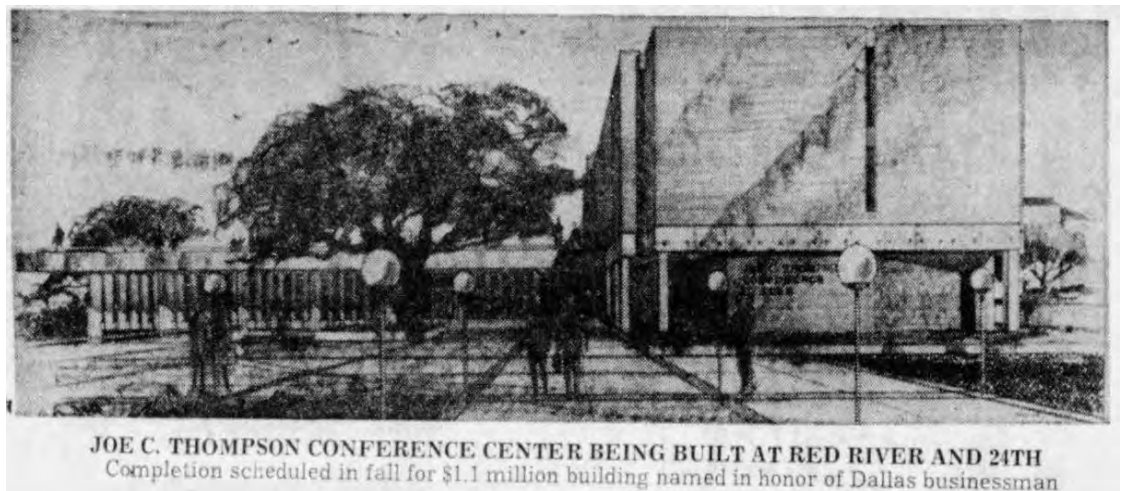


Figure 53. Rendering of Joe C. Thompson Conference Center (Resource 316C).²⁹⁵

²⁹⁴ "UT Hall's Dedication Set Today."

²⁹⁵ "UT Campus Getting a Full Facelifting," *Austin American-Statesman*, February 9, 1969.

Resource 317: 2600-2700 block North I-35 (Mount Calvary Cemetery)

Mount Calvary Cemetery is approximately ten acres, with grassy lawn, trees, and pathways branching off a main drive. The main drive connects with the I-35 northbound frontage road, with the main entrance marked by brick pillars, overhead signage, and a wrought-iron pedestrian gate. There is a 1916 statuary constructed by St. Mary's Church directly east of main entrance. Lots and plots are in a grid, laid east-west, with concrete curb borders. A vacant brick building is located at the southwest corner. Grave markers vary, with some conveying funerary practices of Mexican heritage, or representing Woodmen of the World (WOW) organization members. The setting has an urban character, with the dual-level I-35 highway dominating westward views. Adjacent are roadways and 1980s utilitarian buildings operated by UT. Resource 317 possesses historical significance under NRHP Criterion A in the areas of Ethnic Heritage and Social History. For more information, see the Mount Calvary Cemetery intensive-level HRSR.

Resource 320A: 709 East Martin Luther King, Jr. Boulevard (Arno Nowotny Building)

Resource 320A is the Arno Nowotny Building, constructed in 1857. It is a two-story, hip-roof, Italianate-style former residence and education building. It is on a masonry foundation and is primarily constructed of stone and brick. It has a metal roof with decorative brackets under eaves and cupola. The entrance has double doors with a fanlight and a partial-width, flat-roof porch with wood supports and balcony. Side (east and west) elevation wings have full-width, shed-roof porches with wood supports and multiple single doors. Windows are four-over-four, wood sash.

Significance

Resource 320A is contributing to the NRHP-listed Little Campus Historic District and within the boundary of the Little Campus SAL. See the Little Campus Historic District evaluation below for additional background history of Resources 320A-B. Mead & Hunt also considered individual NRHP eligibility for Resource 320A. As an individual resource, Resource 320A possesses significance under Criterion A in the area of Education as the original building housing the Texas Asylum for the Blind, established in 1856 (now relocated and known as the Texas School for the Blind and Visually Impaired), and in the area of Military History for its use as temporary housing for General George A. Custer at the beginning of the Reconstruction Era, and its role as part of the School of Military Aeronautics facility during World War I. Although General George A. Custer is an important figure in U.S. military history, he lived in the building for a very short period (less than one year) and it does not reflect his productive life or significance. Furthermore, there are no known direct associations with other individuals important in local, state, or national history. Therefore, Resource 320A is not significant under Criterion B. Resource 320A is significant under Criterion C in the area of Architecture as an excellent local example of mid-nineteenth-century Italianate architecture.

Integrity

Alterations include replacement doors. Due to its close proximity to I-35, Resource 320A has lost integrity of setting, but retains integrity of location, design, materials, workmanship, feeling, and association.

NRHP Eligibility and Boundaries

The Arno Nowotny Building (Resource 320A) is contributing to the Little Campus Historic District and recommend individually eligible under Criterion A for Education and Military History, and under Criterion C for Architecture. Resource 320A shares a legal parcel with Resource 320B (John W. Hargis Hall) and 320C (Frank Erwin Center). Since both 320A and 320B are on the same legal parcel and share close historical associations, their current NRHP listing together within a single district boundary remains most appropriate. Although it is on the same current parcel, the NRHP-listed district boundary does not include Resource 320C (Frank Erwin Center).

Resource 320B: 1823 Red River Street (John W. Hargis Hall)

Resource 320B is the John W. Hargis Hall, constructed as three sections in 1888 (middle), 1891 (south), and 1900 (north). It is a two-story, Italianate-style, rectangular-plan education building with a hip-roof and small projecting gable wings. A two-story, glass curtain wall addition connects the middle section with the north section. The building is constructed of brick and stone and has a masonry foundation. It has a metal roof with decorative brackets under the eaves. Windows are four-over-four, wood sash. The 1888 section has a central square tower with a clock on its four sides and a widow's walk. The 1891 section has a large square tower above the entry and a finial on top.

Significance

Resource 320B is contributing to the NRHP-listed Little Campus Historic District and within the boundary of the Little Campus SAL. See the Little Campus Historic District evaluation below for additional background history of Resources 320A-B. Mead & Hunt also considered individually NRHP eligibility for Resource 320B. As an individual resource, Resource 320B possesses significance under Criterion A in the area of Education as one of two (in addition to Resource 320A) remaining buildings from the Texas Asylum for the Blind, and in the area of Military History for its role as part of the School of Military Aeronautics facility during World War I. Research did not reveal any direct associations with other individuals important in local, state, or national history. Therefore, Resource 320B is not significant under Criterion B. Resource 320B is significant under Criterion C in the area of Architecture as an excellent local example of late-nineteenth-century Italianate architecture.

Integrity

Alterations include replacement doors and the non-historic-age addition connecting the two buildings. Due to alterations and its close proximity to I-35, Resource 320B has lost integrity

of design and setting, but retains integrity of materials, workmanship, location, feeling, and association.

NRHP Eligibility and Boundaries

John W. Hargis Hall (Resource 320B) is contributing to the Little Campus Historic District and recommended individually eligible under Criterion A for Education and Military History, and under Criterion C for Architecture. Resource 320B shares a legal parcel with Resource 320A (Arno Nowotny Building) and 320C (Frank Erwin Center). Since both 320A and 320B are on the same legal parcel and share close historical associations, their current NRHP listing together within a single district boundary remains most appropriate. Although it is on the same legal parcel, the NRHP-listed district boundary does not include Resource 320C (Frank Erwin Center), which has been separately evaluated.

Resource 344: East 12th Street westbound at Waller Creek (East 12th Street westbound Bridge at Waller Creek)

Resource 344 is one of two twin structures built to carry East 12th Street over Waller Creek. It is a simple-span, curved, reinforced-concrete girder bridge resting on one intermediate pier and two concrete abutments. It has pierced concrete railings with concrete posts and end pedestals. A concrete sidewalk runs along the south side of bridge. Recessed spandrel panels have a pebbled finish. A paved recreational path travels under the bridge on the west side of Waller Creek.

Constructed in 1931 as part of Austin's city beautification program, this bridge was determined eligible for listing in the NRHP under Criterion C in the area of Engineering for its special design at the state level of significance. There are no visible alterations since Resource 344 was previously recommended eligible. It retains all aspects of integrity and continues to convey its significance. Therefore, Resource 344 remains eligible for listing in the NRHP. The historic boundary is limited to the bridge structure.

Resource 349: East 12th Street eastbound at Waller Creek (East 12th Street eastbound Bridge at Waller Creek)

Resource 349 is one of two twin structures built to carry East 12th Street over Waller Creek. It is a simple-span, curved, reinforced-concrete girder bridge resting on one intermediate pier and two concrete abutments. It has pierced concrete railings with concrete posts and end pedestals. A concrete sidewalk runs along the south side of bridge. Recessed spandrel panels have a pebbled finish. A paved recreational path travels under the bridge on the west side of Waller Creek.

Constructed in 1931 as part of Austin's city beautification program, this bridge was determined eligible for listing in the NRHP under Criterion C in the area of Engineering for its special design at the state level of significance. There are no visible alterations since Resource 349 was previously recommended eligible. It retains all aspects of integrity and

continues to convey its significance. Therefore, Resource 349 remains eligible for listing in the NRHP. The historic boundary is limited to the bridge structure.

Resource 356: 912 East 11th Street (Dedrick-Hamilton House)

The Dedrick-Hamilton House (Resource 356) is a one-story National Folk residence with hall and parlor plan. It has a pier and beam foundation; gable, wood-shingled roof; and horizontal wood siding. A partial-width, shallow, hip-roof porch with wood supports is on the front (southwest) facade. The front entrance is a wood panel door. Windows are wood, six-over-six, hung sash units with screen coverings. A non-historic-age, one-story, flat-roof, brick building known as the African American Cultural & Heritage Facility is located on the same parcel, northwest and northeast of Resource 356 and connected to the house by a metal walkway. The Dedrick-Hamilton House was listed as an Austin City Landmark in 2015.

Significance

The City of Austin designated the Dedrick-Hamilton House as a City Historic Landmark in August of 2015 for both architecture and historical associations.²⁹⁶ The house was built in 1892 by William Dedrick, whose father had been formerly enslaved and settled in the Robertson's Hill area during the Reconstruction era. William Dedrick worked as a porter in Austin. He and his wife, Sarah, were prominent members of the African American community in East Austin. William served as commander for the Knights of Pythias and Sarah was a founding member of the Community Welfare Association, which later established the Howson Community Center. The Dedrick-Hamilton House served as a residence for several generations of the Dedrick family from 1892 until the early 1990s.²⁹⁷ Although they made important contributions within the community, reconnaissance level research did not provide additional information to support that William and Sarah Dedrick rise to the level of significance required for eligibility under Criterion B. Resource 356 is significant under Criterion A in the area of Community Planning and Development and Ethnic Heritage (Black) as one of few remaining residences representing nineteenth-century African American settlement in Robertson's Hill. The house also represents a well-preserved and rare example of a late-nineteenth-century vernacular hall and parlor-plan residence in Austin. For this reason, the property possesses significance under Criterion C in the area of Architecture.

Integrity

According to the 2015 Austin Historic Landmark Commission Zoning Change Review Sheet for Resource 356, the house was restored in 2010-2011 adhering to the Secretary of Interior's Standards for Rehabilitation. There are no visible alterations. Resource 356 retains all aspects of integrity.

²⁹⁶ "Zoning Change Review Sheet: Case Number C14H-2015-0001: Dedrick-Hamilton House" (City of Austin, August 13, 2015), 1-2.

²⁹⁷ "Zoning Change Review Sheet: Case Number C14H-2015-0001: Dedrick-Hamilton House," 14.

NRHP Eligibility and Boundaries

For the reasons discussed above, the Dedrick-Hamilton House (Resource 356) is recommended eligible for listing in the NRHP under Criterion A in the areas of Community Planning and Development and Ethnic Heritage, and under Criterion C in the area of Architecture. The NRHP boundary is limited to the current legal parcel.

Resources 358A-C: 801 Red River Street (Stubb's BBQ)

Resources 358A-C are a grouping of commercial buildings, now associated with Stubb's BBQ, that are located on a large lot stretching between Red River Street to the west, East 8th Street to the south, Waller Creek to the east, and East 9th Street to the north. The complex includes three buildings and a non-historic age outdoor concert venue. Resource 358A is a brick and stone masonry building located on the corner of Red River and East 8th Streets. Resource 358B is located at the center of the property and appears to have historically served as a warehouse. Resource 358C is a rubblework masonry warehouse located along the bank of Waller Creek. Situated between Resources 358A and C is a non-historic-age concert venue, which is comprised of a concrete pad and canvas awning. Architectural features of Resources 358A-C are summarized below.

Resource 358A is a one-story, rectangular-plan restaurant clad in stone and brick with Mission Revival influences. It has a masonry foundation and flat roof with a parapet on the south portion and metal side gable at the center of the roof on the north portion. A full-width shed-roof porch with metal roof and wood supports spans the west (front) facade and shelters entrances with wood double doors. The building features wood multi-light fixed and six-over-six wood-sash windows. The basement level is exposed on the side (south) and rear (east) elevations. A historic-age neon sign is mounted on the side (south) elevation. The visible elevations described above for Resource 358A surround a c.1890 brick residence. These additions were made in the early twentieth century to convert the property for commercial use; they first appear on the 1935 Sanborn map.²⁹⁸

Resource 358B is a one-story, T-plan, flat-roof, commercial building with additions to the east, west, and south. It rests on a concrete slab foundation and has concrete block and metal siding. The front (north) facade is comprised of a loading dock with sliding metal doors leading to a warehouse. A historic-age, gable-roof loading dock/warehouse addition with a metal roof and plywood panels is located to the east of the main building massing. Small, non-historic-age, flat-roof, metal and wood additions span the western portion of the building. A concrete-block, historic-age addition extends to the rear (south), creating the T-plan. This south addition has a flat roof and no visible doors or windows. A shed-roof awning with corrugated metal roofing extends to the west of this wing, covering an outdoor bar.

Resource 358C is a one-story, rectangular-plan, side-gable, industrial building. It displays rubble work masonry walls and a corrugated metal roof. Two single entry doors are located on the front (east) facade. It features four-over-four, double-hung, wood-sash windows.

Significance

The original, central portion of Resource 358A was constructed as a one-story brick residence c.1890 and appears as such on the 1894 Sanborn map (see Figure 54). Surrounding properties included a number of Black-owned residences to the north and east along Waller Creek; since the 1860s, lower Waller Creek had been an area of African American settlement, particularly the area surrounded by Red River Street to the west, 13th Street to the north, Sabine Street to the east, and 8th Street to the south, which encompasses this property.²⁹⁹ Commercial additions were added to Resource 358A by the 1930s, indicating that it housed one or more stores by this time (see Figure 55). The stone masonry, Mission Revival-style facade indicates that the building was expanded in the 1920s or early 1930s. Research indicates that the building served as the Thompson-Eddy Furniture Company in the 1940s.³⁰⁰ By the late 1950s and 1960s it became a nightclub and music venue known as the Casino Club (in 1959) and the Cactus Room (in 1964).³⁰¹ Between 1971 and 1976 the property was a live music venue and bar, One Knite, where many blues artists performed.³⁰² This made it one of the earlier musical venues along Red River Street, which would become well-known as a live music district by the 1990s.³⁰³ In 1996 Stubbs BBQ opened in the space. Stubbs BBQ had started in Lubbock, Texas, in 1968 as a restaurant and music venue; that location closed but then the business reopened in Austin in the 1980s before moving to this property. After moving to Austin the company's BBQ sauce, created by founder Christopher B. Stubblesfield, became well-known and widely-distributed.³⁰⁴

²⁹⁸ "Austin, Texas, 1935 Vol. 1.," 1:600 (New York: Sanborn Map Company, 1935), 28, Library of Congress, https://www.loc.gov/item/sanborn08415_006/.

²⁹⁹ "Austin, Travis County, Texas, January 1894," 1:600 (New York: Sanborn-Perris Map Company, 1894), Sheet 9, University of Texas at Austin, Perry-Castañeda Library Map Collection; HHM, Inc., *Historic Context Study of Waller Creek*, 22–23.

³⁰⁰ "Special Sale," *The Austin American*, January 8, 1947.

³⁰¹ "Club Crasher," *The American-Statesman*, October 25, 1959; "Dance Tonight," *Austin American-Statesman*, November 15, 1964.

³⁰² HHM, Inc., *Historic Context Study of Waller Creek*, 179.

³⁰³ Michael Corcoran, "Red River History," *Red River Cultural District*, 2022, <https://redriverculturaldistrict.org/history/>.

³⁰⁴ "About Stubbs," *Stubbs's BBQ*, n.d., <https://www.stubbsaustin.com/about-stubbs/>; "The Stubbs Story," *McCormick*, n.d., <https://www.mccormick.com/stubbs/stubbs-story>.

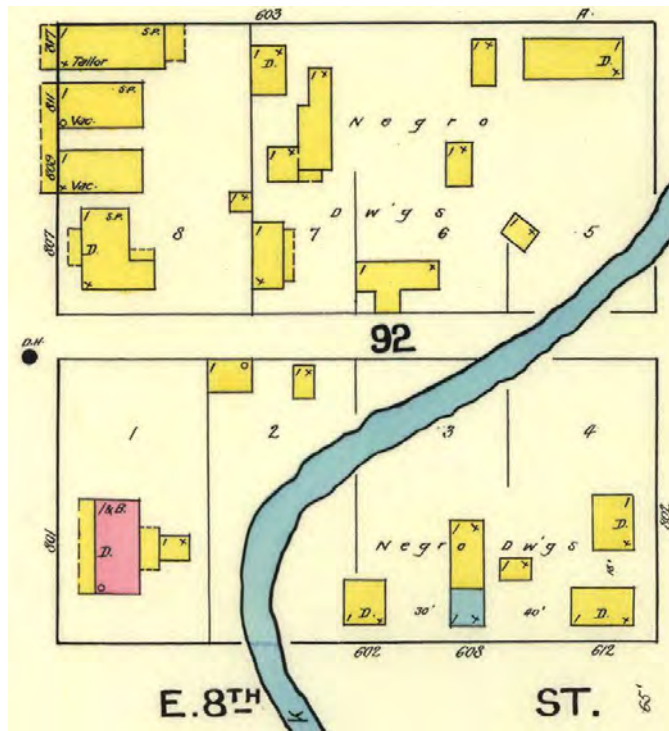


Figure 54. The property on the 1894 Sanborn map (see bottom left) appears as a brick dwelling.³⁰⁵

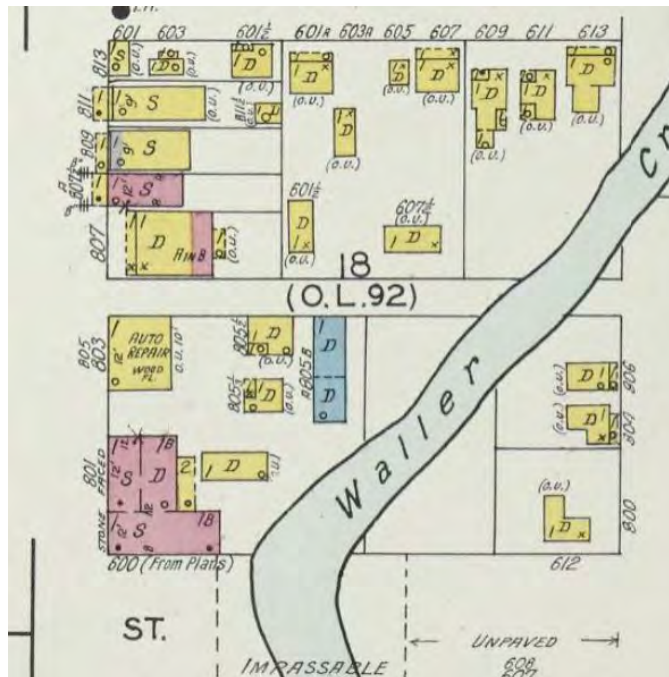


Figure 55. By 1935 the property (at the bottom left) expanded to include commercial wings to the west and south.³⁰⁶

³⁰⁵ "Austin, Travis County, Texas, January 1894," Sheet 9.

³⁰⁶ "Austin, Texas, 1935 Vol. 1.," Sheet 28.

Under Criterion A, Stubb's BBQ is significant in the area of Entertainment/Recreation as a long-standing nightclub and live music venue from the 1950s to the present day, making it one of the earliest venues in what is now the Red River Cultural District. Although it is more recently associated with Stubblesfield, who became well-known in the national barbecue community, this was not the original location of Stubbs BBQ and Stubblesfield died before this location opened; therefore, the property does not have significance under Criterion B. Under Criterion C the property has evolved over time and does not retain enough character-defining features of a style or property type to warrant architectural significance.

Integrity

Alterations to Resource 358A include the addition of a large concert venue at the rear of the building. Due to alterations, Resource 358A has lost integrity of design and feeling. With the construction of a large high-rise condo building across the street, this resource has diminished integrity of setting but retains integrity of location, materials, workmanship, and association.

Alterations to Resource 358B include a non-historic age addition, replacement doors and siding, and the addition of a non-historic age awning and outdoor bar on the western elevation. The development of new high-rise condos in the vicinity will also affect integrity of setting for this building. Due to alterations, Resource 358B has lost integrity of materials, design, workmanship, and feeling, but retains integrity of location and association.

No alterations to Resource 358C were observed from the public ROW, but the setting has been significantly altered. To the east, a large 1980s police station and parking garage are visible. Located across the street is a new high-rise condo building. Surrounding Resource 358C on the property is a non-historic age concert venue, patio, and multiple outdoor bars. The concert venue also appears to be attached to this building along its southern elevation. For these reasons stated above, Resource 358C has lost integrity of design, feeling, and setting but retains integrity of location, materials, workmanship, and association.

Overall, Resource 358A-C retains sufficient integrity to convey significance under Criterion A in the area of Entertainment/Recreation.

NRHP Eligibility and Boundaries

Resource 358A-C is recommended eligible for the NRHP under Criterion A in the area of Entertainment/Recreation. Its historic boundary corresponds with the current parcel.

Resource 360: 809 East 9th Street (Routon-Alvarez-Lopez House)

The Routon-Alvarez-Lopez House (Resource 360) is a one-story, L-plan, Folk Victorian residence. It has a pier and beam foundation. The gable-on-hip roof is covered with seamed metal; a partial-width, flat-roof porch with decorative wood brackets and supports is on the

front (north) facade. Folk Victorian features include the protruding pedimented gable on the facade with cutaway corners, and decorative scrollwork. Wall cladding is horizontal wood siding, with wood fish-scale shingles in pedimented gable end. The front entrance is a wood panel door and windows are two-over-two, hung sash units. Solar panels are on the side (southeast) elevation. The Routon-Alvarez-Lopez House was listed as an Austin City Landmark in 2014.

Significance

Constructed in 1914, Resource 360 has an association with East Austin's Hispanic community, primarily with the Alvarez and Lopez families. Jose and Carlotta Alvarez purchased the residence in 1927 and resided there with their five daughters for 20 years. A Mexican-born truck driver for Cabaniss Furniture Company, Jose Alvarez passed away in 1951. Carlotta Alvarez continued to live in the house until Sabas and Helen Lopez purchased the residence in 1954. Sabas Lopez operated the Lopez Drug Store at 1008 East 6th Street, which was established by his father in the 1940s. It was the third and longest running Hispanic-owned drug store in Austin. After he passed away in 1976, Helen Lopez continued to live in the residence. While this resource has association with the Hispanic community, it is one of many in this neighborhood and does not rise to the level of importance for individual significance under Criterion A. Although Sabas Lopez was a long-standing business owner, research did not reveal significant achievements that would set him apart from his peers in the community's business circles. Thus, Resource 360 does not possess significance under Criterion B. Resource 360 does possess significance under Criterion C in the area of Architecture as an excellent local example of an early-twentieth-century Folk Victorian residence.

Integrity

Alterations include a replacement entry door. Due to its close proximity to I-35 and the surrounding area's shift from single-family homes to high-density apartments, Resource 360 has lost integrity of setting, but retains integrity of materials, workmanship, design, location, feeling, and association.

NRHP Eligibility and Boundaries

For the reasons discussed above, Resource 360 is recommended eligible for the NRHP under Criterion C in the area of Architecture. The recommended NRHP boundary is limited to the current legal parcel, which includes the house and associated landscape features.

Resource 367: 902 East 7th Street (House)

Resource 367 is a c.1900, one-story, L-plan, Folk Victorian former residence that has been converted to commercial use. It has a pier and beam foundation. The cross-gable roof is clad in seamed metal and has two interior brick chimneys. A partial-width, flat-roof porch has a decorative turned wood balustrade and supports, with scalloped brackets and spindlework. Walls are clad in horizontal wood siding, with fish-scale shingles and a decorative wood

vergeboard in the gable end on the front (southeast) facade. The front entrance is a wood panel door and windows are vinyl fixed and hung sash units. A concrete retaining wall is at the front (southwest) of the parcel.

Significance

The first resident of Resource 367 was August Lindahl, a “motorman,” and by 1916 another motorman, Jasper Shipp, lived at the address. Through the 1900s several working class families resided at 902 East 7th Street, including a contractor, mill worker, equipment operator, and jeweler. Between 1940 and 1972 Mexican-born Neomi Colunga lived in the house.³⁰⁷ Research did not reveal individual significance for association with important events, patterns, trends, or persons in local, state, or national history. Thus, Resource 367 does not have significance under Criteria A or B. This Folk Victorian residence exhibits several characteristics of the style, as seen in the medium-pitch gable roof, decorative shingles and vergeboard in the front gable, and porch in the ell with decorative trim. As such, Resource 367 possesses significance under Criterion C in the area of Architecture as an excellent local example of a Folk Victorian residence.

Integrity

Alterations include replacement windows. Due to alterations and its close proximity of I-35, Resource 367 has lost integrity of setting and materials, but retains integrity of workmanship, design, location, feeling, and association.

NRHP Eligibility and Boundaries

For the reasons discussed above, Resource 367 is recommended eligible for the NRHP under Criterion C in the area of Architecture. The NRHP boundary is limited to the current legal parcel.

Resource 372: East 7th Street at Waller Creek (East 7th Street Bridge at Waller Creek)

Resource 372 is a four-lane, single-span, masonry arch bridge built to cross Waller Creek on East 7th Street carrying one-way, eastbound traffic. The bridge is faced with rough-cut blocks of limestone, and voussoirs accent the arch ring. Concrete sidewalks and a masonry parapet wall run along the north and south sides of bridge. A paved recreational path travels under the bridge on the west side of Waller Creek.

Resource 372 was determined eligible for listing in the NRHP under Criterion C in the area of Engineering as one of a small number of masonry arch bridges in Texas. There are no visible alterations since it was recommended eligible. It retains all aspects of integrity and continues

³⁰⁷ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume IV* (Prepared for the City of Austin, October 2016), 71–72; United States of America, Bureau of the Census, *Sixteenth Census of the United States, 1940* (Washington D.C.: National Archives Administration, 1940), m-t627_04149, page 14B, https://www.ancestry.com/1940-census/usa/Texas/Naomi-Colunga_5jnqn9.

to convey its significance. Therefore, Resource 372 remains eligible for listing in the NRHP. The historic boundary is limited to the bridge structure.

Resource 377: East 6th Street at Waller Creek (East 6th Street Bridge at Waller Creek)

Resource 377 is a four-lane, single-span, masonry arch bridge built to cross Waller Creek on East 7th Street carrying one-way, westbound traffic. The bridge is faced with rough-cut blocks of limestone, and voussoirs accent the arch ring. Concrete sidewalks and a masonry parapet wall run along the north and south sides of bridge. Masonry stairs on the east side connect the sidewalk to a recreational path on the east side of Waller Creek.

Resource 377 contributes to the NRHP-listed Sixth Street Historic District. In addition, this bridge was determined eligible for listing in the NRHP under Criterion C in the area of Engineering as one of a small number of masonry arch bridges in Texas. There are no visible alterations since it was recommended eligible. It retains all aspects of integrity and continues to convey its significance. Therefore, Resource 377 remains eligible for listing in the NRHP. The historic boundary is limited to the bridge structure.

Resource 378: 706-708 East 6th Street (Walton-Joseph Building)

Resource 378 is contributing to the NRHP-listed Sixth Street Historic District and the following evaluation addresses its potential for individual listing in the NRHP. Resource 378 is a two-story, rectangular-plan, two-part commercial building comprised of two sections constructed roughly 25 years apart. The western frame section was constructed c.1884 and the eastern masonry section was added in 1910. The entire building has a brick masonry foundation. The front-gable, seamed metal roof has a stepped parapet on the side (southeast) elevation. Wall cladding includes stone, brick, and fiber cement siding. A two-story, full-width, metal balcony with a shed-roof porch and metal supports is on the front (southwest) facade and rear (northeast) elevation. The building has multiple double entry doors. Windows are wood fixed and hung sash units. Resource 378 was listed as an Austin City Landmark in 1977, and it also contributes to the NRHP-listed Sixth Street Historic District.

Significance

Resource 378 is contributing to the Sixth Street Historic District, which is listed in the NRHP under Criterion A in the area of Commerce and under Criterion C in the area of Architecture. City directories and Sanborn fire insurance maps indicate that the western, wood-frame portion of the building served as a laundry, feed store, and grocer until the late nineteenth century. Although the building has long served various commercial functions in this part of Austin, reconnaissance-level research did not indicate individual significance under Criterion A in the area of Commerce. The building is named for attorney Newton S. Walton and grocer Isaac Carter Joseph. Research revealed no indication that either figure rose to a level of influence necessary for significance under Criterion B.

Integrity

The building has been altered significantly in recent years. An Application for Certificate of Appropriateness was approved by the City of Austin Historic Landmarks Commission in December 2012. Work conducted under this authorization included a reconfiguration of the fenestration on the building's western half (substituting three double entry doors for a single entry door, a picture window, and a set of paired sash windows on the second floor), the replacement of a historic wood balcony with a new metal one, the addition of a large two-story metal deck at the rear, and the replacement of siding with non-compatible materials (see Figure 56). Due to alterations, Resource 378 has lost integrity of materials, design, workmanship, feeling, and association, but retains integrity of location and setting.



Figure 56. c.1960 photo of Resource 378, showing historic fenestration and deck.³⁰⁸

NRHP Eligibility

Due to lack of significance and integrity as discussed above, Resource 378 is recommended not individually eligible for the NRHP. However, it remains a historic property as it is contributing to the NRHP-listed Sixth Street Historic District.

Resource 382: 701 East 6th Street (Randerson-Lundell Building)

Resource 382 is contributing to the NRHP-listed Sixth Street Historic District and the following evaluation addresses its potential for individual listing in the NRHP. Resource 382, known as the Randerson-Lundell Building, is a two-story, rectangular-plan commercial building. The roof is flat with a brick parapet. Walls are limestone with a brick dentil stringcourse below the parapet. The storefront level has window openings that are boarded

with arched fanlights, with a shed-roof metal awning above. The entrance is located on the canted corner and also features a fanlight. Second-story windows are wood, one-over-one, hung sash units with stone jack arches. This building is contributing to the NRHP-listed Sixth Street Historic District. It is also a City of Austin Historic Landmark and an RTHL.

Significance

In 1896 carpenter John T. Depew built Resource 382, known as the Randerson-Lundell Building, for Cornelius Randerson, a merchant. The building displays distinctive features of Victorian-era commercial architecture as well as some Italianate ornamentation. It was initially one story, and a second story (added in 1910) was constructed of the same limestone ashlar. Over the years the building held many different commercial businesses owned and patronized by a diverse population including people of European, Black, and Hispanic heritage.³⁰⁹ Resource 382 is significant under Criterion A in the areas of Commerce and Ethnic Heritage (Black, European, and Hispanic) and under Criterion C in the area of Architecture. Research did not reveal individual significance for association with important persons in local, state, or national history, and therefore Resource 382 does not possess historical significance under Criterion B.

Integrity

Alterations are limited to boarded windows. Due to alterations, Resource 382 has lost integrity of materials, but retains integrity of workmanship, design, location, setting, feeling, and association.

NRHP Eligibility and Boundaries

Resource 382 is contributing to the NRHP-listed Sixth Street Historic District. It is also individually eligible for the NRHP under Criterion A in the areas of Commerce and Ethnic Heritage (Black, European, and Hispanic) and under Criterion C in the area of Architecture. The NRHP boundary is limited to the current legal parcel.

Resource 392: 501 North I-35 (Robinson Brothers Warehouse)

The Robinson Brothers Warehouse is a one-story industrial warehouse building of rubble limestone construction with visible tooling marks. The rectangular-plan structure rests on a stone foundation and has a flat, membranous roof with a parapet capped with metal coping; a low-pitch, front-gable roof projection with vinyl-clad walls is located in the northeast portion of the building. Fenestration generally consists of replacement wood casement windows with metal bars and heavy glazed wood replacement doors; decorative limestone and wood lintels and sills frame these openings. Landscaping to the west consists of low trees and planting beds that abut the building and are lined by a low stone wall with a brick walkway, brick

³⁰⁸ 6th Street East 706-708, c 1960, Austin History Center.

³⁰⁹ Texas Historical Commission, "Historic Marker Application: Randerson-Lundell Building," *The Portal to Texas History*, 1994, 1–5, <https://texashistory.unt.edu/ark:/67531/metapht491453/>.

parking pad, and grassy lawn. The Robinson Brothers Warehouse is a City of Austin Landmark. The Robinson Brothers Warehouse is recommended eligible for listing in the NRHP under Criterion A in the area of Industry. For further information on Resource 392, see the intensive-level HRSR for the property.

Resource 397A-B: 1300 East 4th Street (Texaco Depot)

Resources 397A-B are one-and-one-half-story, rectangular-plan, industrial buildings (former Texaco Depot). They both have front-gable, asphalt-shingled roofs with exposed rafter ends, and walls clad in corrugated metal panels. To the west, Resource 397A has a pier and beam foundation. Most of its windows are removed except for a single, metal-frame, one-over-one, hung sash unit on the front (south) facade. A wood deck once wrapped around the east and north elevations and extended all the way to the railroad. Along the eastern elevation, this deck is covered by a metal shed roof awning. At the rear of the building, the deck has been shortened and no longer extends to the railroad tracks. This warehouse building is in poor condition. To the east, Resource 397B has a concrete slab foundation. On the front (south) facade, windows, doors, and siding are removed as part of a renovation. Both buildings were listed as an Austin City Landmark in 2009.

Significance

The Texaco Depot represents an important phase in the developmental history of Austin. The first railroad line in Austin, the H&TC Railroad, was completed in 1872. With this development, the city saw a period of great expansion and industrialization in the following decades. The location of the railroad in East Austin, along the East 5th Street ROW, also became a center of new industrial and residential development. For more information about the introduction of the H&TC rail line and the changes it caused, see the *Railroads Bring Growth and Change* section of the Historical Context Statement.

Constructed around 1912, the Texaco Depot originally served as a warehouse and distribution center for the Texas Company (Texaco) when it first began doing business in Austin. The property consisted of two buildings, Resource 397A was an office and warehouse building while Resource 397B was a garage for delivery trucks used in the distribution of oil. Texaco operated on the premises until the early 1950s. In the following decades the property would be used as a Firestone tire warehouse (1952-1964), Shell oil distribution center (1964-1967), and artist studio (1976- c 2010).³¹⁰ The depot is one of the few remaining early-twentieth-century, railroad-related industrial properties in Austin. As a rare extant example of this property type from an important period of the city's history, Resources 397A-B possess significance under Criterion A in the area of Industry.

³¹⁰ "Zoning Change Review Sheet (Case Number 14H-2008-0037)" (City of Austin Planning Commission, April 30, 2009), 2.

Research did not reveal individual significance for association with important persons in local, state, or national history. Thus, Resources 397A-B do not possess significance under Criterion B.

Resources 397A-B serve as representative examples of a largely extinct type of early-twentieth-century industrial architecture in Austin. The railroad warehouse/depots that once lined the railroad tracks along East 5th Street were an essential part of the industrial and economic development of Austin. These buildings were often simple frame structures with wood or metal siding that were constructed immediately adjacent to the railroad. As a rare extant example of this type of building in Austin, Resources 397A-B possess significance under Criterion C for Architecture.

Integrity

Alterations to Resource 397A include the removal of windows and the shortening of the rear deck. Due to alterations, this building has lost integrity of materials, but retains integrity of workmanship, design, location, setting, feeling, and association. Alterations to Resource 397B include the removal of windows, doors, and siding, and a new foundation. Due to alterations, this building has lost integrity of materials, workmanship, design, setting, feeling, and association, but retains integrity of location.

The railroad corridor along East 5th Street is still extant, though it currently serves the Austin MetroRail as opposed to a larger regional line. The fact that the rail line remains intact is an essential factor in this property's ability to convey its identity as a railroad-related depot.

NRHP Eligibility and Boundaries

Both Resource 397A and Resource 397B are recommended eligible for the NRHP under Criterion A in the area of Industry. Given integrity issues associated with Resource 397B, only Resource 397A is recommended eligible under Criterion C in the area of Architecture. As these resources are located on a much larger parcel containing several blocks fronting East 4th street, a more specific boundary is required. The recommended boundary to encompass both resources is bounded by East 4th to the south, Attayac Street to the west, the railroad line to the north, and the eastern edge of Resource 397B's footprint to the east.

Resource 398: 604 East 3rd Street (Wedding House, Waterloo Compound)

The Wedding House (Resource 398) is a one-story, rectangular-plan, Folk Victorian residence. It has a complex, asphalt-shingled roof with hip and gable portions and wood fascia. An inset porch on the front (southwest) facade has classical columns and a decorative iron railing. The residence is clad in horizontal wood siding. Entrances are wood panel doors; the main entrance on the facade and a side entrance on the side (northwest) elevation have transoms. A non-historic-age stoop cover with square wood posts is on the side (northwest) elevation. Windows are wood, one-over-one, hung sash units. The Wedding House was historically associated with an NRHP-listed property located on the adjacent parcel to the west (outside

the APE): the Hofheintz-Reissig Store. The listed property and the Wedding House were designated together as a City Historic Landmark in 1974. The complex is known as the Waterloo Compound.

Significance

The Wedding House was constructed in 1907 for Herman H. Reissing, whose family had owned the land currently known as the Waterloo Compound since 1850. The family constructed several commercial buildings on the property between 1854 and 1866, and operated a general store (Hofheintz-Reissig Store), tailor shop, and saloon on the property. The City Historic Landmark application for the Waterloo Compound identifies the store as the oldest commercial building in Austin. Upon the death of his father, Reissing's mother constructed the house at 604 East 3rd Street (Resource 398) for him and his wife so they might be closer to the family and assist with the family business. Reissing was originally employed as a printer, but in 1935 he took over complete operation of the family store and kept it open until 1952. Members of the Reissing family continued to live on the property until it was sold in 1966.³¹¹

The business was one of the earliest significant commercial enterprises in the city and it continued to be operated by a single family for nearly a century. The Hofheintz-Reissig Store is listed in the NRHP under Criterion A in the area of Commerce and under Criterion C in the area of Architecture. Although the Wedding House (Resource 398) is closely associated, it is not directly associated with the commercial functions of the NRHP-listed store. Therefore, it is not significant under Criterion A in the area of Commerce. However, it is one of only a few remaining late-nineteenth- and early-twentieth-century residences in this part of Austin as much of the surrounding area transitioned to commercial or civic uses by the late twentieth century. Therefore, Resource 398 possesses significance under Criterion A in the area of Community Planning and Development.

Resource 398 is associated with several generations of the Reissing and Hofeintz families. While these families were early Austin settlers, and potentially prominent in the local community, reconnaissance-level research did not reveal any individual family members whose importance would rise to the level of significance required for eligibility under Criterion B.

Resource 398 is an excellent example of early-twentieth-century Folk Victorian architecture in downtown Austin. The house was renovated in 1973 as part of an effort to restore all the buildings on the property. Resource 398 possesses significance under Criterion C in the area of Architecture.

³¹¹ "Waterloo Compound 1854-1975," c.1975, Austin History Center.

Integrity

Alterations are limited to the non-historic-age stoop cover. Despite these alterations, Resource 398 retains all aspects of integrity.

NRHP Eligibility and Boundaries

The Wedding House (Resource 398) is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development and Criterion C in the area of Architecture. The NRHP boundary is limited to the current legal parcel.

Resource 399A: 606 East 3rd Street (House)

Resource 399A is a one-and-one-half-story, rectangular-plan, Folk-Victorian residence. It has a pier and beam foundation. The mansard, metal and wood-shake roof has shed-roof dormers. Folk Victorian features include a flat-roof porch with turned wood posts, spindlework, and corner brackets on front (southwest) facade. Walls are clad in horizontal wood siding with decorative wood shingles on dormers. Doors are wood panels with fixed lights and transoms, and windows are two-over-two, hung sash units.

Significance

Resource 399A was constructed c.1890 during a period when this neighborhood was residential. The 1894 Sanborn map shows it on the same lot as Resource 399B. The house was first occupied by Mrs. Louisa Huston until her death in 1901. The residence remained in the family through 1952, and it continued in residential use through 1980.³¹² Through the years development pressure resulted in the removal of almost all residential resources within this neighborhood to make way for commercial and civic buildings. Based on historic contexts, Resource 399A possesses significance under Criterion A in the area of Community Planning and Development for its role as one of the only remaining residential properties within this neighborhood, which has become the southeast portion of Austin's Civic District. Research did not reveal an association with important persons; thus, Resource 399A does not possess significance under Criterion B. As constructed, this residence was a simple box with no porch. It was enlarged after 1900 to include a Mansard-roof half-story and front porch. This residence possesses significance under Criterion C in the area of Architecture as an excellent local example of a late-nineteenth-century residence that has evolved to accommodate its inhabitants and reflect the Folk Victorian style.

Integrity

Due to its close proximity to I-35 and the surrounding area's shift from single-family homes to high-density apartments, Resource 399A has lost integrity of setting, but retains integrity of location, design, materials, workmanship, feeling and association.

³¹² "Austin, Travis County, Texas, January 1894"; City (Austin) Historic Preservation Office, "Historic Landmark Commission Demolition and Relocation Permits, HDP-2015-0783," March 24, 2016.

NRHP Eligibility and Boundaries

For reasons discussed above, Resource 399A is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development, and Criterion C in the area of Architecture. The recommended NRHP boundary is limited to the current legal parcel, which includes Resources 399A-C and associated landscape features.

Resource 399B: 608 East 3rd Street (House)

Resource 399B is a one-story, rectangular-plan, National Folk residence east of Resource 399A. It has a pier and beam foundation. The side-gable, seamed metal roof has an interior brick chimney. A full-width, shed-roof porch with turned wood posts is on the front (southwest) facade. Cladding is vertical board and batten siding. The front entrance is a wood panel door and windows are wood, four-over-four, hung sash units. A historic-age, shed-roof addition is located on the rear (northeast) elevation.

Significance

Resource 399B was constructed c.1880 during a period when this neighborhood was residential. The 1894 Sanborn map shows it on the same lot as Resource 399A. By 1935 the rear addition had been constructed. Additional research is required to reveal the earliest inhabitants, but city directories show the residence was a rental throughout much of its history. In the early 1900s it was rented by working-class families including a waiter, cook, barbers, an electrician, and a truck driver. In the 1950s Mabel Walker, a rest home owner, lived at the house. Resource 399B was vacant for a short period before serving in a commercial use in the early 1980s.³¹³ Through the years development pressure resulted in the removal of almost all residential resources within this neighborhood to make way for commercial and civic buildings. Based on historic contexts, Resource 399B has significance under Criterion A in the area of Community Planning and Development for its role as one of the only remaining residential properties within this neighborhood, which has become the southeast portion of Austin's Civic District. Research did not reveal an association with important persons; thus, Resource 399B does not possess significance under Criterion B. This National Folk residence exhibits several characteristic of the style, as seen in the medium-pitch roof, rectangular plan, and simple and minimal detailing. As such, Resource 399B possesses significance under Criterion C in the area of Architecture as an excellent local example of a National Folk residence.

Integrity

Due to its close proximity to I-35 and the surrounding area's shift from single-family homes to high-density apartments, Resource 399B has lost integrity of setting, but retains integrity of location, design, materials, workmanship, feeling and association.

³¹³ "Austin, Travis County, Texas, January 1894"; City (Austin) Historic Preservation Office, "Historic Landmark Commission Demolition and Relocation Permits, HDP-2015-0783."

NRHP Eligibility

For reasons discussed above, Resource 399B is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development, and Criterion C in the area of Architecture. The recommended NRHP boundary is limited to the current legal parcel, which includes Resource 399A-C and associated landscape features.

Resource 399C: 608 East 3rd Street (Shed)

Resource 399C is a one-story, rectangular-plan, c.1970 shed north of Resource 399B. Its foundation is not visible due to fencing. It has a front gable, seamed metal roof and walls are clad in metal panels. A large bay door on the front (southwest) facade has metal bay doors.

Significance

As a component resource of Resources 399A-B, Resource 399C is significant under NRHP Criterion A in the area of Planning and Development and NRHP Criterion C in the area of Architecture. It does not have significance under Criterion B.

Integrity

There are no visible alterations; Resource 399C retains all aspects of integrity.

NRHP Eligibility and Boundaries

For reasons discussed above, Resource 399C is eligible for the NRHP under Criterion A in the area of Community Planning and Development, and Criterion C in the area of Architecture. The recommended NRHP boundary is limited to the current legal parcel, which includes Resource 399A-C and associated landscape features.

Resource 400: 807 East 4th Street (Walker Brothers Warehouse)

The Walker Brothers Warehouse was built c.1880. It is a two-story commercial building of rubble limestone construction with visible tooling marks. The rectangular-plan structure has a flat, membranous roof. Fenestration generally consists of replacement, four-over-four-unit, wood sash and metal fixed windows with heavy glazed metal replacement doors; decorative limestone sills and segmental arch lintels frame these openings. Flat, corrugated metal awnings are suspended from metal anchors along the front and side (east) elevation. Two historic-age additions replace the first story of the side (west) elevation of the original two-story stone building. Landscaping consists of metal planters placed on the sidewalk along the front (north) facade and grass flanking the sidewalk along the side (west) elevation of the building. Resource 400 is significant under NRHP Criterion A in the area of Industry and NRHP Criterion C in the area of Architecture. It does not possess historical or architectural significance within the historic contexts necessary for NRHP eligibility under Criterion B. Its integrity is sufficient to convey its significance. Therefore, it is recommended eligible for listing in the NRHP under Criterion A as a former industrial property and under Criterion C for its architecture. For further information on Resource 400, see the intensive-level HRSR for the property.

Resource 402: 900 East 3rd Street (House)

Resource 402 is a 1912, one-story, irregular-plan, Folk Victorian residence. It has a pier and beam foundation. The cross-gable, asphalt-shingled roof has eave returns and decorative trim in the gable on the front (southeast) facade. A partial-width, flat-roof porch has decorative brackets and turned wood supports. Windows are wood, two-over-two, hung sash units. A large gable-roof addition with metal siding and fixed vinyl windows is located on the rear (northeast) elevation.

Significance

The first occupant of Resource 402 was Mary Carden, a widow. The residence housed a number of blue collar workers through the 1900s, including a few cooks, a cashier, and a waiter. Between 1952 and 1972 Daniel Davila, a waiter and cook at El Matamoros and Danny's Mexico Gardens, lived at the address.³¹⁴ Research did not reveal individual significance for association with important events, patterns, trends, or persons in local, state, or national history. As such, Resource 402 does not possess significance under Criteria A or B. This Folk Victorian residence exhibits several characteristics of the style, as seen in the medium-pitch gable roof, decorative trim and eave returns in the front gable, and porch in the ell with decorative trim. As such, Resource 402 possesses significance under Criterion C in the area of Architecture as an excellent local example of a Folk Victorian residence.

Integrity

Alterations include the large addition on the rear (northeast) elevation. Due to alterations and its close proximity to I-35, Resource 402 has diminished integrity of materials and setting. However, it retains integrity of design, workmanship, feeling, location, and association.

NRHP Eligibility and Boundaries

For the reasons discussed above, Resource 402 is recommended eligible for the NRHP under Criterion C in the area of Architecture. The NRHP boundary is limited to the current legal parcel.

Resource 403A-C: 300 Medina Street (Austin Metal & Iron)

Resources 403A-C are a complex of industrial buildings on a large lot bounded by East 3rd and East 4th Streets to the southwest and northeast, San Marcos Street to the northwest, and Medina Street to the southeast. Buildings are arranged in a generally linear formation along East 4th Street, with a large parking lot comprising the southern portion of the lot. The complex consists of a warehouse/office building (Resource 403A) and two additional buildings (Resource 403B and 403C). A non-historic-age shed is located southeast of the buildings. Architectural features of Resources 403A-C are summarized below.

³¹⁴ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume IV*, 28. The source notes the first owner is Tom Murrah, real estate agent. Mrs. Carden is the first individual noted who lived at this address after the 1912 construction date.

Resource 403A is a two-and-one-half-story, rectangular-plan warehouse with a one-story office portion on the front (southwest) facade. It has a brick masonry foundation. Both portions have side-gable, seamed metal roofs, and the warehouse portion has a monitor. Clad in corrugated metal, the warehouse has wood, six-over-six, hung sash windows, and metal sliding doors. The brick-clad office has wood, one-over-one, hung sash windows in arched openings and rectangular fixed windows. The main entrance consists of paired, metal-frame glass doors. A non-historic-age, shed-roof, metal canopy is on the facade; a non-historic-age shed is southeast of Resource 403A. Resource 403B is a two-story, rectangular-plan warehouse. The side-gable roof and walls are clad in corrugated metal. Windows are metal, multi-light, fixed and hung sash units; doors are metal sliding units. Corrugated metal canopies with metal pole supports are on the front (southwest) facade and rear (northeast) elevation. Resource 403C is attached to the side (northwest) elevation via a corrugated metal, shed-roof canopy. Resource 403C is a one-story, rectangular-plan, concrete-block building with a concrete slab foundation. It has a corrugated metal shed roof, and corrugated metal wall cladding in select locations. The entrance is a metal slab door; windows are metal, sliding sash and six-over-six, hung sash units.

Significance

Resources 403A-C have housed many different industrial enterprises over time. The main warehouse and office building (403A) was built in 1913, while Resource 403B dates to c.1920 and Resource 403C was added to the complex in 1973. It was once among a grouping of industrial processing and warehouse buildings located along the H&TC Railroad corridor that runs to the northeast, parallel to East 4th Street. Research did not uncover the complex's original occupant. The property was known historically as the Texas Public Service Company plant (1930s-1950s; see Figure 57), Southern Union Gas Company warehouse (1950s-60s), Austin Pipe and Supply Company (1960s-1970s; see Figure 58), Mazel Oil and Gas Company (1960s-1970s), and Austin Metal and Iron Company (1965-present).³¹⁵

³¹⁵ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume IV*, 462.

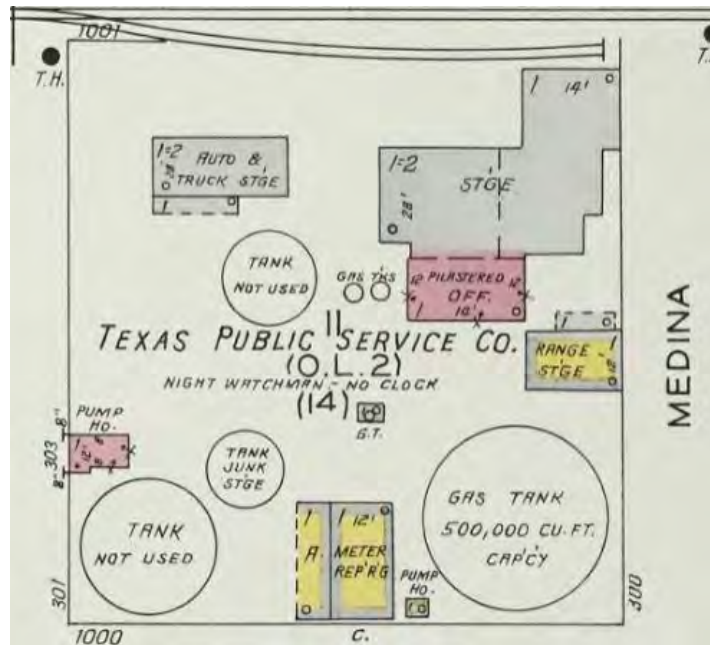


Figure 57. Resource 403A as it appeared on the 1935 Sanborn map (top right), when it was associated with the Texas Public Service Company.³¹⁶

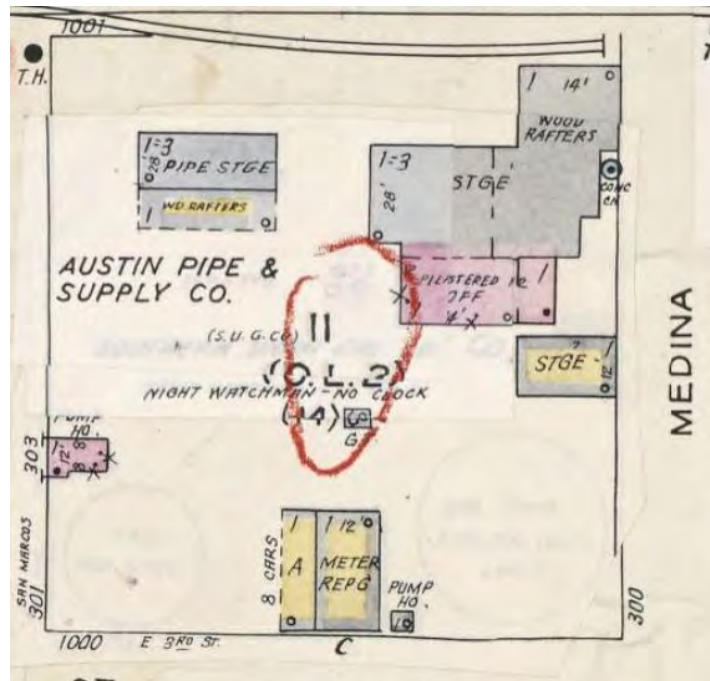


Figure 58. Resource 403A as it appeared on the 1962 Sanborn map update (top right), by which time it was part of the Austin Pipe and Supply Company.³¹⁷

³¹⁶ "Austin, Texas, 1935 Vol. 1.," Sheet 211.

³¹⁷ "Austin, Texas, 1935 (Revised 1962) Vol. 2.," Sheet 211.

Resources 403A-C are significant under Criterion A in the area of Industry for their role as one of the only remaining industrial properties along the former H&TC Railroad corridor. The warehouse was one of a collection of storage and processing facilities that once lined the railroad in East Austin and represented the city's thriving industrial growth in the early twentieth century. Research did not reveal individual significance for association with important persons in local, state, or national history; therefore, Resources 403A-C do not possess historical significance under Criterion B. As a standard and utilitarian warehouse building, the subject property does not possess high artistic value or represent the work of a master, and alterations to the structure and materials mean they cannot convey architectural significance as an example of warehouse building. As such, Resources 403A-C do not possess significance under Criterion C.

Integrity

Overall, alterations include replaced siding, windows, and doors, and non-historic-age canopies on Resources 403A and 403B. Due to alterations, Resources 403A and 403B have diminished integrity of materials and workmanship, and recent mixed-use development to the north somewhat compromises their integrity of setting and feeling. The resources retain integrity of location, design, and association. Resource 403C has no visible alterations and retains all aspects of integrity. Overall, the complex retains sufficient integrity to convey its industrial significance under Criterion A.

NRHP Eligibility and Boundaries

Resources 403A-C are recommended eligible for the NRHP under Criterion A in the area of Industry. The historic boundary corresponds with the current parcels on this city block, which are TCAD parcels 191714 and 191715.

Resources 404A-C: 200 North I-35 (Palm Park)

Palm Park is located in the southeast corner of downtown Austin along lower Waller Creek. The landscape is generally flat, open, and grassy with scattered deciduous trees located along the I-35 southbound frontage road and bordering a concrete pedestrian path that winds through the park landscape. A thicker cover of deciduous trees and dense vegetation lines Waller Creek. The creek carves out a ravine with relatively steep banks, especially on its south side. Landscaping features include two modern metal picnic tables, one bike rack, and several square concrete trash receptacles along the walkways. A few modern light standards are located in the Palm School parking lot, adjacent to the park. Low wood fence posts connected by a single metal chain line some portions of the park perimeter. Palm Park contains five contributing resources—Palm Park site (Resource 404A), Shelter (404B), Swimming Pool (404C), Concrete Steps (404D) and Tetherball Court (404E)—and two noncontributing resources: Waller Creek Greenbelt Trail (404F) and Playground (404G). Palm Park is recommended eligible for listing in the NRHP under Criterion A in the areas of Ethnic Heritage and Entertainment/Recreation. For further information on Resource 404, see the intensive-level HRSR for the property.

Resources 405A-C: 200 Brushy Street (Emmanuel United Methodist Church)

The Emmanuel United Methodist Church (UMC) complex consists of buildings dating to three major stages of construction: the fellowship hall built in 1952 as the original sanctuary and classroom building (Resource 405B); the current sanctuary and additional classroom and office wing, completed in 1964 (405A); and an addition along the west side of the sanctuary dating to 1978 (405C). The 1952 sanctuary building, now used as the fellowship hall, and connected classrooms were designed by local architecture firm Kuehne, Brooks, & Barr. The one-story building has a rectangular plan and rests on a concrete foundation with cream brick cladding. The low-pitch, front-gable roof displays metal coping around the shallow eaves. Fenestration consists of replacement, metal, multi-pane, double-hung windows with arched transoms along the side (north and south) elevations and brick header sills. The 1964 main sanctuary and adjacent building to the north were designed by the local architecture firm Barnes, Landes, Goodman, & Youngblood. The sanctuary has a rectangular plan and rests on a concrete foundation with cream brick cladding; it faces a landscaped courtyard. The building is dominated by a dramatic front-gable roof with a concave pitch. The gable ends are covered in wood siding and feature modern stained glass. The side (east) elevation features a wide eave overhang with wood soffits and large square wood brackets. Stucco buttresses are evenly spaced with stained-glass windows. The interior of the sanctuary features a dramatic soaring roofline with massive, curved wood beams. The wing to the north of the sanctuary houses classrooms, offices, and a kitchen. Emmanuel UMC is recommended eligible for listing in the NRHP under Criterion A in the area of Ethnic Heritage and Criterion C in the area of Architecture through application of Criteria Consideration A. For further information on Resource 405, see the intensive-level HRSR for the property.

Resources 412A-B: 905 East 2nd Street (House)

Resource 412A is a 1906, one-story, irregular-plan residence with Folk Victorian stylistic influences. It has a pier and beam foundation. The cross-hip roof is covered with corrugated metal, and a partial-width, shed-roof porch has turned wood posts and decorative brackets. Walls are clad in horizontal wood siding. The front entrance is a wood panel door. Windows are tall, wood, two-over-two, hung sash units with wood screens. A historic-age shed (Resource 412B) is located south of the residence.

Significance

Resource 412A has served as a rental property for most of its history; the earliest occupants are not known. In 1922 car repairman James Weaver and his wife, Maggie, rented the house. Other renters in the twentieth century include an electrician, carpenter, and grocery workers.³¹⁸ Research did not reveal individual significance for association with important events, patterns, trends, or persons in local, state, or national history. As such, Resource 412A does not possess significance under Criteria A or B. This residence exhibits elements of

³¹⁸ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume IV*, 1–2.

Folk Victorian architecture, as seen through its massing, medium-pitch hip roof, and porch in the ell with decorative trim. As such, Resource 412A possesses significance under Criterion C in the area of Architecture as an excellent local example residence with Folk Victorian stylistic influence. The associated shed, Resource 412B, appears to have been constructed during the same period and retains similar stylistic influences and it therefore contributes to the architectural significance of the overall property.

Integrity

Alterations include replacement entry door and roofing material. Due to its proximity to I-35, Resource 412A has lost integrity of setting, but retains integrity of materials, design, workmanship, location, feeling, and association.

NRHP Eligibility and Boundaries

For the reasons discussed above, Resources 412A-B are recommended eligible for the NRHP under Criterion C in the area of Architecture. The NRHP boundary is limited to the current legal parcel.

Resource 412B: 905 East 2nd Street (Shed)

Resource 412B is a one-story, rectangular-plan, 1906 shed north of Resource 399B. Its foundation is not visible due to fencing. It has a front-gable, asphalt-shingled roof with wide eaves and brackets. Walls are clad in horizontal wood, with vertical boards and vents in the gable end. Doors with fixed, four-light windows are on the front (north) facade.

Significance

As a component resource of Resource 412A, Resource 412B is significant under NRHP Criterion C in the area of Architecture. It does not have significance under Criteria A or B.

Integrity

There are no visible alterations; Resource 412B retains all aspects of integrity.

NRHP Eligibility and Boundaries

Due to reasons discussed above, Resource 412B is recommended eligible for the NRHP under Criterion C. The NRHP boundary is limited to the current legal parcel.

Resource 413: 907 East 2nd Street (House)

Resource 413 is a 1904, one-story, L-plan, Folk Victorian residence. It has a pier and beam foundation. The cross-gable, seamed metal roof has an interior brick chimney. A finial scroll element and pent roof detail are in gable end on the front (northeast) facade. A partial-width, flat-roof porch has decorative brackets and turned wood supports. Walls are clad in horizontal wood siding with wood fish-scale shingles in the gable ends. The main entrance is a wood panel door and windows are wood, two-over-two, hung sash units.

Significance

Resource 413 has served as a rental property for most of its history; the earliest occupants are not known. The first recorded renters were salesman William Setliff and his wife, Julia, in 1922. Other occupants in the 1900s include a grocery worker, brewery worker, U.S. Marine (during World War II), clerk, and night watchman.³¹⁹ Research did not reveal individual significance for association with important events, patterns, trends, or persons in local, state, or national history. As such, Resource 413 does not possess significance under Criteria A or B. This Folk Victorian residence exhibits several characteristics of the style, as seen in the medium-pitch gable roof, decorative shingles, finial, and pent-roof details in the front gable, and porch in the ell with decorative trim. As such, Resource 413 has significance under Criterion C in the area of Architecture as an excellent local example of a Folk Victorian residence.

Integrity

There are no visible alterations. Due to its proximity to I-35, Resource 413 has lost integrity of setting, but retains integrity of materials, workmanship, design, feeling, location, and association.

NRHP Eligibility and Boundaries

Due to reasons discussed above, Resource 413 is recommended eligible for the NRHP under Criterion C in the area of Architecture. The NRHP boundary is limited to the current legal parcel.

Resource 437A: 78 San Marcos Street (Bonugli Grocery Store)

Resource 437A is contributing to the NRHP-listed Willow-Spence Streets Historic District and the following evaluation addresses its potential for individual listing in the NRHP. Resource 437A is a one-story, irregular-plan, mixed-use building consisting of a Craftsman bungalow-style house and a commercial store to the side (northeast) elevation. The building has a pier and beam foundation. The front-gable metal roof has brackets and exposed rafter tails. An offset, partial-width, gable porch with brick and wood columns is on the front (southeast) facade. Walls are clad in horizontal wood siding, with stucco and vertical wood strips in the gable ends. The main entrance is a replacement wood door. Windows are wood, one-over-one, hung sash; some screens have decorative detailing. The storefront has a side-gable metal roof with exposed rafter tails and a flat, stepped parapet on the storefront. An angled wood and glass entry door is located at the northeast corner. A secondary entrance on the side (northeast) elevation is a metal slab door. The store has large, fixed, wood windows.

437B is a two-story, rectangular-plan garage that has been converted into an accessory dwelling unit. The pyramidal, asphalt-shingled roof has exposed rafter tails. Walls are clad in horizontal wood and metal siding. Wood exterior stairs lead to a second-story entrance on the

³¹⁹ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume IV*, 3–4.

side (northeast) elevation; the entry door is obscured from view. Windows are vinyl, one-over-one, hung sash and fixed units. A first-story carport is supported by concrete columns.

Significance

The Bonugli Grocery Store (Resource 437A) was designated as a City Historic Landmark in 2017 for historic association and community significance. The application for landmark status cites the property's significance to the community as a small neighborhood grocer. Louis and Johanna Bonugli constructed the building in 1925 to serve as their residence and retail space for their grocery business. The business operated on the site from 1925 to 1970 as a locally owned neighborhood grocery store. It was owned and operated by the Bonugli family for that entire period, representing a strong trend of immigrant (and particularly Italian immigrant)-owned grocery stores throughout Austin.³²⁰ For this reason, Resource 437A possesses significance under Criterion A in the area of Commerce.

The landmark application notes that Louis Bonugli was an active member of several civic organizations within the community, but reconnaissance-level research could not confirm that Bonugli was sufficiently influential within the community to justify significance under Criterion B.

The Bonugli Grocery store also contained a dwelling unit at the rear. The integration of a Craftsman bungalow-style residence and an early-twentieth-century retail space into a single building represents a unique integration of the domestic and business lives of this family. Given the uniqueness of this building within Austin and its ability to clearly communicate its function as both a home and commercial space for a small family owned business, Resource 437A possesses significance under Criterion C for Architecture.

The secondary dwelling unit located at the rear of the parcel does not appear to have any significant connection with the Bonugli business or residence, and reconnaissance-level research did not indicate any connection with significant persons, events, or architectural trends. Therefore, Resource 437B is not significant under Criteria A, B, or C.

Integrity

Alterations on Resource 437A are limited to a replacement entry door. Resource 437A retains all aspects of integrity.

Alterations on Resource 437B include removal of a wood sliding garage door, replacement windows, and select replacement cladding. Due to alterations, Resource 437B has lost integrity of materials, design, feeling, and workmanship, but retains integrity of association, location, and setting.

³²⁰ "Zoning Change Review Sheet (Case Number C14H-2017-0006)" (City of Austin, May 23, 2017), 3.

NRHP Eligibility and Boundaries

Resource 437A is recommended eligible for the NRHP under Criterion A in the area of Commerce and Criterion C in the area of Architecture. The NRHP boundary is limited to the current legal parcel. Although within the boundary, Resource 437B is noncontributing to the NRHP-eligible property.

Resource 462: Town Lake Park System, Waller Creek to Fiesta Gardens

Resource 462 is a one-mile section of Austin's Town Lake Park System along Lady Bird Lake between Waller Creek and Fiesta Gardens. The Town Lake Park System includes a series of interconnected City of Austin-owned parks surrounding Lady Bird Lake in central Austin, roughly between the MoPac Expressway in the west and the Longhorn Dam in the east. Early concepts for the park system were developed in the mid-1960s. The parks are unified by the Town Lake Hike and Bike Trail (later renamed the Ann and Roy Butler Hike and Bike Trail). The trail passes through multiple lakefront landscapes called "beaches" and "shores," which sometimes contain smaller parks and other recreation-related buildings, structures, or features. The 10.6-mile-long Butler Hike and Bike Trail is the primary unifying linear feature traversing the parks encircling the lake.

This section of the Town Lake Park System is primarily contained within parcels owned by the City of Austin and maintained by PARD, including TCAD parcels 190772, 190753, 499203, 188025, 187327, 282816, and 282817. A portion of the trail passes beneath the I-35 bridge over Lady Bird Lake within TxDOT ROW and remains open for public use through the MUA with the City of Austin. The one-mile section between Waller Creek and Fiesta Gardens comprises a fraction of the overall Town Lake Park System. This section of the Town Lake Park System includes portions of two parks: Waller Beach at Town Lake Metro Park (Waller Beach Park) (Resource 462B) and Edward Rendon, Sr. Metro Park at Festival Beach (Edward Rendon Park) (Resource 462C) unified by the Ann and Roy Butler Hike and Bike Trail (Resource 462A). In addition, the evaluated section contains the following component resources: two contributing boat ramps (Resources 462D-E), a noncontributing restroom (Resource 462G), a noncontributing storage building (Resource 462F), and the noncontributing Nash Hernandez Building (former Austin Fire Marshal Building) (Resource 462H).

Evaluated as a single portion of the larger interconnected system of parks, its potential for significance is largely tied to its role as a representative component of the overall resource. Therefore, the potential significance of the overall park system was evaluated, then the smaller section's ability to convey such significance was assessed through character-defining features and integrity. The overall Town Lake Park System is significant under Criterion A in the area of Entertainment/Recreation at the local level of significance as it provided an important recreational and community resource for Austin residents and tourists. It is also significant under Criterion A for Community Planning and Development at the local level of significance as it represents mid-century urban planning principles and a heightened

emphasis on environmental values in city development. The evaluated section of the Town Lake Park System also represents an important civil rights development in the history of Austin as it was the site of protests surrounding the Aqua Fest boat races which served as a rallying point for the Chicano movement and East Austin neighborhood advocacy in the 1960s and 1970s. Therefore, it is also significant under NRHP Criterion A in the area of Social History at the local level of significance. The overall park system is also significant under Criterion C in the area of Landscape Architecture at the local level of significance as it possesses the distinctive design characteristics of a mid-century urban park system interconnected by a trail.

Although integrity of setting is diminished in some locations, the section of the Town Lake Park System between Waller Creek and Fiesta Gardens is still able to convey its significance. Therefore, it is eligible for listing in the NRHP under Criterion A in the areas of Entertainment/Recreation, Community Planning and Development, and Social History, and under Criterion C in the area of Landscape Architecture. The boundary includes the segment of the Ann and Roy Butler Hike and Bike Trail and adjacent historic-age portions of the Town Lake Park System between Waller Creek and Fiesta Gardens. For further information on Resource 462, see the intensive-level HRSR for the property.

Resource 496: 1601 Elmhurst Drive (House)

Resource 496 is a one-story, L-plan, Ranch residence. It has a pier and beam foundation. The low-pitch, front-gable, asphalt-shingled roof has wide eaves. A pentagonal entry porch with square wood posts on the front (northeast) facade is enclosed with glass-block wall and fixed windows. Much of the facade is dominated by glass curtain walls that extend to the gable peak. Walls are clad in brick veneer and vertical wood siding. Windows are wood fixed and casement units. Brick screen walls extend southeast from the front facade to enclose the side (southeast) yard. An integrated courtyard on the side (northwest) elevation has a rectangular opening in the roof and a decorative brick screen wall. An attached flat-roof carport is on the rear (southwest) elevation.

Significance

Research did not reveal individual significance for association with important events, patterns, trends, or persons in local, state, or national history. Therefore, Resource 496 does not possess historical significance under Criteria A or B. Exhibiting strong horizontal lines, natural materials, and decorative screen walls, Resource 496 is a good example of a high-style Ranch residence in Austin. The inclusion of a glass-block entryway, brick screen wall, integral courtyard, and the incorporation of glass in the gables allow this residence to stand above simpler examples of Ranch-style homes, which are ubiquitous in postwar neighborhoods nationwide. Due to its uniqueness and high-style detailing, Resource 496 possesses significance under Criterion C in the area of Architecture.

Integrity

There are no known alterations and few changes to the historic setting in the area. Therefore, Resource 496 retains all aspects of integrity.

NRHP Eligibility and Boundaries

The house at 1601 Elmhurst Drive (Resource 496) is recommended eligible for listing in the NRHP under Criterion C in the area of Architecture. The recommended NRHP boundary is limited to the current legal parcel, which includes the house and associated landscape features.

Resource 513: 1304 Mariposa Drive (Travis Green Apartments)

Resource 513 represents an apartment complex of eight nearly identical buildings arranged in two clusters around two historic-age swimming pools. Parking lots are located on the perimeter of the complex. Buildings are generally two-story, rectangular-plan, multi-unit apartment buildings with concrete slab foundations. Side-gable, asphalt-shingled roofs have wide eaves and exposed beams in the gable ends. Wall cladding materials include stone veneer and horizontal wood siding. Metal and concrete exterior staircases wrap around battered stone walls; stairs and balconies have metal railing. Entry doors are metal slabs, and metal sliding patio doors access balconies/patios. Windows are metal fixed and sliding sash units. A historic-age, one-story, gable garage projection is on the side (east) elevation of the southernmost apartment building. The landscaped grounds have mature plantings and stone paths.

Significance

Research did not reveal individual significance for association with important events, patterns, trends, or persons in local, state, or national history. Therefore, Resource 513 does not possess historical significance under Criteria A or B. Available information on postwar apartment complexes in Austin is limited. Most of the mid-century apartment complexes in the project APE have been altered and have diminished overall integrity. A broader study of apartment complexes in Austin may reveal other good examples of the type. However, at the reconnaissance level, Resource 513 appears to be an excellent example of a mid-century apartment complex in Austin.

The design of the Travis Green Apartments shows clear influence by postwar Ranch-style residential architecture. Character-defining features include low-pitch roofs with overhanging eaves and exposed rafter tails, natural materials (such as wood and stone), high-set metal windows, and a horizontal design emphasis. Unique to this complex are the battered stone walls that support the metal and concrete staircases. Many of these features are representative of design features used throughout Austin during the postwar period. For further information about design trends for postwar apartment complexes, see the Multi-Family Dwelling section of the Historical Context Statement section of this document. The Travis Green Apartments are perhaps the best preserved example of postwar apartments in

the project area. As management companies attempt to remain competitive with newer developments, apartment complexes are often frequently altered, making the well-preserved state of this complex particularly notable. As a remarkably well-preserved example of postwar apartment complexes in Austin, Resource 513 possesses significance under Criterion C in the area of Architecture.

Integrity

Alterations are limited to some replacement doors. Despite minor alterations, Resource 513 retains all aspects of integrity.

NRHP Eligibility and Boundaries

The Travis Green Apartments complex (Resource 513) is recommended eligible for listing in the NRHP under Criterion C in the Area of Architecture. The recommended NRHP boundary is limited to the current legal parcel, which includes the apartment buildings, parking lots, and associated landscape features.

NRHP-listed Historic Districts

Wilshire Historic District

The Wilshire Historic District is located along the east side of I-35 in central Austin. The district is bounded by I-35 and the Southern Pacific Railroad to the west, Ardenwood Road to the north, and Wilshire Boulevard to the east. The southern boundary is the northern edge of the Delwood III subdivision (Delwood Duplex Historic District). A district boundary map is provided in Appendix D. The listed district consists of 94 contributing resources, most of which are Ranch residences constructed between 1941 and 1958. Limestone veneer facades with horizontal wood siding are common throughout the district. The Wilshire Historic District is listed in the NRHP under Criterion A with local significance in the area of Community Planning and Development, and under Criterion C for Architecture. The period of significance is 1941 to 1958. It retains all aspects of integrity and continues to convey its significance. Table 4 lists the resources in the Wilshire Historic District boundary that are within the project APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 4. Resources within the Wilshire Historic District Boundary and APE

Resource ID	Address	Status
165	4141 North I-35 (4206 Bradwood Road)	Noncontributing (see individual evaluation)
166	4204 Bradwood Road	Contributing
167A	4202 Bradwood Road	Contributing

Resource ID	Address	Status
167B	4202 Bradwood Road	Not counted in 2011 NRHP nomination; recommended noncontributing
169	4200 Bradwood Road	Contributing
170A	4106 Bradwood Road	Noncontributing
170B	4106 Bradwood Road	Not counted in 2011 NRHP nomination; recommended noncontributing
171	4104 Bradwood Road	Contributing
172	4102 Bradwood Road	Contributing
173	4100 Bradwood Road	Contributing
175	4006 Bradwood Road	Contributing
176	4004 Bradwood Road	Contributing
177	4002 Bradwood Road	Contributing
178	4000 Bradwood Road	Contributing

Delwood Duplex Historic District

The Delwood Duplex Historic District is located on the east side of I-35 in Central Austin. The district boundaries include all of the parcels along Ashwood and Kirkwood Roads and Maplewood Avenue. The district is bordered by the Wilshire Historic District to the north and a large segment is removed at the southern edge to exclude Maplewood Elementary School. A district boundary map is provided in Appendix D. The district is comprised of duplexes constructed by Bascom Giles in 1948. The Delwood Duplex Historic District is listed in the NRHP under Criterion A with local significance in the area of Community Planning and Development. Its period of significance is limited to 1948, the year most duplexes were constructed. It retains all aspects of integrity and continues to convey its significance. Table 5 lists the resources in the Delwood Duplex Historic District boundary that are within the project APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 5. Resources within the Delwood Duplex Historic District Boundary and APE

Resource ID	Address	Status
180A	1300 Kirkwood Road	Contributing
180B	1300 Kirkwood Road	Contributing
181A	1301 Kirkwood Road	Contributing
181B	1301 Kirkwood Road	Contributing

Little Campus Historic District

The Little Campus Historic District is located in Central Austin, west of I-35. The district is bounded by Red River Street to the west, West MLK Jr. Boulevard to the north, the I-35

frontage road to the east, and 18th Street to the south. A district boundary map is provided in Appendix D. The listed district included six buildings located on the UT campus. Only two of the nominated buildings are extant: the Arno Nowotny Building (Resource 320A) and John W. Hargis Hall (Resource 320B). Constructed in 1857, Resource 320A originally houses the Texas Asylum for the Blind, established in 1856 (now relocated and known as the Texas School for the Blind and Visually Impaired). It was also used temporarily by General George A. Custer and his family for less than one year following the Civil War. It returned to its original use as a school for the blind between 1866 and 1915. Several additional buildings were completed during this period as the school expanded.³²¹ Resource 320B (John W. Hargis Hall) was a classroom building constructed as three sections between 1888 and 1900.³²² In 1917 the Texas School for the Blind (as it was then known) relocated to another site in Austin. During World War I the complex was used as one of the preliminary air training institutes of the U.S. School of Military Aeronautics. After the war it was acquired by UT and became “Little Campus.” In the following years the buildings were used for various purposes, including uses by the State Hospital System and the U.S. military during World War II.³²³

The Little Campus Historic District is listed in the NRHP under Criterion A in the areas of Education and Military History, and under Criterion C for Architecture. It is also an SAL. In addition to the demolition of two buildings, there have been some minor alterations to Resources 320A and 320B, including replacement doors and a glass curtain wall hyphen connecting two sections of the John W. Hargis Hall. Additionally, the Frank Erwin Center (Resource 320C) and several other large buildings have been constructed nearby since the district was nominated, diminishing its integrity of setting. Despite the integrity losses described above, the Little Campus Historic District remains listed in the NRHP. Both extant resources are within the project APE (see Table 6). Detailed integrity assessments for each resource are provided in Appendices B and C.

Table 6. Resources within the Little Campus Historic District Boundary and APE

Resource ID	Address	Status
320A	709 East MLK, Jr. Boulevard	Contributing; individually NRHP eligible (see individual evaluation)
320B	1823 Red River Street	Contributing; individually NRHP eligible (see individual evaluation)

³²¹ National Register of Historic Places, Little Campus, Austin, Travis, Texas, National Register #74002091.

³²² Lawrence W. Speck and Richard L. Cleary, *The University of Texas at Austin* (New York: Princeton Architectural Press, 2011).

³²³ National Register of Historic Places, Little Campus, Austin, Travis, Texas, littel.

Swedish Hill Historic District

The Swedish Hill Historic District is a small district located on the east side of I-35. The district is generally bounded to the north and south by East 15th and 14th Streets and to the east and west by Waller and Olander Streets. The boundary also extends to include the property on the northeast corner of Waller and East 14th Streets and the house on the western edge of Swede Hill Pocket Park. A district boundary map is provided in Appendix D. The district was listed with 10 contributing residences, constructed between 1880 and 1940. The houses represent various domestic forms and styles of the period including Late Victorian L-plan and T-plan, Cumberland plan, Pyramidal houses, and bungalows. The Swedish Hill Historic District was listed in the NRHP under Criterion C for Architecture. Since the Swedish Hill Historic District was nominated, two non-historic-age dwellings have been constructed within the district boundary along Olander Street: one replacing a non-contributing residence and one filling a vacant parcel. Additionally, a second-story addition has been added to one of the contributing structures. Several two-story, single- and multi-family residences have been constructed in the area surrounding the district in recent years, slightly diminishing integrity of setting. Despite the changes discussed above, the Swedish Hill Historic District retains overall integrity and continues to convey its significance. A potential extension to the Swedish Hill Historic District was also considered. An evaluation and recommendation for the Swedish Hill Historic District Extension is included below in the NRHP-eligible districts section. Table 7 lists the resources in the Swedish Hill Historic District boundary that are within the project APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 7. Resources within the Swedish Hill Historic District Boundary and APE

Resource ID	Address	Status
327	903 East 15 th Street	Contributing
328	905 East 15 th Street	Contributing
329	907 East 15 th Street	Contributing
330	902 East 14 th Street	Contributing
331	904 East 14 th Street	Noncontributing; recommended contributing
332	906 East 14 th Street	Contributing
333	908 East 14 th Street	Contributing
334	910 East 14 th Street	Contributing
335A	903 East 14 th Street	Contributing
335B	903 East 14 th Street	Not counted in 1985 nomination; recommended noncontributing

Sixth Street Historic District

The Sixth Street Historic District is located on the west side of I-35 and encompasses nine blocks along East and West 6th Street. The district begins at Lavaca Street and extends east to the I-35 frontage road. To the north, the boundary generally follows the alley between 6th and 7th Streets, briefly extending further north at the 100 and 400 blocks of 7th Street. To the south, the boundary follows the alley between 6th and 5th Streets, briefly extending further south to include properties on the 100 and 500 blocks of 5th Street. Between Congress and Lavaca Streets the district includes only properties along the north side of the street. The district is comprised primarily of late-nineteenth- and early-twentieth-century masonry commercial buildings. A district boundary map is provided in Appendix D. Also included in the district are the Driskill Hotel, a post office, and a federal building from the same era. The Sixth Street Historic District is listed in the NRHP under Criterion A in the area of Commerce, and under Criterion C for Architecture. Numerous minor alterations have occurred since the district was listed in the NRHP in the 1970s. In addition, several buildings are no longer extant and non-historic-age buildings have been constructed in the surrounding area, diminishing integrity of setting. However, despite these changes, the district retains overall integrity and continues to convey its significance. Table 8 lists the resources in the Sixth Street Historic District boundary that are within the APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 8. Resources within the Sixth Street Historic District Boundary and APE

Resource ID	Address	Status
374A	610 North I-35	Noncontributing
374B	610 North I-35	Not counted in 1975 nomination; recommended noncontributing
376	700 East 6 th Street	Contributing
377	East 6 th Street Bridge at Waller Creek	Not counted in 1975 nomination; recommended contributing and individually NRHP-eligible (see individual evaluation)
378	706-708 East 6 th Street	Contributing
382	701 East 6 th Street	Contributing; individually NRHP-eligible (see individual evaluation)
383	709 East 6 th Street	Contributing
384	711 East 6 th Street	Contributing
385	713 East 6 th Street	Contributing
386	719 East 6 th Street	Contributing
387	721 East 6 th Street	Contributing

Resource ID	Address	Status
388	723 East 6 th Street	Contributing
389	725 East 6 th Street	Contributing

Willow-Spence Streets Historic District

The Willow-Spence Streets Historic District is located on the east side of I-35, just south of East Cesar Chavez Street. The district includes all of the residential buildings along Willow and Spence Streets between the I-35 frontage road and Waller Street. The Sanchez Elementary School parcel on the south side of Spence Street between Waller and San Marcos Streets is not included in the boundary. A district boundary map is provided in Appendix D. The district is primarily comprised of residences, but also includes commercial properties and churches (outside the project APE). Contributing residences were constructed between 1910 and 1930 and reflect popular styles and plans of the period, including late Victorian, T-Plan and L-plan, Pyramidal houses, and Craftsman bungalows. The Willow-Spence Streets Historic District is listed in the NRHP under Criterion C for Architecture. There have been few major changes to the district since it was listed, and several residences appear to have been restored. The district retains overall integrity and continues to convey its architectural significance. A potential extension to the Willow-Spence Streets Historic District was also considered. An evaluation and recommendation for the Willow-Spence Streets Historic District Extension is included below in the NRHP-eligible districts section. Table 9 lists the resources in the Willow-Spence Streets Historic District boundary that are within the APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 9. Resources within the Willow-Spence Streets Historic District Boundary and APE

Resource ID	Address	Status
417	902 Willow Street	Contributing
418	904 Willow Street	Noncontributing; recommended contributing
419	906 Willow Street	Noncontributing
420	901 Willow Street	Contributing
421	907 Willow Street	Noncontributing
422	808 Spence Street	Contributing
423	900 Spence Street	Contributing
424	902 Spence Street	Contributing
425A	904 Spence Street	Contributing
425B	904 Spence Street	Not counted in 1985 nomination; recommended contributing
426	906 Spence Street	Noncontributing
433	901 Spence Street	Contributing
434	903 Spence Street	Contributing

Resource ID	Address	Status
435A	905 Spence Street	Contributing
435B	905 Spence Street	Not counted in 1985 nomination; recommended noncontributing
436	907A Spence Street	Noncontributing
437A	78 San Marcos Street	Contributing; individually NRHP-eligible (see individual evaluation)
437B	78 San Marcos Street	Noncontributing

Rainey Street Historic District

The Rainey Street Historic District is located in downtown Austin west of I-35. The district includes properties fronting Rainey Street between River and Driskill Streets. A district boundary map is provided in Appendix D. Contributing resources in the Rainey Street Historic District are primarily late Victorian and Craftsman bungalow residences. Nearly all of the residences along Rainey Street have been converted to commercial use, primarily as bars and restaurants. The district is listed in the NRHP under Criterion C for Architecture with a period of significance between 1885 and 1937. The Rainey Street Historic District has seen significant change in recent years. Numerous contributing structures have been demolished and replaced with new high-rise apartment buildings. In addition, many of the contributing resources have been altered with additions, fenestration changes, new patios, and other alterations associated with their conversion to commercial use. Despite the overall integrity loss as described above, Rainey Street Historic District remains listed in the NRHP. Table 10 lists the resources in the Rainey Street Historic District boundary that are within the APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 10. Resources within the Rainey Street Historic District Boundary and APE

Resource ID	Address	Status
427	85 Rainey Street	Contributing
428	83 Rainey Street	Contributing
429	81 Rainey Street	Contributing
430	79 Rainey Street	Contributing; recommended noncontributing due to severe integrity loss
431A	77 Rainey Street	Contributing
431B	77 Rainey Street	Not counted in the 1985 nomination; recommended noncontributing
432	75 ½ Rainey Street	Contributing
444	71 Rainey Street	Noncontributing
445	69 Rainey Street	Noncontributing
446	61 Rainey Street	Noncontributing

Travis Heights-Fairview Park Historic District

The Travis Heights-Fairview Park Historic District is located in South Austin west of I-35. The district is generally bounded by East Live Oak Street to the south, Congress Avenue to the west, Riverside Drive to the north and Kenwood Avenue to the east. A district boundary map is provided in Appendix D. As a particularly large area, the Travis Heights-Fairview Park Historic District includes a wide variety of late-nineteenth- and twentieth-century residences, including Queen Anne, Folk Victorian, Prairie, Tudor Revival, Craftsman, Minimal Traditional, Ranch, and a variety of twentieth-century revival styles. The district has a period of significance of 1877-1971, but most of its resources were constructed in the 1920s and 1930s. Also included in the district are a variety of educational, religious, recreational, and transportation-related resources. The Travis Heights-Fairview Park Historic District is listed in the NRHP under Criterion A with local significance in the area of Community Planning and Development, and under Criterion C with local significance for Architecture. Table 11 lists the resources in the Travis Heights-Fairview Park Historic District boundary that are within the APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 11. Resources within the Travis Heights-Fairview Park Historic District and APE

Resource ID	Address	Status
465	1012 Edgecliff Terrace	Noncontributing
467	1013 East Riverside Drive	Noncontributing
468	1019 East Riverside Drive	Contributing
469A	1021 East Riverside Drive	Noncontributing
Resource ID	Address	Status
469B	1021 East Riverside Drive	Not counted in the 2021 nomination; recommended noncontributing
470	1027 East Riverside Drive	Noncontributing
471	1016 Harwood Place	Contributing
472	1020 Harwood Place	Contributing
473A	1022 Harwood Place	Contributing
473B	1022 Harwood Place	Not counted in the 2021 nomination; recommended noncontributing

Recommended NRHP-eligible Historic Districts

Delwood I Historic District

The Delwood I subdivision was examined during field survey for NRHP-eligible historic district potential. Delwood I was recently surveyed for the City of Austin by Cox McClain Environmental Consulting as part of the Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek. The draft survey recommended that the subdivision is not a high preservation priority for local historic district designation, nor is it eligible for listing in the NRHP. However, some concentrations of high- or medium-preservation-priority resources within the neighborhood may be designated as smaller local historic districts by property owners.³²⁴ No individually NRHP-eligible resources were identified in Delwood I in the City of Austin survey.

The Delwood I subdivision is roughly bounded by I-35 to the west, Airport Boulevard to the north, Wilshire Boulevard to the east, and Ardenwood Road to the south. Ardenwood Road separates Delwood I from the NRHP-listed Wilshire Wood historic district with homes on the eastern side backing up to homes in Section III of the Wilshire Wood subdivision. Delwood I was designed with curvilinear streets and has a neighborhood character defined by regular setbacks and mature trees with a sidewalk on Airport Boulevard. Lots located between Airport Boulevard and Crestwood Road have rear parking and/or rear-facing garages or carports accessed by a “service way.” A grassy median separates the Parkwood and Crestwood Road entrances off Airport Boulevard. (see Figure 56)

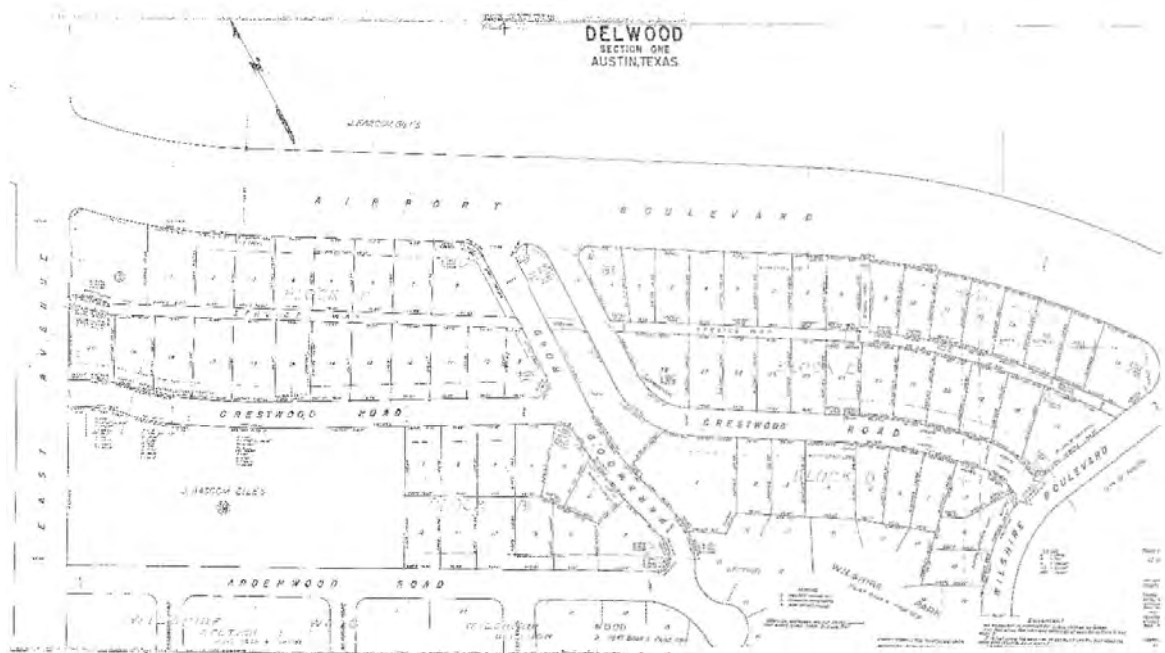


Figure 56. The 1946 Delwood I plat.³²⁵ Note the homes between Airport Boulevard and Crestwood Road were designed with a service way to access rear garages.

Both the Delwood I and II subdivisions were developed by Texas Land Commissioner Bascom Giles in the years immediately following World War II. Giles began constructing homes in the Delwood I neighborhood in 1944, with most homes built in the late 1940s and a smaller number of homes constructed in the 1950s.³²⁶ This development was intended to provide affordable housing to returning GIs in the postwar years, though the development was noted as “restricted” and was not available to non-White buyers.³²⁷

Through his Delwood Development Company, Giles constructed homes on half of the parcels in his neighborhoods, permitting other developers to construct the rest. The homes constructed by Giles were of similar Ranch-style design, while other developers tended to utilize other popular styles of the time, most significantly Minimal Traditional.³²⁸ Houses are mostly wood frame with wood siding or stone and/or brick veneer. Several houses are constructed of concrete block. (see Figured 59) Giles would go on to develop Delwood III (NRHP-Listed Delwood Duplex Historic District) in 1948³²⁹ and Delwood IV in 1953.³³⁰ His crowning achievement was the Delwood Shopping Center in 1951 at the corner of East Avenue (now I-35) and East 38th ½ Street.³³¹ Giles’ career ended when he was convicted of felony theft of state funds in the Veterans Land Board Scandal in 1955.³³²

³²⁴ Cox McLain Environmental Consulting, Inc. and Preservation Central, *DRAFT Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek: Delwood I & II Neighborhood Packet* (Prepared for the City of Austin, 2020).

³²⁵ “Travis County Plat Record 4, Pages 253-254,” March 1946, Travis County Clerk, Travis County, Texas. Image is two scanned pages pasted side-by-side to show continuity. Some information is lost between the pages at the center of the image.

³²⁶ Cox McLain Environmental Consulting, Inc. and Preservation Central, *DRAFT Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek: Delwood I & II Neighborhood Packet*, 4–5.

³²⁷ “‘Delwood’ Ad,” *The Austin American*, April 7, 1946.

³²⁸ Cox McLain Environmental Consulting, Inc. and Preservation Central, *DRAFT Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek: Delwood I & II Neighborhood Packet*, 16.

³²⁹ “77 Duplex Homes Planned in Annex,” *The Austin American*, April 21, 1948.

³³⁰ “City Annexes Hundred Acres,” *Austin American-Statesman*, February 13, 1953.

³³¹ “Dream of 27 Years Being Realized,” *Austin American-Statesman*, October 18, 1951.

³³² “Tenseness Drains Fast as Big Trial Finishes,” *Austin American-Statesman*, July 28, 1955.



Figure 59. Delwood I on the 1962 Sanborn Fire Insurance Company map, showing mostly frame homes often with stone (outlined in blue) and brick (outlined in pink) veneer.³³³ Three concrete block homes are filled in blue.

Delwood I is significant at the local level under Criterion A in the area of Community Planning and Development as representative of early postwar residential development patterns in Austin. Specifically, Delwood I (and Delwood II discussed below) played an important role in providing affordable housing for returning GIs and Austin's working class citizens during the postwar era. With its curvilinear street pattern, uniform lots, and modest residences, it continues to represent the city's early postwar residential development trends. It is also significant under Criterion C in the area of Architecture as an intact collection of midcentury Ranch and Minimal Traditional houses designed for affordability in the early postwar era.

There is little modern infill, but individual houses within the subdivision include a range of alterations such as vinyl windows, replacement siding, and enclosed porches and garages. Houses within the project APE were subject to reconnaissance-level survey and assessment as contributing or noncontributing to the potential historic district. Limited field survey was performed for areas of Delwood I located outside the project APE. Based on limited field examination and available documentation of the overall subdivision provided by the draft City of Austin Upper Boggy Creek Survey, Delwood I appears to retain overall integrity sufficient to convey its significance.

Therefore, Delwood I is recommended eligible for the NRHP at the local level under Criterion A in the area of Community Planning and Development and Criterion C in the area of Architecture. The recommended boundaries of the Delwood I Historic District are those of the original Delwood I subdivision plat which is roughly bounded by I-35 to the west, Airport Boulevard to the north, Wilshire Boulevard to the east, and Ardenwood Road and south lot lines along Crestwood Road to the south (see Figure 56 above and NRHP boundary maps in

Appendix D). Delwood I does not include NRHP-eligible St. George's Episcopal Church and School (Resources 163A-G).

Table 12 lists the historic-age resources in the Delwood I Historic District boundary that are within the project APE. All historic-age Delwood I resources within the APE were found to retain sufficient integrity to contribute to the recommended NRHP-eligible district. Detailed integrity assessments for each surveyed resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 12. Resources within the Delwood I Historic District and APE

Resource ID	Address	Status
144	4408 Airport Boulevard	Contributing
145	4406 Airport Boulevard	Contributing
146	4404 Airport Boulevard	Contributing
147	4402 Airport Boulevard	Contributing
148	4330 Parkwood Road	Contributing
149	4330 Airport Boulevard	Contributing
150	1202 Crestwood Road	Contributing
151	1204 Crestwood Road	Contributing
152	1206 Crestwood Road	Contributing
153	1300 Crestwood Road	Contributing
154	1302 Crestwood Road	Contributing
155A	1304 Crestwood Road	Contributing
155B	1304 Crestwood Road	Contributing
156	1306 Crestwood Road	Contributing

Delwood II Historic District

The Delwood II subdivision was examined during field survey for NRHP-eligible historic district potential. Along with Delwood I as noted above, Delwood II was recently surveyed for the City of Austin by Cox McClain Environmental Consulting as part of the Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek. Like Delwood I, the draft survey recommended that Delwood II is not a high preservation priority for local historic district designation, nor is it eligible for listing in the NRHP. However, some concentrations of high- or medium-preservation-priority resources within the neighborhood may be designated as smaller local historic districts by property owners.³³⁴ No individually NRHP-eligible resources were identified in Delwood II in the City of Austin survey.

³³³ "Austin, Texas, 1935 (Revised 1962) Vol. 3.," 1:600 (New York, 1962), Digital Sanborn Maps, 1867-1970, ProQuest.

³³⁴ Cox McClain Environmental Consulting, Inc. and Preservation Central, *DRAFT Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek: Delwood I & II Neighborhood Packet*.

Delwood II is roughly bounded by I-35 to the west, Norwood Road to the north, Rowood Road to the east, and Airport Boulevard to the south. Delwood II is separated from Delwood I to the north by Airport Boulevard, which began construction in 1942 and connected the municipal airport to the East Avenue thoroughfare (now I-35).³³⁵ Delwood II is designed with curvilinear streets and has a neighborhood character defined by regular setbacks and mature trees. There are sidewalks along Airport Boulevard and the I-35 frontage road, which do not appear to have been part of the original plat and were likely constructed with the development of the highway. Lots located between Airport Boulevard and Fairwood Road have rear parking and/or rear-facing garages or carports accessed by a “service way.” (see Figure 60)

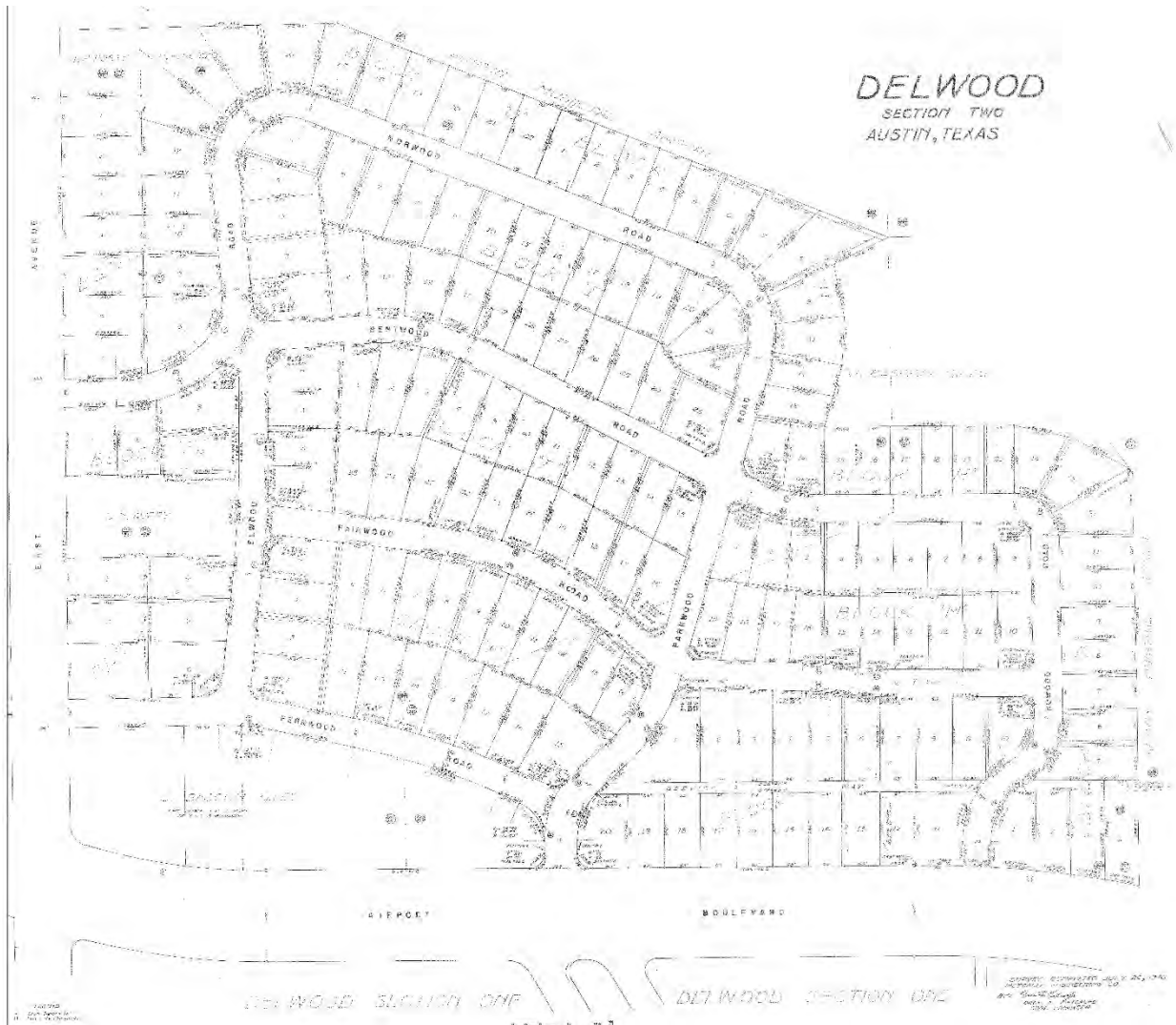


Figure 60. The 1946 Delwood II plat. Note that as in Delwood I, the lots facing Airport Boulevard have a service way to the rear for ease of parking.³³⁶

³³⁵ “New Airport Boulevard Will Be Completed Soon,” *Austin American-Statesman*, April 21, 1942.

³³⁶ “Travis County Plat Record 4, Page 282,” August 1946, Travis County Clerk, Travis County, Texas.

As discussed above, both the Delwood I and II subdivisions were developed by Texas Land Commissioner Bascom Giles in the years immediately following World War II. Giles began constructing homes in the Delwood II neighborhood in 1946. Construction occurred primarily in the late 1940s with most lots developed by 1960.³³⁷ Through his Delwood Development Company, Giles constructed homes on half of the parcels in his neighborhoods, permitting other developers to construct the rest.³³⁸

The distinctive Ranch-style homes constructed by Giles in Delwood II are concrete block, clad in stucco. They employed very low-pitched, hip roofs with wide overhanging eaves, multi-light steel frame casement windows, massive central chimneys, and attached garages. Similar homes are found in a later subdivision, Giles Place, in the Cherrywood neighborhood. It has been suggested that these homes were designed and built by contractor Marshal Sanguinet, nephew of famed Fort Worth architect Marshall Sanguinet of Sanguinet & Staats.³³⁹ This has not been confirmed by research, but the distinctive duplexes constructed in 1948 in Delwood III (NRHP-listed Delwood Duplex Historic District) were designed and constructed by San Antonio landscape architect W. Keith Maxwell and employ similar style and materials.³⁴⁰

Other residences in the neighborhood are Minimal Traditional or a more common Ranch design, commonly clad in horizontal wood siding or brick or stone veneer. The homes closest to I-35 (then East Avenue) tend to have larger lots and are frame rather than concrete block construction (see Figure 61). Several lots in the northwest corner of the Delwood II neighborhood, on the corner of Elwood and Norwood Roads, were not part of the original Delwood II subdivision. Plats show these lots under the name H.E. Rossy. However, the houses on these parcels were constructed in the late 1940s with designs and materials compatible with overall character of the neighborhood.

³³⁷ Cox McLain Environmental Consulting, Inc. and Preservation Central, *DRAFT Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek: Delwood I & II Neighborhood Packet*, 4–5.

³³⁸ “Into the Woods: Preservation Austin’s 26th Annual Homes Tour” (Preservation Austin, April 28, 2018).

³³⁹ “Into the Woods: Preservation Austin’s 26th Annual Homes Tour.”

³⁴⁰ “77 Duplex Homes Planned in Annex.”



*Figure 61. Delwood II on the 1962 Sanborn map, showing frame and brick-veneered homes on larger lots toward East Avenue and on corner lots and a concentration of smaller concrete block homes (shown in blue) in the north and east part of the subdivision.*³⁴¹

Delwood II is significant at the local level under Criterion A in the area of Community Planning and Development as representative of early postwar residential development patterns in Austin. Similar to Delwood I (discussed above), Delwood II played an important role in providing affordable housing for returning GIs and Austin's working class citizens during the postwar era. With its curvilinear street pattern, uniform lots, and modest residences, it continues to represent the city's early postwar residential development trends. It is also significant under Criterion C in the area of Architecture as an intact collection of midcentury residential architecture designed for affordability in the early postwar era. While Delwood II contains both Ranch and Minimal Traditional-style houses, the Ranch-style, stucco-clad, concrete block homes with metal-frame casement windows on lots developed by Bascom Giles represent a unique building type on the Austin landscape and define the distinctive architectural character of the neighborhood.

Like Delwood I, this subdivision contains little modern infill, but individual residences have a range of alterations such as vinyl windows, replacement siding, and enclosed porches and garages. Houses within the project APE were subject to reconnaissance-level survey and assessment as contributing or noncontributing to the potential historic district. Limited field survey was performed for areas of Delwood II located outside the project APE. Based on

³⁴¹ "Austin, Texas, 1935 (Revised 1962) Vol. 3."

limited field examination and available documentation of the overall subdivision provided by the draft City of Austin Upper Boggy Creek Survey, Delwood II appears to retain overall integrity sufficient to convey its significance.

Therefore, Delwood II is recommended eligible for the NRHP at the local level under Criterion A for Community Planning and Development and Criterion C for Architecture. The recommended boundaries are those of the original plat in addition to the two residences on plats filed by H.E. Rossy on the corner of Elwood and Norwood Roads. (see Figure 58 above and NRHP boundary maps in Appendix D). Delwood II does not include the Urban Villas apartment complex (Resource 133), which is noted on the plat as not being part of the subdivision.

Table 13 lists the resources in the Delwood II Historic District boundary that are within the project APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 13. Resources within the Delwood II Historic District and APE

Resource ID	Address	Status
103	4612 North Interstate Highway 35	Contributing
104A	4610 Elwood Road	Contributing
104B	4610 Elwood Road	Contributing
105	4608 Elwood Road	Contributing
106A	4606 Elwood Road	Noncontributing
106B	4606 Elwood Road	Noncontributing
107	4604 Elwood Road	Contributing
108	4602 Elwood Road	Contributing
109	1100 Bentwood Road	Contributing
110A	4600 Elwood Road	Contributing
110B	4600 Elwood Road	Noncontributing
115	1101 Bentwood Avenue	Noncontributing
116	1103 Bentwood Road	Contributing
117A	1105 Bentwood Road	Contributing
117B	1105 Bentwood Road	Contributing
118	4510 Elwood Road	Contributing
119	4505 North Interstate Highway 35	Contributing
120	4504 Elwood Road	Contributing
121	4503 North Interstate Highway 35	Contributing
122	4502 Elwood Road	Contributing
123	4500 Elwood Road	Contributing
134	4401 Parkwood Road	Contributing
135	4333 Airport Boulevard	Contributing
136	4331 Airport Boulevard	Contributing
137A	4329 Airport Boulevard	Contributing
137B	4329 Airport Boulevard	Contributing

Swedish Hill Historic District Extension

An extension to the NRHP-listed Swedish Hill Historic District was recommended NRHP-eligible under Criteria A and C in 2000 for the City of Austin's East Austin Survey and in 2004 for the TxDOT I-35 intensive historic resources survey (CSJ: 0015-13-231). A district extension was also recommended NRHP-eligible in HHM, Inc.'s East Austin Survey for the City of Austin in 2016. The district extension recommended in 2004 is bound by Olander Street to the west, East 14th street to the north (southern boundary of the NRHP-listed district), Navasota Street to the east, and the alley between 12th and 13th Streets to the south.

The 2004 report describes the overall Swedish Hill Historic District and proposed extension as a cross section of architecture in Austin during the late nineteenth and early twentieth centuries. The report also identified the area as one of the few integrated neighborhoods in Austin, with a diverse population of residents, including African Americans and Swedish immigrants. Given the rarity of integrated neighborhoods, especially following the implementation of the 1928 Koch & Fowler city plan (as discussed in the Historical Context Statement section of this document), the Swedish Hill Historic District Extension possesses significance under Criterion A in the areas of Community planning and Development and Social History. Additionally, the district exhibits a good representation of popular architectural styles in Austin during the late nineteenth and early twentieth centuries. For this reason, it is also significant under Criterion C in the area of Architecture.³⁴² The district extension includes residences exhibiting popular architectural styles from the late nineteenth and early twentieth centuries, primarily Folk Victorian and Craftsman Bungalows.³⁴³ Developed as part of the Subdivision of Outlot 41 plat, most of the historic-age residences in the district extension were constructed between 1887 and 1930 and are compatible with the character of residences in the NRHP-listed district. New construction has occurred in the district extension since its 2004 evaluation, but the 2022 I-35 reconnaissance field survey confirmed that a majority of the historic-age buildings remain intact and the district extension retains its overall integrity. For these reasons, the Swedish Hill Historic District Extension remains eligible for listing in the NRHP under Criterion A in the areas of Social History and Community Planning and Development and under Criterion C in the area of Architecture. Only two properties included in the Swedish Hill Historic District Extension boundary are in the APE: 901 East 14th Street (non-historic-age townhouses), which is noncontributing due to its age, and 905 East 14th Street (Resource 336; Swede Hill Pocket Park), which was used as a park as early as the 1970s and contributes to the historic character of this district.³⁴⁴

East 2nd and 3rd Street Historic District

A potential NRHP-eligible historic district intersecting the project APE was identified during field survey. The district is roughly bound by Brushy Street to the west, East 3rd Street to the north, Comal Street to the east, and the alley between East 2nd Street and East Cesar Chavez Street to the south. The eastern portion of the district includes several blocks outside of the APE. Boundaries beyond the APE are approximated based on limited reconnaissance-level

field survey. Intensive survey may be required to delineate exact district boundaries. The area encompassed by the district is comprised of several subdivisions, platted in the early 1870s. From west to east the district includes portions of the Harrington Subdivision, the Shelley Subdivision, and the Gary Peck Subdivision. The eastern edge of the district encompasses an area for which a formal subdivision plat was never filed. The proposed district is largely residential, but also includes some postwar religious properties. City directories and Sanborn maps indicate that land development in this area occurred beginning around 1880. By 1900 these subdivisions were roughly 50 percent developed, and by 1935 nearly 100 percent of available parcels were developed.³⁴⁵ Factors that may have influenced development trends in this area include the influx of African Americans and European immigrants settling in East Austin in the decades following the Civil War and the arrival of the H&TC rail line in 1872, located just two blocks north of the proposed district. The new railroad inspired improvement of local roads, settlement of railroad employees near the rail line, and the development of new subdivisions.³⁴⁶

Based on TCAD data, approximately 122 properties are within the proposed district boundary. Seventy-seven of the 122 properties are historic-age, ranging from 1900 to 1977; 26 are non-historic-age, constructed after 1980; and 19 are either vacant or undated in TCAD data. Field survey and review of historic maps as noted above indicated that some of the houses dated 1900 by TCAD may have been constructed in the late nineteenth century. Most of the historic-age residences were constructed prior to 1940 and are generally one-story, modest, wood-frame dwellings exhibiting popular styles and types from the late nineteenth and early twentieth centuries, including Folk Victorian and Craftsman bungalows. Less common but still present are instances of load-bearing masonry construction dwellings, late-nineteenth- and early-twentieth-century vernacular houses, and some two-story residences. There are several early postwar houses and churches. Non-historic-age infill within the district boundaries is primarily modern, two-story, single-family residences and parking lots.

Residences constructed prior to 1940 collectively possess overall cohesion of age, style, and massing and continue to convey significance under Criterion C in the area of Architecture as

³⁴² HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 2 Study Area: East Seventh Street to Manor Road* (Prepared for the Texas Department of Transportation, 2004), 94–98.

³⁴³ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 2 Study Area: East Seventh Street to Manor Road*, 99–100.

³⁴⁴ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 2 Study Area: East Seventh Street to Manor Road*, 32; HHM, Inc., *City of Austin, Texas – Historic Resources Survey of East Austin*, 15.

³⁴⁵ “Austin, Texas, 1900,” 1:600 (New York: Sanborn Map Company, 1900), 22, Digital Sanborn Maps, 1867-1970, ProQuest; “Austin, Texas, 1935 Vol. 1.,” 211–12.

³⁴⁶ HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume I*, 19–23.

a collection of early-twentieth-century residences in East Austin. The district is also significant under Criterion A in the area of Community Planning and Development as it represents early development patterns in the East Austin Outlots (refer to the Historical Context Statement for more information on Austin's Outlots and development in East Austin). Despite some non-historic-age infill, the district retains sufficient overall integrity to convey its significance. For these reasons, it is recommended eligible for the NRHP under Criterion A in the area of Community Planning and Development and Criterion C in the area of Architecture. Its period of significance is 1880 to 1940.

Table 14 lists the resources in the East 2nd and 3rd Street Historic District boundary that are within the project APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 14. Resources within the East 2nd and 3rd Street Historic District and APE

Resource ID	Address	Status
406	903 East 3 rd Street	Contributing
407A	906 East 2 nd Street	Contributing
407B	906 East 2 nd Street	Noncontributing
410	901 East 2 nd Street	Contributing
411	903 East 2 nd Street	Contributing
412A	905 East 2 nd Street	Contributing; individually NRHP-eligible (see individual evaluation)
412B	905 East 2 nd Street	Contributing
413	907 East 2 nd Street	Contributing; individually NRHP-eligible (see individual evaluation)

Willow-Spence Streets Historic District Extension

An extension to the NRHP-listed Willow-Spence Streets Historic District was recommended NRHP-eligible under Criterion C in 2004 for the TxDOT I-35 intensive historic resources survey (CSJ: 0015-13-231). It was also recommended as NRHP-eligible in HHM, Inc.'s East Austin Survey for the City of Austin in 2016. The district extension is bound by the alley between Spence and Taylor streets to the north (southern boundary of the listed district), San Marcos Street to the east, the alley south of Taylor Street to the south, and the I-35 frontage road to the west, excluding vacant and non-historic-age parcels. Five residential resources on Taylor Street and San Marcos Street were identified as compatible in size, scale, age, and style to those already listed in the adjacent NRHP-listed Willow-Spence Streets Historic District and are included in the district extension. The buildings are primarily Craftsman

bungalow residences constructed between 1920 and 1930, which is compatible with the character of contributing resources in the Willow-Spence Streets Historic District.³⁴⁷

The properties in the district extension were part of the Spence Addition, which developed between approximately 1913 and 1935. Development in the area was almost exclusively modest, early-twentieth-century, wood-frame residences. As discussed in the Historical Context Statement of this document, a number of residences were displaced in this area for the construction of I-35 in the early 1960s, including roughly two-thirds of the Spence Addition. The proposed district extension would incorporate the remaining extant structures of the Spence Addition into the existing district. Reconnaissance-level survey of resources within the APE, and windshield survey of the overall district, confirmed that a majority of the buildings recommended contributing in the extension have not been significantly altered since they were last evaluated and therefore can contribute to the district extension. As a result, the Willow-Spence Streets Historic District Extension remains eligible for the NRHP under Criterion C for Architecture.

Table 15 lists the resources in the Willow-Spence Streets Historic District Extension boundary that are within the project APE. Detailed integrity assessments for each resource are provided in Appendices B and C. Representative photographs of the district are provided in Appendix E.

Table 15. Resources within the Willow-Spence Streets Historic District Extension and APE

Resource ID	Address	Status
439A	902 Taylor Street	Contributing
439B	902 Taylor Street	Noncontributing
440	904 Taylor Street	Contributing
441A	908 Taylor Street	Contributing
441B	74 San Marcos Street	Contributing
442	907 Taylor Street	Contributing
443A	909 Taylor Street	Contributing
443B	64 San Marcos Street	Noncontributing

▪ Ineligible Properties/Districts

Due to lack of NRHP significance and/or integrity, 600 of the 728 historic-age resources surveyed are recommended not eligible for listing in the NRHP. Of these, 60 properties warranted individual evaluation due to indications of potential NRHP significance based on previous evaluations or designations, background research for the historic context, field observations, or information gathered through public outreach. The remaining historic-age

³⁴⁷ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 1 Study Area Town Lake to East Seventh Street*, 88.

properties lacked indication of potential NRHP significance. Therefore, these are divided into categories based on property types and time periods for evaluation. NRHP historic district potential was considered throughout the project APE. Historic district evaluations below include both previously determined or recommended NRHP-eligible districts identified in the TxDOT Historic Resources of Texas Aggregator and several other resource concentration areas identified during field survey.

Recommended Not NRHP-eligible Individual Properties

813 East 13th Street (Nonextant)

Field investigations for the 2022 I-35 Capital Express Central Project reconnaissance survey confirmed that the previously determined NRHP-eligible residence at 813 East 13th Street is nonextant and has been replaced with a new building. The property is no longer eligible for the NRHP.

5357 North Interstate Highway 35 (Nonextant)

Field investigations for the 2022 I-35 Capital Express Central Project reconnaissance survey confirmed that the previously determined NRHP-eligible Firestone Tire Service Center at 5357 North I-35 is nonextant. The property is no longer eligible for the NRHP.

Resource 12: 6201 US 290 East (Cross Country Inn)

Resource 12 is an irregular-plan 1963 motel building comprised of four attached sections. These include a two-story, rectangular-plan, primary motel unit portion; a smaller, two-story row of motel units extending from its west corner; a one-story office on the east side; and a one-story, hexagonal restaurant attached at the northeast corner. The motel has a concrete slab foundation and a side-gable, asphalt-shingled roof. The restaurant has a thin-shell concrete, hyperbolic paraboloid roof. Walls are clad in stucco, with rubble stone veneer accents. The office has a gable portico, and a hip-roof porte cochere is on the side (east) elevation. The restaurant features a projecting roofline and paired fixed-light wood windows on each elevation; metal doors are on the side (east and west) elevations. An associated, rectangular-plan, stucco building south of the restaurant contains restrooms, and a concrete swimming pool is located between the restaurant and primary motel building. Resource 12 was designed by Edward Maurer and Leonard Lundgren as the Cross Country Inn restaurant.

Significance

Resource 12, known historically as the Cross Country Inn, was evaluated as a single resource because the motel and restaurant were historically (and remain) attached. It originally included motel rooms, the restaurant, and a swimming pool with fountains in the middle of the complex (see Figures 62 through 64). When the motel officially opened in March 1964 it was planned to be one of a series of Cross Country Inns across Texas, although it is unclear

whether any other motels were built.³⁴⁸ Designed by the Austin-based architectural firm of Lundgren and Maurer, the Google-style restaurant building with a hyperbolic paraboloid roofline and floor-to-ceiling windows featured a distinctive modern design scheme.³⁴⁹ The building's void-like all-glass elevations helped emphasize the light, hovering appearance of the thin-shell concrete roof. Although it served as a roadside motel and restaurant in Austin beginning in the 1960s, this was a very common property type in the city during the postwar era. Research did not indicate that the Cross Country Inn stood out from other similar properties across the city, so it does not possess significance under NRHP Criterion A. Research did not reveal individual significance for association with important persons in local, state, or national history. Therefore, Resource 12 does not possess historical significance under Criterion B. Architects Lundgren and Maurer completed other, more notable buildings in Austin and hotel buildings across the country, so this example does not stand out as the work of a master. The Cross Country Inn does display character-defining features of the Modernist style, in particular the restaurant building's concrete variation of the hyperbolic paraboloid form, which rose to prominence across the United States in the mid-to-late 1950s.³⁵⁰ As such, it has potential for significance under Criterion C in the area of Architecture; however, due to overall integrity loss and especially the fenestration changes to the restaurant as noted below, it can no longer convey this significance under Criterion C.

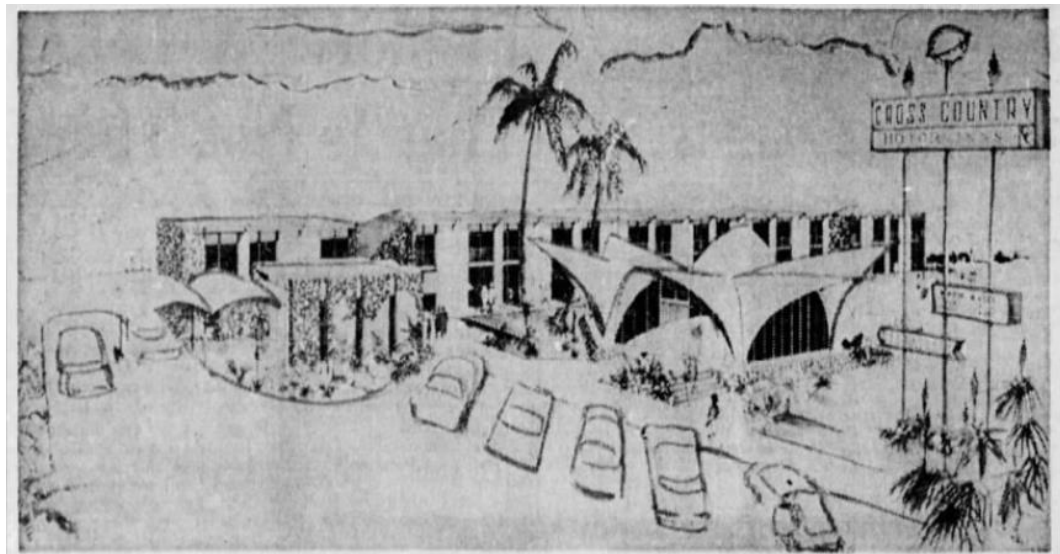


Figure 62. Early architectural drawing of the Cross Country Inn.³⁵¹

³⁴⁸ "Cross Country Inn Will Open Sunday," *The Austin American*, March 22, 1964.

³⁴⁹ "The Pilot Motel of Cross Country Inn," *The American-Statesman*, February 10, 1963.

³⁵⁰ Tyler S. Sprague, "Beauty, Versatility, Practicality: The Rise of Hyperbolic Paraboloids in Post-War America (1950-1962)," *Construction History* 28, no. 1 (2013): 176–79.

³⁵¹ "The Pilot Motel of Cross Country Inn."



Figure 63. 1970 photograph of the Cross Country Inn.³⁵²



Figure 64. Undated postcard of the Cross Country Inn.³⁵³

³⁵² "Cross Country Inn," n.d., Allen McCree Papers, Austin History Center.

³⁵³ Frank Whaley Postcards, "Cross Country Inn," *Austin Postcard*, n.d., <https://austinpocard.com/view.php?card=1627>.

Integrity

Alterations on the motel building include replacement cladding in some areas, removal of sliding glass doors, and altered fenestration. The large, distinctive, Cross Country Inn sign that once stood in front of the structure has been removed. The restaurant's original windows were removed and infilled with solid wall material and small sliding windows. While the hyperbolic paraboloid roof form remains intact, the replacement of its all-glass elevations with solid infill material, combined with numerous alterations to the motel portions of the building, results in a loss of integrity of design, workmanship, materials, and feeling. However, integrity of location, setting, and association are retained.

NRHP Eligibility

Due to lack of integrity, the Cross Country Inn (Resource 12) is recommended not eligible for listing in the NRHP.

Resource 13A: 6225 US 290 East (Catholic Diocese of Austin Pastoral Center)

Constructed in 1964, Resource 13A is a one-story, rectangular-plan, flat-roof office building with a historic-age (1972) two-story, rectangular-plan addition on the west elevation. It has a concrete slab foundation. Walls have brick cladding and windows are narrow fixed metal units. The original one-story section has a raised hexagonal roof over the interior courtyard, and a metal pent awning along the front (north) facade. A decorative brick screen wall at the rear surrounds the waste and/or mechanical area.

Significance

Resource 13A housed the Texas Hospital Association (THA) and a range of other medical association offices since its completion in 1964 through 2008, when the THA moved to downtown Austin. After a renovation, the building became the Catholic Diocese of Austin.³⁵⁴ Thus, the building served as a medical association building throughout the historic period and only recently became associated with the Catholic Diocese. Research did not reveal individual significance for association with important events, patterns, trends, or persons in local, state, or national history. Therefore, Resource 13A does not possess historical significance under Criteria A or B. The original building was designed by architects O'Connell and Probst, and constructed by J.C. Peterson Construction Company. While it reflects some features of the Contemporary style, as seen in the raised hexagonal roof portion, sleek brick walls, and decorative screen walls, Resource 13A does not embody the distinctive formal or stylistic characteristics of the style to be considered a significant example of the style or other type, period, or method of construction. It does not represent the work of a master or possess high artistic value. Therefore, Resource 13A does not possess architectural significance under Criterion C.

Integrity

Alterations include a replacement roof that includes a change in material, and a large non-historic-age addition. Despite these alterations, Resource 13A retains all aspects of integrity.

NRHP Eligibility

Due to lack of significance, Resource 13A is recommended not eligible for the NRHP.

Resource 32D: 5407 North I-35 (Citizens National Bank/Chase Bank)

Resource 32D is located on the west side of TCAD parcel 223353, which is 28.86 acres and incorporates all of Capital Plaza excluding Target (historically Montgomery Ward) and its associated parking area.

Description

Resource 32D is a 1974, four-story, square-plan, Late Modernist-style building situated at an angle on its parcel. It has a concrete slab foundation and flat roof with a simple parapet. The walls are concrete. A recessed entry area and a full-height glass curtain wall are on the front (southwest) facade. An inset, off-center, recessed entry area is also located on the southeast corner. The building has metal-frame entry doors and ribbons of fixed metal windows on the side (southeast and northwest) elevations. Metal shed-roof canopies are over the banks of windows on the front (southwest) facade and side (northwest) elevation. The northeast elevation has a deeply recessed entry with glass doors and fixed windows that angle inward with a second-story balcony above and a triangular planter. A large, detached motor bank is situated at the southeast corner of the building with a service window and ATM. A vertical Chase sign is located within the median that separates the motor bank from an interior shopping center drive. Three rows of parking spaces are located on the west and north sides of the building. The interior has a large central skylight, circular teller desk, and three floors of balconies clad in vertical wood paneling overlooking the central lobby.

Background

Capital Plaza's Chase Bank was constructed as Citizens National Bank in 1973 (see Figure 65). It replaced the bank's 1960 building that was located on the same site.³⁵⁵ Citizens National Bank served the Central Texas area and was founded in Cameron, Texas, in 1900. In January 1973 the bank announced it had a record year and was planning to construct a new and larger financial center (the subject property).³⁵⁶ The formal dedication of the bank was July 27, 1974. The site is listed as Citizens National Bank in the Austin city directory until 1983 and has housed several other bank companies since, with Chase as the current occupant (see Figures 66 through 69).

Citizens National Bank was designed by the Houston architectural firm of Caudill Rowlett Scott and built by Royce Faulkner Company of Austin with CM Associates of Houston. It is

³⁵⁴ "FHA Headquarters' Open House Friday," *Austin American-Statesman*, March 5, 1964; "History of the Diocese," *Diocese of Austin*, 2022, <https://austindiocese.org/history>.

³⁵⁵ "Citizens National Schedules Official Opening for June 5," *The Austin American*, May 28, 1961.

³⁵⁶ "Citizens National Bank Is Creating a New Financial Center for Austin," *The Austin American*, January 8, 1973.

approximately 50,000 square feet and was constructed at a cost of \$2.8 million. The architects described it as “almost a perfect cube, inverted inward by interesting indentations.”³⁵⁷ The bank represents Late Modernism, which architecture critic Alexandra Lange describes as “beefy bold shapes, wrapped in singular materials, sticking their sharp corners in our faces. More refined than Brutalism, less Picturesque than Postmodernism, Late Modernism is what happened in the 1970s and early 1980s.”³⁵⁸ She cites Charles Jenck’s 1980 book *Late-modern Architecture*, where the author discusses 1970s architects’ “pragmatism (willingness to work on large-scale corporate projects), their commitment to order (grids), their dramatic interior sections (balcony upon balcony).”³⁵⁹

Caudill Rowlett Scott, known as CRS and later CRSS, was a Houston architectural and engineering firm with an international reputation. The firm was founded in Austin in 1946 by William Wayne Caudill and John Miles Rowlett, professors of architecture at Texas A&M University. CRS built its reputation on school designs in the 1950s, and examples of their work is found throughout Texas and Oklahoma. The firm’s most renown work in Texas is the Jesse H. Jones Hall for the Performing Arts in Houston, which won the American Institute of Architects (AIA) Honor Award in 1967. In Austin, the firm designed St. Edward’s University’s master plan (1965-1966) for the school’s expansion with spaces for women’s facilities and collaborated on the design of the Classroom-Computer Center Building with Austin firm O’Connell & Probst.³⁶⁰ In 1972 CRS won AIA’s Architecture Firm Award, joining the ranks of firms like Skidmore, Owings & Merrill and I.M. Pei & Partners.

³⁵⁷ “Citizens Opens New Building,” *Austin American-Statesman*, July 14, 1974.

³⁵⁸ Alexandra Lange, “What Is Late Modernism? And Why You Should Care,” *Curbed*, January 5, 2017, <https://archive.curbed.com/2017/1/5/14165394/late-modernism-architecture-alexandra-lange>.

³⁵⁹ Lange, “What Is Late Modernism? And Why You Should Care.”

³⁶⁰ “New Hall Discussed at St. Ed’s,” *Austin American-Statesman*, October 2, 1965; “St. Ed’s Tells Plan for New Building,” *The Austin American*, June 26, 1965.

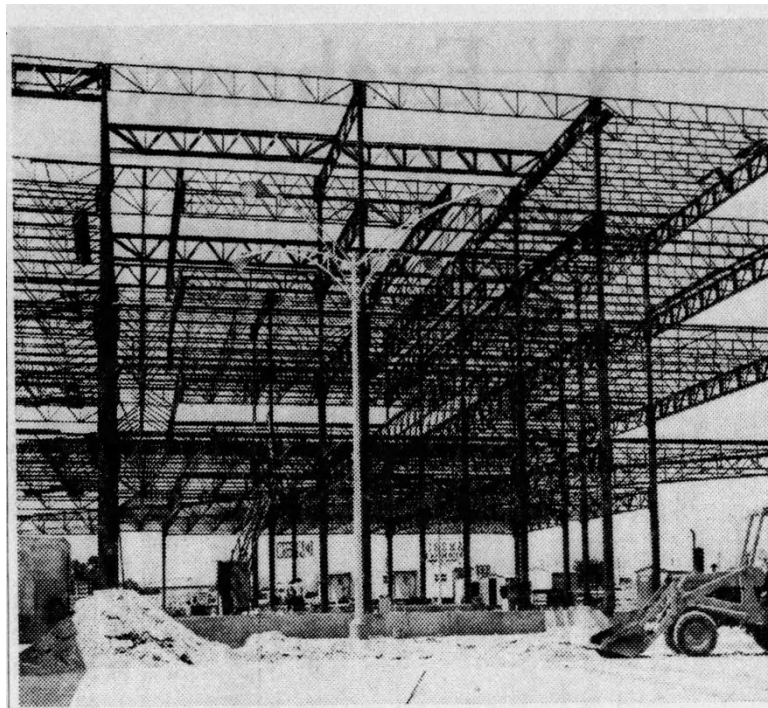


Figure 65. Construction of the new Citizens National Bank in 1973.³⁶¹



Figure 66. Resource 32D in 1976. Note the northwest elevation at the far right, the original two banks of windows, and the vertical two-story inset space.³⁶²

³⁶¹ "Steel Mass," *Austin American-Statesman*, August 5, 1973.

³⁶² "Photos, Page 85, (#409-418)," n.d., Allen McCree Papers, Austin History Center.

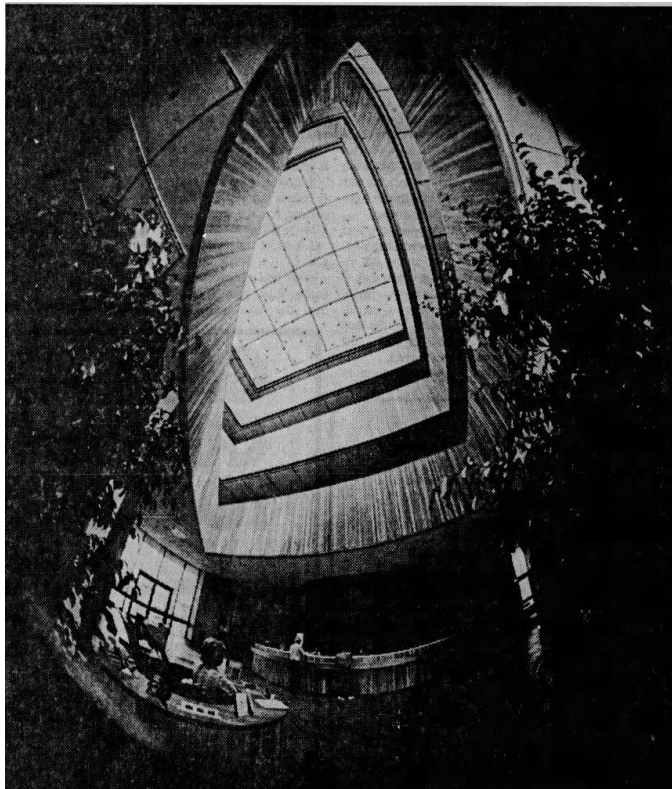


Figure 67. Lobby interior and skylight from the announcement of the bank's opening in 1974.³⁶³



Figure 68. Front (southwest) facade, view facing northeast. Mead & Hunt photograph, January 2022.

³⁶³ "Citizens Opens New Building."



Figure 69. Side (northwest) elevation, view facing southeast. Mead & Hunt photograph, January 2022.

Significance

Criterion A

Criterion A in the area of Commerce was considered for the history of Citizens National Bank and the history of Resource 32D within that context. However, research did not reveal significant associations that would meet the standards for listing in the NRHP. Therefore, Resource 32D does not possess significance under Criterion A.

Criterion B

Research did not identify significant persons that would meet the standards for listing in the NRHP. As such, Resource 32D does not possess significance under Criterion B.

Criterion C

Citizens National Bank is a good example of Late Modernist architecture. It is a cube with indentations cut into the sides and down through the center, representing the breaking of the modernist box. Late Modernism and the New Formalism style, also prevalent in the 1970s, were the favored styles for Austin's banks of this period. Resource 32D compares favorably to other extant Late Modernist banks in Austin, including Brooks, Barr, Graeber, & White's 1975 First Federal Savings and Loan at 208 East 10th Street (now Thomas Jefferson Rusk State Office Building) and the 1973 First Federal Savings at 8770 Research Boulevard. Citizens National Bank is also a rare example of CRS's work in Austin and an example from the firm at the height of its influence. As such, Resource 32D possesses significance under Criterion C in the area of Architecture as it embodies a distinctive style and is the work of a master.

Integrity

Alterations include a remodeling of the side (northwest) elevation to include first-floor retail space that resulted in the addition of the first-story, full-height windows and the metal awning above. Based on a review of historic photographs, a band of ribbon windows was added to the second story and a thin, two-story, inset space was infilled. Because the building does not possess significance under Criteria A or B, the historic integrity of the building weighs more heavily as there are other extant examples of designs by the CRS architectural firm and Late Modernist commercial buildings in Austin. The alterations to the northwest elevation—the first- and second-story windows and the infill of the two-story recessed entry—negatively affect integrity of design and feeling. The interior retains a high degree of historic integrity with the circular teller desk and tiers of wood-clad balconies intact. The building has always been a bank, and the setting has not changed. Due to the exterior alterations, Citizens National Bank has lost integrity of design and feeling. It retains integrity of location, setting, workmanship, materials, and association.

NRHP Eligibility

Resource 32D rises to the level of local significance under Criterion C in the area of Architecture as a good example of Late Modernist architecture. However, due to the alterations that have resulted in diminished integrity, Resource 32D is recommended not eligible for the NRHP.

Resources 40A-B and 39: 5319, 5329, 5339 North I-35 (Cameron Village Shopping Center)

Historically, Cameron Village Shopping Center was comprised of three buildings (Resources 40A-B and Resource 39), which are now located on two legal parcels. Resources 40A-B are located on TCAD parcel 22149, which is 3.4 acres, and Resource 39 is located on TCAD parcel 221954, which is 1.53 acres. South of the Cameron Village Shopping Center, TCAD parcel 221950 contains a 1961 warehouse building (Resource 44 that is affiliated with the Cameron Village Shopping Center, but not included in this evaluation as part of its history as a retail center.

Description

Resource 40A is a 1957, one-story, rectangular-plan, concrete-block commercial building. It has a concrete slab foundation and flat roof with a parapet on the northwestern portion of the building. There is a flat-roof-covered walkway adjacent to the storefronts on the southeastern portion of the building and signs on the roof for several businesses. The walls are clad in brick and stucco. Metal-frame, glass entry doors and fixed metal-frame windows are on the front (southwest) facade. The shopping center had 11 storefronts when it opened in 1958. Parking is directly in front of the walkway and between Resources 40A and 40B. The side (southeast) elevation has three garage bays with metal overhead doors.

South of Resource 40A, Resource 40B is a 1959, two-story, rectangular-plan, concrete-block commercial building. It has a concrete slab foundation and flat roof with metal flashing. A

cantilevered flat-roof awning is over a pedestrian walkway adjacent to the storefronts. The building has metal-frame glass doors and fixed metal-frame windows. It housed Gage Furniture and a “five-and-dime” store in 1959.

North of Resource 40A, Resource 39 is a 1959, one-story, rectangular-plan, concrete-block commercial building. It has a concrete slab foundation and flat roof with a parapet. The walls are clad with stucco and faux stone. A metal pent awning is over the walkway on the front (northeast) facade and side (northwest and southeast) elevations. The building has metal-frame, glass entry doors and fixed metal-frame windows. It was a four-unit retail building in 1959. Decorative towers are on the corners of the building in the parapet.

Background

Cameron Village was developed by Louie Gage and his son, Leslie. Louie Lee Gage (1911-2000) grew up on a farm in Manor, Texas. He worked at a dairy farm in Fiskville before taking a job at Bargain Furniture Outlet in downtown Austin as a delivery man.³⁶⁴ He worked his way up to outside collector and then floor salesman. In the 1942 Austin city directory his first independent store, Gage Furniture Company, is listed at 202 East 6th Street. Gage’s business grew, and he expanded his downtown store into neighboring buildings. His career as a developer began when he purchased the 14-acre tract that would become Cameron Village, which opened in 1958 (Resource 40A).

On February 9, 1958, *The American Statesman* announced that a \$1 million retail building project had begun on Cameron Road, stating the area had been “transformed from an almost abandoned country lane to a major artery by tremendous residential growth in Delwood 4, Windsor Park, Gaston Park, and other areas (see Figure 70).”³⁶⁵ As suburban housing projects developed further north, new schools, churches, and retail centers were constructed to meet the needs of Austin’s growing population. During Cameron Village’s opening celebration, the newspaper noted that more than 3,000 new homes had been built in the area in the past 2.5 years.³⁶⁶

³⁶⁴ “Louie Gage Founded Store on Sixth Street in 1940,” *The Austin American*, March 5, 1967.

³⁶⁵ “\$1 Million Village Begun,” *The Austin American*, February 9, 1958.

³⁶⁶ “Northeast Austin Area Boomed in Recent Years,” *The Austin Statesman*, July 14, 1958.

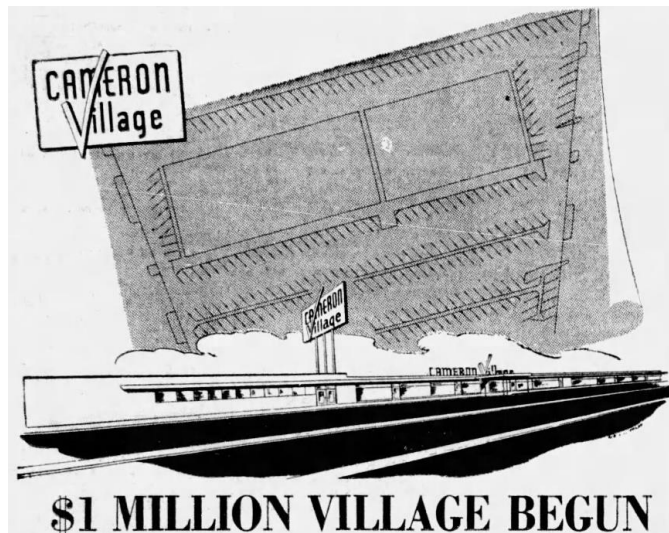


Figure 70. The announcement of Cameron Village in *The Austin American*, February 9, 1958.³⁶⁷

An entire section of *The Austin Statesman* was dedicated to the opening of Cameron Village on July 14, 1958. The air-conditioned shopping center housed a variety of stores, including Hyden's Supermarket, a drug store, women's clothing shop, toy store, doctor's office, beauty shop, and housewares store to serve the growing northeast area. As noted in newspaper features, the ceilings were specially treated for both sound proofing and better light diffusion, and the walls were painted in "fresh, modern colors."³⁶⁸ Eleven days of giving away more than 200 prizes culminated in the raffle of a Renault Dauphine automobile. In April 1959 construction began on two more buildings, one north (Resource 39) and one south (Resource 40B) of the original shopping center, enlarging the retail space from 40,000 square feet to 84,000 square feet with a total of 16 shops (see Figure 71).³⁶⁹ The south building housed Gage's second furniture store. A second story was added to the building soon after; it is present on 1962 Sanborn map (see Figures 72 and 73). Z.D. Yeaton constructed all three buildings; the architect is unknown.³⁷⁰

In 1965 Gage acquired another 20-acre tract at Burnet Road and Anderson Lane and opened North Village Shopping Center and a third Gage Furniture store, making the company the largest furniture retailer in central Texas. Gage Furniture operated until 2018, when it closed its final store.³⁷¹

³⁶⁷ "\$1 Million Village Begun."

³⁶⁸ "Shopping Chore Easier in Northeast Austin Now," *The Austin American*, July 14, 1958.

³⁶⁹ "Size of Cameron Village to Be Expanded Double," *The Austin Statesman*, April 16, 1959.

³⁷⁰ "Size of Cameron Village to Be Expanded Double."

³⁷¹ "Gage Furniture," accessed March 24, 2022, <https://www.facebook.com/pages/category/Furniture-store/gagefurnitureaustin/posts/>.

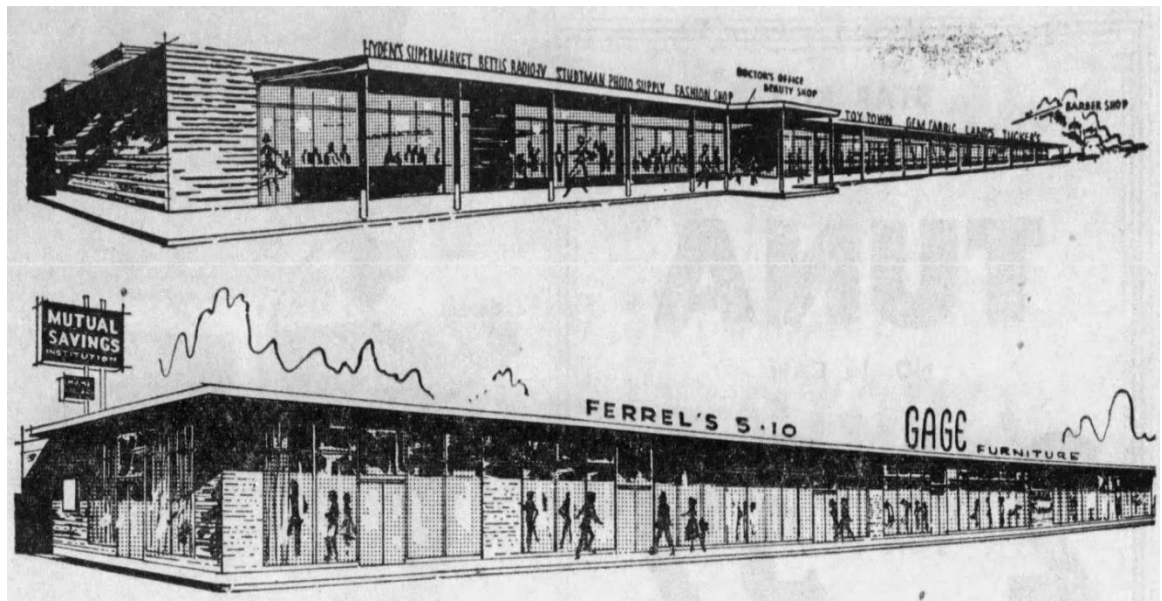


Figure 71. Rendering of the 1958 original shopping center (Resource 40A, top) and the 1959 building (Resource 40B, bottom).³⁷²

³⁷² "Gage Has Fine Store in Village," *The Austin American*, March 18, 1960.

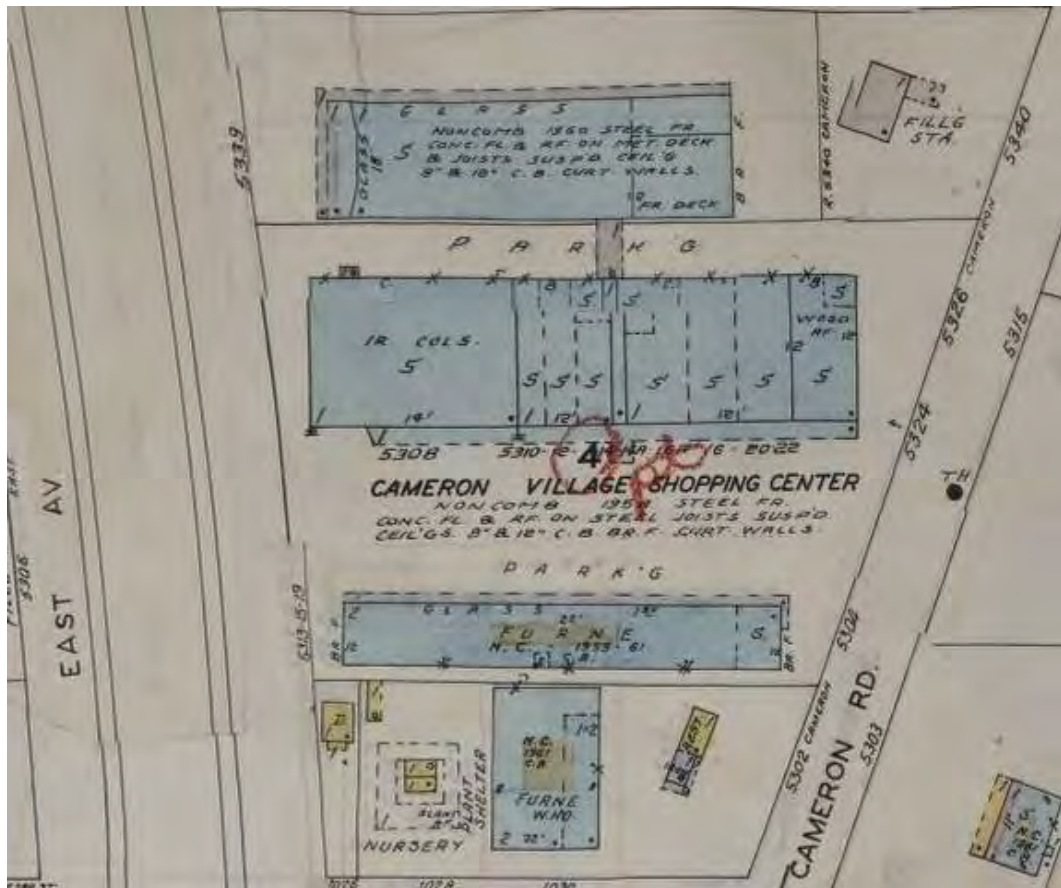


Figure 72. Cameron Village on the 1962 map update, showing Resources 39, 40A, and 40B from north to south (top to bottom in image). Resource 44 is shown below Resource 40B, which is affiliated with the owners of Cameron Village Shopping Center, but not part of the retail complex. Note a “2” in the top left corner of the Resource 40B layout indicating the building was two stories by 1962.³⁷³

³⁷³ “Austin, Texas, 1935 (Revised 1962) Vol. 2., p.337”



Figure 73. 1963 aerial showing Resource 39 on left, Resources 40A-B to the right, and warehouse building perpendicular to Resource 40B. Note the second story is present on Resource 40B.³⁷⁴



Figure 74. 1958 Cameron Village building, Resource 40A (5329 North I-35), view facing north. Mead & Hunt photograph, January 2022.

³⁷⁴ Neal Douglass, "Aerials: 51st and Interregional Highway," Photograph, *The Portal to Texas History*, (July 8, 1963), 51, <https://texashistory.unt.edu/ark:/67531/metaph329387/m1/1/>.



Figure 75. 1958 Cameron Village building, Resource 40A (5329 North I-35), storefront detail, view facing north. Mead & Hunt photograph, January 2022.



Figure 76. 1959 Cameron Village building, Resource 40B (5319 North I-35), with historic-age second-story addition and historic-age sign, view facing west. Mead & Hunt photograph, January 2022.



Figure 77. 1959 Cameron Village building, Resource 39 (5339 North I-35), view facing southeast. Mead & Hunt photograph, January 2022.

Significance

Criterion A

Cameron Village represents a shift from downtown pedestrian shopping to the decentralization of the postwar years that accompanied suburban housing expansion. Bascom Giles's Delwood Shopping Center at 38 ½ Street opened in 1954 to serve communities in the Cherrywood neighborhood and was Austin's first auto-centric shopping center. By the late 1950s neighborhoods were developing further north with accompanying schools, churches, and retail areas. Cameron Village is demonstrative of this pattern of development, constructed to serve new neighborhoods in Delwood 4 and Windsor Park. As such, Cameron Village possesses significance under Criterion A in the area of Commerce for representing this trend.

Criterion B

Criterion B was considered for Cameron Village's association with Louie Gage, owner of a chain of furniture stores and developer of Cameron Village and North Village Shopping Centers. Research did not reveal Gage's individual significance in comparison to other developers and business owners working in Austin in the postwar years. Therefore, Resources 40A-B and Resource 39 do not possess significance under *Criterion B*.

Criterion C

Resource 40A and, to a lesser extent, Resource 40B represent good examples of postwar commercial architecture. Resource 39 is no longer a good example due to integrity loss, as discussed below. Cameron Village was constructed for automobile traffic in a rapidly developing part of Austin and featured multiple storefronts with expanses of glass display windows and hundreds of parking spaces. *The Austin Statesman* noted its “neat lines and modern brick exterior,” and referred to it as “a pleasing addition to the Northeast Austin landscape.”³⁷⁵ The newspaper also noted the utility of the canopy extension over the sidewalk adjacent to the storefronts in inclement weather. Much of the first building, Resource 40A, with its brick walls and aluminum windows, is intact. Resource 40A on its own would rise to the level of local significance under Criterion C for its architecture. However, alterations to Resources 40B and 39 negatively impact the eligibility of the overall site as the three buildings together no longer form a cohesive unit and do not represent a postwar shopping center. As such, Resources 40A-B and Resource 39 do not possess significance under Criterion C.

Integrity

Alterations to the Cameron Village Shopping Center include fenestration alterations and replacement windows and doors on the northwest portion of Resource 40A housing Auto Zone and painting of the brick exterior on all of Resource 40A, replacement of entry doors and windows to Resource 40B, and substantial alterations to the Resource 39 with altered cladding and fenestration, and an altered roofline with modern towers. As a result of these alterations, the buildings no longer collectively represent a postwar shopping center. Overall, Cameron Village has lost integrity of feeling, materials, design, and workmanship. It retains integrity of location, setting, and association as a retail space.

NRHP Eligibility

While Cameron Village rises to the level of local significance under Criterion A in the area of Commerce, the integrity of the site has been greatly compromised by alterations. Due to these alterations, Resources 40A-B and Resource 39 are recommended not eligible for listing in the NRHP.

Resource 165: 4141 North I-35 (House)

Resource 165 is a one-story, rectangular-plan, 1954 Ranch residence with Contemporary influences. It has a pier and beam foundation and a low-pitch, side-gable roof with eaves on the original portion. Wall cladding materials include brick and stucco. Windows are metal jalousie and fixed units. A non-historic-age addition and enclosed carport are on the side and rear (northeast and northwest) elevations. This residence is a noncontributing resource to the NRHP-Listed Wilshire Historic District. Resource 165 is shown as previously determined eligible under Criterion C on TxDOT’s Historic Resources Aggregator for project CSJ: 0015-13-231 (2003-2004 I-35 survey conducted by HHM, Inc.); however, the final report for this project recommends Resource 165 as recommended not individually eligible. No records

supporting an NRHP-eligible determination are on file with TxDOT or the THC. Field investigations and research for the current project did not reveal new information to support significance under Criteria A, B, or C. Furthermore, alterations include an incompatible rear addition facing I-35 that is currently functioning as primary facade, plus the carport enclosure. Due to these changes, Resource 165 has lost integrity of design, setting, workmanship, and feeling, but retains integrity of location, materials, and association. For these reasons, Resource 165 is recommended not eligible for the NRHP and remains noncontributing to the Wilshire Historic District.

Resource 228: 3707 North I-35 (Chuck's Gun Shop)

Resource 228 is a one-story, rectangular-plan commercial building constructed in 1958. It has a concrete-slab foundation and a flat roof with a rectangular parapet. A full-width, flat, wood awning with a metal roof and narrow brick wing walls are on the front (northwest) facade. Exterior wall material and cladding are concrete block and stone veneer. The main entrance is an offset, double, metal-frame, single-light glass entry door with a transom. Windows are metal fixed units.

Significance

TxDOT received information through public outreach and a media article that this property may be associated with the UT Tower shooting. On August 1, 1966, Charles Whitman enacted what was then the deadliest mass shooting by a lone gunman in American history. After murdering his wife and mother, Whitman, armed with several rifles, opened fire from the main deck of the UT Tower, killing 15 people. Further investigation showed that Resource 228 was one of several locations at which Whitman purchased supplies in the 24 hours preceding the shooting. In all, Chuck's Gun Shop was one of three locations at which Whitman purchased ammunition. Unlike the other two locations, Whitman purchased only ammunition and no weapons at Chuck's. In the hours preceding the shooting, Charles Whitman visited several local businesses, planned the assault, wrote suicide letters, and killed both his mother and wife.³⁷⁶ Given the comparatively small role that this property played in the planning and progression toward the mass shooting, this location is not the best extant property to convey the significance of that event or the life of Charles Whitman.

Furthermore, Resource 228 is a common mid-century commercial building and does not appear to have high artistic value, was not the work of a master, and does not display the distinctive characteristics of a type, period, or method of construction. For the reasons discussed above, Resource 228 does not possess significance under Criteria A, B, or C.

³⁷⁵ "Shopping Chore Easier in Northeast Austin Now."

³⁷⁶ Glen Castlebury, "What Happened: The Terrible Sequence of Tragedy," *The Austin American*, August 7, 1966.

Integrity

Alterations include replacement windows and entry doors. Due to alterations, Resource 228 has lost integrity of materials and workmanship, but retains integrity of setting, feeling, association, design, and location.

NRHP Eligibility

Due to lack of significance, Chuck's Gun Shop (Resource 228) is recommended not eligible for listing in the NRHP.

Resources 245A-B: 3502 Robinson Avenue (House)

Resources 245A-B are a 1939 residence and associated 1939 garage. Resource 245A is a one-story, rectangular-plan residence with Craftsman stylistic influences. It has a cross-gable, asphalt-shingle roof, with an exterior stone chimney on the front (southeast) facade. A partial-width inset porch has square wood columns on brick posts. Walls are clad in horizontal wood siding, and windows are wood one-over-one hung sash units. Resource 245B is a one-story, rectangular-plan garage with board and batten siding. It has a front-gable, asphalt-shingle roof. This building is largely obscured by a privacy fence, and further details are not visible.

There are no visible alterations, and Resources 245A-B retains all aspects of integrity. Resource 245A is shown as previously determined eligible under NRHP Criterion C on TxDOT's Historic Resources Aggregator; however, no records for the determination of eligibility are on file with TxDOT or the THC. Field review and analysis of the building identified that it does not possess historical or architectural significance within the historic contexts necessary for individual listing in the NRHP under Criteria A, B, or C. Likewise, as a component resource of 3502 Robinson Avenue (Resource 245A), field review and analysis of Resource 245B identified that it does not possess historical or architectural significance within the historic contexts necessary for individual listing in the NRHP under Criteria A, B, or C. Therefore, Resources 245A-B are recommended not eligible for the NRHP.

Resource 248: 3421 North I-35 (Gas Station)

Constructed in 1951, Resource 248 is a one-story, rectangular-plan gas station. It has a concrete slab foundation. The flat roof has an attached canopy with round metal pole supports set in the former pump island. Walls are clad in stucco. The main entrance is a metal-frame, glass door with transom; windows are fixed, metal-frame units. Two bay openings are boarded over on the front (northwest) facade.

Alterations include replacement doors and windows on the front (northwest) facade and altered fenestration on the side (northeast) elevation. Due to alterations and change in function, Resource 248 has lost integrity of materials, design, workmanship, feeling, and association, and retains only integrity of location and setting.

Resource 248 was previously recommended eligible under NRHP Criteria A and C as it embodied the characteristics of the Moderne style and is a representative example of Walter Dorwin Teague's designs for the Texas Company (Texaco). Given the loss of integrity as noted above, it no longer conveys significance under Criteria A or C. In addition, Resource 248 does not possess historical significance within the historic contexts necessary for individual eligibility for the NRHP under Criteria B. Therefore, Resource 248 is recommended not eligible for the NRHP.

Resources 271A-B: 3300 Robinson Avenue (Duplex)

Resources 271A-B are a 1947 duplex residence and a c.1950 associated garage. Resource 271A is a one-story, rectangular-plan, Minimal Traditional duplex. It has a pier and beam foundation. The side-gable, asphalt-shingle roof has clipped gable pediments over the entry doors on the front (southeast) facade. A metal awning is over an elevated stoop with a metal railing. Walls are clad in asbestos shingles with board and batten in the gable ends. Windows are wood three-over-three and six-over-six hung sash units. Secondary entrances are located on each side. Resource 271B, located northwest of the duplex, is a one-story, rectangular-plan garage with a pier and beam foundation. It has a front-gable, asphalt-shingle roof; horizontal wood siding and board and batten cladding; and a metal overhead garage door. Windows are wood one-over-one hung sash units. There are no visible alterations to Resource 271A and alterations to Resources 271B are limited to some replacement of cladding, in-kind, and a replaced garage door. Despite these alterations, Resources 271A-B retain all aspects of integrity.

Resource 271A is shown as previously determined eligible under Criterion C on TxDOT's Historic Resources Aggregator; however, no records for the determination of eligibility are on file with TxDOT or the THC. Field review and analysis of the building identified that it does not possess historical or architectural significance within the historic contexts necessary for individual listing in the NRHP under Criteria A, B, or C. Likewise, as a component resource of 3300 Robinson Avenue (Resource 271A), field review and analysis of Resource 271B identified that it does not possess historical or architectural significance within the historic contexts necessary for individual listing in the NRHP under Criteria A, B, or C. Therefore, Resources 271A-B are recommended not eligible for the NRHP.

Resources 281A-B: 1110 East 32nd Street (Damon-Brown-Pierce House)

Resources 281A-B are a c.1930 former residence (281A) and an associated c.1965 building (281B), likely a garage, that have been converted for use as a clinic. Resource 281A is a two-story, rectangular-plan, low-pitch, hip-roof building with a flat-roof addition at the southeast corner. Walls are clad in brick and horizontal wood siding. Windows are vinyl and metal hung sash units. Resource 281A has a recessed, arched front entry. Resource 281B is a two-story, rectangular-plan building with an attached side-gable enclosed stairwell. It has a concrete slab foundation and a side-gable, asphalt-shingled roof. Walls are clad in brick, and an addition on the rear (northeast) elevation has horizontal wood siding. Windows are vinyl, one-

over-one, hung sash units. A portico is located the side (southeast) elevation. The Damon-Brown-Pierce House was listed as an Austin City Landmark in 1985.

Significance

This residence was constructed c.1930 for Addie and S.E. Damon, and in 1960 ownership was transferred to a corporation, Damon-Brown-Pierce, Inc. In the 1960s the house became a Brown School, which began in 1940 as a chain of resident treatment centers providing foster care and alternative education programs for at-risk youth. Resources 281A-B served in this capacity through 1980; it currently houses a pediatric cardiology clinic.³⁷⁷ Research did not reveal individual significance for association with important events, patterns, trends, or persons in local, state, or national history. Therefore, Resources 281A-B do not possess historical significance under Criteria A or B. Although the residence is highly altered, it appears Resource 281A has significance under Criterion C as a good local example of Prairie-style architecture. Muted stylistic references can be seen in the roofline, massing, and visible original materials.

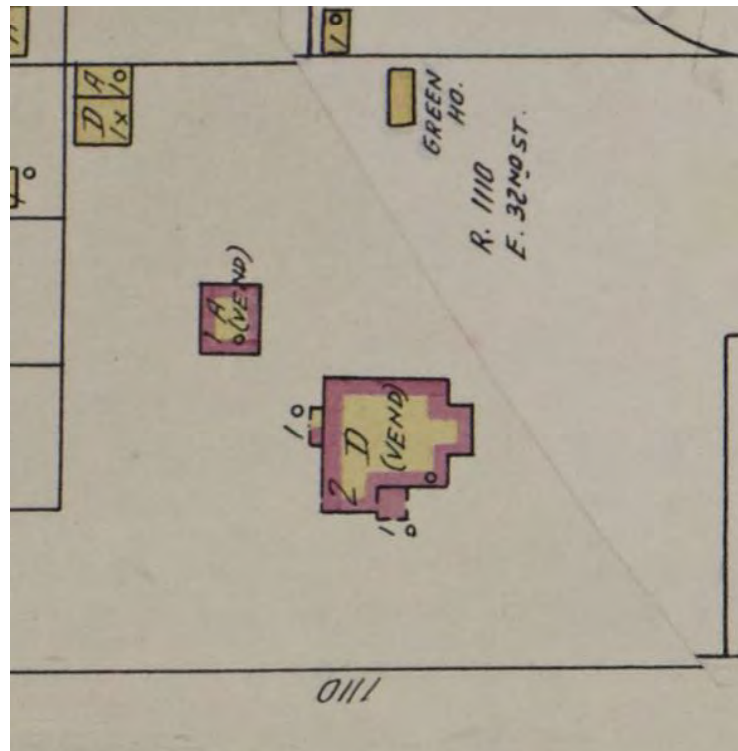


Figure 78. 1962 Sanborn map showing the house before alterations to the facade and garage (image rotated so the facade is facing the correct direction). Accessory buildings no longer extant.³⁷⁸

³⁷⁷ Karen Schwartz, "Brown Schools Reborn with \$31M Shot," *Austin Business Journal*, November 9, 1997, <https://www.bizjournals.com/austin/stories/1997/11/10/story1.html>; Robin Turner, "Hunt Is on for Facts about House," *Austin American-Statesman*, June 13, 1985; "Survey Form For Historic Landmark Inventory, Robinson-Damon House" (City of Austin, Texas, 1985), Austin Public Library.

³⁷⁸ "Austin, Texas, 1935 (Revised 1962) Vol. 3."



Figure 79. Undated image from the 1985 city historic landmark nomination, showing the original massing of the facade.³⁷⁹



Figure 80. Newspaper image from 1985 showing the facade after alterations.³⁸⁰

³⁷⁹ "Survey Form For Historic Landmark Inventory, Robinson-Damon House."

³⁸⁰ Robyn Turner, "Brown Schools Officials May Seek Historic Zoning, Hunt Is on for Facts about House," *Austin American-Statesman*, June 13, 1985.

Integrity

Resources 281A-B have incompatible alterations. Alterations to Resource 281A include replacement windows and siding, altered fenestration, and a large non-historic-age addition to the front (southeast) facade. Further, Resource 281B's brick pattern suggests that it may originally have been a garage. Alterations to Resource 281B include replacement windows, altered fenestration, addition of a second story, and a non-historic-age two-story expansion to the rear. Additionally, the use of these resources has changed from a residence to a clinic. Alterations to the roofline indicating changes to the facade on Resource 281A are visible on historic aerials by 1973. Though these changes are historic age, they obscure the building's architectural character. Due to these changes, Resources 281A-B have lost integrity of design, materials, workmanship, feeling, and association, but retain integrity of location and setting.

NRHP Eligibility

Due to lack of integrity as discussed above, Resources 281A-B are not eligible for the NRHP.

Resource 320C: 1701 Red River Street (Frank Erwin Center)

The Frank Erwin Center (Resource 320C) is a one-story, cylinder-plan, flat-roof, Brutalist-style auditorium. It has a concrete slab foundation and a poured concrete and concrete-block exterior. Entrances, consisting of paired, metal-frame, glass doors, are located on the front (north) facade and rear (south) elevation. Windows are metal-frame fixed units. Ramps leading to a concrete slab walkway flank the front facade.

Significance

The Frank Erwin Center was designed by B.W. Crain and Ralph Anderson of Wilson, Crain & Anderson Partnership (now C/A Architects) and structural engineer Walter P. Moore & Associates, both of Houston. It was constructed in 1977 by Houston-based general contractor H.A. Lott. Originally called the Special Events Center, it replaced Gregory Gymnasium as the home of Longhorns basketball at UT but also served as an entertainment venue for the greater Austin area. The moniker "Super Drum," by which it is still known, was already in use by *Sports Illustrated* when it opened in 1977.

Criterion A was considered under both Entertainment/Recreation and Social History. The Frank Erwin Center has been the location of graduation ceremonies for local high schools and UT in addition to music events, circus performances, and political gatherings. When it opened in 1977, the Special Events Center made Austin a destination for large public events and performances on par with similar centers in Houston and Dallas and was a marker of the city's growth. It was constructed on a much larger scale than previous event spaces at Gregory Gymnasium and Palmer Auditorium and remained the only venue of its scale in the city until the Austin Convention Center opened in 1992. For these reasons, Resource 320C possesses significance under NRHP Criterion A in the areas of Entertainment/Recreation and Social History.

Criterion B was considered for Frank Craig Erwin, Jr., who was appointed by his friend, then Texas Governor John Connally, to the UT Board of Regents in 1963 and served until 1975.³⁸¹ He served as Chair between 1966-1971, and during his time on the board, Erwin was responsible for a period of vast and rapid expansion at UT. He used his political connections to secure a nearly tenfold increase in the university's appropriations from the state as well as additional federal funding.³⁸² In 1966, UT announced an eastward expansion plan encompassing 140 acres, much of which was made possible by the Austin Urban Renewal Authority.³⁸³ Resource 320C is sited on the Brackenridge Urban Renewal Project, "a landscape whose crowning monument was a was a hulking, modernist concrete cylinder named the Frank Erwin Special Events Center."³⁸⁴ Erwin favored architecture that made a big statement. UT Architecture professors Lawrence Speck and Richard Cleary called the center "large, confrontational, and resolutely populist" and said that "[it] recall[s] the man whose reputation continues to elicit strong reactions long after his death in 1980."³⁸⁵ Other projects initiated during Erwin's tenure include the College of Fine Arts and Performing Arts Center, the Jester dormitory, the Education Building, Bellmont Hall, Disch-Falk Field, the Perry-Castaneda Library, and many others, in addition to renovation projects and the securing of the Lyndon Baines Johnson Presidential Library for the Austin campus. He was noted to have said that "the greatness of a university rested on buildings, athletics, and funding," and all of these things were improved and increased during his tenure.³⁸⁶ National Register Bulletin 15 states that "Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions."³⁸⁷ As noted above, Erwin is associated with many projects at UT, and the Frank Erwin Center is one of several buildings representing his high ambitions for the university. However, it was completed after his tenure on the UT Board of Regents and only a few years before his passing. Therefore, reconnaissance-level research indicates that Resource 320C does not individually best represent his productive life. Resource 320C does not possess significance under Criterion B.

Criterion C was considered in the area of Engineering. Structural engineering firm Walter P. Moore & Associates was also responsible for Houston's Astrodome, which is listed in the NRHP for both its architectural and engineering significance. However, the span required for the roof on Resource 320C was much smaller. Reconnaissance-level research did not reveal

³⁸¹ Lawrence W. Speck and Richard L. Cleary, *The University of Texas at Austin* (New York: Princeton Architectural Press, 2011).

³⁸² Speck and Cleary, *The University of Texas at Austin*.

³⁸³ Eliot M. Tretter, *Shadows of a Sunbelt City* (Athens, Georgia: The University of Georgia Press, 2016).

³⁸⁴ Tretter, *Shadows of a Sunbelt City*.

³⁸⁵ Speck and Cleary, *The University of Texas at Austin*.

³⁸⁶ Speck and Cleary, *The University of Texas at Austin*.

³⁸⁷ National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*.

engineering significance at the local, state, or national level. Criterion C was also considered in the area of Architecture. Ralph Anderson of Wilson, Crain & Anderson Partnership helped design the Houston Astrodome and the Brutalist Houston Post Building, both in 1969. Resource 320C does not appear to be the best representation of the firm's work, but it is an excellent and intact example of Brutalist architecture in Austin. Austin contains many examples of the style, but Resource 320C stands out for its circular form. Brutalist buildings tend to be angular, but the Frank Erwin Center is a massive cylinder with broad expanses of concrete and recessed entries. As such, Resource 320C possesses significance under NRHP Criterion C in the area of Architecture.

Criteria Consideration G

Resource 320C is currently less than 50 years old, therefore to be eligible for listing in the NRHP, it must meet requirements under Criteria Consideration G, which stipulates that such properties must be of "exceptional significance," which "may be applied to the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual."³⁸⁸ Events centers from the late-1970s are not an exceedingly rare property type and many from the era survive nationwide. Furthermore, research did not reveal evidence of direct associations with events, historical patterns, trends, or persons of extraordinary importance. Therefore, Resource 320C does not meet the threshold of "exceptional significance" required under Criteria Consideration G.

Integrity

Resource 320C underwent a \$55 million renovation between 2001-2003 that included new concessions and restrooms, the addition of 28 new suites, new signage, and reception hall renovations. These changes do not compromise the building's overall integrity. Resource 320C retains integrity of location, setting, and association as an entertainment and sports venue for UT. Historic photographs show little exterior changes (see Figures 81 through 83), and Resource 320C also retains integrity of design, materials, workmanship, and feeling.

NRHP Eligibility

Resource 320C meets the threshold of significance under Criterion A in the areas of Entertainment/Recreation and Social History and Criterion C in the area of Architecture. However, it does not meet the threshold of "exceptional significance" required under Criteria Consideration G, therefore it is not eligible for the NRHP.

³⁸⁸ National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, revised 1997 1990, 42, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.



Figure 81. The Frank Erwin Center under construction in 1975.³⁸⁹



Figure 82. The Frank Erwin Center in 1977.³⁹⁰

³⁸⁹ Dewey G. Mears, “[Steel Framing of the Frank Erwin Center],” Photograph, *The Portal to Texas History*, (December 2, 1975), <https://texashistory.unt.edu/ark:/67531/metaph1011178/m1/1/>.

³⁹⁰ Brian Davis, “Erwin Center, Known for Its Size, Showcased Texas Basketball in a Way Few Venues Could,” *Austin American-Statesman*, accessed March 23, 2022, <https://www.statesman.com/story/sports/2022/03/06/erwin-center-showcased-texas-basketball-way-few-venues-could/9346688002/>.



Figure 83. The Frank Erwin Center in 1977.³⁹¹

Resource 368: 904 East 7th Street (House)

Resource 368 is a 1913, one-story, L-plan, Folk Victorian residence that is currently vacant. It has a pier and beam foundation. The hip, asphalt shingle roof has protruding gables to the front (southwest) facade, plus the rear (northeast) and side (southeast) elevations. A partial-width porch on the facade has square wood supports; the balustrade and other porch details have been removed. Walls are clad in horizontal wood siding, with wood fish-scale shingles and a fixed diamond-pane window in the pedimented gable end on the facade. The front entrance is boarded, as are select windows; windows are wood, one-over-one, hung sash units. A historic-age brick storefront addition with a flat roof and parapet is located at sidewalk level.

Significance

Constructed in 1913 as a single-family residence, Resource 368 became a mixed-use property c.1920 with construction of the brick storefront. Research did not reveal individual significance for association with important events, patterns, trends, or persons in local, state, or national history. Thus, Resource 368 does not possess significance under Criteria A or B. This Folk Victorian residence exhibits characteristics of the style, as seen in the medium-pitch hip roof, decorative shingles in the front gable, and porch in the ell. As such, Resource 367 possesses significance under Criterion C in the area of Architecture as a good local example of a Folk Victorian residence.

³⁹¹ Davis, "Erwin Center, Known for Its Size, Showcased Texas Basketball in a Way Few Venues Could."

Integrity

Alterations include the historic-age storefront addition on the front (southwest) facade, replacement windows, and loss of porch details. The residence is in poor condition, as seen in the collapse of the porch and roof on the rear (northeast) elevation. Due to alterations, overall deterioration, change in use, and its close proximity to I-35, Resource 368 has lost integrity of design, feeling, materials, workmanship, and setting, but retains integrity of location, and association.

NRHP Eligibility

Due to integrity loss as discussed above, Resource 368 is recommended not eligible for the NRHP.

Resource 381: 910 East 6th Street (El Milagro Tortillas)

Resource 381 is a one-story, rectangular-plan, commercial building with side addition. It has a concrete slab foundation and a flat roof with a stepped parapet. Walls are brick, and windows are metal fixed and sliding sash units. Storefront windows and doors on the front (southwest) facade and side (southeast) elevation are boarded, and non-historic window arch elements have been added to the facade. A brick, shed-roof addition on the rear (northeast) elevation is historic age; however, non-historic-age, metal, shed-roof additions are on the side (northwest) and rear (northeast) elevations.

Significance

TCAD lists the build date as 1920. It has served as a veterinary hospital, seed and feed store, and tortilla factory based on newspaper searches. It was recommended eligible for the NRHP under Criterion A in the area of Ethnic Heritage by HHM, Inc. as part of the 2016 East Austin Survey.³⁹² Newspaper searches did not reveal a tortilla factory at this address until 1982. El Rio Tortilla Factory was run by Jose Galindo, whose family ran El Fenix Tortilla Factory at 1201 East 6th Street (extant) starting in 1940.³⁹³ In 1982 Galindo took advantage of a business loan program to expand his tortilla business at the subject location.³⁹⁴ The side addition appears on historic aerials around this time. As 1982 falls outside the recommended 50-year period for consideration in the NRHP, and because the family history seems more closely associated with the building at 1201 East 6th Street, Resource 381 does not possess significance under Criterion A in the area of Ethnic Heritage or Criterion B for any local significance related to the Galindo family.

Criterion C was considered in the area of Architecture as the building represents an intact commercial structure from the early twentieth century. However, the building has been

³⁹² HHM, Inc., *City of Austin Historic Resources Survey: Final Report, Volume IV*.

³⁹³ "Old Tortilla 'Art' Unchanged," *The Austin American*, May 26, 1964.

³⁹⁴ "Special Loans to Aid East Side Businesses," *Austin American-Statesman*, April 15, 1982.

greatly altered as discussed below and lacks the individual distinction necessary for listing in the NRHP. As such, Resource 381 does not possess significance under Criterion C.

Integrity

Alterations include the boarded storefront with altered fenestration, replacement doors and windows, and large non-historic-age additions on the side (northwest) and rear (northeast) elevations. Due to alterations, change in function, and its proximity to I-35 and recent commercial development, Resource 381 has lost integrity of materials, workmanship, design, and setting, but retains integrity of location, feeling, and association.

NRHP Eligibility

Resource 381 is recommended not eligible for the NRHP.

Resource 408: 109 Sabine Street (Palm School)

Resource 408 is a two-story, irregular-plan, former school that now serves as a government office building. The original portion of the building was constructed in 1892. Generally, the building has a pier and beam foundation, a flat roof with a parapet and horizontal band detail, and stucco wall cladding. A flat-roof entry portico with a parapet is on the historic front (southwest) facade. Entries include metal-frame glass doors and metal slab doors; windows are generally metal fixed units. Resource 408 is an Austin City Landmark. This building has evolved over time; historic-age and non-historic-age additions and alterations are summarized below.

Significance

Resource 408, which was historically known as the Tenth Ward School (until 1902) and Palm School, was originally constructed in 1892 and designed by local architect Arthur O. Watson.³⁹⁵ Due to fast-growing student enrollment, the building was expanded in 1910 and again in 1924; the 1924 addition was designed by Austin architect Hugo Kuehne.³⁹⁶ In 1936 another large addition was added, designed by Austin architects Giesecke & Harris, and a single-story cafeteria annex was completed in 1949 by local architects Jessen, Jessen, Millhouse, & Greeven.³⁹⁷ The school closed in 1976. Throughout the twentieth century Palm School and adjacent Palm Park served the Mexican American population who lived in the surrounding area and became fixtures of Austin's Mexican American community.³⁹⁸

³⁹⁵ Antenora Architects LLP and Limbacher & Godfrey, Architects, *Historic Structure Report: Travis County Palm School Building* (prepared for the Travis County Planning and Budget Office, Facilities Management Department, and Health and Human Services Department, April 12, 2018), 18.

³⁹⁶ Antenora Architects LLP and Limbacher & Godfrey, Architects, *Historic Structure Report: Travis County Palm School Building*, 29.

³⁹⁷ Antenora Architects LLP and Limbacher & Godfrey, Architects, *Historic Structure Report: Travis County Palm School Building*, 32, 35.

³⁹⁸ HHM, Inc., *Historic Context Study of Waller Creek*, 70.

As a large and fast-growing elementary school in Austin during the early to mid-twentieth century, Palm School possesses NRHP significance under Criterion A in the area of Education. For its importance to families in the local Mexican American community, it also possesses significance under Criterion A in the area of Ethnic Heritage. Research did not reveal individual significance for association with important persons in local, state, or national history. Therefore, Resource 408 does not possess significance under Criterion B. Significance under Criterion C in the area of Architecture and as a potential work of a master were also considered. Although four prominent Austin architects and architecture firms worked on the school, it is not among any of their most well-known designs in the city. Furthermore, while the building may have significance as an early-twentieth-century school (the original 1892 portion has been completely obscured), it has undergone such extensive alterations to the exterior and interior that it is no longer a good example of a school building.

Integrity

The original 1892 school building was a two-story, hip-roof, almost square masonry building. Two classroom expansions created east and west side wings in 1910 and 1924, respectively. In 1936 a large three-story classroom, cafeteria, and auditorium addition were added to the rear (north) elevation. In 1949 a large commercial kitchen/dining room was constructed off the west wing, extending to the south. During a 1980 conversion to office use, an elevator and atrium were added to the side (east) elevation that changed the orientation of the building's main entrance/facade. Alterations include replacement windows and doors, and the non-historic-age atrium addition. Due to alterations, Resource 408 has lost integrity of materials, workmanship, feeling, and design. Integrity of association is diminished because the building no longer functions as a school, and integrity of setting is diminished with significant modern high-rise to the east, south, and west. The building retains integrity of location.

NRHP Eligibility

Due to lack of overall integrity, the Palm School (Resource 408) is recommended not eligible for the NRHP.

Resource 438: 73 San Marcos Street (Sanchez Elementary School)

Resource 438 is a two-story, irregular-plan school that was constructed in 1976. It has a concrete slab foundation. The flat roof has vertical, metal utility screening on roof. Walls are clad in brick veneer. The primary entrance features a metal canopy and double-height glass entry vestibule on the front (west) facade. The metal-frame, double glass entry doors have glazed transoms. Windows are metal fixed units. Double, metal entry doors are also located on the side (north and south) and rear (west) elevations. An attached canopy is on the east side of the building. Resource 438 includes associated athletic fields and retention ponds.

Significance

Sanchez Elementary was constructed as a replacement for the shuttered Palm School. It featured an open plan with movable walls and was designed by Palm School graduate Cruz A. Lopez. Lopez “incorporated Pre-Hispanic elements into the design, like hieroglyphic relief work and decorative columns,” and the lobby featured a mural by artist Raul Valdez.³⁹⁹ Criterion A was considered in the area of Education for the school’s flexible interior spaces and for Criterion C for Architecture for its unique expression of Pre-Hispanic elements, but the school underwent major renovations between 2003-2004, and these considerations no longer apply (see Figure 84). Reconnaissance-level research did not reveal any connection to important persons in local, state, or national history that would give Resource 438 significance under Criterion B.



*Figure 84. Sanchez Elementary before renovations.*⁴⁰⁰

Integrity

Alterations include large, non-historic-age additions on the side (north) and rear (east) elevations, and replacement windows and doors. In addition, original details, such as an attached canopy with hieroglyphic relief work and decorative columns on the front (west) facade, have been removed. Due to these significant alterations, Resource 438 has lost integrity of design, materials, workmanship, and feeling, but retains integrity of location, setting, and association.

NRHP Eligibility

For reasons discussed above, Resource 438 is recommended not eligible for the NRHP.

³⁹⁹ “Sanchez Elementary,” accessed March 23, 2022, <http://www.tejanotrails.com/phase1sites/sanchez-elementary/>.

⁴⁰⁰ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 1 Study Area Town Lake to East Seventh Street*.

Resource 463: 20 North I-35 (Town Lake Holiday Inn)

Resource 463 is located on TCAD parcel 188214. The site includes a 1966, 13-story circular hotel building and a connected 1984, 11-story hotel building with parking garage.

Description

Resource 463 is a 13-story, round-plan building connected to an 11-story, rectangular-plan building by a one-story hyphen. Both buildings have a concrete slab foundation, flat roof, stucco cladding, and metal windows. a non-historic-age sign is situated in a planter between the building and the sidewalk.

The 1966 building has arched stuccoed columns around an inset first-story covered walkway and porte cochere, which extends from the front (east) facade and has a hip roof clad in metal. The walls have alternating vertical rows of metal-frame windows and stucco panels with bands of vents. The cantilevered top story features window walls between concrete ribs. The lower five stories of the 1984 building are used for parking; the remaining six floors consist of hotel rooms.

Background

The original Town Lake Holiday Inn was designed by Austin architects Leonard Lundgren and Tom Lasseter of Lundgren & Maurer. Lundgren spoke at the 50th anniversary of Holiday Inn America and said when founder Kemmons Wilson was interested in a new site in Texas, Lundgren flew him around in his personal plane until they decided on a site on Town Lake in Austin.⁴⁰¹ It took a year to purchase the “small, shabby dwelling units” on the site and to secure a 9,000-square-foot piece of land belonging to Austin city council member Oswald Wolf.⁴⁰² Wilson told Lundgren he “always wanted a round building and if we could develop a plan he would build the first round hotel on the site.”⁴⁰³

The hotel was constructed by B and Z Engineering Contractors with 400,000 king-size Acme bricks from Denton, Texas.⁴⁰⁴ The walls are double-width load-bearing masonry, and the only support comes from the “spokes” formed by interior room walls. It was to be “the showplace of the National Holiday Inn chain,” and the design was implemented in other cities.⁴⁰⁵ The hotel contained 144 rooms and a restaurant on the top floor with panoramic views of Austin. At the time it was the tallest masonry structure in Texas. See Figures 85 through 88 for renderings, images, and a floorplan.

⁴⁰¹ “Holiday Inn Austin Texas,” accessed March 21, 2022, http://leonardlundgrenarchitect.com/Holiday_Inn_Austin_Texas_Round.html.

⁴⁰² “12-Story Holiday Inn Motor Hotel Started,” *The Austin Statesman*, March 1, 1966.

⁴⁰³ “Holiday Inn Austin Texas.”

⁴⁰⁴ “New Holiday Inn Graces Skyline,” *Austin American-Statesman*, March 5, 1967.

⁴⁰⁵ “12-Story Holiday Inn Motor Hotel Started.”

In August 1966, 150 engineers gathered in Austin for a conference under the direction of the Clay Products Association of the Southwest. Sites visited were the under-construction Town Lake Holiday Inn and a new women's dormitory at St. Edward's University. Lundgren & Maurer architect Tom Lasseter presented the new round hotel and explained the structural aspects of the building: it "incorporates the use of reinforced concrete in the first two stories, reinforced brick in the third and fourth, and eight-inch-thick solid brick and mortar for the remaining levels."⁴⁰⁶ He said when completed the building "'should be almost completely maintenance free'" and added that "'an added advantage of the brick bearing wall construction is that the rooms are virtually sound proof because of the thickness of the walls.'"⁴⁰⁷ The hotel is not actually round but octagonal in plan, and the interior walls do not meet at a central support but rather brace the corners of the building (see Figure 78 for the typical floorplan). Conference director Clayford Grimm stated that "'Recent studies have proved that this [load-bearing masonry] construction is unsurpassed for safety, economy of construction and for aesthetic appeal.'"⁴⁰⁸ It was the tallest building in Texas built of load-bearing brick walls.⁴⁰⁹

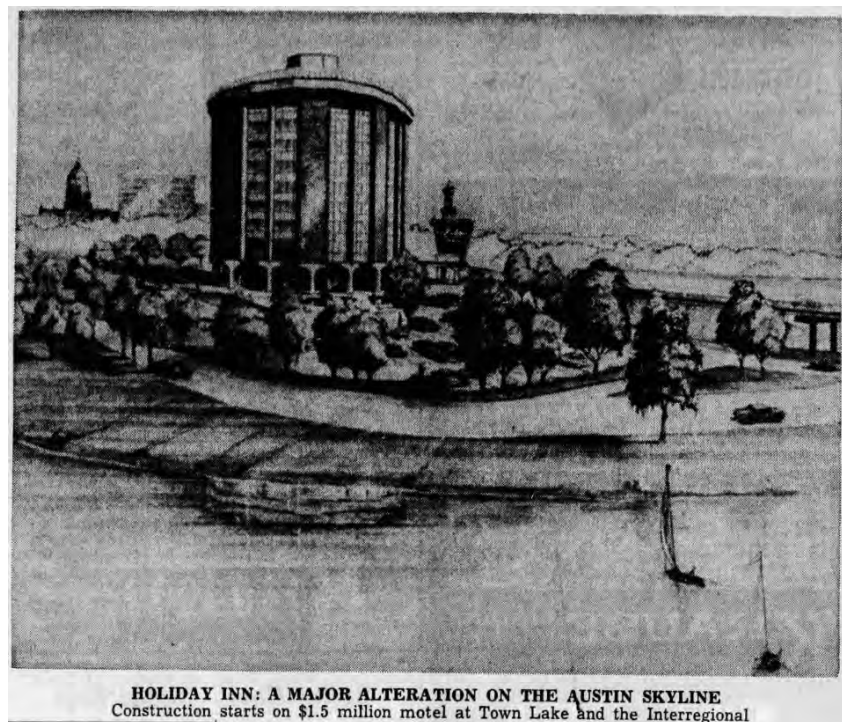


Figure 85. 1966 concept drawing of the Town Lake Holiday Inn.⁴¹⁰

⁴⁰⁶ "Building Shown to 150 Engineers," *The Austin American*, August 28, 1966.

⁴⁰⁷ "Building Shown to 150 Engineers."

⁴⁰⁸ "Building Shown to 150 Engineers."

⁴⁰⁹ "Building Shown to 150 Engineers."

⁴¹⁰ "12-Story Holiday Inn Motor Hotel Started."

**There's nothing new or exciting
about brick ... except ...**



like in the new Holiday Inn in Austin:

Figure 86. Construction of Holiday Inn shown in an advertisement for Acme Brick in 1967.⁴¹¹

⁴¹¹ "Acme Brick Ad," *Skylines Midwest Architect*, July 1967.

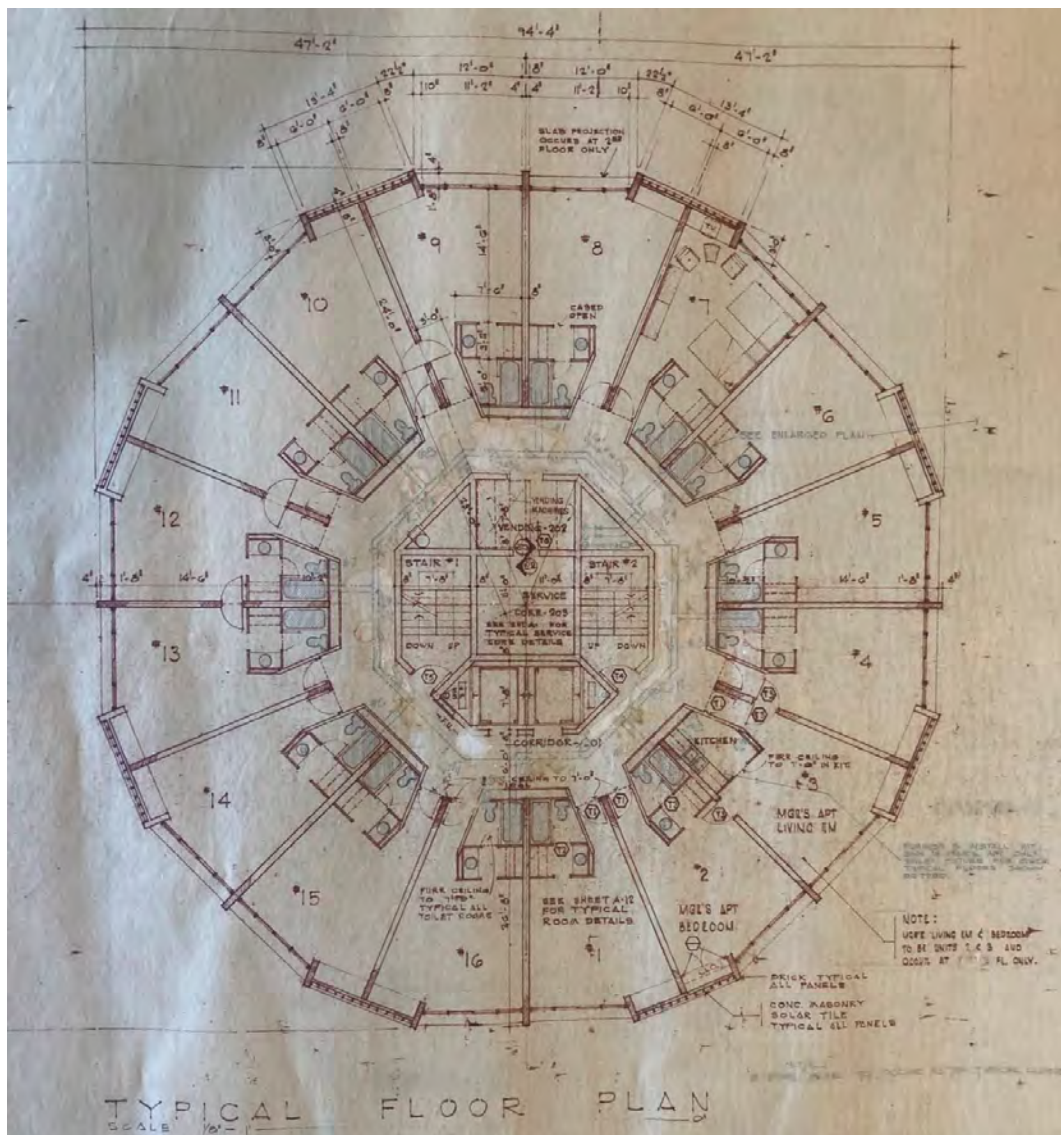


Figure 87. Typical floorplan from Lundgren & Maurer's drawings.⁴¹²

⁴¹² "Drawings, 1923-1985."



Figure 88. TxDOT aerial from 1970, facing north. Note the original Holiday Inn “great sign” to the right of the building and a smaller version on the roof.⁴¹³

The subject building was the first round hotel designed for Holiday Inn by Lundgren & Maurer, an Austin firm known for its hotel designs—not only for Holiday Inn, but also Travelodge, Sheraton, and Quality Hotels. Leonard Lundgren graduated with a degree in architecture from UT in 1949, and Edward Maurer graduated the following year. Together they formed a prominent firm in Austin for over two decades, dissolving in 1974. Their 1954 Pi Kappa Alpha fraternity house at UT was featured in *Progressive Architecture* and won an award of merit from the AIA for design.⁴¹⁴ In addition to the round hotel design, the firm also designed a modern L-plan motel called “Holiday Inn Anywhere” for the chain.⁴¹⁵

Thomas Lasseter graduated with a degree in Architecture from Rice University in 1950. He worked for Austin firms Page Southerland Page and Fehr & Granger before joining Lundgren & Maurer in 1960. His obituary states that he was involved in the design and construction of more than 250 hotels in 35 states, as well as Central America.⁴¹⁶

In 1984 an additional building was constructed south of the round tower with five floors of parking and six floors of additional hotel rooms (see Figure 89). It was built by Jordan and Nobles Construction.⁴¹⁷ The original building was altered to connect to the first floor of the new building. Figures 90 and 91 show the building in January 2022.

⁴¹³ John Suhrstedt, *Interstate 35 at Colorado River*, 1970, TxDOT Photo Library.

⁴¹⁴ “Holiday Inn Austin Texas.”

⁴¹⁵ “Drawings, 1923-1985.”

⁴¹⁶ “Thomas Lasseter Obituary (2011) Austin American-Statesman,” *Legacy.Com*, accessed March 21, 2022, <https://www.legacy.com/us/obituaries/statesman/name/thomas-lasseter-obituary?id=8926162>.

⁴¹⁷ “Holiday Expansion,” *Austin American-Statesman*, August 27, 1984.



Figure 89. 1984 construction of the 11-story second building. Note the original windows and vertical bands on the 1966 building.⁴¹⁸



Figure 90. The Holiday Inn from I-35, view facing south. Mead & Hunt photograph, January 2022.

⁴¹⁸ "Holiday Expansion."



Figure 91. Holiday Inn from the Hike and Bike Trail, view facing east. Mead & Hunt photograph, January 2022.

Significance

Criterion A

Criterion A was considered in the areas of Commerce and Transportation as Resource 463 relates to the history of the Holiday Inn hotel chain and the pattern of development along the Interregional Highway/I-35. While this building was the prototype for a round hotel design implemented widely by Holiday Inn, it does not convey the commercial significance of the hotel chain. Resource 463 was constructed on the Interregional Highway to appeal to motor tourists and is even referred to as a motel despite being constructed as a hotel. However, the NRHP bulletin *How to Apply the National Register Criteria for Evaluation* states that “mere association with historic events or trends is not enough,” and research indicates that Resource 463 was not significant in the development of the highway. As such, Resource 463 does not possess significance under Criterion A.

Criterion B

Criterion B was considered for Kemmons Wilson as founder of Holiday Inn. While Resource 463 is representative of Wilson’s productive life as a significant building in the history of Holiday Inn, research does not indicate that this single resource represents Wilson’s significance as the founder of a large and successful hotel chain. Therefore, Resource 463 does not possess significance under Criterion B.

Criterion C

There are approximately one dozen extant round Holiday Inn hotels in the United States, including Charleston, South Carolina; Tallahassee, Florida; New Orleans, Louisiana; Denver, Colorado; Long Beach and San Diego, California; and Mobile, Alabama. While this may not

have been the first built, Leonard Lundgren said in a speech on the history of Holiday Inn that Resource 463 was the first designed for the Holiday Inn.⁴¹⁹ As such, Resource 463 possesses significance under Criterion C in the area of Architecture as it embodies a distinctive type of round hotel. Additionally, Resource 463 possesses significance in the area of Engineering for its significant utilization of load-bearing brick walls.

Integrity

Alterations include stucco cladding over the original brick vertical elements of the original building. The first floor of the original building was altered to connect to the 1984 building and it was altered again in 2016 to enclose some of the first-floor colonnade to create more interior space. A hip roof was added to the porte cochere in 2007 and the original Holiday Inn “great sign” (see Figure E) has been replaced. The setting has been altered with the construction of nearby high-rise structures, and the Town Lake Holiday Inn no longer dominates the skyline. The area in general is much more densely developed. Due to the building’s alterations and changes to the setting, Resource 463 has lost integrity of design, materials, workmanship, setting, and feeling. It retains integrity of location and association.

NRHP Eligibility

Resource 463 possesses historical significance under Criterion C in the area of Architecture and Engineering. However, due to alterations as noted above, it lacks overall integrity. Therefore, it is recommended not eligible for the NRHP.

Resource 464: 15 Waller Street (Rebekah Baines Johnson Health Center)

Resource 464 is one component resource of a larger complex, the Rebekah Baines Johnson (RBJ) Center, which includes an office, 16-story high-rise apartment building, and this healthcare building (Resource 464). As such, the full property should be evaluated as a complex. However, at the reconnaissance level, the portions of the complex within the APE were surveyed and integrity for the entire complex was reviewed using desktop resources.

Constructed in 1972, Resource 464 is a five-story, rectangular-plan, former multiple-dwelling building converted to healthcare use. It has a concrete slab foundation. The roof is flat; the building has a one-story projection on the front (northwest) facade and a shed-roof portion on the rear (southeast) elevation. Walls are clad in stucco and brick veneer. Windows are fixed metal units and entrances consist of metal slab and metal-frame glass doors.

Significance

During his first term in office, President Lyndon Baines Johnson conceived and developed the idea for the RBJ Center, which is named for his mother, Rebekah. President Johnson envisioned graduated care for older adults, from independent living to nursing-unit care, at this location. Senior living and healthcare experienced many changes in the mid-twentieth

⁴¹⁹ “Holiday Inn Austin Texas.”

century, including expanded federal legislation that resulted in increased nursing home funding and administration, and additional social services targeted to older adults living independently. While senior apartments and nursing home facilities were established resources by 1970, the RBJ Center appears to be an early example of combining both into a complex at a single site for the purpose of providing a continuum of senior care.⁴²⁰ Based on reconnaissance-level research and desktop analysis, the RBJ Center has significance under Criterion A in the area of Healthcare/Medicine for this reason. Thus, as a component resource of the RBJ Center, Resource 464 possesses significance under Criterion A. While this property has an association with President Lyndon B. Johnson, other extant properties would better convey his contributions to history. Thus, Resource 464 does not possess Criterion B significance. Although Resource 464 reflects some Contemporary stylistic features, as seen in the sleek brick and stucco walls and flat roof, it lacks the distinctive characteristics of a type, period, or method of construction to be considered an important example of the style. It is not the work of a master and does not possess high artistic value. Therefore, Resource 464 does not possess significance under Criterion C.

Integrity

The RBJ Center has several incompatible alterations as part of a renovation and expansion of the complex that started in 2018 and is ongoing as of 2022. Alterations to the complex include demolition of the original facility office; construction of a massive U-shaped residential unit completely surrounding the 16-story tower building; construction of a large two-story apartment building just northeast of Resource 464; and additional commercial and parking developments in the northwest and northeast portions of the complex. Within the complex, alterations to Resource 464 are limited to replacement windows and altered use. As a result, it retains integrity of design and location, but has lost integrity of materials, workmanship, setting, association, and feeling. Further, with the recent redevelopment of the overall complex, the RBJ Center has lost integrity of materials, setting, feeling, workmanship, design, and association, and only retains integrity of location.

NRHP Eligibility

Due to loss of integrity as discussed above, the RBJ Center, and Resource 464 as a component resource, are recommended not eligible for listing in the NRHP.

Resource 465: 1012 Edgecliff Terrace (Norwood House)

Resource 465 is a one-story, irregular-plan residence that was constructed in 1922. Its foundation is not visible. The cross-gable, asphalt-shingled roof has wide eaves and exposed beams. Walls are clad in horizontal wood siding and plywood. With architectural details

⁴²⁰ “200+ Years of Senior Living History,” *Seniorliving.Org*, 202AD, <https://www.seniorliving.org/history/>; “Rebekah Baines Johnson (RBJ) Center, History,” *Rebekah Baines Johnson Center*, 2020, <http://www.rbjseniorhousing.org/about-us.html>; James Rambin, “Catching Up With the Hatchery, Transforming East Austin’s RBJ Center: RBJ Site Plan Final,” *Towers: Austin City Life since 2007*, 2020, <https://austin.towers.net/catching-up-with-the-hatchery-transforming-east-austins-rbj-center/>.

currently stripped and visible fenestration boarded, the residence is unable to convey its original Craftsman style with Asian influences. A Texas Historical Marker and another non-historic-age sign highlighting rehabilitation efforts are located south of Resource 465. The expansive lot has mature trees and plantings; fencing obscures views of the residence. Known as the Norwood House, Resource 465 is an Austin City Historic Landmark.

Significance

Resource 465, known historically as the Norcliff Estate and more recently as the Norwood House, was constructed in 1922 as the home for Oliver O. Norwood, a prominent Austin land developer of the 1920s.⁴²¹ The Norwood estate originally included formal gardens, a spring-fed geothermal swimming pool, bathhouses, a pergola, tennis courts, two guest houses, a greenhouse, teahouse, and pecan orchard.⁴²² Austin architect Hugo Kuehne is credited with having designed several of the buildings on the estate as well as the house, which was a high-style example of Craftsman Bungalow architecture. Through much of its history, the Norwood House was considered a remarkable example of Craftsman architecture within Austin. The Travis Heights community used the elaborately designed grounds as a park, and residents often visited to picnic and swim in the pool.⁴²³ As the centerpiece of an early neighborhood park in south Austin, the Norwood House possesses significance under Criterion A in the area of Entertainment/Recreation. While Norwood was a public figure who may be significant under NRHP Criterion B, there are several extant structures in Austin which would be better suited to convey the significance of his career. For that reason, Resource 465 does not possess significance under Criterion B. Significance under Criterion C in the areas of Architecture and Landscape Architecture were also considered. However, none of the landscape features discussed above are still extant and the house has been stripped of its detailing as a preservation measure while it awaits restoration. Therefore, it is no longer a good example of Craftsman architecture nor representative of Hugo Kuehne's work. Therefore, Resource 465 does not possess significance under Criterion C.

Integrity

Alterations include boarded fenestration and removal of architectural details, such as porches, windows, and doors. All of the secondary structures and landscape features have also been removed. Due to alterations, Resource 465 has lost integrity of setting, materials, workmanship, design, feeling, and association, but retains integrity of location. It no longer conveys significance under Criterion A.

NRHP Eligibility

Due to lack of integrity, the Norwood House (Resource 465) is recommended not eligible for listing in the NRHP.

⁴²¹ "Zoning Change Review Sheet (Case No. C14H-1997-0008)" (City of Austin, 2009).

⁴²² "Historical Marker — Atlas Number 5507018478 (Ollie O. Norwood Estate)," *Texas Historic Sites Atlas*, 2016, <https://atlas.thc.state.tx.us/>.

⁴²³ Norwood Park Foundation, "The House," March 10, 2020, <https://norwoodparkfoundation.org/the-house/>.

Resources 524A-G: 1211 East Oltorf Street (William B. Travis High School)

William B. Travis High School (Travis High School, Resources 524A-G) is a collection of educational buildings with similar architectural features. Covered walkways with round concrete posts and metal coverings connect buildings. The complex includes a 1953 main school building (524A), 1953 gymnasium (524B), c.1975 auto shop (524C), c.1980 utility building (524D), c.1955 boiler room (524E), c.1980 utility building (524F), and c.1955 historically associated athletic fields (524G). Multiple non-historic-age modular buildings and sheds are on the parcel. The school was designed by architects Jessen, Jessen, Millhouse & Greeven. J.M. Odom was the general contractor. Architectural features of the component buildings are highlighted below.

Resource 524A is a one-story, irregular-plan high school building that rests on a pier and beam foundation. It has a flat roof. Non-historic-age covered walkways are located on the front (northeast) facade. Walls are clad in brick-veneer and select glass-block walls are also present. The recessed main entrance has three paired wood-panel doors with transoms. Secondary entrances are metal-frame glass doors and metal slab doors. Windows are metal fixed and casement units. Multiple interior courtyards are landscaped. A non-historic-age sign, flagpole and veteran's memorial are northeast of Resource 524A.

Resource 524B is a two-story, irregular-plan, high school gymnasium building. It has a pier and beam foundation and a side-gable metal roof with flat roof portions. Walls are clad in brick-veneer and metal panels; lettering "TR" is on the side (southeast) elevation. Entrances are paired metal slab doors with transoms. Windows are metal fixed units and the original ticket window has been infilled. The building has one historic-age addition, and a non-historic-age second floor has been added.

Resource 524C is a freestanding one-story, rectangular-plan auto shop building. The building has a front-gable metal roof, and metal panel cladding with "TR" painted on side (southeast) elevation. Entries have metal slab doors and metal overhead doors. Windows are metal one-over-one hung sash units.

Resource 524D is a one-story, rectangular-plan utility building. It has a side-gable metal roof, metal panel wall cladding, paired metal slab doors, and metal vents. Resource 524E is a one-story, rectangular-plan, educational facility boiler room. It has a flat roof with an exterior brick chimney on the rear (southwest) elevation; a flat roof awning with square metal supports is located the front (northeast) facade. Fenestration includes metal slab doors; fixed metal windows; and metal vents. Resource 524F is a one-story, rectangular-plan utility building with a flat metal roof. Wall cladding is metal panels, the building has paired metal slab doors. Non-historic-age generators are attached on the side (northwest) elevation.

Resource 524G is the associated baseball field, tennis courts, and running track. Associated buildings include a one-story, shed-roof, rectangular-plan, concessions stand and one-story,

rectangular-plan, side-gable shed. In addition, the baseball field has flat-roof, concrete-block dugouts. The baseball fields and tennis courts are visible in historic aerials.

Significance

Criterion A was considered in the areas of Education and Social History. Travis High School was constructed during Austin's postwar growth period. By 1949 school construction failed to keep up with population growth in Austin, and children under six were barred from entering the city's overcrowded schools.⁴²⁴ At the time, Austin only had two high schools: Austin High School for White students, and L.C. Anderson High School for Black students. In 1950 voters approved a nearly \$20 million bond program for city and school improvements.⁴²⁵ The building campaign included O. Henry Junior High and Brentwood, Maplewood, Mollie Dawson, Highland Park, and Florence R. Brooke Elementary Schools. It also included renovations to Austin High School and construction of three new high schools: Travis High School for White students in South Austin, McCallum High School for White students in North Austin, and a new L.C. Anderson High School (Anderson High School) for Black students in East Austin.⁴²⁶ The original L.C. Anderson High School building was converted to a new Kealing Junior High School.⁴²⁷

In addition to addressing overcrowding, the decision to construct a new improved campus for Austin's Black residents was partly a response to growing criticism of the "separate but equal" doctrine that dominated southern public school and municipal planning. By the 1940s the National Association for the Advancement of Colored People (NAACP) and other civil rights leaders highlighted inequalities between White and Black school facilities nationally.⁴²⁸ In 1948 Austin's Black citizens threatened to send their children to Pease or Tarrytown Elementary and "let the courts judge whether the educational facilities are equal."⁴²⁹ Some states and local school districts responded to criticism by implementing "equalization" programs that aimed to uphold segregation by attempting to construct new or renovate existing White and Black schools to be "equal" in their design quality and amenities. Texas did not have an equalization program and reconnaissance-level research did not reveal an organized school equalization initiative in Austin.⁴³⁰

Although the decision to construct an improved Black high school was likely driven by a desire to maintain segregation while appeasing critics and responding to increasing demands

⁴²⁴ "Children Under Six May Be Barred From School," *Austin American-Statesman*, May 5, 1949.

⁴²⁵ "Citizens Committee Okehs Bond Project," *Austin American-Statesman*, September 21, 1950.

⁴²⁶ "City School Building Plans, Needs Outlined by Carruth," *Austin American-Statesman*, June 17, 1952.

⁴²⁷ "New Anderson High on Most Attractive Site," *Austin American-Statesman*, August 25, 1953.

⁴²⁸ National Register of Historic Places, Anderson Stadium, Austin, Travis, Texas, National Register #100007405.

⁴²⁹ "Legal Action on School Fuss Hinted," *The Austin American*, January 22, 1948.

⁴³⁰ *L. C. Anderson High School and Integration of Austin's Public Schools*, 2018, Texas Historic Marker 20056.

from Austin's Black community, research did not indicate that these pressures played into the decision to build a new White high school in South Austin, nor did they appear to influence the design or construction of Travis High School. Instead, Travis High School was one of several other new schools (listed above) constructed in response to rapid postwar population growth, and its overall campus design reflected common postwar trends in educational architecture.

In reality, often the new Black equalization schools were not truly equal to their White counterparts. Compared to the new White schools, Anderson High School had lower quality athletic facilities and received fewer resources for maintenance and services. Civil rights leaders continued to fight against segregation. Following *Brown vs. Board of Education of Topeka* in 1954, Austin's chapter of the NAACP petitioned for desegregation. In Texas, integration was on a voluntary basis, and 13 Black students entered Austin's White high schools in 1955: seven at Austin High School, five at Travis High School, and one at McCallum High School.⁴³¹ This "freedom of choice" integration continued until 1971, when Anderson High School was closed and Black students were bused to White high schools.⁴³² Travis High School was not the first White high school in Austin to accept Black students, nor did it enroll more than the other two schools. Furthermore, newspaper articles from around the time of the school's opening in 1953 did not discuss any educational innovations implemented at the new school nor indicate other important historical associations. Therefore, Resources 524A-G are not significant under Criterion A.

Reconnaissance level research did not reveal any connection to important persons in local, state, or national history that gives Resources 524A-G significance under Criterion B.

Criterion C was considered in the area of Architecture. Jessen Millhouse & Greeven was a prominent Austin firm that designed many schools. Preliminary research did not suggest that William B. Travis High School stands out in comparison to these other resources nor is it singularly representative of the firm's work or of an individual architect within the firm. Resources 524A-G retain enough of their character-defining features to be identifiable as a 1950s school but lack the historic integrity necessary for listing in the NRHP under Criterion C, as discussed below.

Integrity

Overall, alterations include replacement doors and windows, non-historic age additions, and the presence of multiple non-historic-age modular buildings. Due to alterations, Resource 524A-G has lost integrity of setting, feeling, materials, workmanship, and design, but retains integrity of location and association.

⁴³¹ "3 High Schools Get 13 Negroes," *The Austin American*, September 2, 1955.

⁴³² "Anderson Territory Carved Up by Plan," *The Austin American*, July 22, 1971.

NRHP Eligibility

Due to lack of significance and integrity, Resources 524A-G are not eligible for the NRHP.

Resource 542A-B: 3650 South Interstate Highway 35 (Assumption Cemetery)

Resource 542 consists of a 22-acre cemetery west of I-35 surrounded by a simple chain-link fence, and two associated buildings: an office (Resource 542A) and a chapel/mausoleum building (Resource 542B). The cemetery has non-historic-age gates with stone posts and a central sign at the entrance and exit drives fronting the I-35 southbound frontage road. A non-historic-age RTHL marker is northeast of the gate. A divided, two-lane, east-west drive connects to a center circular drive, with loops to the north, west, and south. The grid pattern within each area has rows of graves running north-south or east-west. The cemetery also features sections for infant and Brothers of the Holy Cross burials. The grounds are flat with mature trees. The cemetery setting has an urban character, with I-35 dominating westward views. Adjacent to the northern, western, and southern boundaries are big box stores and a large office building. Architectural features of the associated cemetery buildings are highlighted below:

Resource 542A is a one-story, rectangular-plan, Contemporary cemetery office. It has a concrete slab foundation. The side-gable, asphalt-shingled roof has wide eaves and a projecting gable porch with exposed beams is on the front (southeast) facade. Wall cladding materials are stone veneer and pressed wood panels. The main entrance is double, metal-frame, single-light doors. Windows are metal, one-over-one, hung sash units; a stained-glass screen is located in the incorporated carport the side (southwest) elevation. Resource 542B is a one-story, rectangular-plan, Modern chapel and mausoleum south of Resource 542A. Its foundation is not visible. The irregular roof has a front-gable portion over the main entrance; flat-roof wings with flat-roof porticos are located on the side (southwest and northeast) elevations. Wall cladding includes granite and stucco. Windows are metal fixed and stained-glass units. Three sets of paired, metal-frame, single-light doors, with transoms and sidelights, provide access on the facade.

Significance

Resource 542, Assumption Cemetery, was established in 1953. It was originally part of the James Doyle farm, and in 1872 he deeded 398 acres to the religious order Brothers of Holy Cross for the establishment of a school or educational facility. Part of a pasture later became a small private burial ground for the brothers called St. Edwards Cemetery, with graves as old as 1896. In 1953, at the request of the Diocese of Austin, the cemetery was expanded to meet the increased need for burial space for the Catholic population. Encompassing 22 acres, the expanded cemetery was named Assumption Cemetery; it was not tied to a specific Catholic Church.⁴³³

Guidance in the NRHP bulletins *How to Apply the National Register Criteria for Evaluation* and *Guidelines for Evaluating and Registering Cemeteries and Burial Places* were used to

evaluate Assumption Cemetery for significance and to assess integrity. Assumption Cemetery does not have an association with an adjacent NRHP-eligible building or structure, and is not part of an NRHP-eligible district. Therefore, the cemetery must meet Criteria Consideration D requirements to be considered eligible for listing under Criteria A, B, or C. Criteria Consideration D states: “A cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.”⁴³⁴ Furthermore, as a Catholic cemetery historically and currently owned and maintained by a religious entity, the site must also meet the requirements of Criteria Consideration A for evaluation of religious properties. Criteria Consideration A states the following: “A religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical importance.”⁴³⁵

Assumption Cemetery is not an early cemetery, nor an early Catholic cemetery, in Austin. Thus Resources 542A-B lack significance under Criteria A in the Area of Social History and Religion. In addition, the cemetery’s associations with themes in religious history do not appear to warrant “secular scholarly recognition,” as required by Criteria Consideration A. As such, Assumption Cemetery’s significance under Criterion A in the area of Religion does not rise to the level necessary to meet requirements of Criteria Consideration A. Assumption Cemetery does contain graves of the Brothers of Holy Cross, and also major league baseball player Eddie Kazak. However, research did not indicate that any of these individuals rise to the level of “transcendent importance.”⁴³⁶ Therefore, Assumption Cemetery is not significant under Criterion B though application of Criteria Consideration D.

To be significant under Criterion C, a cemetery must embody distinctive characteristics of a type, period, or method of construction. Features within Assumption Cemetery, such as a range of headstones and statuary, curbing, and lot-specific plantings are common among historic-age cemeteries. Further, the landscape and configuration do not reflect significant landscape design philosophies for Catholic or secular cemeteries. Grave markers may convey cultural backgrounds of the deceased such as Mexican heritage; however, these markers occur sporadically and do not illustrate identifiable themes related to significant works of art. Likewise, the associated buildings lack architectural distinction. Resource 542A has some elements of the Contemporary style as seen through its low-pitch roof with wide eaves,

⁴³³ “Assumption Cemetery,” *Find-A-Grave*, 2022, <https://www.findagrave.com/cemetery/2178/assumption-cemetery>; Brother Richard Critz, CSC, “The Brothers of Holy Cross Assumption Cemetery, Austin, TX,” *Holy Cross School*, 2022, <https://www.holycrosstigers.com/apps/pages/brotherscemetery#:~:text=Assumption%20Cemetery%20in%20Austin%2C%20TX,of%20Holy%20Cross%20are%20memorialized>.

⁴³⁴ National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, 1990 (revised 1997), 34, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.

⁴³⁵ National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, 26.

⁴³⁶ Elisabeth Walton Potter and Beth M. Boland, *Guidelines for Evaluating and Registering Cemeteries and Burial Places*, National Register Bulletin 41 (National Park Service, U.S. Department of the Interior, 1992), 16.

exposed beams, low profile, and attached carport; and Resource 542B has some Modern stylistic features such as sleek stone walls, clean lines, and lack of ornamentation. However, neither building embodies the distinctive characteristics of a type, period, or method of construction to be considered an important example of the style. Neither building is the work of a master nor do they possess high artistic value. Therefore, Assumption Cemetery does not demonstrate significance under Criterion C, applying Criteria Considerations A or D.

Integrity

There are no visible alterations; Resources 542A-B retain all aspects of integrity.

NRHP Eligibility

Due to lack of significance, Resources 542A-B are not eligible for listing in the NRHP, applying Criteria Considerations A and D.

Resources 543A-B: 3651-3601 South I-35 (Federal Government Complex)

Resources 543A-B are a complex of government office and service buildings. The complex includes a 1964 government office building (Resource 543A) at the center of the lot and a 1967 government office building (Resource 543B) to the north. Other non-historic-age buildings within the complex are to the east and south. Parking lots surround the buildings. The entire complex is fenced and gated, which obscures views. Mead & Hunt did not obtain right-of-entry for the complex; therefore, only resources located within the project APE were surveyed from the public ROW. Aerial imagery and photographs from a recent previous evaluation were used to reevaluate the complex. Architectural features of Resources 543A-B are highlighted below:

Resource 543A is a one-story, irregular-plan, government office building with a two-story portion on the side (northeast) elevation attached via covered walkways. It has a concrete slab foundation. The flat roof has overhanging eaves. Multiple entrances have flat-roof awnings with square metal posts. Walls are clad in brick veneer. A vertical brick screen wall is located on the side (northwest) elevation. Windows are metal units. Resource 543B is a three-story, L-plan, government office building with a large non-historic-age addition on the front (northwest) facade. It has a concrete slab foundation, flat roof, and brick veneer wall cladding. Windows are metal fixed units.

Also included within the complex, but not within the project area, are a one-story, 1980s childcare complex and a one-story, 1969 office building. Both are clad in brick veneer and have metal window units.

Significance

The General Services Administration (GSA) generated a determination of eligibility (DOE) for all of the buildings included in the complex in 2009. Neither the complex nor any of the individual buildings were found to have any connection to important events, patterns, trends,

or persons in local, state, or national history that might make it eligible for listing in the NRHP under Criteria A or B. Additionally, GSA determined that the buildings in question had been significantly altered on numerous occasions, between 1971 and 1991. These alterations included large expansions, constructing additional floors, and altering facades to match new additions. Having been significantly altered, not been designed by a significant architect, and not representing significant architectural styles, the DOE determined that the buildings on the complex did not possess the necessary significance for listing in the NRHP under Criterion C either individually or as a district.⁴³⁷ Research and survey conducted for this project came to the same conclusions as the 2009 DOE. Resources 543 A-B are not considered significant under Criteria A, B, or C.

Integrity

Both buildings surveyed have been significantly altered with modernized facades and non-historic age additions. As a result of alterations, Resource 543A-B has lost integrity of design, materials, workmanship, and feeling, but retains integrity of association, setting, and location.

NRHP Eligibility

The Federal Government Complex at 3651-3601 South I-35 was previously determined not eligible for listing in the NRHP in 2013. Due to lack of significance and integrity, no changes to this determination are recommended. Resources 543A-B are not eligible for listing in the NRHP.

Single Dwelling Residential Resources

1900-1919 Residential Resources

Four residential resources surveyed were constructed between 1900 and 1919 (Resources 325, 333, 380, and 454). The dwellings are located along East 6th, 14th, and 15th Streets and Clermont Avenue within the APE. The resources are largely one- and one-and-one half-story, frame, single-family residences with a cross-gable or pyramidal roofline. Three have been modified with replacement siding, doors, vinyl or metal windows, or non-historic-age additions. None of the resources have associated garages or sheds that date to the same period of construction.

These dwellings are modest examples of early-twentieth-century residential construction. While a few exhibit limited Folk Victorian stylistic influences, none of the buildings embody the distinctive formal or stylistic characteristics to be considered significant examples of the style or other type, period, or method of construction, nor do they represent the work of a master or possess high artistic value. Several of the houses have incompatible alterations.

⁴³⁷ General Services Association, "Determination of Eligibility: Government Complex Interstate Highway 35 and Woodward Street, Austin," July 16, 2013, 10.

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 1900-1919 residences are discussed under District Evaluations in the NRHP-Eligible section of this report above.

1920-1944 Residential Resources

Numerous residential resources surveyed were constructed between 1920 and 1944 (see Table 16). Many of these dwellings and associated domestic outbuildings are located along or near the 4000 blocks of Bennett and Harmon Avenues, Connelly Street, or in the Cherrywood and Travis Heights neighborhoods within the APE. The resources are generally one-story, rectangular-plan, frame, single-family residences with gable rooflines. Six exhibit limited Craftsman influences in their general form, massing, materials, and details such as wide eaves with brackets, and prominent porches. In addition, twenty-five resources reflect the Minimal Traditional style in form and massing, with limited overall detailing. Horizontal wood wall cladding is commonly seen, as is asbestos shingle and brick or stone accents; several have been altered with vinyl or fiberboard siding. Windows are largely wood hung sash units, although several vinyl and metal examples are also present. Four of these resources have been converted to a duplex, and in some cases there are two single family residences on the lot. Eighteen of the resources have associated detached garages or sheds that are from the same period of construction; however, many of these have been altered.

Table 16. 1920-1944 Residential Resource Numbers

19A	21	46	47	49A	62	69	72	75	76A
84A	85A	86	88	92A	92C	95	97	100	128
130A	138A	138B	139	142A	143	157A	157B	187	197
199A	204	207	210	213	214	217	222A	229	231
233	235A	239	242	246A	250	252	254	257	260
264	278A	292	293	294	296	297	298A	307A	310A
312	313	314	315	323	326	335	337	338	351
311A	311B	409A	448A	449A	450A	452	456	474A	475A
476A	476B	477	497	493					

These dwellings and their associated outbuildings are modest examples of early-twentieth-century residential construction. While several are Minimal Traditional or exhibit limited Craftsman influences, none of the buildings embody the distinctive formal or stylistic characteristics to be considered significant examples of the style or other type, period, or method of construction. None of the resources represent the work of a master or possess high artistic value. Ten have incompatible alterations such as additions or replacement siding or windows, and four of the resources have been converted to duplexes. Further, 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 1920-1944 residences are discussed under District Evaluations in the NRHP-Eligible section of this report above.

1945-1954 Residential Resources

Numerous residential resources and associated domestic outbuildings were constructed between 1945 and 1954 (see Table 17). Many of these dwellings and associated domestic outbuildings are located along the 4000 block of Elwood Road, Airport Boulevard, and Bennett Avenue, and the 1200-1300 block of Crestwood Road within the APE. Architectural forms and stylistic influences represented include Transitional Ranch and Ranch, and a few Minimal Traditional. The resources are generally one-story, frame, single-family residences with gable and hip roofs. Some pier and beam foundations are still present, with concrete examples becoming more prevalent. Wood or aluminum siding are commonly seen, as are brick or stone veneer cladding. Windows are wood or aluminum units, although vinyl replacements are also present. Two of the residential resources have been converted to a duplex, and in some cases there are two single-family residences on the same lot. Some of the resources have associated detached garages or sheds that date to the period of construction, although several of these have been altered.

Table 17. 1945-1954 Residential Resource Numbers

33	36	37	38	45	48A	57	58	59	73
74	90	91	93	94	99	101	103	104A	105
106A	107	108	109	110	115	116	118	119	120
122	124	126A	127A	129	131A	132A	134	135	136
137A	141	142B	144	145	146	147	148	149	150
151	152	153	154	155A	256	158	159A	160	161
162	186	189	190A	191A	193A	193B	198A	202	203A
205	206A	211	212	215A	216	218	219	220A	221A
226	227	234	236A	237	243	249A	251A	255	261
263	265A	267	268	269A	269B	270	272	274	276
277A	305A	306	308A	309A	324	342	343	455	459
460	478	482	483	484	488	489	500	501A	

These dwellings and their associated outbuildings are modest, unassuming examples of postwar residential construction. While examples of Minimal Traditional, Transitional Ranch, and Ranch forms are present, none of the buildings embody the distinctive formal or stylistic characteristics to be considered significant examples of the style or other type, period, or method of construction. None of the resources represent the work of a master or possess high artistic value. Some residences have incompatible alterations such as additions or replacement siding or windows, or conversion to multiple dwelling use. Further, 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 and architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C. Additional 1945-1954 residences are discussed under District Evaluations in the NRHP-Eligible section of this report above.

1955-1969 Residential Resources

Eight residential resources surveyed were constructed between 1955 and 1969 (Resources 89, 96, 127B, 273, 341, 494, 509, and 512). Of these, three are within the Hancock neighborhood, four are in the Riverside neighborhood, and one is along Edgewood Avenue. Generally, the resources are one-story, single-family, Ranch-type residences with gable roofs and concrete slab foundations. A range of cladding is represented, including asbestos shingles, horizontal wood siding, and stone veneer. Windows are wood or metal hung and sliding sash units. Many of the residences feature one-car integrated garages or carports, and some associated sheds from the same period of construction are also present.

These dwellings and their associated outbuildings are modest, unassuming examples of postwar residential construction. While limited Ranch features are present, the resources do not exhibit enough characteristics to be considered significant examples of the form. Some houses have incompatible alterations such as replacement siding or windows, non-historic-age additions, or enclosed garages. None of the resources represent the work of a master or possess high artistic value. 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 1955-1969 residences are discussed under District Evaluations in the NRHP-Eligible section of this report above.

1970-1980 Residential Resources

Six residential resources surveyed were constructed between 1970 and 1980 (Resources 126B, 188B, 474B, 498, 501B, and 508). The resources are mainly along Summit Street, and two are on Ellingson Lane and Riverside Drive, within the APE. These resources are one-story, frame, single-family residences with gable roofs and concrete slab foundations. Three of the resources are secondary dwellings on the lot. Wood and fiber cement siding and brick and stone veneer cladding are represented; windows are metal and vinyl hung sash units. None of the residences do not have stylistic influences, and only one is of the Ranch type. Only one resource has an associated outbuilding, and it dates to the period of significance.

These dwellings and the associated outbuilding are modest, unassuming examples of postwar residential construction. While one exhibits limited Ranch features, the resource does not exhibit enough characteristics to be considered a significant example of the form. Some houses have incompatible alterations such as replacement siding or windows. None of the resources represent the work of a master or possess high artistic value. Further, 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.

1910-1955 Residential Resources Converted to Commercial/Educational Resources

Eighteen historically residential resources surveyed have been converted to commercial or educational use (Resources 23, 60A, 61, 83A, 121, 194, 266, 279, 282, 304A, 304B, 366, 415, 453, 458, 480, 481, and 497). Eleven are offices for various businesses, four serve as educational facilities, and three are restaurants. Several are along Clairmont Avenue, Robinson Avenue, East Riverside Drive, or the I-35 frontage roads within the APE. Two of these are in mixed residential and commercial use. All of these resources are altered.

These dwellings are modest examples of prewar and postwar residential construction. While some exhibit limited Craftsman or Revival Style influences, none of the buildings embody the distinctive formal or stylistic characteristics to be considered significant examples of the style or other type, period, or method of construction. None of the resources represent the work of a master or possess high artistic value. In addition to the change in use, all of the residences have incompatible alterations such as non-historic-age additions, replacement siding or windows, or altered fenestration, plus the addition of on-site parking lots and/or signage in most cases. Further, 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 and architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C.

Multiple Dwelling Residential Resources

1930-1980 Duplexes and Triplex

Fourteen duplexes and one triplex residential resources surveyed were constructed between 1930 and 1980 (Resources 18, 42, 71, 87, 117A, 123, 184A, 247, 258A, 275, 290, 492, 505, 506, and 507). Several duplexes are located along Summit Street and Robinson Avenue, or in the Windsor Park neighborhood within the APE, and the triplex is located on East 31st Street. Resources are generally one-story, rectangular residences with gable roofs and pier and beam foundations. Of the resources, one reflects the American Foursquare form, one exhibits limited Craftsman features, two exhibit Minimal Traditional features, and four exhibit Ranch features. Common features are asbestos shingle, brick or stone veneer siding, with wood accents, and wood or metal hung sash windows, although some vinyl siding and windows are also present. Some resources have incompatible alterations such as replacement siding, windows, or additions. One resource has an associated outbuilding that does not date to the period of construction.

These residential resources are modest, unassuming examples of prewar and postwar duplex and triplex construction. While residence (Resource 42) reflects the American Foursquare

style in its massing, form and roofline, it has incompatible alterations such as replacement siding, windows, and the porch has been removed. Further, while other resources (18, 42, 87, 123, 184A, 258A, 290, 492) exhibit some muted Craftsman, Ranch or Minimal Traditional features, none of the resources exhibit enough characteristics to be considered significant examples of the form or style. None of the resources represent the work of a master or possess high artistic value. 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.

1955-1980 Apartment Complexes

Twenty-four multiple-dwelling residential resources surveyed were constructed between 1955 and 1973 (Resources 28, 29, 51, 51B, 79, 80, 82, 83B, 111, 112, 133, 140, 208, 224, 240, 280A, 280B, 301, 348A, 466A, 490, 491, 510, and 541). Generally these are located in three major concentrations within the APE: near the Airport/I-35 junction; near UT, especially north of campus; or in South Austin near the Colorado River. Five resources are along Harmon Avenue, with larger apartment complexes along Airport Boulevard and Cameron Road. Resources are generally two- or three-story, rectangular, multiple-dwelling units with gable or hip roofs and concrete slab foundations. Common features are metal sliding or hung sash windows, and brick or stone veneer cladding with wood accents. The majority of complexes have one or two buildings, although four have up to one dozen. Later developments tended to be larger and include amenities such as on-site laundry, sheds, offices, and swimming pools.

These multiple-dwelling residential resources and associated outbuildings and amenities are modest, unassuming examples of postwar apartment building and apartment complex construction. While some Ranch or Modern features are present, the resources do not exhibit enough characteristics to be considered significant examples of the form or style. None of the resources represent the work of a master or possess high artistic value. Fourteen of the resources have incompatible alterations such as replacement siding or windows. Further, 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.

Postwar Motels and Hotels

Ten motel resources (Resources 1, 24A, 81, 285, 302, 347, 522, 525, 534, and 537) and two hotel resources (Resources 3 and 544) surveyed were constructed between 1955 and 1980. The motel resources have rooms that open to the outside, while hotels have rooms on multiple floors that are accessed from interior hallways. Seven of these commercial resources are located along the I-35 frontage roads within the APE, and three examples are

along Camino La Costa, East 12th Street, and East Oltorf Street, within the APE. Resources are generally one- or two-story, rectangular-plan buildings with concrete slab foundations, although three have three or more floors and some L- and U-plans are present. Frequently the resources include more than one building in a complex, with an office and additional buildings with sleeping units. Most lack ornamentation, although three exhibit limited Spanish Colonial Revival influences. Common features include gable or flat roofs, stucco or brick veneer cladding, and metal or vinyl windows. Some of the motels have porte cocheres, associated outbuildings, or swimming pools. Six of these resources have incompatible alterations such as replacement siding, windows, or non-historic-age additions.

These commercial resources and associated outbuildings and amenities are modest, unassuming examples of postwar motel construction. While some Spanish Colonial Revival features are present, the resources do not exhibit enough characteristics to be considered significant examples of the form or style. None of the resources represent the work of a master or possess high artistic value. Several resources have incompatible alterations such as replacement siding, windows, or additions. Further, 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.

Domestic Secondary Structures

Historic-age Domestic Sheds and Garages

Sixty historic-age secondary structures were constructed between 1925 and 1980 (see Table 18). These resources consist of garages or sheds and are located within residential subdivisions along the project corridor. Generally, they are modest, one-story, frame buildings, with gable or hip roofs. Some have brick or stone veneer cladding. Of the secondary resources, 34 are garages, 26 are domestic sheds, and one shed has an attached carport. Twelve examples have incompatible alterations such as replacement windows, garage doors, or siding.

Table 18. 1925-1980 Domestic Sheds and Garage Resource Numbers

19B	48B	49B	74B	76B	84B	85B	86B	92B	95B
104B	106B	110B	117B	125B	130B	131B	132B	137B	155B
159B	184B	190B	191B	192B	197B	198B	199B	203B	206B
215B	220B	221B	222B	227B	233B	235B	236B	246B	249B
251B	258B	261B	265B	270B	277B	278B	287B	298B	305B
307B	308B	309B	310B	335B	448B	449B	450B	474B	475B

These secondary structures are largely modest, unassuming examples of postwar garage and shed construction. None are significant examples of an architectural form or style, nor do any

of the resources represent the work of a master or possess high artistic value. Several resources have incompatible alterations such as replacement windows, garage doors, or additions. Further, 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.

Non-Historic-Age Domestic Sheds and Garages

Non-historic-age domestic secondary buildings are present on many parcels within the APE. These consist of prefabricated metal and pressed wood panel, gable, sheds, and one-story, rectangular-plan, frame garages with gable or hip roofs. These resources were not assigned resource numbers in this inventory.

Commercial Resources

Postwar Gas Station, Service Station, and Auto Garage Resources

Fifteen commercial gas station and service station resources surveyed within the APE were constructed between 1960 and 1969 (Resources 16, 22, 27, 77, 113, 195, 209, 262, 365, 373, 379, 457, 461, 486, and 533). Ten of these are along the I-35 frontage roads, and other examples are along US 290 East, Cameron Road, and East 6th and East 7th Streets. Most are modest one-story, rectangular, buildings with flat roofs and no stylistic details, with one or two service bays. One (Resource 262) exhibits features of a Googie gas station, as seen in the sharply angled triangular canopy. However, this example has been greatly altered with large additions, altered fenestration, removal of gas pumps, and conversion to general commercial use. Two other resources (Resources 77 and 533) no longer serve as gas stations or service stations, but are still in an automotive use. Several of the gas and service stations have incompatible alterations, including window, door, and cladding replacement and non-historic-age canopies.

Four auto garages surveyed in the APE were constructed between 1963 and 1970 (Resources 26, 50, 164C, and 409B). They are located on the I-35 frontage road, Cameron Road, Brushy Street, and East 41st Street. They are modest, utilitarian, one-story buildings without stylistic influences. Three have flat roofs, and one gable roof is present; wall cladding materials include concrete block, brick, and horizontal wood siding. Common alterations include replacement windows and doors. All of these resources remain in automotive service use.

These resources represent modest postwar gas station, service station, or auto garage construction. While one exhibits limited Googie architectural features, none of the buildings embody the distinctive formal or stylistic characteristics of a style to be considered significant examples of the style or other type, period, or method of construction. None of the resources represent the work of a master or possess high artistic value. Several have incompatible

alterations. Further, 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 lack of historical or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C.

1955-1980 Shopping Center Resources

Ten shopping centers or related resources surveyed were constructed between 1955 and 1980 (Resources 9, 10B, 17A, 32A, 32B, 32C, 63, 164, 196, and 538). Six of these are located along the I-35 frontage roads, two are on Cameron Road, and others are on Middle Fiskville Road and East 41st Street within the APE. One resource (Resource 196) is the original Delwood Shopping Center sign, which has been moved. The Dellwood Shopping Center was demolished in 1990.

Generally, these resources consist of one- or two-story, rectangular- or L-plan buildings that house multiple storefronts. The roofs are flat, and wall cladding materials include stucco, brick, metal, and concrete. Typical features are large, fixed windows over brick or stucco knee walls; flat or shed-roof awnings over walkways that span the storefronts; and associated parking lots and signage. Most of the resources are modest strip malls that lack stylistic influences.

In some cases, more than one resource is grouped in a larger retail complex. The Capital Plaza Shopping Center (Resources 32A-C) is an L-shaped strip mall with large chain retailer anchor stores on each end. Several storefronts at the northwest end were removed c.2002 to make way for a Target store. This shopping center has altered cladding and awning details; a non-historic-age sign is to the west, and several non-historic-age buildings are also on the lot. Similarly, the Hancock Center Shopping Center (Resources 164A-C) is a rectangular shopping center with a national retailer anchor (former Sears Store), an outlot building (Firestone Auto and Tire, former Sears Auto Service Building), and a small strip of storefronts with non-historic-age retail development attached to the west end. A c.2000 renovation resulted in altered cladding and covered walkway details. Resource 164A (former Sears Store) is currently vacant, and several non-historic-age buildings, in addition to the western retail development, are on the lot. In addition, the Reagan Square Shopping Center (Resources 17A-B) consists of a supermarket anchor store, with wings of storefronts on either side, and an associated outlot building. This shopping center has altered cladding, awning, and signage, and a non-historic-age freestanding sign to the north. Overall, these larger shopping centers lack stylistic influences, have incompatible alterations, and some no longer reflect their historic configuration.

These commercial resources represent typical postwar shopping center construction. While most do exhibit basic features of the form, such as a single building housing several storefronts designed as a cohesive unit, designated parking, and signage, most of the resources do not embody the distinctive characteristics or stylistic features of a type, period,

or method of construction, and do not possess high artistic value or represent the work of a master. Further, based on reconnaissance-level research, most of the shopping centers did not play an important role within local, regional, or state history, or have an association with important persons. However, Capital Plaza and Hancock Center do possess significance under Criterion A in the area of Commerce as early regional shopping centers. Due to extensive alterations, neither retain sufficient integrity to convey this significance. Due to lack of historical or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C.

1965-1980 Restaurant Resources

Twenty-one commercial restaurant resources surveyed within the APE were constructed between 1965 and 1980 (Resources 2, 4, 10A, 15, 25, 30B, 223, 241, 288, 303, 345, 355, 369, 370, 371, 395, 526, 527, 532, 536, and 544B). Ten of these resources are located along the I-35 frontage roads, and the remaining examples are on East 7th and 11th Streets, Cameron Road, Reinli Street, San Marcos Street, and South Oltoft Street. They are generally modest, one- and one-and-one-half-story, rectangular buildings. Roof profiles are flat, hip, and faux mansard and wall cladding materials include brick, stone, stucco, and horizontal wood. None of the buildings exhibit distinctive features of an architectural style or form, and several resources are altered.

Based on reconnaissance-level research, there is no indication that these resources played an important role in local or regional history. One (Resource 532) has been converted to use as a health care clinic and another (Resource 241) is currently vacant. These restaurants do not embody the distinctive characteristics of a type, period, or method of construction; and do not possess high artistic value or represent the work of a master. Further, based on reconnaissance-level research, they did not play an important role within local, regional, or state history, or have an association with important persons. Due to lack of historical or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C.

1965-1980 Financial Institution Resources

Three banks surveyed within the APE were constructed between 1965 and 1975 (Resources 24B, 185, and 354). All of these are located along the I-35 frontage roads. They are modest, one-story, brick veneer or stucco-clad buildings with flat roofs and overhanging eaves; Resource 24B also has a shed-roof detail and a gable projection. They all have historic-age, attached, drive-through teller canopies. With smooth planes, lack of ornamentation, and use of glass, Resources 185 and 354 exhibit limited Contemporary stylistic influences. However, neither resource embodies the distinctive characteristics of a type, period, or method of construction; and none of the banks possesses high artistic value or represent the work of a master. Likewise, based on reconnaissance-level research, they did not play an important role within local, regional, or state history, or have an association with important persons.

Due to lack of historical or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C.

1915-1944 Individual Retail and Other Commercial Resources

Five commercial resources surveyed were constructed between 1915 and 1944 (Resources 362, 364, 390, 391A, and 416). These resources are in the East Caesar Chavez neighborhood and on Red River Street within the APE. They consist of modest, one-part, commercial block buildings and most lack distinctive stylistic influences. All have flat roofs; brick, stone, or stucco cladding; and metal fixed windows. One has a glass-block window. All of the commercial buildings are altered, including replacement windows, altered fenestration, and non-historic-age additions.

These resources represent typical prewar, one-part, commercial construction. With a bell-shaped parapet, one resource (Resource 362) has muted Spanish Colonial Revival influences. However, none of these resources embody the distinctive characteristics of a type, period, or method of construction to be a representative example. Similarly, they do not possess high artistic value or represent the work of a master. Likewise, based on reconnaissance-level research, none of these commercial buildings played an important role within local, regional, or state history, or have an association with important persons. All of these resources have incompatible alterations. Due to lack of historical or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C.

1945-1964 Individual Retail and Other Commercial Resources

Seventeen individual retail stores and other commercial resources surveyed within the APE were constructed between 1945 and 1964 (Resources 34, 54, 55, 168A, 168B, 201, 225, 230, 232, 238, 253, 256, 259, 299, 375, 394, and 447). Thirteen of these resources are located along the I-35 frontage roads, and one each of the remaining are on East 5th Street, East 7th Street, East 52nd Street, and Cameron Road. These commercial buildings house individual retail stores or businesses, and one is a small event center. They are generally one- to two-story, rectangular-plan commercial buildings that lack distinctive stylistic influences. Twelve of the roofs are flat, and other forms present include gable and faux mansard. Cladding materials include brick, stone, stucco, metal, horizontal wood siding, and plywood. Windows are metal fixed units, with a few hung sash examples. Thirteen of the resources are altered, including replacement windows or cladding, and altered fenestration, and three of the buildings (Resources 201, 299, and 447) are vacant.

These resources represent typical postwar individual retail store or general commercial construction. None of these resources embody the distinctive characteristics of a type, period, or method of construction to be a representative example, nor do they possess high artistic value or represent the work of a master. Likewise, based on reconnaissance-level research, none of these buildings played an important role within local, regional, or state

history, or have an association with important persons. Thus, these resources do not possess historical or architectural significance and/or integrity necessary for individual listing in the NRHP under Criteria A, B, or C.

1965-1980 Individual Retail and Other Commercial Resources

Twenty individual retail stores and other commercial resources surveyed within the APE were constructed between 1965 and 1980 (Resources 4, 8, 11, 30A, 31A, 43, 52, 53, 56, 60B, 65, 66, 70, 114, 174, 353, 503, 518, 530, and 535). Of these, eight are located along the I-35 frontage roads; two each are along US 290 East, Cameron Road, East 51st Street, and East 52nd Street. The remaining resources are along Reinli Street, Airport Boulevard, East 11th Street, and East 53rd Street. These commercial buildings house individual retail stores or businesses, and include a few pubs or bars. Generally, they are nondescript, one-story, rectangular-plan buildings that lack distinctive stylistic influences. Roof profiles are flat or gable, and brick is the most common cladding, with stone, stucco, vertical wood siding, and ceramic tile also present. Windows are wood or metal fixed units, with a few hung sash examples. Eleven of the commercial buildings are altered, including replacement windows or cladding, altered fenestration, and non-historic-age additions.

These resources represent typical postwar individual retail store or general commercial construction. One resource (Resource 535) exhibits muted Spanish Colonial Revival stylistic influences, as seen in the stucco walls, faux vigas, and arched entry with tile accent. However, details are limited and this building is highly modified with an altered roofline. None of these resources embody the distinctive characteristics of a type, period, or method of construction to be a representative example, nor do they possess high artistic value or represent the work of a master. Likewise, based on reconnaissance-level research, none of these buildings played an important role within local, regional, or state history, or have an association with important persons. Several have incompatible alterations. Due to lack of historical or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C.

1935-1964 Professional Office and Office Building Resources

Five professional resources surveyed within the APE were constructed between 1935 and 1964 (Resources 68, 78, 520, 528, and 531). All of these are along the I-35 frontage roads. They are modest, one- and two-story, rectangular office buildings, and one has an L-plan. Roofs are flat, gable, or hip, and cladding materials include brick or stone veneer and stucco. Three of the resources exhibit limited features of the Contemporary or Ranch styles, and two have no stylistic influences. These resources serve as general professional offices. Alterations are generally limited to window replacements.

These resources represent modest prewar and postwar professional office construction. Two resources (Resources 78 and 520) exhibit the flat planes, materials, and massing commonly seen in Contemporary commercial architecture, and another (Resource 528) has muted

elements of the Ranch style. However, none of these resources embody the distinctive characteristics of a type, period, or method of construction to be a representative example, nor do they represent the work of a master. Likewise, based on reconnaissance-level research, none of these office buildings played an important role within local, regional, or state history, or have an association with important persons. Due to lack of historical or architectural significance and/or integrity, these resources are not eligible for individual listing in the NRHP under Criteria A, B, or C.

1965-1980 Professional Office and Office Building Resources

With 32 examples, the largest group of professional (office building) resources surveyed were constructed between 1965 and 1980 (see Table 19). Of these, 21 are along the I-35 frontage roads and four are along US 290 East. The remaining resources have one example each along East 10th, 11th, and 12th Streets; East 30th, 40th, and 53rd Streets; and Summit Street within the APE. Although this group consists largely of general professional offices, government offices and medical, dental, and educational offices are also represented. These resources are generally large rectangular-plan office buildings that are one and two stories tall, and seven have three or four stories. Most roof profiles are flat, with a few hip or gable examples; cladding materials include brick, stone, stucco, and concrete. Most of the resources lack stylistic influences, but ten exhibit limited Contemporary, New Formalism, Postmodern, or Brutalist features. Eleven of the resources have incompatible alterations, such as cladding or window replacement, or additions.

Table 19. 1965-1980 Professional Office and Office Building Resource Numbers

5	6	14	17B	35	41	67	102	183	284
291	346	352	357	451	485A	487	495A	499	502
504	511	514	515	516	517	521	529	532	539
540A	540B								

These resources represent typical postwar professional office construction. Most are unremarkable professional office buildings without stylistic expression. Two resources (Resources 41 and 346) exhibit Brutalist features, as seen in their massing and materials; however, these features are modest and these examples do not rise to the level of significance for design. Three resources (Resources 67, 183, and 451) have muted New Formalism details, such as repeating columns or pilasters, and five resources (Resources 5, 291, 357, 502, and 521) have limited Contemporary or Postmodern influences. However, none of the office buildings embody the distinctive characteristics of a type, period, or method of construction to be a representative example, nor do they possess high artistic value or represent the work of a master. Likewise, based on reconnaissance-level research, none of these office buildings played an important role within local, regional, or state history, or have an association with important persons. Thus, these resources do not possess historical or architectural significance and/or integrity necessary for individual listing in the NRHP under Criteria A, B, or C.

Previously Determined or Recommended NRHP-eligible Districts, Recommended Not Eligible

N.S. Rector Historic District

The N.S. Rector Historic District was recommended eligible as part of the 2004 TxDOT I-35 project (CSJ: 0015-13-231). The district is bound by East 16th Street to the north, Navasota Street to the east, and the I-35 frontage road to the west. The southern boundary, beginning at the frontage road, follows East 15th Street, turns south at Waller Street, turns east again at the alley between East 14th and 15th Streets and continues for half a block, finally turning south again and terminating at East 14th Street. In 2004 the district contained 36 contributing and 10 noncontributing residential buildings, representing popular architectural styles of the late nineteenth and early twentieth centuries, primarily Folk Victorian and Craftsman Bungalows.⁴³⁸

The 2004 study noted the significance of the slow, organic growth of this neighborhood as a representation of architectural and development trends in Austin spanning a period of roughly 50 years. For this reason, and for the well-preserved residences present at the time, the N.S. Rector Historic District was recommended eligible under Criterion A in the area of Community Planning and Development and under Criterion C in the area of Architecture.⁴³⁹ However, field survey in 2022 revealed significant overall integrity loss. The area has been heavily infiltrated by recent residential redevelopment. Much of the N.S. Rector neighborhood has been infilled with modern, two-story, single-family residences in recent years. The concentration of well-preserved historic residences observed in 2004 is no longer extant. Due to these changes, the area no longer conveys its significance under Criterion A in the area of Community Planning and Development or Criterion C in the area of Architecture. Therefore, it is recommended not eligible for the NRHP.

Subdivision of Outlot 41 Historic District

The Subdivision of Outlot 41 Historic District was recommended eligible as part of the 2004 TxDOT I-35 intensive historic resource survey (CSJ: 0015-13-231). The district is bounded by the I-35 frontage road to the west and includes all of the parcels west of Olander Street from south of East 14th Street to East 12th Street. At the alley between East 12th and East 13th Streets the boundary expands east to Waller Street to include a large empty field between East 12th Street and the alley. In 2004 the district contained 19 contributing residences constructed between 1895 and 1925, and 14 noncontributing residential buildings. The district was recommended eligible under Criterion A as it represents early-twentieth-century

⁴³⁸ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 2 Study Area: East Seventh Street to Manor Road*, 73–74.

⁴³⁹ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 2 Study Area: East Seventh Street to Manor Road*, 71–72.

patterns of development in Austin.⁴⁴⁰ However, field survey in 2022 revealed significant overall integrity loss. Most of the properties in this proposed district boundary have been heavily altered or completely replaced with new construction. Commercial properties and apartment complexes have been constructed, replacing the single-family homes that existed historically. The concentration of well-preserved historic residences observed in 2004 is no longer extant. Due to these changes, the Subdivision of Outlot 41 Historic District no longer conveys its significance under Criterion A. Therefore, it is recommended not eligible for the NRHP.

Robertson Hill Historic District

The 2016 East Austin Historic Resources Survey prepared by HHM, Inc. for the City of Austin recommended the NRHP-eligible historic district in the East Austin Robertson Hill neighborhood. The proposed Robertson Hill Historic District is bound by East 11th Street to the north, Navasota Street to east, and East 7th Street to the south. The western boundary follows I-35 between East 7th and East 9th Streets, then turns east to follow San Marcos Street up to East 11th Street. The district was recommended eligible under Criteria A and C. During the 2022 reconnaissance-level field survey, historians observed that many of the properties west of San Marcos Street have either been demolished or highly altered. The historic-age buildings and structures that remain extant in the APE include the NRHP-listed French Legation Historic Site (Resource 361) and two properties recommended individually NRHP-eligible in the current I-35 Capital Express Central Project survey (Resources 360 and 367). However, these properties are spread out in the western part of the district and separated by large high-rise and mid-rise apartment buildings or other non-historic-age development. The reconnaissance-level survey focused on areas in the APE. Further examination of the proposed Robertson Hill Historic District outside the APE may reveal a more refined area that retains integrity and cohesion to remain eligible for the NRHP. However, the boundary for such a district would not extend into the project APE.

East Sixth Street Historic District

The 2016 East Austin Historic Resources Survey prepared by HHM, Inc. for the City of Austin recommended the NRHP-eligible historic district including parcels adjacent to East 6th Street between the I-35 frontage road and one block east of Chicon Street. The proposed East Sixth Street Historic District was recommended eligible under Criteria A and C. Similar to the Robertson Hill area discussed above, during the 2022 reconnaissance-level field survey, historians observed that the area within the APE between I-35 and San Marcos Street has undergone changes in recent years that affect its overall integrity. There are only five historic-age properties in this area (Resources 379, 380, 381, 390, and 391) and the overall integrity of setting of the district is greatly impacted by the recent construction of mid-rise multi-unit residential buildings and other non-historic-age development. The reconnaissance-

⁴⁴⁰ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 2 Study Area: East Seventh Street to Manor Road*, 71–72.

level survey focused on areas in the APE. Further examination of the proposed East Sixth Street Historic District outside the APE may reveal a more refined area that retains integrity and cohesion to remain eligible for the NRHP. However, the boundary for such a district would not extend into the project APE.

Additional Areas Considered for Historic District Potential, Recommended Not Eligible

Cherrywood Neighborhood

The Cherrywood Neighborhood was examined during field survey for NRHP-eligible historic district potential. The neighborhood is roughly bounded by I-35 to the west, Manor Road to the south, Airport Boulevard to the east, and 38 ½ Street to the north. This large neighborhood is an amalgamation of dozens of smaller subdivisions dating to the 1930s, 1940s, and 1950s.⁴⁴¹ The earliest development in the Cherrywood Neighborhood began along I-35 in the 1930s and spread east through the 1940s and 1950s. Areas along the edges of the neighborhood, particularly those parcels fronting various thoroughfares, were redeveloped for commercial use between the 1960s and 1980. This shift was partly a result of the construction of I-35 and the general decentralization of commerce that occurred during this period.⁴⁴² For more information on these development patterns, see the Postwar Development section of the Historical Context Statement of this document.

Residential architectural styles vary greatly throughout the Cherrywood Neighborhood and changes often indicate the presence of different subdivisions that developed independently of one another. Styles represented include Minimal Traditional, Tudor-limited, simple Bungalows (few rise to the level of ornamentation necessary to qualify as Craftsman-style bungalows), and Ranch. The majority of development in the earliest suburbs takes the form of modest, single-story, frame residences, clad in wood siding, asbestos shingle, and a variety of modern replacement materials. In later subdivisions, especially along the eastern side of the neighborhood, Ranch homes are more common and masonry construction is much more common. Non-historic-age additions and alterations are abundant throughout the neighborhood. In many cases additions are out of scale, constructed of incompatible materials, or otherwise detract from overall neighborhood cohesion. Non-historic-age infill is most concentrated in areas near Manor Road and I-35 and generally takes the form of modern, two-story, single-family dwellings. Given these integrity and cohesion issues, the Cherrywood Neighborhood is not recommended eligible for the NRHP. While there are several subdivisions with potential as smaller historic districts, none are located within the APE.

⁴⁴¹ Cox McLain Environmental Consulting, Inc. and Preservation Central, *DRAFT Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek: Cherrywood Neighborhood Packet* (Prepared for the City of Austin, 2020), 1–2.

⁴⁴² Cox McLain Environmental Consulting, Inc. and Preservation Central, *DRAFT Historic Resources Survey of North Loop, Hancock, and Upper Boggy Creek: Cherrywood Neighborhood Packet*, 11.

Ridgetop/North Hancock Area (Hill, NorthVale, Ridgetop, Ridgetop Annex, Mayfair Terrace, Country Club Terrace)

This area generally covers all residential development north of 43rd Street, west of I-35, and south of 51st Street. The area contains numerous subdivisions, including the Northvale, Hill, Ridgetop, Ridgetop Annex, Harmon Terrace, Harmon Terrace 2, Mayfair Terrace, and Country Club Terrace Subdivisions. These subdivisions were platted by a number of different land developers between 1910 and 1960.⁴⁴³ While some were platted as early as the beginning of the twentieth century, development of the area did not begin until the late 1930s. The area was roughly 50 percent developed by the time World War II began and construction began to stagnate. Following the war, construction rapidly increased in response to the postwar housing demand. By the early 1950s nearly all available land in the area had been developed into residential neighborhoods.⁴⁴⁴

Because residences in this area were constructed by a variety of land developers both before and after World War II, there is a great variety of twentieth-century architecture present. Styles observed during reconnaissance survey include Minimal Traditional, Ranch, Craftsman bungalow, and Tudor Revival. Minimal Traditional is by far the most prevalent of the styles in most of these neighborhoods, demonstrating the importance of the early postwar period in the area's development. Most historic-age residences observed were one-story, single-family residences of frame construction with wood or asbestos siding. Also observed less frequently were masonry buildings and brick or stone veneer detailing. While attached garages were observed in some places, most properties had no garage. Non-historic-age infill is common in these neighborhoods, mostly occurring in the form of modern two- or three-story, single-family homes, but also including non-historic-age apartment buildings, storage facilities, and retail properties. Given the great variation in style and material, the prevalence of non-historic-age infill, and the lack of cohesion of developmental patterns, this area should not be considered eligible for the NRHP, either in whole or in part.

Southeast Austin (South of East Riverside Drive and East of I-35)

Residential areas in the APE south of East Riverside Drive and east of I-35 were examined during field survey for NRHP-eligible historic district potential. As discussed in the Historical Context Statement section of this report, areas of Austin south of the Colorado River were slower to develop than areas to the north, and as discussed in the Historic Land Used section of this report, most of this area remained undeveloped pastureland until the 1950s. At the north end of the area evaluated, the Bellevue Park subdivision was the first of multiple subdivisions developed between the late 1940s and late 1970s. Other subdivisions included

⁴⁴³ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 4 Study Area: East Thirty-Eighth Street to East Fifty-First Street*, 23.

⁴⁴⁴ HHM, Inc., *Interstate Highway 35 Corridor, Austin, Travis County, Texas, Historic Resources Investigations, Intensive-Level Survey, Segment 4 Study Area: East Thirty-Eighth Street to East Fifty-First Street*, 14–19.

Fawn Ridge, Summit Hill, Elmhurst Heights, and various smaller subdivisions. Outside the APE, the larger neighborhood also includes River Oaks, Sunnyvale, and Woodland Hills subdivisions. Residences in this area generally include popular postwar forms, styles, and materials, such as rectangular or L-Plan, Minimal Traditional, or Ranch-style variations with low-pitched hip or gable roofs, brick veneer, or horizontal wood siding. Most lots are approximately one-quarter to one-half an acre and include a driveway leading to an attached or detached garage. Evaluated as a whole, the neighborhood does not exhibit overall cohesion or display a distinctive subdivision design. The subdivisions that comprise the neighborhood are small and appear to have developed independently. Non-historic-age infill construction is present along Manlove Drive and Elmhurst Drive in the APE, including large multi-story, single-family and multi-family residences that are out of scale with the historic-age, one-story residences of the neighborhood. Further investigation of the neighborhood outside the APE may reveal smaller areas with NRHP historic district potential. However, due to lack of overall cohesion of the development and diminished integrity of setting, an NRHP-eligible historic district is not recommended within the APE.

- **Recommendations for Further Study**

None.

Determination of Section 106 Effects Recommendations

- **Introduction**

This section discusses types of project effects and the potential for the I-35 Capital Express Central project to have adverse effects to historic properties.

Direct physical effects of the I-35 Capital Express Central project on historic properties can be determined at this time, based on current schematic designs that show proposed ROW acquisition and alignment of traffic lanes and shared-use paths in relation to historic properties. This information is presented below.

Assessment of the project's potential for other types of effects—such as noise, visual, vibratory, or circulation/access impacts—is still underway. Schematics and other available project design materials help to understand these types of effects in a general sense. More detailed studies regarding potential noise and vibration impacts to historic properties are ongoing. For types of effects that have not yet been fully assessed, the following discussion includes information on how TxDOT will assess these effects and consult with the THC (as Texas SHPO) and other consulting parties during the remainder of the environmental and design-build processes.

The design-build procurement process to be used for the I-35 Capital Express central project allows the design-build contractor to make changes to the design approved in the Final

Environmental Impact Statement. Therefore, TxDOT will enter into a Programmatic Agreement (PA) with the THC and Advisory Council on Historic Preservation to protect historic resources during the design-build phase of the project. The PA is anticipated to specify procedures for:

- Consultation and coordination with consulting parties for design changes that expand the project's APE or otherwise have the potential to adversely affect historic properties.
- Consultation and coordination with consulting parties regarding noise abatement measures, streetscape features, and aesthetic treatments are these elements are finalized during the project development process.
- Monitoring of impacts to historic properties during construction.
- Best practices to protect historic resources during construction activities.
- Commitments that apply to specific historic properties.

▪ Physical Effects

The I-35 Capital Express Central build alternatives have been designed and modified to avoid or minimize ROW acquisition and displacements from adjacent properties, including historic properties. Design changes have been implemented in response to public input, including feedback from Section 106 consulting parties, during the project development process. The project alternatives would acquire ROW from historic properties as described below in Table 20. The project's physical effects would result in an adverse effect to the Delwood II Historic District and two contributing resources to the district, and in an adverse effect to four other individual properties, also noted in Table 20.

Table 20. Direct Physical Effects

Resource No.	Build Alternative 2	Alt 2 Effect	Modified Build Alternative 3	Mod Alt 3 Effect
Delwood II Historic District	Acquire 0.13 acre from historic district (0.29% of total district). Remove two contributing and one noncontributing resources.	Adverse effect	No ROW acquisition, no displacement of contributing resources.	No adverse effect from physical impacts
Resource 119 (4505 North I-35)	Contributing to Delwood II Historic District. Acquire 0.04 acre (20%) of parcel, remove building.	Adverse effect	No ROW acquisition, no displacement of contributing resource.	No adverse effect from physical impacts

Resource No.	Build Alternative 2	Alt 2 Effect	Modified Build Alternative 3	Mod Alt 3 Effect
Resource 121 (4503 North I-35)	Contributing to Delwood II Historic District. Acquire 0.04 acre (12%) of parcel, remove building.	Adverse effect	No ROW acquisition, no displacement of contributing resource.	No adverse effect from physical impacts
Resource 179 (4000 North I-35, Elgin Butler Brick Company Main Office)	Acquire 0.26 acre (85%) of parcel, remove building.	Adverse effect	Acquire 0.33 acre (100%) of parcel, remove building.	Adverse effect
Resource 200 (3810 North I-35, former Dura Tune Service Station)	Acquire 0.19 acre (64%) of parcel, remove building.	Adverse effect	Acquire 0.20 acre (65%) of parcel, remove building.	Adverse effect
Resource 235 (3509 North I-35, Roberts House)	Acquire 0.25 acre (100%) of parcel, remove building.	Adverse effect	Acquire 0.25 acre (100%) of parcel, remove building.	Adverse effect
Resource 279 (3009 North I-35, Haster House)	Acquire 0.18 acre (100%) of parcel, remove building.	Adverse effect	Acquire 0.18 acre (100%) of parcel, remove building.	Adverse effect
Resource 462 (Town Lake Park System segment between Waller Creek and Fiesta Gardens), includes parts of Ann and Roy Butler Hike and Bike Trail, Waller Beach Park, and Edward Rendon Park	Acquire 1.18 acres (3.0%) from Waller Beach Park, 1.06 acres from NRHP-eligible portions of park. Temporary occupancy of 0.68 acre (0.9%) of Edward Rendon Park, 0.34 acre from NRHP-eligible portions of park. Relocation of 603 linear feet of Butler Trail.	No adverse effect from physical impacts	Acquire 1.18 acres (3.0%) from Waller Beach Park, 1.06 acres from NRHP-eligible portions of park. Temporary occupancy of 0.68 acre (0.9%) of Edward Rendon Park, 0.34 acre from NRHP-eligible portions of park. Relocation of 603 linear feet of Butler Trail.	No adverse effect from physical impacts

Both proposed build alternatives for the I-35 Capital Express Central project would include construction of shared-use paths (SUPs) for pedestrian and bicycle use along nearly all of the project length. The concrete SUPs may replace or upgrade sidewalks that are already present. In a few locations, the concrete paths would be directly adjacent or in close proximity to historic properties, including:

- Resource 317 (Mount Calvary Cemetery) – East side, 2600-2700 block North I-35
- Resource 360 (Routon-Alvarez-Lopez House) – 809 East 9th Street
- Resource 392 (Robinson Brothers Warehouse) – 501 North I-35
- Resource 400 (Walker Brothers Warehouse/Native Hostel Building) – 807 East 4th Street
- Resource 404 (Palm Park) – 200 North I-35
- Resource 405 (Emmanuel United Methodist Church) – 200 Brushy Street

TxDOT has standard protection specifications that apply to new or replacement sidewalk construction adjacent to historic buildings and other historic features. These specifications will be part of the PA and will be included in construction plans to protect the buildings from direct adverse effects during construction.

If additional ROW or other design changes take place in the vicinity of historic properties during the design-build process, or if design changes require an expanded APE, TxDOT will notify and consult with the THC and other consulting parties regarding potential for adverse effects to historic properties, per the PA.

▪ Noise Effects

Historic properties near I-35 are currently subject to considerable traffic noise based on proximity to the busy freeway and associated frontage roads and intersections. In general, the I-35 Capital Express Central project would result in a reduction in traffic noise compared to current levels, with removal of the “upper deck” structures and other elevated structures, depression of the proposed main lanes and HOV managed lanes, and potential for placing concrete caps over much of the depressed freeway section through downtown. TxDOT is completing a Traffic Noise Analysis report that will identify proposed noise abatement measures, such as noise barriers, where feasible and reasonable based on noise reduction goals, site constraints, cost, and viewpoints of affected noise receptors. Nearly all historic properties in the project APE would experience reduced noise levels under both build alternatives. Draft noise analyses indicate that noise impacts to historic properties, compared to existing I-35 traffic noise would be most noticeable between East Cesar Chavez Street and Lady Bird Lake, as the I-35 main lanes and managed lanes transition from the depressed downtown section to an at-grade configuration to cross Lady Bird Lake.

TxDOT will conduct traffic noise workshops following a public hearing (anticipated for January 2023) on the DEIS. The traffic noise workshops may be held later to account for design refinements during the schematic and design-build stage of the project. The workshops will show proposed noise barrier locations and designs. Informal coordination with property owners and residents may take place ahead of the workshops. Traffic noise workshops use a weighted voting system to determine decisions on noise barrier locations. Votes are solicited from property owners and non-owner residents near the proposed noise abatement location. Based on the results of the traffic noise workshops, TxDOT will consult with the THC and other consulting parties to determine if historic properties are adversely affected by noise barriers or increased traffic noise. If the location of noise barriers or other noise abatement measures changes in the vicinity of historic properties during the design-build process, TxDOT will notify and consult with the THC and other consulting parties regarding potential for adverse effects to historic properties, per the PA.

▪ Visual Effects

In many locations, existing I-35 represents an intrusive and incompatible visual element that impacts the integrity of setting and feeling of many historic properties. Existing visual impacts are particularly pronounced near the elevated “upper deck” main-lane structures between Airport Boulevard and Manor Road and with the above-grade I-35 main lanes between East 10th Street and Holly Street. In general, the I-35 Capital Express Central project would represent a benefit to historic properties in terms of visual impacts, with removal of these above-grade obstructions, depression of the main lanes and HOV managed lanes, and potential for placing concrete caps over much of the depressed freeway section through downtown.

However, there is the potential for visual effects to historic properties at some locations. The potential visual effects are related to design elements that have not yet been finalized, making it difficult to assess effects at this time. Areas with potential for visual effects include:

- Capital Metro Red Line crossing at I-35 at East 4th Street. The structures that would carry the Red Line and adjacent pedestrian walkway over depressed I-35 may be slightly elevated along the Capital Metro ROW just east of I-35 near the NRHP-eligible Walker Brothers Warehouse (Resource 400).
- Noise barrier locations. Barriers substantially reduce traffic noise impacts and screen adjacent properties from highway traffic but also introduce a non-historic-age visual feature, usually between 8 and 20 feet in height. See the preceding noise effects discussion of traffic noise workshops and TxDOT’s plans for consulting with THC and other consulting parties regarding noise barrier locations.
Noise barriers may be designed in ways to better integrate with surrounding properties and neighborhoods. TxDOT plans to incorporate aesthetic treatments through Live 35, a design program to capture unique details of the history, heritage, and culture of neighborhoods and districts along the I-35 corridor and incorporate them into the design of the project’s aesthetic elements, including retaining walls and safety barriers.
- Palm Park. Under Build Alternative 2, a safety barrier would be constructed at the east edge of Palm Park, where the park would directly abut a shared-use path and adjacent at-grade southbound frontage road. Under Modified Build Alternative 3, the safety barrier would be constructed between the shared-use path and the depressed freeway section, approximately 15 to 20 feet from Palm Park’s east edge. The addition of a safety barrier at the east edge of Palm Park would introduce a new visual element that could diminish the property’s integrity of setting and feeling, depending on the design. The safety barrier should both adequately meet safety needs for pedestrians and parkgoers, while designed in a manner that respects the park’s features and characteristics and maintains its integrity.

Based on existing design schematics, TxDOT will consult with the THC and other consulting parties to determine if historic properties are adversely affected by visual features. If visual elements change in the vicinity of historic properties as schematic designs are finalized or

during the design-build process, TxDOT will notify and consult with the THC and other consulting parties regarding potential for adverse effects to historic properties, per the PA.

- **Vibration/Settlement Effects**

Vibratory effects to buildings, including historic properties, may vary considerably based on numerous factors, such as building foundation type, structural materials, exterior and interior finish materials, soil type, and building size and height. Different types of construction activities—long-term movement of heavy equipment or vibratory soil compaction vs. intermittent blasting or pile driving—can result in different vibratory impacts.

In areas where the I-35 main lanes and HOV managed lanes would be depressed, extensive excavation would be required, with potential for vibration impacts for properties located very close to excavation locations. Along East Cesar Chavez Street east of I-35, the I-35 Capital Express Central project would include construction of a deeply buried stormwater drainage tunnel under East Cesar Chavez Street within City of Austin ROW. The tunnel would have only minor above-ground manifestations, such as periodically spaced utility access holes, but could have potential for soil settlement. Finally, the overall project would require lower-intensity construction activities such as heavy vehicle movement and soil compaction for a long period of time. Vibration impacts resulting from traffic noise are expected to be negligible, considering the heavy traffic volumes already present on I-35.

TxDOT will undertake a study to assess potential project-related vibration and settlement effects to historic properties. The vibration study will be initiated in late 2022 with results available in early 2023. Based on the results of the vibration study, TxDOT will consult with the THC and other consulting parties to determine if historic properties are adversely affected by vibration or settlement. The PA and TxDOT's contract with the design-build consultant will contain provisions addressing potential vibration or settlement effects. Prior to and following construction, TxDOT will undertake photographic documentation of historic properties in close proximity to excavation or other activities with potential to result in adverse effects, to determine effects to historic properties. Vibration monitoring may be undertaken during construction at sensitive locations as determined through the vibration study and consultation with the THC.

- **Circulation/Access Effects**

Changes to circulation and access to historic properties may occur through changes in vehicular or pedestrian access to the property, overall traffic pattern changes, and parking availability. Currently, properties adjacent to I-35 have direct access to I-35 via at-grade one-way frontage roads. Access across I-35 is provided via overpasses or underpasses at major streets. It should be noted that reduction or removal of direct vehicular access from freeways can be beneficial to historic districts or properties.

Build Alternative 2 would: remove access to I-35 at Fernwood Street in the Delwood II Historic District; remove access to I-35 at Ardenwood Street in the Wilshire Historic District; reduce vehicular access to historic properties near East 14th Street and Olander Street intersection with I-35; remove access under I-35 at East 4th Street where a U-turn is now available near Walker Brothers Warehouse (Resource 400); and remove access to I-35 at East 2nd Street near Emmanuel United Methodist Church (Resources 405A-C) with access provided via East 3rd Street.

Modified Build Alternative 3 would: remove access to I-35 at Fernwood Street in the Delwood II Historic District; remove access to I-35 at Ardenwood Street in the Wilshire Historic District; remove vehicular access to historic properties at East 13th Street with access provided at East 12th and East 14th Streets; remove vehicular access under I-35 at East 4th Street, where a U-turn is now available near Walker Brothers Warehouse (Resource 400); and remove vehicular access at East 3rd Street near Palm Park (Resources 404A-G).

Based on current design schematics, changes to circulation and access would have no adverse effects to historic properties. If proposed circulation/access to historic properties changes during the design-build process, TxDOT will notify and consult with the THC and other consulting parties regarding potential for adverse effects to historic properties, per the PA.

- **Cumulative and Reasonably Foreseeable Effects**

Large-scale growth, densification, urban redevelopment, and changing traffic patterns are existing developmental trends already present along and close to the I-35 corridor through central Austin. The proposed project does not deviate from established urban development trends that result in both beneficial and adverse impacts to historic resources from large infrastructure projects. The overall development trends are not likely to be substantially changed by this project. A cumulative impacts analysis, including cumulative effects to historic properties, is being prepared by TxDOT as a separate technical report for the overall I-35 Capital Express Central Project. Applicable information and findings from the cumulative impacts analysis are summarized and presented in the project Draft Environmental Impact Statement (DEIS), with the cumulative impacts analysis report attached as an appendix to the DEIS.

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

The proposed I-35 Capital Express Central Project build alternatives would have an adverse effect to historic properties under Section 106 and/or would require ROW from parcels on which historic properties are located. These conditions constitute a Section 4(f) use of the historic properties as defined in 23 CFR 774. Below are the historic properties subject to Section 4(f) use, and the anticipated type of Section 4(f) evaluation required:

Delwood II Historic District

The NRHP-eligible Delwood II Historic District is approximately 43.73 acres in size. Under Alternative 2, TxDOT would acquire 0.13 acre of additional ROW from the Delwood II Historic District, representing approximately 0.29 percent of the district's total area. The ROW acquisition includes 0.8 acre from properties with contributing resources to the district and 0.05 acre from a property with a noncontributing resource to the district. Alternative 2 would result in displacement of two contributing resources to the district: 4505 North I-35 (Resource 119) and 4503 North I-35 (Resource 121). Both contributing resources are former residences converted to commercial use. Alternative 2 would also result in removal of a historic-age noncontributing resource to the district: 1101 Bentwood Road (Resource 115). While the amount of ROW acquisition is small compared to the total district size in terms of acreage, Alternative 2 would displace two contributing resources, resulting in an adverse effect to the historic district. An individual Section 4(f) evaluation will be required for the property.

Modified Alternative 3 would not require ROW acquisition from the Delwood II Historic District and displace contributing resources to the historic districts.

Resource 119: 4505 North I-35

Resource 119 is a former residence, now in commercial use, that contributes to the NRHP-eligible Delwood II Historic District. The property parcel is 0.20 acre in size. Under Alternative 2, TxDOT would acquire 0.04 acre, or approximately 20 percent, of the parcel. Alternative 2 would result in displacement and removal of the building at 4505 North I-35. An individual Section 4(f) evaluation will be required for the property.

Modified Alternative 3 would not require ROW acquisition from this property and would not displace the building at 4505 North I-35.

Resource 121: 4503 North I-35

Resource 121 is a former residence, now in commercial use, that contributes to the NRHP-eligible Delwood II Historic District. The property parcel is 0.34 acre in size. Under Alternative 2, TxDOT would acquire 0.04 acre, or approximately 12 percent, of the parcel. Alternative 2 would result in displacement and removal of the building at 4503 North I-35. An individual Section 4(f) evaluation will be required for the property.

Modified Alternative 3 would not require ROW acquisition from this property and would not displace the building at 4503 North I-35.

Resource 179: 4000 North I-35 (EBBC Main Office)

The NRHP-eligible EBBC Main Office property parcel is 0.33 acres in size, conforming to the parcel boundaries as shown in TCAD records. Under Alternative 2, TxDOT would acquire approximately 0.28 acre, or approximately 85 percent, of the parcel. Under Modified Alternative 3, TxDOT would acquire 100 percent of the parcel. Both alternatives would result in

displacement and removal of the EBBC Main Office building and would have an adverse effect to the historic property. An individual Section 4(f) evaluation will be required for the property.

Resource 200: 3810 North I-35 (Dura Tune Service Station)

The NRHP-eligible Dura Tune Service Station is approximately 0.30 acres in size. Under Alternative 2, TxDOT would acquire approximately 0.19 acre, or approximately 64 percent, of the parcel. Under Modified Alternative 3, TxDOT would acquire approximately 0.20 acre, or approximately 65 percent, of the parcel. Both alternatives would result in displacement and removal of the Dura Tune Service Station building and would have an adverse effect to the historic property. An individual Section 4(f) evaluation will be required for the property.

Resources 235 A-B: 3509 North I-35 (Roberts House)

The NRHP-eligible Roberts House property parcel is 0.25 acres in size, conforming to the parcel boundaries as shown in TCAD records. Under both Alternative 2 and Modified Alternative 3, TxDOT would acquire 100 percent of the parcel. Both alternatives would result in displacement and removal of the Roberts House and adjacent outbuilding and would have an adverse effect to the historic property. An individual Section 4(f) evaluation will be required for the property.

Resource 295: 3009 North I-35 (Haster House)

The NRHP-eligible Haster House property parcel is 0.18 acres in size, conforming to the parcel boundaries as shown in TCAD records. Under both Alternative 2 and Modified Alternative 3, TxDOT would acquire 100 percent of the parcel. Both alternatives would result in displacement and removal of the Haster House and would have an adverse effect to the historic property. An individual Section 4(f) evaluation will be required for the property.

Resources 462 A-E: Town Lake Park System from Waller Creek to Fiesta Gardens

Resource 462 is an NRHP-eligible segment of the larger Town Lake Park System. The NRHP-eligible segment includes portions of the Ann and Roy Butler Hike and Bike Trail, Waller Beach Park, and Edward Rendon Park. Resources 462 A-E are contributing to the NRHP-eligible segment.

A 1.18-acre portion of Waller Beach Park, approximately 3.0 percent of the total park area, would be acquired as ROW by TxDOT. This area would be used for staging equipment for a six-year period during construction and would remain as TxDOT ROW after construction. However, TxDOT would allow the area to be used by the City of Austin for the park and trail following the completion of the project. A total of 1.06 acres of the proposed ROW acquisition at Waller Beach Park is within the NRHP-eligible boundary. A 0.68-acre temporary construction and staging easement, about 0.9 percent of the total park area, would be required from Edward Rendon Park, of which 0.34 acre is within the NRHP-eligible boundary. The duration of the easement at Edward Rendon Park is estimated to be six months or less. Portions of the Ann and Roy Butler Hike and Bike Trail would be temporarily relocated within the limits of the proposed construction staging areas in Waller Beach Park and Edward Rendon Park.

The portion of the Ann and Roy Butler Hike and Bike Trail subject to temporary use is a small section in relation to both the overall trail system encircling Lady Bird Lake and the one-mile segment within the evaluated NRHP-eligible boundary. Similarly, the acreage required for use from Waller Beach Park and Edward Rendon Park is minor in comparison to the size of each individual park. The temporary construction activities will occur in a transitional area between the two parks and the I-35 ROW and are not expected to have an impact on park areas or resources that are central to the property's overall significance.

The physical impacts of the I-35 Capital Express Central project would be anticipated to result in no adverse effect to the NRHP-eligible park system segment, and a *de minimis* Section 4(f) impact determination for the property would normally be applicable. However, the property is already subject to individual Section 4(f) evaluation as a parkland. The Section 4(f) evaluation will consider the property's significance both as a parkland and as a historic site.

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Appendix A: Project Information and ROW Information

[Finalize](#)[Back To List](#)

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

[Archived WPD I](#)[Print this Page](#)

Project Definition

Project Name:

CSJ: - -

Anticipated Environmental Classification:

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



Project Association(s)

Manually Associate CSJ:

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:091404341	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:

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