

ZONING CHANGE REVIEW SHEET

CASE NUMBER: C14H-2015-0002

HLC DATE:

March 23, 2015

PC DATE:

APPLICANT: Historic Landmark Commission

HISTORIC NAME: Pine Street Station

WATERSHED: Waller Creek

ADDRESS OF PROPOSED ZONING CHANGE: 414 Waller Street

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

SUMMARY STAFF RECOMMENDATION: Staff supports the proposed zoning change from transit oriented development, neighborhood plan (TOD-NP) combining district zoning to transit-oriented development – Historic Landmark – neighborhood plan (TOD-H-NP) combining district zoning for the historic building, and not the rear additions nor the land, although staff would encourage the property owner to further investigate the feasibility of maintaining this building on its current site.

QUALIFICATIONS FOR LANDMARK DESIGNATION:

The ca. 1925 Humble oil depot is one of only 2 buildings of its type in Austin. It retains a high degree of integrity, and has historical significance for its association with Austin's early 20th-century railroad and industrial period.

HISTORIC LANDMARK COMMISSION ACTION:

PLANNING COMMISSION ACTION:

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

Capital Metro will agree to the zoning of the building as historic, but opposes the re-zoning of the land. Capital Metro may have future plans to move the building to another location along the tracks and allow it to be used as an arts center. Moving the building will require a Certificate of Appropriateness from the Commission.

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

CITY COUNCIL DATE:

ACTION:

ORDINANCE READINGS: 1ST 2ND 3RD

ORDINANCE NUMBER:

CASE MANAGER: Steve Sadowsky

PHONE: 974-6454

NEIGHBORHOOD ORGANIZATION: East Cesar Chavez Neighborhood Association

BASIS FOR RECOMMENDATION:

Architecture:

One-story, rectangular-plan, front-gabled, frame warehouse building, with corrugated metal siding, paired 4:4 fenestration, and a metal roof.

Historical Associations:

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

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

PARCEL NO.: 0204051901

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

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

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

PRESENT USE: Former art studio, now vacant.

CONDITION: Good

PRESENT OWNERS: Capital Metro Transportation Authority

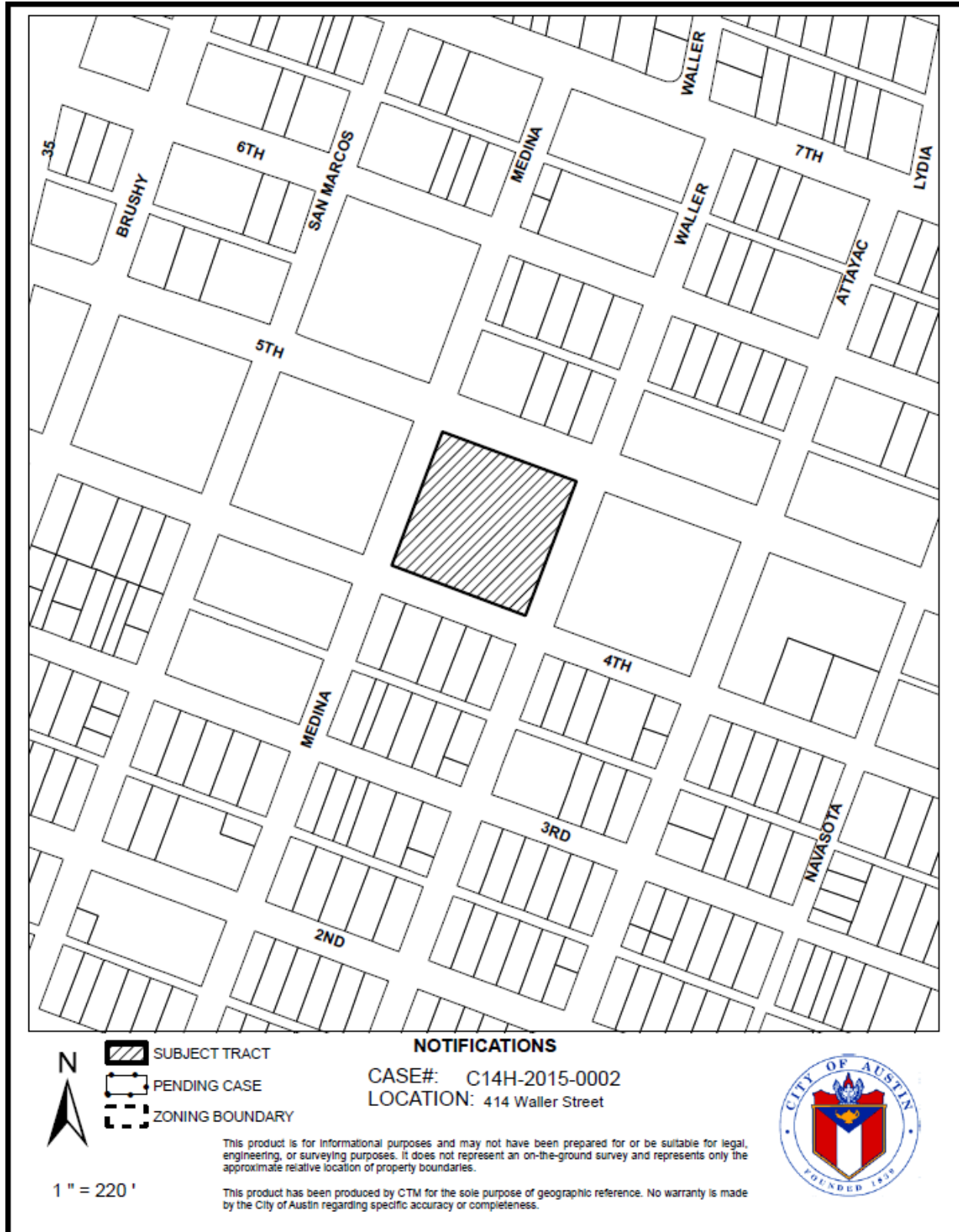
DATE BUILT: ca. 1925

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

ORIGINAL OWNER(S): Humble Oil and Refining Company

OTHER HISTORICAL DESIGNATIONS: None.

LOCATION MAP



Historical background of 414 Waller Street (Pine Street Station)

City of Austin Historic Preservation Office, October, 2014

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

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

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

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

414 Waller Street
ca. 1925

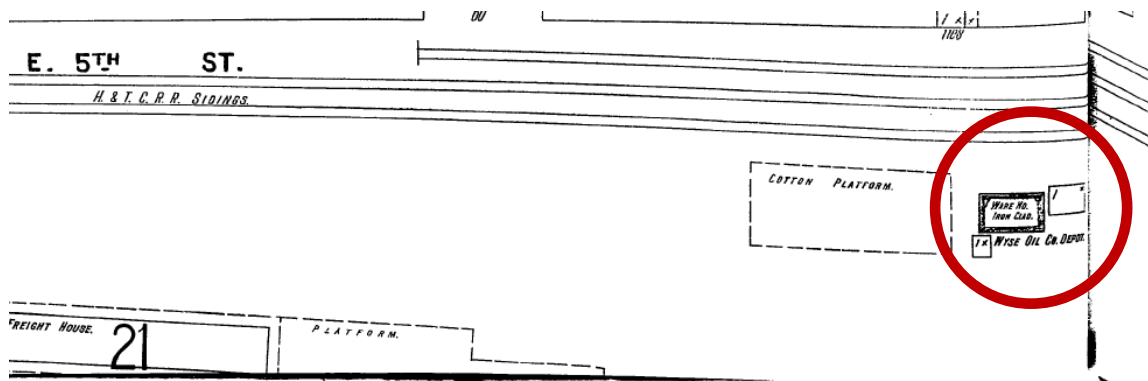


OCCUPANCY HISTORY 414 Waller Street

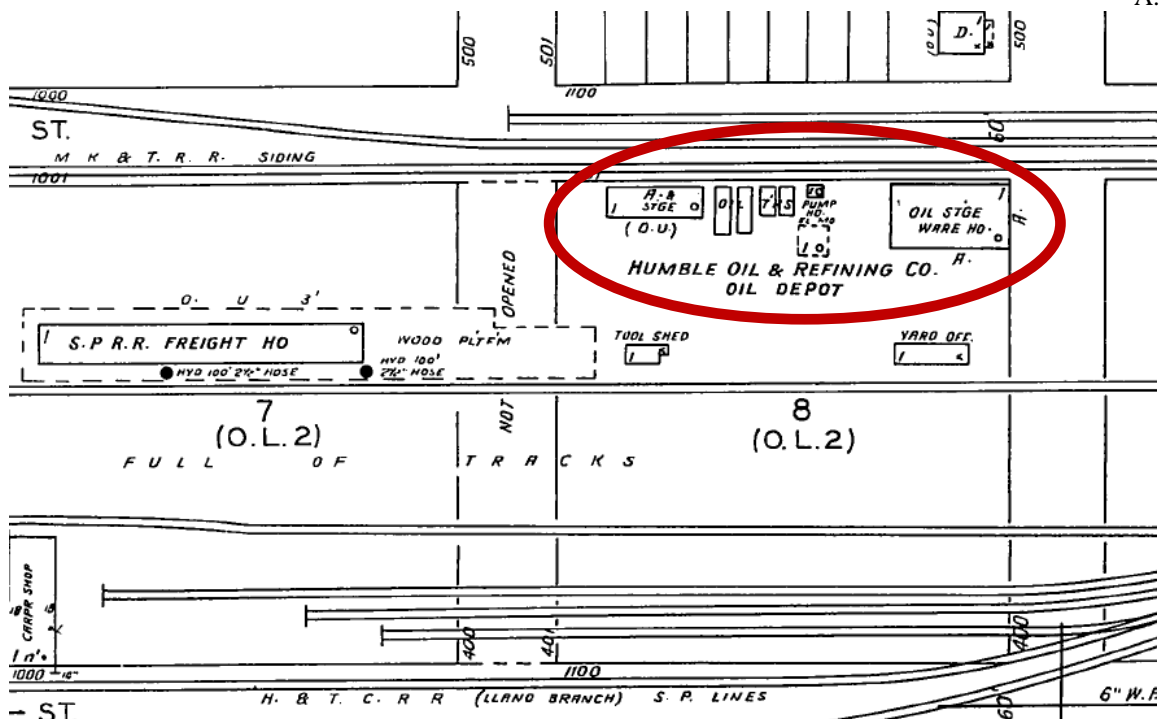
City Directory Research, Austin History Center
By City Historic Preservation Office
October, 2014

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

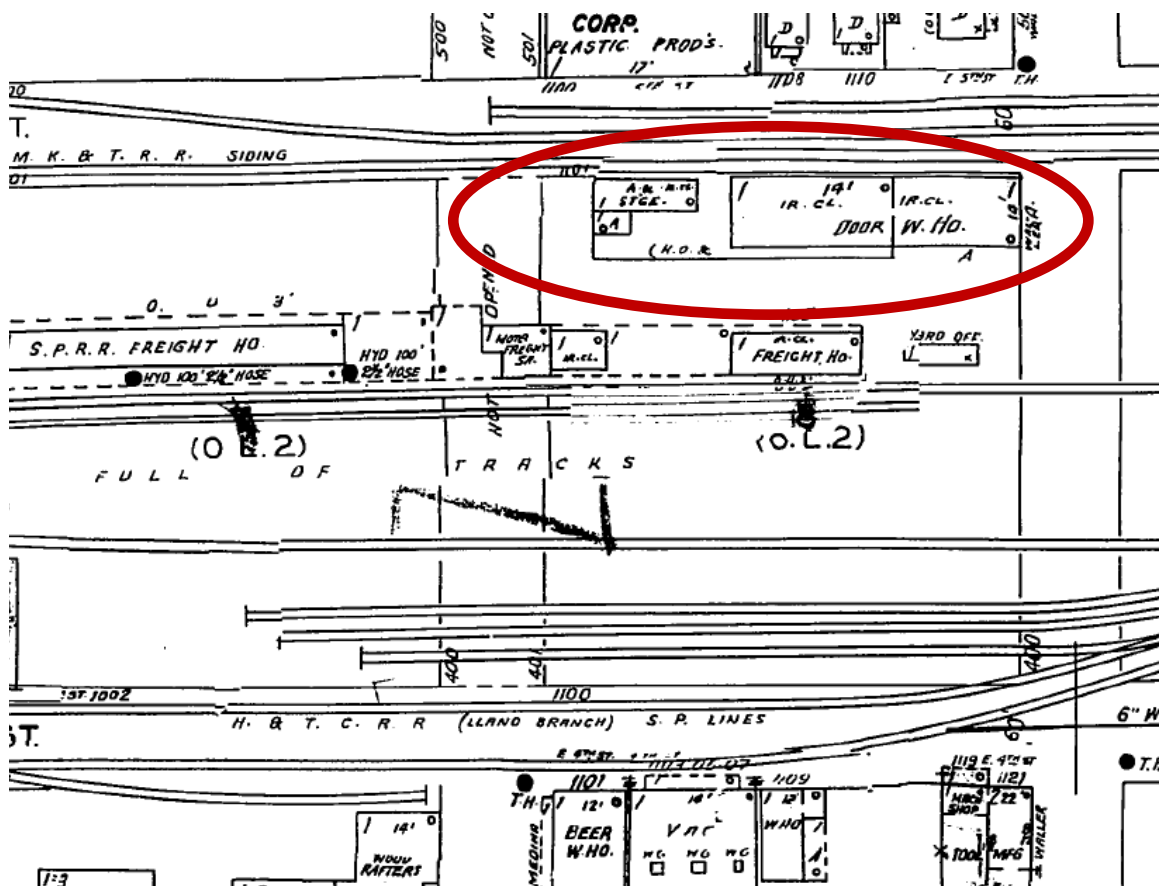
	414 Waller Street:	Humble Oil and Refining Company, wholesale oils
1941	1109 E. 5 th Street:	Southern Pacific Lines yard office
	414 Waller Street:	Humble Oil and Refining Company, wholesale oils
1939	414 Waller Street:	Humble Oil and Refining Company, office and plant
1937	414 Waller Street:	Humble Oil and Refining Company, main facility
1935	414 Waller Street:	Humble Oil and Refining Company, main facility
1932-33	414 Waller Street:	Humble Oil and Refining Company
1930-31	414 Waller Street:	Humble Oil and Refining Company
1929	414 Waller Street:	Humble Oil and Refining Company
1927	414 Waller Street:	Humble Oil and Refining Company
1924	412 Waller Street:	Houston and Texas Central Railroad yardmaster
	NOTE: Humble Oil and Refining Company had their facility at W. 3 rd and Bowie Streets.	
1922	412 Waller Street:	Houston and Texas Central Railroad yardmaster
1920	412 Waller Street:	Houston and Texas Central Railroad yardmaster



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



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



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



June 18, 2013

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



Re: Plaza Saltillo Railroad Track Relocation

Dear Ms. Henderson:

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

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

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

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

Sincerely,

Steve Roudebush
 Real Estate and Asset Management
 CAPITAL METRO

TEXAS HISTORICAL COMMISSION
real places telling real stories

29 July 2013

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

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

Dear Mr. Roudebush,

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

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

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

Sincerely,



Linda Henderson

For:

Mark Wolfe, State Historic Preservation Officer





Figure 5: Surveyed Property Locations. (Google Earth)

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

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

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

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

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

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
2910 East Fifth Street, Austin, Texas 78702 | tel 512.389.7400 | fax 512.369.6596 | www.capmetro.org



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

October 24, 2014

Dear Historic Landmark Commission Members:

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

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

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

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

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

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

Regards,



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

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

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

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

Thanks

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

