
LANDMARKS COMMISSION
September 30th, 2014
Minutes

Members Present: Steve Butman
Robert Calk
Peebles Lee
Michael McClellan
Phil Miller
Bill Minter
Rick Weatherl

Members Absent: None

Staff Present: Stephanie Goodrich, Historic Preservation Officer
Ben Bryner, Planning Services Manager
Kelley Messer, Assistant City Attorney
Donna Boarts, Secretary II (Recording)

Guests Present: Dan/Kirsten Keel
A.R. Falconi (Fal)

Mr. Steve Butman called the meeting to order at 4:00 P.M. and declared a quorum present and read the opening statement.

Minutes of the August 26th, 2014 meeting were submitted for approval.

Mr. Calk made a motion to approve the minutes, Mr. Weatherl seconded the motion. The minutes were approved unanimously.

CA-2014-10, 342 Palm Street. Public hearing, discussion and possible approval of a Certificate of Appropriateness application submitted by Kirsten Keel for paint color change and addition of window shutters on the residential property located at 342 Palm Street.

Paint color selections are:

Behr: Shady Willow ECC-36-1 for the siding; Nesting Dove ECC-36-2 for the trim work and columns; Red Bluff ECC-36-3 for the doors and porch decking; and Obsidian Stone for the shutters.

And alternate color selection is Behr: Jungle Khaki ECC-64-1 for the siding; Nesting Dove ECC-36-2 for the trim work and columns; Red Bluff ECC-36-3 for the doors and porch decking; and Black Suede S-H-790 for the shutters.

The shutters will be louvered and painted in the Black selection shown on the color selection below.

Mrs. Stephanie Goodrich presented the staff report for this case. The Tandy House was built Cir. 1900-1910 for Mr. and Mrs. C. M. Tandy. It was built in a shape similar to the American

Foursquare in the Colonial Revival Style. The defining stylistic features of this house are the hipped roof and full width porch with classical columns. Although most homes in this style are symmetrical, The Tandy House does have an irregular wrap around porch and a rear single story unit, making it a more eclectic version of the style and type. It was granted Historic Overlay Zoning by the Landmarks Commission in September, 2011.

SPECIAL CONSIDERATIONS: Please refer to the Secretary of the Interiors standards for the rehabilitation of historic properties:

The Secretary of the Interior's Standards for Rehabilitation:

The Standards (Department of Interior regulations, 36 CFR 67) pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior, related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

3. (Part three is the pertaining guideline) Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

STAFF RECOMMENDATION: Approval for paint color selection, either one or two; denial for addition of shutters, if approval is decided upon, these shutters should be made of wood and not vinyl or other modern materials.

Mr. Butman opened to the public.

Mrs. Kirsten Keel (property owner) spoke in favor of these modifications to the property.

Mr. Calk inquired the type of material the shudders would be.

Mrs. Keel stated they would be wood, due to wanting the look of being operational.

Mr. Butman closed the public hearing.

Mr. Weatherl made a motion to approve the requested item CA-2014-10 as presented by the property owner. Two exterior paint color choices, wood or vinyl on the shutters in a size and proportion presented the ability to extend the shutter treatment to the side façade. Mr. Minter seconded the motion. The vote for approval was unanimous (7-0).

CA-2014-11, Public hearing, discussion and possible approval of an application for a Certificate of Appropriateness submitted by Keith White for new signage and mural at the commercial property located at 1292 N 1st Street.

Mrs. Stephanie Goodrich presented the staff report for this case. Built in 1928, in the Old Town as a filling station along the original Bankhead Highway route, the Boyd Building has remained relatively unchanged on the exterior.

The request is to update the advertising to reflect the current owner's business.

SPECIAL CONSIDERATIONS Signage will be located exactly where current signage is located; only the wording will be changed. The mural on the eastern façade will be painted in an Art Deco style with an Abilene skyline. The applicant has not finalized the exact mural, but will provide a drawing to staff for further review. Art Deco is an appropriate style for the building and the district.

STAFF RECOMMENDATION: Approval.

Mr. Butman opened to the public. No one came forward so the public hearing was closed.

Mr. McClellan made a motion to approve the minutes, Mr. Weatherl seconded the motion. The vote for approval was unanimous.

#6- Discussion Item moved up:

SUBJECT: 189 Locust Street

Discussion item: *Possible initiation of Historic Overlay Zoning on 189 Locust Street, Abilene And Northern Railway Company Depot aka. Burlington Railroad Depot.*

The Burlington Railroad Station, referred to on the National Register of Historic Places as “Abilene and Northern Railway Company Depot” was built in 1929. This one story, red brick veneer building is a distinctive Mission Revival Style building. The exterior retains a high degree of integrity.

Statement of Significance for Abilene and Northern Railway Company Depot (Burlington Railroad Station) 189 Locust Street, Abilene, Texas, Taylor County.

Mrs. Stephanie Goodrich presented the staff report for this case: The Abilene and Northern Railway Company Depot is a 1 story, Mission Revival building with a rectangular plan and a flat roof. The foundation and walls are brick. The depot occupies the northeast corner of Locust and South Second streets in Abilene's central business district. It has been moderately altered since its original construction in about 1929. Although it no longer is used as a passenger depot and presently contains offices, the building is in good condition.

The building faces south onto South Second Street. The front has inset cast stone panels on brick veneer walls; one reads "Abilene" and the other "Burlington Route." A small, red tile, shed roof extends over a 3- sided bay window on this elevation. Both the front (south) and rear (north) elevations have a Mission Revival styled parapet with cast stone coping. The building's windows and most original doors have been replaced with modern ones or are covered with wood paneling. Masonry work reminiscent of quoins is on the corners but its irregular configuration gives the building a somewhat awkward finish.

The Abilene and Northern Railway Company Depot is nominated under Criterion A in the area of Transportation, for its association with the railroad industry, which made Abilene an important distribution center. Built about 1929, the building is also nominated under Criterion C in the area of Architecture, as a good local example of Mission Revival architecture as seen in its distinctive detailing. The building is associated with the historic context "The Railroad and Abilene's Development into a Wholesale and Distribution Center in West Texas, 1881-1939."

One of two historic passenger depots in the city, this depot is in good condition and retains much of its integrity.

During the first decade of this century, the Texas and Pacific Railway Company enjoyed a monopoly on railroad service to and from Abilene. However, several of the town's leading citizens felt that the city would attain still greater significance if other lines extended to Abilene. Efforts to encourage well established lines, such as the Gulf, Colorado and Santa Fe Railroad, to Abilene were unsuccessful; therefore, Abilene wholesaler Ed S. Hughes led the organization and establishment of a locally owned company.

Hughes and others were keenly aware of the Wichita Valley Railway Company that had established a line from Wichita Falls, Texas, to Stamford, about 35 miles north of Abilene. They consequently hired that railroad's builder, Morgan Jones, to link Abilene with the Wichita Valley Railroad at Stamford. In 1909 Jones successfully completed the line that was named the Abilene and Northern Railway Company. Its tracks enter Abilene from the northeast and extend along the eastern border of the original townsite. After it crossed the Texas and Pacific's tracks, the line turned westward and terminated at the northeast corner of Locust and South Second streets. The Abilene and Northern Railway Company operated as a subsidiary of the Wichita Valley, later incorporated into the Burlington Railroad System.

A frame depot formerly served the railroad but was replaced by the extant brick veneer building. This 1929 depot incorporated elements of Mission Revival architecture and is one of few local examples of the style. Despite the replacement of some windows, the depot retains enough of its integrity as an important architectural landmark in downtown Abilene. – *Abilene MPS, 1994, Record 92000191.*

This building is an important landmark in the southern warehouse district and contributes to the overall historic character of the neighborhood and stands as an important reminder to Abilene's growth around the railroads.

SPECIAL CONSIDERATIONS: There is a special circumstance, which the owner of the building, Mr. A.R. Falconi, does not own the underlying land. The land that the depot sits on is leased from Lone Star Railroad, Inc.

There is a condition on the lease that states once the lease has expired; Mr. Falconi is to return the parcel cleared of any structures.

There is some damage associated with being vacant for a number of years as well as damage from hail on the roof and windows. The most noticeable damage is missing glass in the rear windows and broken roofing tiles on the eastern side.

STAFF RECOMMENDATION:

The planning staff recognizes the historic significance of the structure under the criteria that it is distinctive of a type, period, or method of construction or architecture.

*Land Development Code
Section 2.3.4.4
Historic Overlay District
Criteria for Designation*

Properties must exhibit any one or more of the following characteristics:

- **Historical, archeological or cultural significance or value to the development, heritage or cultural, characteristics of the city, state or county**
- **Association with events or persons of significance**
- **The building style distinctive of a type, period or method of construction or architecture**
- Yielding or may yield historical information
- **Unique location contributing to a familiar visual feature of a neighborhood**
- Represents the work of a master, designer, architect, builder or craftsman

Property meets the criteria in bold.

Mr. Butman opened to the public.

Mr. A.R Falconi spoke in favor of the Historic Overlay Zoning. Mr. Falconi is the owner of this building received the ‘Bill of Sale’ from Burlington Northern Railroad.

Mr. John Hill spoke in favor of protecting the depot and the interest of the Iron Horse Railroad, whom has taken over the property lease from Burlington Northern Railroad.

Mr. Weatherl inquired if the original agreement with Burlington Northern that after the lease was up that demolition was imminent?

Mr. Hill stated it was his understanding.

Mr. Calk inquired if Mr. Falconi would be opposed to Historic Overlay zoning?

Mr. Falconi stated that he would not be opposed.

Mr. Butman closed the public hearing.

Mrs. Stephanie Goodrich stated today the only decision that is to be made is to provide this building with *Historic Overlay Zoning*.

Mrs. Pebbles Lee inquired the type of zoning the property has?

Mrs. Goodrich stated LI (Light Industrial District).

Mr. Calk inquired if *Historic Overlay Zoning* could be applied to the building and not to the property?

Mrs. Goodrich stated that *Historic Overlay Zoning* pertains to the entire parcel. If the property owner does not want to have this Historic Overlay Zoning, then it would require a super majority vote, to pass through City Council.

Mr. Bryner stated that being this is a discussion item only, is there sufficient interest regarding this property to move forward.

- Is there an interest to preserve it?
- Do we move forward on this soon.

Mrs. Pebbles Lee inquired if this discussion could be placed on the October Landmarks Meeting agenda as a public hearing item to pursue overlay?

Mr. Bryner stated that a representative from the railroad could possibly be here to discuss items needing clarity.

Resolution update: Update to City Council Approved List of Historic Properties; Resolution 5-1999.

Mrs. Goodrich stated that this is an action item, what is decided today will go onto City Council as a resolution. Previous meeting decision was made on the removals from the City Council *Approved List of Historic Resources* would include items that already have Historic Overlay or no longer exist due to demolition. Here are the following properties with some new additions.

301 Cypress (c 1923)
1742 North 2nd (c. 1916)
1941 North 3rd (c.1910)
1018 North 5th (c. 1926)
1341 North 18th (c.1915)
1325 North 18th (c.1925)
1605 North 18th (c. 1915)
1543 North 18th (c. 1919)
726 Meander (c.1920)
1217 South 3rd ~ rehabbed ~ not recommending based on changes (c 1927)
2142 Idlewild (c.1936)
341 Pecan (c.1931)
520 North 9th (c.1936)
435 College Ave. (c.1926)
625 South 8th (c.1925)
1342 North 4th (c.1910)
159 Walnut Street (c.1922)
602 North 1st Cotton Press Warehouse~ (City owned).
501 Palm (c.1953) ~ not recommending approval as does not meet criteria.
450-462 Peach (c.1930-1960) ~ not recommending approval.
1450 Tanglewood (c.1955)
1302 Amarillo (c.1929) ~ not recommending approval due to the alterations.
2418 Caldwell Hall (c. 1922)
242 Beech (c.1920) ~ not recommending approval due to alterations.
1625 Belmont (c.1927)
441 Butternut (c.1926)
210 Clinton (c.1905)
910 Highland (c.1925)
1358 Highland (c.1927) ~ not recommending approval.
1127 Ash (c.1909) ~ not recommending approval/on condemnation list.
418 Merchant (c.1920)
346 Mulberry (c.1925)
137 Oak (c.1919)
402 Orange (c. 1924-1979)
802 Orange (c.1927) ~ not recommending approval due to alterations.

341 Pine (c.1935)
502 Poplar (c.1920)
3425 South 7th (c.1920)
1302 Sayles (c.1929)
1400 Sayles (c.1923)

Mr. Calk left the meeting at 5:40p.m.
Mr. McClellan left the meeting at 5:45p.m.

Mrs. Goodrich stated these list of properties are added additions, they are on the Historic Register but do not have *Historic Overlay Zoning*.

Mrs. Lee made a motion to approve the Historic List of Properties as presented, Mr. Weatherl seconded the motion. The vote for approval was unanimous (5-0).

Mr. Butman asked for a motion to adjourn at 5:50 P.M. Mrs. Lee seconded the motion. The vote to adjourn was unanimous (5-0).

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| Approved: _____, Chairman |
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