

---

LANDMARKS COMMISSION

October 28th, 2014

Minutes

---

Members Present: Steve Butman  
Michael McClellan  
Phil Miller  
Bill Minter  
Rick Weatherl

Members Absent: Robert Calk  
Peebles Lee

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

Carody Bell  
A.R. Falconi (Fal)  
A.A Abraham  
Jon James  
Jeff Basket  
John Hill

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 September 30th, 2014 meeting were submitted for approval.

**Mr. Weatherl made a motion to approve the minutes with the exception to add him to the list of members present, Mr. Miller seconded the motion. The minutes were approved unanimously.**

**Discussion item #4 was moved up.**

**HOZ-2014-02**, Public hearing and discussion and possible approval of the Landmarks commission to initiate historic overlay and make for findings pursuant to the criteria for designation of Historic Overlay Zoning submitted by the City of Abilene Landmarks Commission for Historic Overlay Zoning on the Burlington Northern Depot, listed as Abilene and Northern Railway Company Depot on the National Register of Historic Places, (*zoned Light Industrial*) located at 189 Locust Street.

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.

Ms. Goodrich presented the staff report for this case. Mrs. Goodrich asked for this item to be brought forward, to accommodate for a meeting that will be given by the railroad representative after this discussion. Today's meeting is to determine if the property qualifies for Historic Overlay Zoning under our criteria.

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.

This meeting is to determine if there are sufficient findings for initiation of Historic Overlay Zoning.

**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 Iron Horse 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:** Approval

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

The property meets the criteria in bold.

Mr. Butman opened to the public.

Mr. Jeff Basket (Executive V.P. Iron Horse Resources) explained that Iron Horse is primarily a short-line railroad company that is involved in trucking and Trans Loading Warehousing. Mr. Basket stated that as a company they are neither in favor nor against Historic Overlay Zoning, their main concern the area developing into a high traffic high pedestrian area.

Mr. Fal Falconi (building owner) spoke in favor of the Historic Overlay Zoning.

Mr. Butman closed the public hearing.

Mrs. Kelley Messer stated last time this item was on the agenda it was as a discussion item only, the ordinance requires one (1) vote to initiate Historic Overlay then a second vote is needed on the matter for Historic Overlay based on the eligibility criteria in the ordinance. The current meeting would be a vote to move forward or not. Mrs. Messer stated:

*Per the ordinance, The Landmarks Commission may initiate a Historic Overlay District application of the commission, after holding a public hearing interviewing all applicable information makes the findings pursuant to the criteria for designation.*

**Mr. Weatherl made a motion to proceed with initiation of Historic Overlay based on the written criteria in the staff report, Mr. Minter seconded the motion. The vote to proceed was unanimous (5-0).**

**HOZ-2014-01, 4001 Potomac Avenue.** Public hearing, discussion and possible approval of an application for Historic Overlay Zoning submitted by James & Carody Bell for the residential property located at 4001 Potomac Avenue.

Mrs. Stephanie Goodrich presented the staff report for this case. The Henderson/Williams House was built by George Henderson, a local building contractor in 1959 in the French or Mansard Eclectic style of the Neoelectic movement. It is an early example of this style and has been relatively unaltered since construction. It has a cedar shingle mansard roof with arched top dormer windows and original transom plates. The limestone veneer is original. The windows, excepting the arched ones, are replacement windows. The contributing garage was built at a later date in 1964, has a similar mansard roof detail, but is sided with stucco. The fence wall on the street side of the home is constructed of the same type of limestone as the house's veneer. It is most likely original to the house as are the wrought iron gates.

**SPECIAL CONSIDERATIONS:** This house has had few external alterations since 1959. It is not only an early example of the Neoelectic building style for Abilene, but predates most homes of this style across the United States.

**STAFF RECOMMENDATION:** Approval

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.

Mrs. Goodrich stated that what looks to be a porte-cochere, technically it does fit the definition although at this time this was built there were no expectations that a horse drawn carriage would be used there. It would be more appropriate to call this a pull through carport. This home is Mansard or French Eclectic style popular from the early 1960's. Much like the revival movement of the 1800's to early 1900's the eclectic movement was inspired by European architecture and earlier revival movement architecture. This movement was partially in response to the preponderance of American Small Houses; affordable homes that lacked decoration. The French, or Mansard, Neoelectic style drew its inspiration from second empire buildings dating from 1850-1880 which drew their inspiration from older restoration period buildings in France. The second empire building style received its name from the second Napoleonic Empire. "Mansard" is also a term that was popularized by a design in the early 17th century by architect François Mansart 1590-1666. English terminology of the name "Mansard" means attic or garret.

Mr. Butman opened to the public.

Mrs. Carody Bell spoke in favor of approving Historic Overlay Zoning to the property. She spoke about the history of their home and those that have lived there, that she learned from her neighbors.

Mr. Butman closed the public hearing.

**Mr. McClellan made a motion to initiate Historic Overlay Zoning as presented, Mr. Weatherl seconded the motion. The vote for approval was unanimous (5-0).**

**CA-2014-12, 644 Hickory Street.** Public hearing, discussion and possible approval of an Certificate of Appropriateness application submitted by Amy Botkin for paint color change on the gables and the columns (from Green to white;) removal of one of the signs and new roofing materials on the property located at 644 Hickory Street. Applicant is requesting a color change to the green gables and the column tops to white to match the trim. They would like to paint the front door Benjamin Moore Blue Lake 2053-40, Rose parade 2086-20, or Evening Dove 2128-30. There is also a monument sign for the oft shop that needs to be removed, since there is no longer a gift shop.

New Roofing is required due to damage from hail. The new roofing material requested is Certainteed Landmark series, weathered wood.

Mrs. Stephanie Goodrich presented the staff report for this case. The Pegues/Jennings House was built Cir. 1895 and 1902 By J. H. Pegue, a Louisiana born carpenter. It has a Queen Anne Victorian cottage shape and has a French influence on the top, half story. It is the oldest remaining residence in the Central Business District. The defining stylistic features of this house are the hipped roof with "Widow's Walk," gable dormers with fish-scale shingles, and full width porch with classical columns.

**SPECIAL CONSIDERATIONS:** Alterations have been made to the building over time to support a commercial restaurant. This includes the second floor exit and stairs for fire escape and modern railings and a rear addition in 1983.

**STAFF RECOMMENDATION:** Approval for paint color selection, giving the owner options on the front door color, approval for the replacement roofing selection, and approval for removing the signage.

Mrs. Goodrich stated there are currently two (2) signs on the front of the building,

- A sign for the Victorian Gift shop will be removed since the gift shop is no longer there.
- Approval for three (3) paint selections the property owner will have to choose from.
- Removal of a decorative plaque on the porch gable which states the name of the previous owner.

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

**Mr. McClellan made a motion to approve CA- 2014-12. Mr. Weatherl seconded the motion. The vote for approval was unanimous (5-0).**

**Mr. Butman asked for a motion to adjourn at 5:46 P.M. The vote to adjourn was unanimous (5-0).**

Approved: _____, Chairman
------------------------------