



City of Abilene

Landmarks Commission Agenda

Notice is hereby given of a meeting of The Landmarks Commission of City of Abilene, Texas to be held on April 27, 2021 at 4 PM at City Hall, 555 Walnut Street, Council Chambers, Abilene, Texas, for the purpose of considering the following agenda items.

CALL TO ORDER

MINUTES

1. **Minutes:** Receive a Report, Hold a Discussion and Public Hearing, and Take Action on Approving the Minutes from previous regular meeting held on December 8, 2020

AGENDA ITEMS

2. **Discussion:** Receive a Report and Hold a Discussion and Public Hearing on Certificate of Appropriateness 2020 Year in Review

CA-2020-01 (1726 Swenson St.)

CA-2020-02 (401 Pine St.)

HOZ-2020-01 (910 Highland Ave.)

CA-2020-03 (726 Amarillo St.)

CA-2020-04 (102 Cypress St.)

CA-2020-05 (1149 N. 2nd St. +151 Cedar St.)

CA-2020-06 (1545 N 5th St.)

3. **Discussion:** Receive a Report and Hold a Discussion and Public Hearing on Federal Aid Program Highway Marker (Cedar and N. 1st Street)

ADJOURNMENT

Notice

In compliance with the Americans with Disabilities Act, the City of Abilene will provide for reasonable accommodations for persons attending meetings. To better serve you, requests should be received forty-eight (48) hours prior to scheduled meetings. Please contact the City Secretary's Office at 325-676-6208. Telecommunication device for the deaf is 325-676-6360.

CERTIFICATION

I hereby certify the above meeting notice was posted on the bulletin board at the City Hall of the City of Abilene, Texas, on the 22nd day of April, 2021, at 3:15 p.m.

Shawna Atkinson, TRMC
City Secretary



**THE LANDMARKS COMMISSION OF
THE CITY OF ABILENE, TEXAS
REGULAR MEETING
December 8, 2020**

**2ND FLOOR, WEST CONFERENCE ROOM
COUNCIL CHAMBERS, CITY HALL**

The Landmarks Commission of the City of Abilene, Texas met in a Regular Meeting on December 8, 2020 at 4 p.m. in the Council Chambers, 555 Walnut Street. Commissioners present were Ms. Pebbles Lee, Chair, Mr. Kevin Halliburton, Mr. Josh Black, and Mr. Steve Butman. Commissioners who were absent were Ms. Jamie Dalzell, Vice Chair, Dr. Michael McClellan, Sergeant at Arms, and Mr. John Scott.

Also present were Mr. Michael Rice, Assistant City Manager, Mr. Mike Warrix, Director of Planning and Development Services, Ms. Cheryl Sawyers, Planning Services Manager, Ms. Kelley Messer, First Assistant City Attorney, Mr. Nick Watts, Planner I/Historic Preservation Officer, and Ms. Melissa Farr, Executive Assistant.

Others who attended were Ms. Morgan Paschal, Mr. Ryan Pope, Mr. Rick Jones, Ms. Cynthia Nesmith, and Ms. Julie Johncox.

CALL TO ORDER

Ms. Lee called the meeting to order at 4:09 p.m. and declared a quorum present.

MINUTES

The minutes from the previous meeting, September 22, 2020 were approved. Mr. Black moved to **approve**, and Mr. Halliburton seconded the motion. The motion to **approve** the minutes prevailed by the following vote:

AYES: Black, Halliburton, Butman, Lee

NAYS: None

AGENDA ITEMS

CA-2020-05: Receive a Report and Hold a Discussion and Public Hearing on a request for a Certificate of Appropriateness for several modifications to a parking garage located at 1149 N. 2nd Street and 151 Cedar Street

Mr. Nick Watts presented the request for Certificate of Appropriateness. The applicant would like to make modifications to the exterior of a parking garage.

Ms. Lee opened the public hearing. The following addressed the Commission:

- Ms. Julie Johncox spoke in favor and explained the request.

With no other speakers coming forward, the public hearing was closed.

PLANNING STAFF RECOMMENDATION: Approval with the following conditions:

All work shall commence within six (6) months of the approval of the Landmarks Commission. If work does not commence within six months, the approval of this Certificate of Appropriateness shall expire. The applicant may request an extension to this expiration deadline provided a complete application for a request for extension is submitted at least thirty (30) days before the approved Certificate of Appropriateness expires.

Mr. Halliburton moved to **approve** this request and Mr. Black seconded the motion. The motion to **approve** prevailed by the following vote:

AYES: Black, Halliburton, Butman, Lee

NAYS: None

CA-2020-06: Receive a Report and Hold a Discussion and Public Hearing on a request for a Certificate of Appropriateness (CA) to replace 39 exterior windows of the primary residence, replace front door inset glass to beveled frosted glass, and reconstruct the rear entry door.

Mr. Nick Watts presented this request. The applicants have requested several modifications on the property as follows:

- Replace 39 windows with wood inset windows more appropriate to the time period
- Replace front door glass inset with beveled frosted glass
- Remove pet door from rear entry door and reconstruct with similar wood materials

Ms. Lee opened the public hearing. The following addressed the Commission:

- Mr. Ryan Pope made himself available to answer any questions.

With no other speakers coming forward, the public hearing was closed.

PLANNING STAFF RECOMMENDATION: Approval with the following conditions:

All work shall commence within six (6) months of the approval of the Landmarks Commission. If work does not commence within six months, the approval of this Certificate of Appropriateness shall expire. The applicant may request an extension to this expiration deadline provided a complete application for a request for extension is submitted at least thirty (30) days before the approved Certificate of Appropriateness expires.

Mr. Butman moved to **approve** this request with the option for replacement of the back door, if necessary, and Mr. Halliburton seconded the motion. The motion to **approve** prevailed by the following vote:

AYES: Black, Halliburton, Butman, Lee

NAYS: None

ADJOURN

There being no further discussion, The Landmarks Commission meeting was adjourned at 4:40 p.m.

Approved: _____, Chairman

Welcome to the Landmarks Commission Meeting

*Please add your name to the sign-in sheet by the
door and have a seat*



Minutes of December 8, 2020 Meeting



2020 Landmarks Commission Year in Review

- CA-2020-01 1726 Swenson St.
- CA-2020-02 401 Pine St.
- HOZ-2020-01 910 Highland Ave.
- CA-2020-03 726 Amarillo St.
- CA-2020-04 102 Cypress St.
- CA-2020-05 1149 N. 2ND St. + 151 Cedar St.
- CA-2020-06 1545 N. 5th St.



SWENSON HOUSE



WINDSOR HOTEL



401 PINE ST. WINDSOR HOTEL



HOZ-2020-01 910 HIGHLAND AVE.



**APPROVED
PASSED AUGUST 27th, 2020
ORDINANCE 34-2020**



REHAB PENDING



THE GRACE PARKING GARAGE



CA-2020-05 1149 N 2ND ST & 151 CEDAR ST.

DCOA PARKING GARAGE

BEFORE



BEFORE



BEFORE



AFTER



AFTER



AFTER





DISCUSSION & QUESTIONS



Welcome to the Landmarks Commission Meeting

*Please add your name to the sign-in sheet by the
door and have a seat*



FEDERAL AID MARKER DISCUSSION

Federal Aid Marker located in the northeast corner of the public right-of-way of Cedar St. and North 1st St.



4/6/2021

Federal-Aid Program (FAP) Highway Marker, Cedar St, Abilene | THC.Texas.gov - Texas Historical Commission

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HISTORICAL
COMMISSION

REAL PLACES TELLING REAL STORIES

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Federal-Aid Program (FAP) Highway Marker, Cedar St,

Federal-Aid Program (FAP) Highway Marker,
Cedar St, Abilene



Address: [Federal-Aid Program \(FAP\) Highway Marker, Cedar St, Abilene](#)

Date: Exactly 1936

Historic Uses: Federal-Aid Program (FAP) Highway Marker

National Register of Historic Places: Contributing to a District

Main Content

Federal Aid Program (FAP) marker

Texas

FAP: 581-D

STA: 0-30.5

Length: 0.0605 miles

Built: 1936

Photo Gallery

Click on any image to view the photo gallery.

<https://www.thc.texas.gov/preserve/projects-and-programs/historic-texas-highways/place-of-interest/federal-aid-program-fap>

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FEDERAL AID MARKER DISCUSSION

Abilene Reporter News

Article 09/06/1936

4/14/2021

1618402180465b10b.jpg

Abilene Reporter-News (Abilene, Texas)

06 Sep 1936, Sun • Page 10



Traffic To Move Through Pine And Cedar Street Underpasses About October 1, Contractor Announces

Traffic will be turned into Abilene's new underpasses at Pine and Cedar streets about October 1.

The announcement was made Saturday by Marcial Moore, job superintendent for the Austin Bridge company, contractors for the \$250,000 state highway department project.

Latest company estimate shows

ART LECTURE FOR TEACHERS

Demonstration in Primary Drawing Given Here

Approximately 70 public school teachers of Taylor county, Abilene and other points attended an address and demonstration on the teaching of art in the first three grades, given here Saturday morning by Miss Mary Louise Wilson of Dallas.

In addition to her talk, Miss Wilson presented pictures drawn by pupils of the primary grades and conducted a model drawing lesson for first grade pupils.

A sing-song preceding the lecture was led by Ed Shumway, Boy Scout executive.

County teachers registering: Mrs. Zena Hooper, Norris J. Whiteaker, Juanita Petree, Butterfield, Eunice Little, Bulman; Mrs. J. J. Bresnahan, New Hope; Mrs. Dora C. Jennings, Elmdale; Winnie Ruth Drummond, Lawn; Ruth Treadwell, Mrs.

the work is 82 per cent complete and only 70 per cent of the allotted time has been used. The project will be completed long before the specified contract time which allows the company 90 more working days—amounting to approximately four months.

To Open Tracks

"We hope to have the trains moving over the passes on the permanent tracks by Thursday," Moore said. "Changing of the traffic from the temporary lines was delayed however, because of the necessity of a reorder on white enamel brick and windows for the passenger shelter."

Curbing gutter on the north side of the Pine street underpass was finished Saturday, and work will start on the north side gutters at Cedar street Monday.

Work remaining to be done is excavation at both underpasses, paving, finishing of the retaining walls and curbing. The passenger shelter is to be finished by Wednesday and the lighting system on the platform will be installed this week.

Storm Sewers

Work on the storm sewers, about 90 per cent complete, is at a standstill until the temporary tracks are removed. The underpass structures proper, started on January 13, were completed more than a month ago.

A. E. Pistole, Texas & Pacific railway division superintendent at Big Spring, was here yesterday for an inspection of the tracks, the recently finished express and baggage building and the passenger station which is undergoing general reno-

Cedar St. road construction 1936



FEDERAL AID MARKER DISCUSSION

HISTORIC TEXAS HIGHWAYS

BANKHEAD HIGHWAY

The Roadway of America

Preserve the Future
Help the THC preserve the past while touring. Please be respectful of historic artifacts and structures. We hope you enjoy your travel and encourage you to celebrate Texas history with future generations.

Gateway to Heritage Travel
Explore travel themes such as Historic Trails and Highways, Texas Frontier, Military History, or Cultural Heritage to plan your next adventure.

See the Sites
From western forts to Victorian mansions, the THC's state historic sites illustrate the breadth of Texas history. Come explore the real sites at the real places.

Plan your next trip at www.texasheritage.com and www.texashistorical.com

TEXAS HISTORICAL COMMISSION
real places telling real stories

www.thc.state.tx.us

PO Box 12276
Austin, TX 78711
512.463.6100

COVER: Background: Old Bankhead Highway near Redwood, Boone County.
Top: Fort Worth Landmark Lodge in Fort Worth (Tarrant County).
Bottom: Old U.S. 47 alignment east of Houston since 1940, Rockwall County (THCOT Photo Library).
© 2014

HISTORIC TEXAS HIGHWAYS

BANKHEAD HIGHWAY

The Roadway of America



Left: Paving and pouring concrete on the Bankhead Highway, Texas Federal Aid Project No. 45 (Tarrant County).
Middle left: J. P. Park Motel Motor Co., Old Cadillac in Greenville (Harris County).
Middle right: Bankhead Highway through Mount Pleasant (Tarrant County) circa 1940 (THCOT Photo Library).
Right: Underpass station in Albany (Franklin County).

For many Texans, driving along a Texas interstate highway can be a thoroughly modern experience—with gridlocked traffic, ongoing construction, and views of large-scale development along the roadside. However, historic maps show the routes traversed by today's modern interstate highways closely resemble the routes of some of the earliest paved highways in the United States, constructed in the 1920s. In some locations, the heritage of our modern highways dates back even further, following railroad lines, stagecoach routes, and even trails from the Spanish Colonial era and earlier.

View looking east along Weatherford Road/Bankhead Highway (Tarrant County) (THCOT Photo Library).

TEXAS HISTORICAL COMMISSION





HISTORIC TEXAS HIGHWAYS

The highway system affected development in Texas—how agriculture and industry responded, the types of buildings constructed along the roadside, and the patterns of highway use for shipping, commerce, and tourism. These historic routes and future highways linked Texas regions with each other and with neighboring states and Mexico. Many 19th century roads, stage and mail routes, and railroads followed portions of these early roads and trails, and sections of some evolved into segments of future highways. Until Anglo-American settlement began in Texas in the late 18th century, most roads and trails were pedestrian, equestrian, and pack-animal routes. Wagons traveling on narrow dirt paths created ruts, but also led to the widening of many routes. Railroads were frequently built parallel to wagon roads, and future highways continued the trend, often incorporating sections of earlier routes.

BANKHEAD HIGHWAY

The Bankhead Highway was one of the nation's earliest transcontinental highways. In beginning can be traced to 1916 when the Bankhead Highway Association was organized to promote the highway's development. The roadway extended from Washington, D.C. to San Diego, California, by way of Alabama, home of U.S. Senator John H. Bankhead and a major supporter of the highway. Its path crossed approximately 850 miles of Texas, passing through Texasiana, Mount Vernon, Dallas, Fort Worth, Weatherford, Midland, Midland, Van Horn, and El Paso among other communities, and roughly followed what became U.S. 47 and U.S. 89. The Bankhead was the first all-weather transcontinental highway in the United States, and was designated State Highway 1 in 1917 by the Texas Highway Department. The highway provided an important roadway for local and regional traffic, as well as for military use. The highway also brought a new industry—highway tourism—to Texas and connected popular culture through scenic and music. The Bankhead Highway includes segments of, or sections near, roads and trails forged during Spanish Colonial, Republic of Texas, and railroad eras.

In addition to the physical historic highway itself, associated road-related historic resources along the

roadway are auto repair garages, gas stations, diners and cafes, tourist camps and courts, motels and hotels, road markers, traffic and commercial signs, bridges, and railroads.

Highways, such as the Bankhead from the auto trail period of the 1910s and 1920s, laid the foundation for the state and federal highway systems that survive. Highways were important routes transporting people and goods, systems as major routes. The Bankhead Highway was also known as the "Roadway of America."

To explore Texas Bankhead Highway and to plot heritage tourism routes, go to www.thc.state.tx.us to download the Texas Historical Commission's (THC) Google Earth-based Bankhead Highway map that shows the various alignments of the Bankhead Highway as well as supporting the national system, and aiding the western industry.

The need for naming highways in Texas has been a cyclical one. Before 1917, road names were often associated with colonial names or with the geographic or locational routes that they followed. Auto organizations and named highway organizations used nomenclature and memory to promote these roads and to secure funding for their construction, expansion, and eventual absorption into the Texas highway system as major routes. The Bankhead Highway was also known as the "Roadway of America."

To explore Texas Bankhead Highway and to plot heritage tourism routes, go to www.thc.state.tx.us to download the Texas Historical Commission's (THC) Google Earth-based Bankhead Highway map that shows the various alignments of the Bankhead Highway as well as supporting the national system, and aiding the western industry.

Left: 1916 to Redwood on Old alignment (Boone County) for old Bankhead Road. Right: Bankhead Road, South Commerce Street in Tarrant County (THCOT Photo Library).

Top: Unincorporated Bankhead Highway in Lake Ray Hubbard (Rockwall County). Bottom: U.S. 89 in Weatherford (Boone County) circa 1940 (THCOT Photo Library).



4/5/2021

Grade Separation (Over/Under Pass), Cedar St, Abilene | THC.Texas.gov - Texas Historical Commission

TEXAS HISTORICAL COMMISSION
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Grade Separation (Over/Under Pass), Cedar St, Abilene



Address: [Grade Separation \(Over/Under Pass\), Cedar St, Abilene](#)

Date: Exactly 1936

Historic Uses: Grade Separation (Over/Under Pass)

National Register of Historic Places: Contributing to a District

Previous Designations: National Register Listed (District)

Main Content

Texas & Pacific Railway Underpass

Built in 1936 by the Texas Highway Department and the United States Bureau of Public Roads by the Austin Bridge Company.

Texas Highway Department engineer: Gibb Gilchrist

Photo Gallery

Click on any image to view the photo gallery.

[Share](#)

<https://www.thc.texas.gov/preserve/projects-and-programs/historic-texas-highways/place-of-interest/grade-separation-over-und-14>

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Discussion & Questions

