

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



1625

1. NAME OF PROPERTY

HISTORIC NAME: 1918 State Office Building and 1933 State Highway Building
OTHER NAME/SITE NUMBER: State Land Office Building, TEA Building, James Earl Rudder Building;
DeWitt C. Greer Building

2. LOCATION

STREET & NUMBER: 1019 Brazos Street ; 125 E. 11th Street
NOT FOR PUBLICATION: N/A
CITY OR TOWN: Austin VICINITY: N/A
STATE: Texas CODE: TX COUNTY: Travis CODE: 453 ZIP CODE: 78701

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination
 request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
 x meets does not meet the National Register criteria. I recommend that this property be considered significant nationally
 x statewide locally. (See continuation sheet for additional comments.)

Curtis Murrell
Signature of certifying official

11-21-97
Date

State Historic Preservation Officer, Texas Historical Commission

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

Edson H. Beall
Signature of the Keeper

Date of Action

1/7/98

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: Public

CATEGORY OF PROPERTY: Building

NUMBER OF RESOURCES WITHIN PROPERTY:	CONTRIBUTING	NONCONTRIBUTING
	2	0 BUILDINGS
	0	0 SITES
	0	0 STRUCTURES
	0	0 OBJECTS
	2	0 TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING: N/A

6. FUNCTION OR USE

HISTORIC FUNCTIONS: GOVERNMENT/Government office

CURRENT FUNCTIONS: GOVERNMENT/Government office

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Late 19th and Early 20th Century American Revivals: Classical Revival;
Modern Movement: Art Deco

MATERIALS: FOUNDATION CONCRETE

WALLS STONE: Limestone; BRICK; METAL: Cast iron

ROOF ASPHALT

OTHER N/A

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-27).

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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

Located southeast of the Texas State Capitol Building, at the north end of Austin's central business district, the State Office Building (1918) and State Highway Building (1933) occupy sloping quarter city blocks on the southeastern and southwestern corners of the intersection of East 11th and Brazos streets.

The State Office Building is a modern 5-story steel-frame building, finished in the Classical Revival style with brick, limestone and cast iron ornamentation on its two most visible elevations (north and west). A full basement is partially exposed on the west and south sides of the building, due to the south-sloping grade of the site. In contrast to the Classically-derived exterior and formal entrance, the building's interior featured a modern open plan, since modified by the addition of offices. The fifth floor, originally a mezzanine, was covered and converted to a full floor in a subsequent renovation, but was reopened in 1989, though not to original specifications. Despite the replacement of original glazing with dark glass, original steel sash window frames remain intact. The building retains a high degree of architectural and historic integrity.

Rectangular in plan with a recessed central entry and corresponding inset on the rear, the 9-story State Highway Building is one of Austin's best examples of Art Deco architecture. The building features cream-colored limestone exterior walls, polished pink granite skirting, cast stone spandrels and metal entry doors and canopies. A full basement is partially exposed on the east and south sides of the building, due to the south-sloping grade of the site. Despite the replacement of original sash windows with plate glass windows, the building retains a high degree of its historic and architectural integrity.

State Office Building

The State Office Building, designed by noted Texas architect Atlee B. Ayres, is a combination steel-frame and poured-in-place reinforced concrete building. The foundation is concrete. The exterior is ornately finished with brick, cast iron and limestone elements on its north (E. 11th St.) and west (Brazos St.) elevations, with unadorned brick on its south and east elevations. The building is square in plan (measuring 120' by 120'), and has a flat roof. The building is not set back significantly from the public sidewalks. Main entrances are set at the top of granite steps at the building's northwest corner, in an angle pointing towards the Capitol, with a double entry door on the westernmost bay of the north elevation, and matching doors on the northernmost bay of the east elevation.

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Continuation Sheet**

1918 State Office Building and
1933 State Highway Building
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The basement is flush with the sloping grade of the east and west sides. On the south side, the basement serves as a full ground floor. On the north elevation, the ground floor is at grade, while an areaway provides light for the full basement. The areaway is surrounded at street level by a metal railing.

The north elevation and west elevation are similarly organized and finished, with an ashlar stone base on the basement and ground levels. Both elevations feature seven bays: six windows and a doorway. All doorways and ground-floor windows feature arched ashlar openings of identical width, topped with projecting scrolled keystones. The main entrances feature double metal pocket doors, which cover metal doors with clear glazing and decorative metal grills. Each pair of doors is set within a cast iron arch, topped by a transom. The transom ornamentation features a five-point star set between horizontal scrolls, and topped by an anthemion.

Each ground-floor window opening consists of three 1/1 steel sash windows, with the center window wider than the flanking windows, topped by a 3-light transom. Below each window are three recessed limestone panels. The top of the ground floor is defined by a Greek key band.

The second, third, and fourth floors on the north and west elevations feature five bays set back between brick corner pavilions. The pavilions are overlaid by simple stone pilasters, which frame three 1/1 sash windows, each topped with a transom window. The five center bays are recessed, and each bay features a set of three steel 1/1 sash windows. Cast iron mullions (painted white), feature mascarons at the top of each window. Second- and third-floor windows feature foliated finials, and are topped with 3-light transoms. Three-story-tall fluted stone Ionic columns separate each of the five central bays. Cast iron spandrels between the second, third and fourth floors feature festoon ornamentation. Each spandrel is separated by cast iron mullions in the shape of elongated projecting scrolls.

The fifth floor is located within the entablature, which features small rectangular windows, grouped in sets of three, and covered with aluminum grills. As in the lower floors, the center window in each trio is larger than its flanking windows. Each set of windows is separated by a decorative cast iron panel. No windows are above the fourth-floor level of the corner pavilions.

The cornice features scroll, pearl, and egg-and-dart molding. The soffit ornamentation consists of dentils and florets. The top of the cornice is brick, with square limestone panels corresponding to the pattern of pilasters and columns on the lower floors.

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1918 State Office Building and
1933 State Highway Building
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The south and east elevations front alleyways, and are finished with dark red brick. The limestone cornice and skirting on the west and north elevations wrap around and terminate approximately two feet past the corners. Each elevation has 14 bays, with identical 1/1 steel sash windows and limestone sills. Ground and basement windows are covered with metal bars. All windows on the south and east sides are 3/3. The first three levels of windows on the south elevation are topped with 3-light transoms. Two window bays on the east elevation have been covered with metal grills.

The interior lobby, entered from the northwest corner, is a square groin vault, resting on boxed pilasters in each corner. The pilaster capitals feature egg-and-dart molding. An elaborate copper-alloy and glass hanging lamp is suspended from the center of the ceiling. The ceiling and frieze are covered with terra cotta reliefs, painted ochre, gold, brown and green. This ornamentation is Adam-style, featuring festoons and other foliated designs. The lobby has intricate marble floors, and retains the original marble primary circulation staircase, with a cast metal railing and matching marble newel posts, which are fluted columns topped with spheres. Above the stairs is a clock, set within a painted terra cotta wreath. A band of horizontal terra cotta panels runs along the lobby walls, about $\frac{3}{4}$ up the wall, depicting wrapped bundles of oak leaves and acorns. A smaller lobby, east of the main lobby, contains an elevated marble reception booth with a metal grill. An ornate metal letterbox and chute are on the east wall.

The original floor plan consisted of one large open room on each floor, since infilled with offices. The fourth floor originally had an 18-foot ceiling, with a 20-foot-wide mezzanine surrounded by a detailed iron railing. Fourteen skylights served the dual functions of lighting and ventilation. In the late 1950s, the mezzanine and skylights were closed to maximize the utility of the building. In the late 1980s, the fifth floor was cut through to recreate the mezzanine, but the relocation of elevators from the edge of the building towards the center, and the retention of offices, resulted in a mezzanine much wider than the original 20 feet. Many of the skylights have been uncovered.

The original placement of restrooms in the northwest corner of the building, gave them a commanding view of the State Capitol Building. Originally located in this prime spot for the sake of ventilation, they were converted into spacious offices in 1986. A second fire stair was also added during the renovation, allowing the two exterior fire escapes to be removed.

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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

The State Office Building retains integrity of location, setting, design, workmanship, materials, feeling, and association. Most of the building's distinctive architectural fabric, including metal pocket doors and inner cast iron grilles, and cast iron lamps at the entrance) remains. While the window glazing has been replaced with smoked glass, the original steel windows are intact.

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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Office Building

Photo c. 1918

Source: Austin History Center, building photograph files



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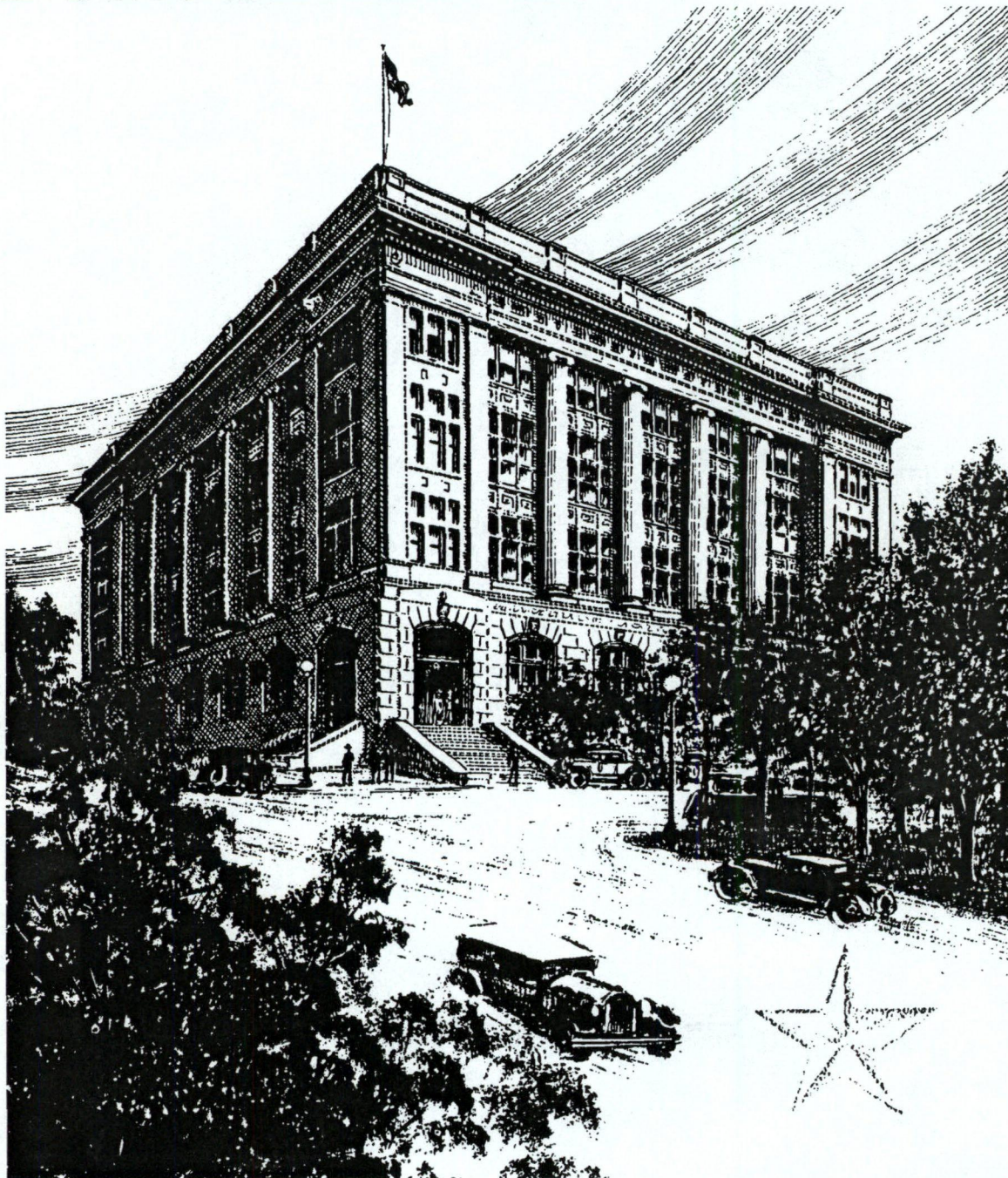
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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

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State Office Building
Illustration, c. 1930

Source: State Highway Department Seventh Biennial Report, 1930.



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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Office Building

Photo depicting second floor interior, SE corner

Source: State Highway Department Seventh Biennial Report, 1930.



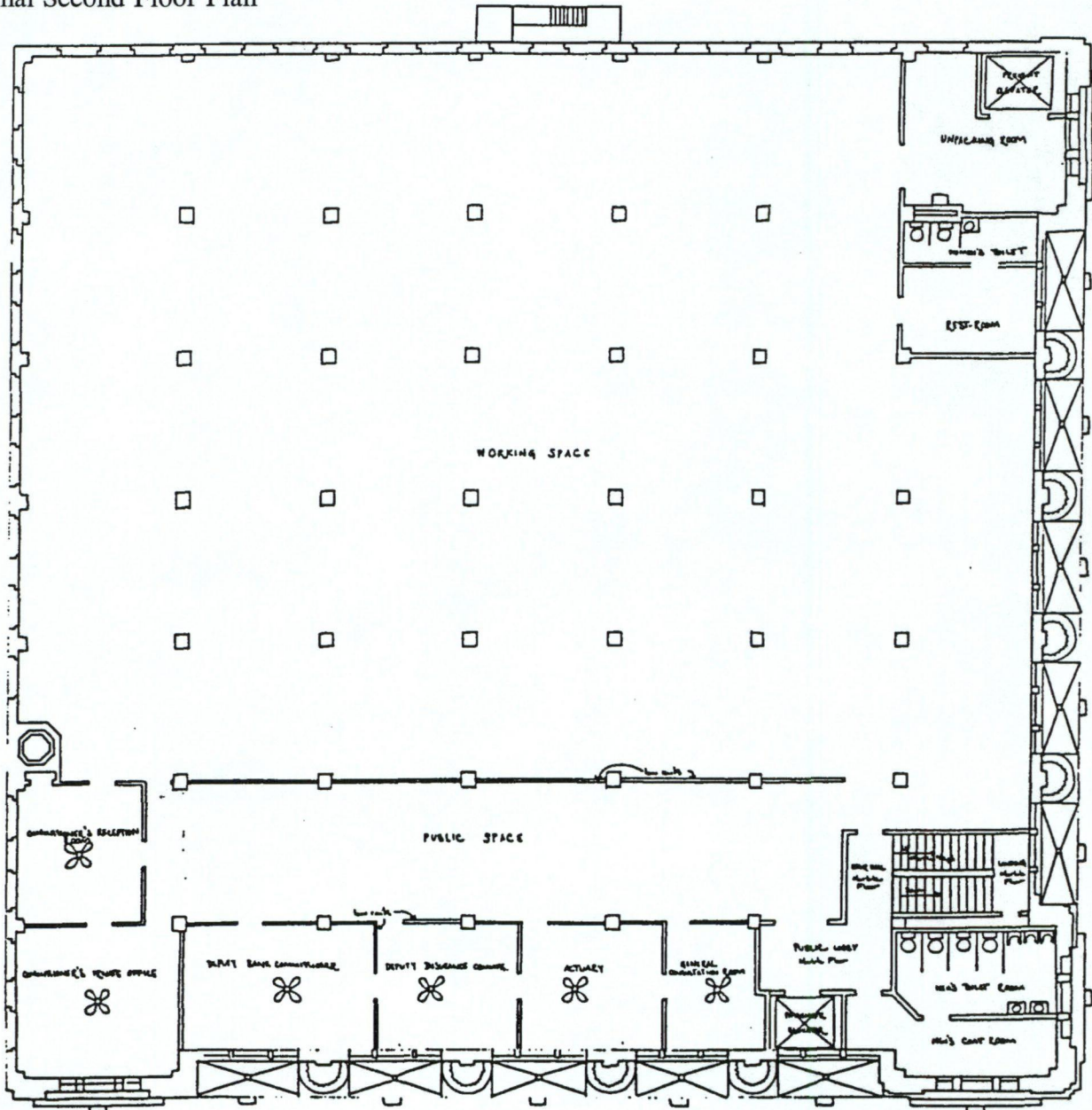
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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Office Building
Original Second Floor Plan



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NOT TO SCALE

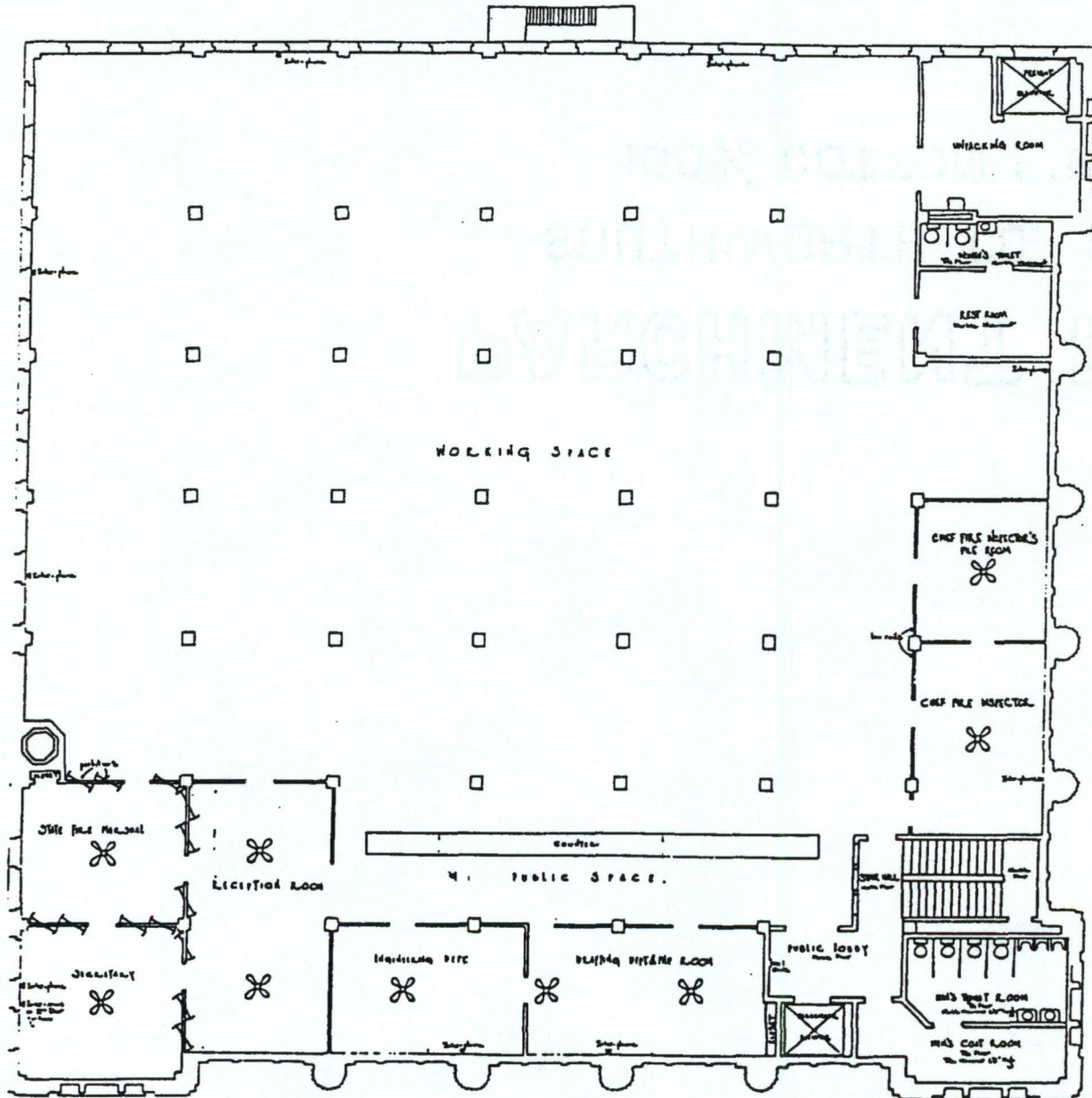
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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Office Building
Original Third Floor Plan



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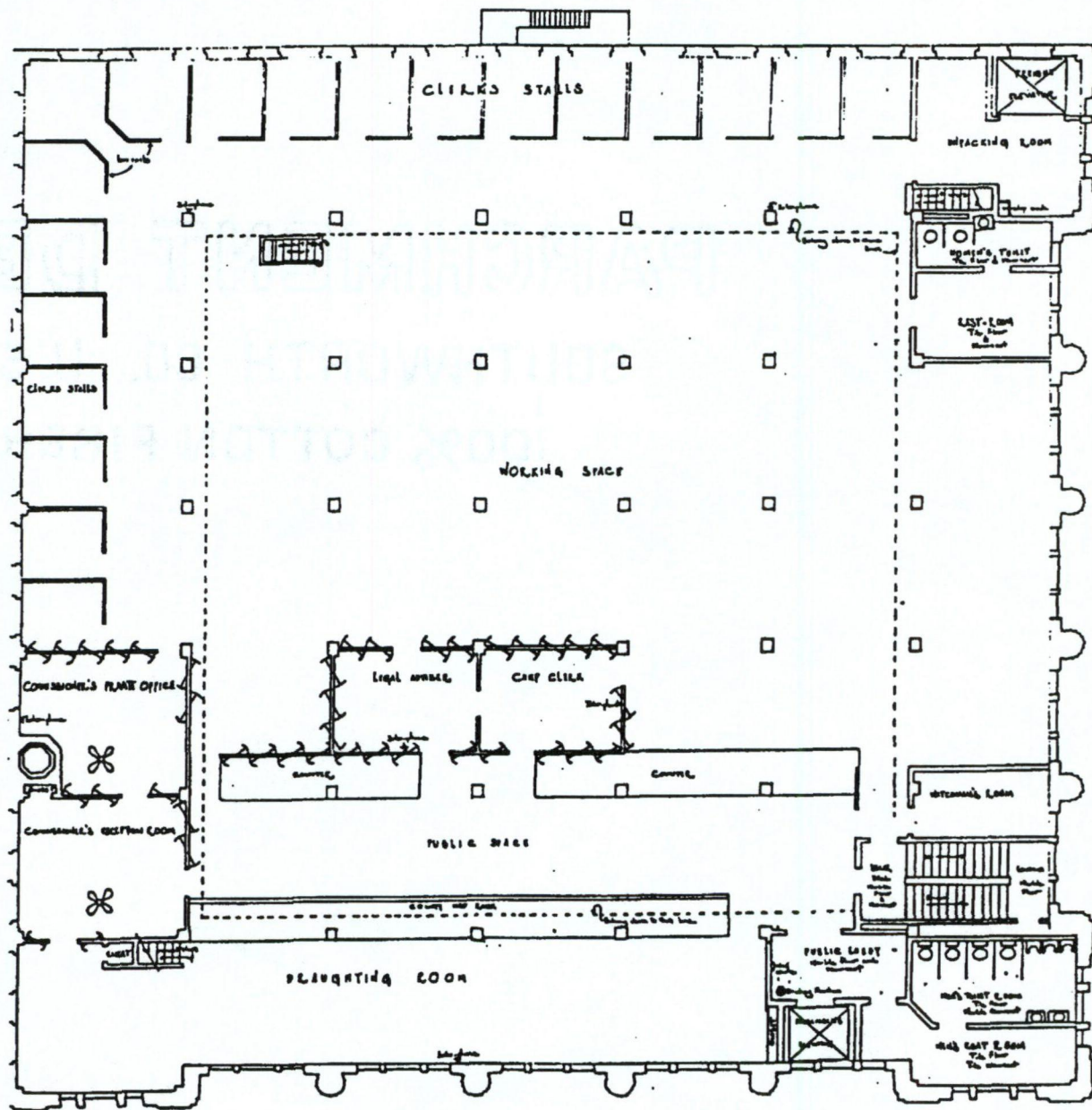
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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Office Building
Original Fourth Floor Plan



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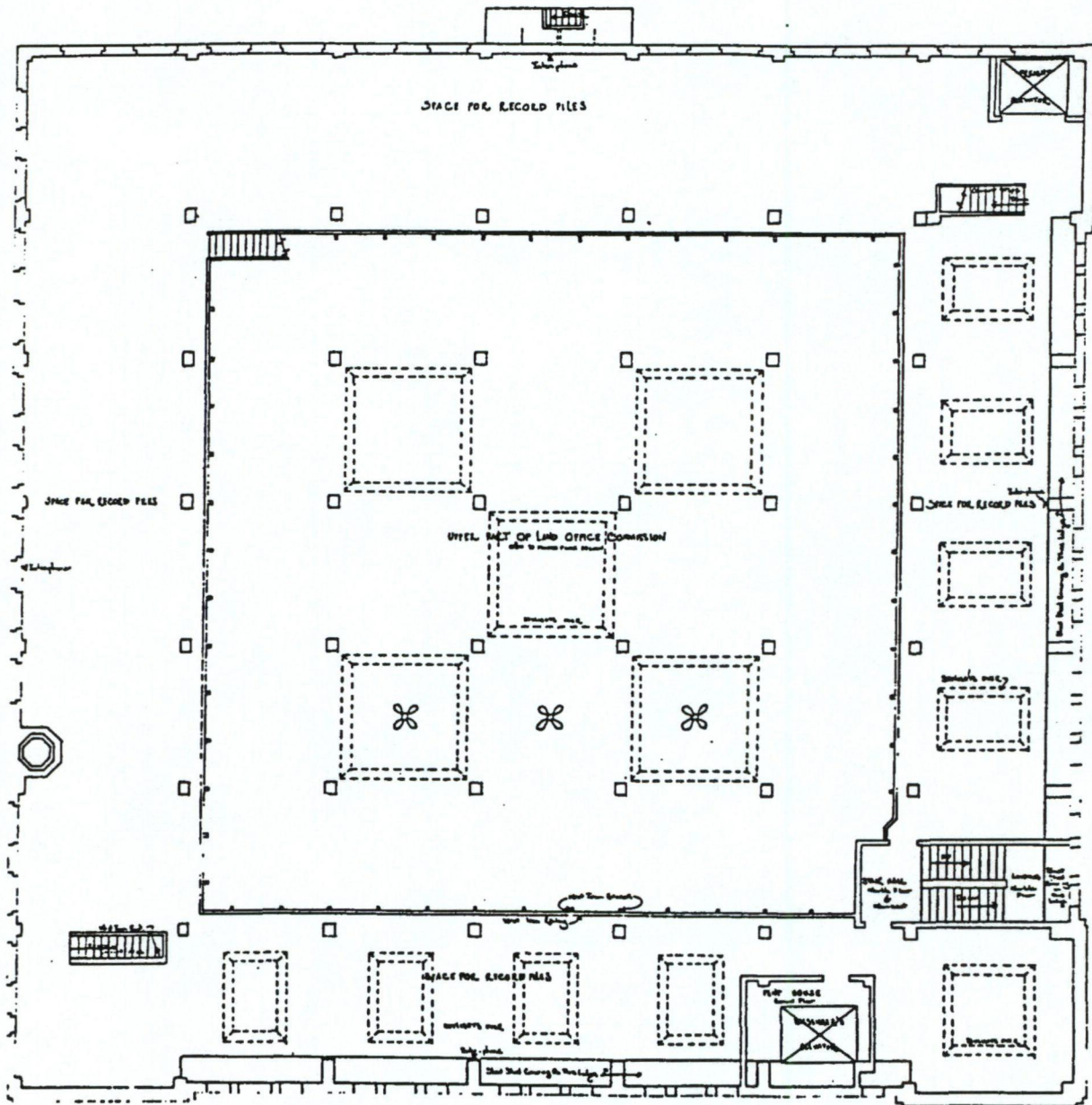
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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

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State Office Building
Original Fifth Floor/Mezzanine Plan



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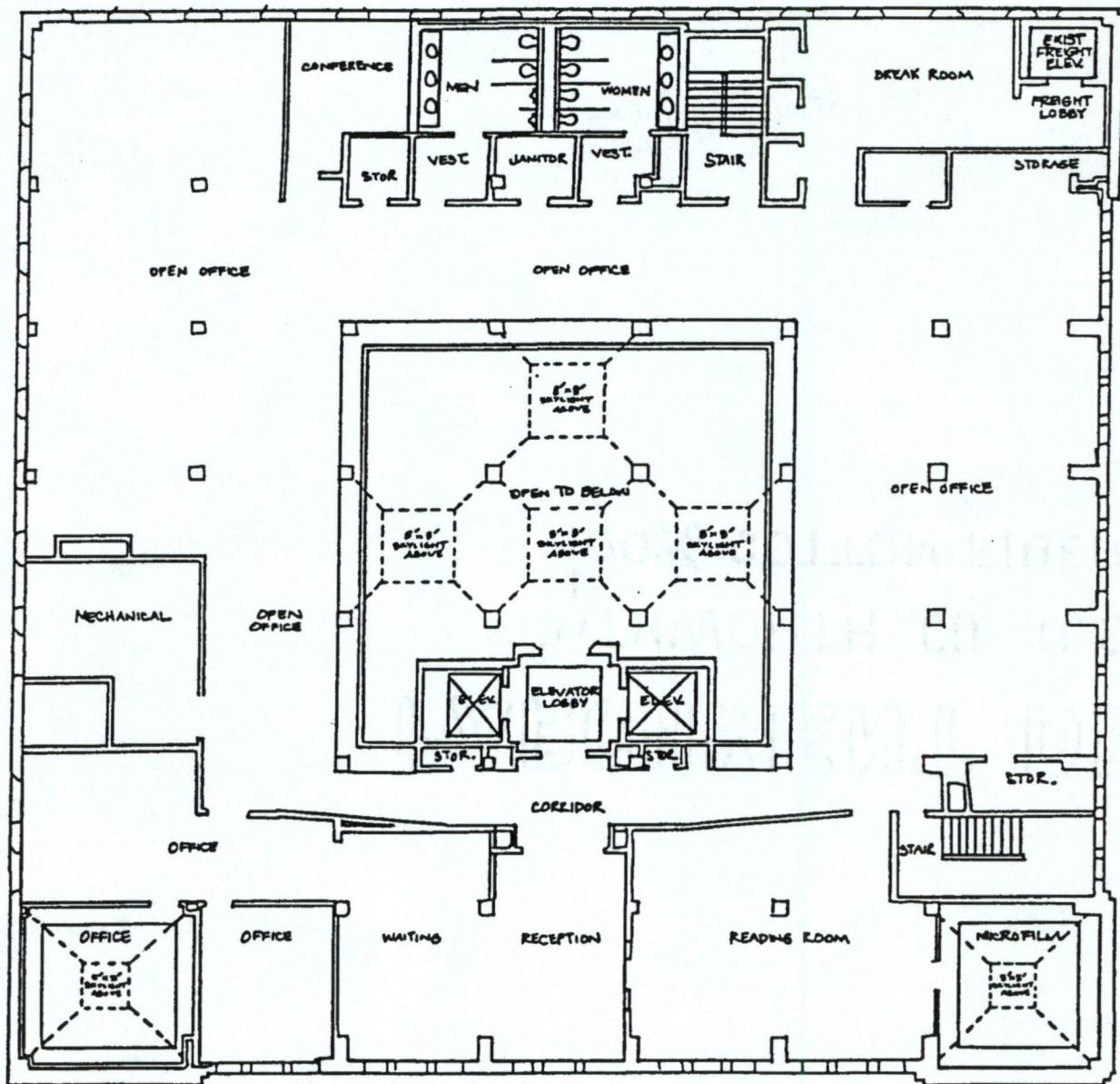
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1918 State Office Building and
1933 State Highway Building
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State Office Building
Fifth Floor/Mezzanine Plan, c. 1986



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1918 State Office Building and
1933 State Highway Building
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State Highway Building

The State Highway Building rises from an H-plan base, to a penthouse-topped 8-story central rectangular block. A series of symmetrical setbacks gives the building its distinctive "shoulders." The massing of the building above the H-plan footprint of the first two floors consists of a 6-bay-wide central block, rising to the eighth floor, slightly set back from the central recessed entry. This central block has two-bay-wide setbacks to the height of the eighth floor; from the third to the seventh floor, the block is further augmented by another 2-bay-wide setback. This series of setbacks results in a fourteen-bay elevation to the seventh floor, and a 10-bay elevation on the eighth floor. The ninth floor consists of a penthouse, set back on all sides from the eighth floor roof. The building is capped with a flagpole at the center of the ninth floor roof. Side elevations contain eleven window bays on the first and second floors, seven window bays on the third through eighth floors, and three window bays on the ninth floor penthouse.

The principal elevation (north) contains a central, recessed two-story entry framed by two-story projecting wings, each four bays wide, with one window bay facing on the entry recess. The main entrance to the building consists of four single-leaf 9-foot tall hollow white-metal doors. The entrance features a granite landing and granite steps leading up from 11th Street. Above the entrance doors is a white-metal frieze containing flat paterae set in rectangular blocks and stylized floral ornaments in the Art Deco style. A white-metal and plate glass patterned transom rises above this ornamented door-head. Immediately above the transom are three cast metal bas-relief panels representing three stages of road-builders, signed "H. Villa, 1933." From left to right, the first depicts mounted Indians pulling long poles, the second depicts a covered wagon pulled by oxen, and the third, a 1930s automobile on a paved highway. Above the bas-relief panels is a cut stone sill, and three single-light metal casement windows. Crowning the entry is a cut limestone panel reading "State Highway Building" in intaglio, topped with a round metal state seal flanked by cut limestone volutes.

The entrance is flanked by 2-story engaged fluted limestone columns, each set on polished granite round plinth and chamfered base. Each column is capped with a free-standing stone stylized eagle, atop a stone band of Art Deco-styled floral motifs.

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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

The building has four other entrances. At the basement level on the west elevation, the entrance consists of a metal door with a grille and 2-light glazing, with a stationary transom. This entrance is framed by a pink granite surround, which forms a part of the building's granite skirting. The south elevation has two entrances: one at basement level in the first (from east to west) bay of the recessed section, consisting of a metal two-panel door with single-light glazing; and a second entrance at the first floor level, consisting of a metal door with four-light glazing, topped with a two-light with a vertical mullion hinged transom. Both south entries have suspended metal canopies.

The projecting east entrance opens onto Brazos Street, and functions as the secondary entrance to the building. The east entrance is in the first (from north to south) bay of the central block, and consists of double-leaf metal doors with single-light glazing. On each side of the double-leaf unit is a single-light sidelight. Above the door and sidelights, a single-pane transom echoes the entrance configuration. The east entrance has a granite floor and step, and is framed with a polished granite surround to the height of the sidelights. A metal canopy is suspended between the transom and the doorway unit. A cut stone transom crown features square panels separated by pointed mullions. The entrance features polished granite skirting and fluted cut stone chamfering on the rounded exterior corners, and is topped with a cast stone parapet ornament with a floral motif. At the top of each corner of the projection is a lamp-shaped finial.

The first two floors of the north elevation contain stylized pilasters separating the window bays of the projecting wings. Cast stone spandrels with a stylized floral motif separate the first and second floor windows, which are topped by a cut stone lintel. The first two floors also feature a small cast stone parapet containing angular volutes.

From the third to the eighth floor, window bays are separated by streamlined cut stone pilasters. Each of the pilasters contains a double band of horizontal raised fillets. The pilasters which define the building's setbacks are wider than those separating the window bays. The ninth floor penthouse also contains stone pilasters between each window bay, which feature chamfered edges and a sloping top.

Window bays are separated by cast stone spandrels. Between the first and second floor, the spandrels contain a floral motif in intaglio; from between the third and fourth floor to between the sixth and seventh floor, the spandrels feature vertical rectilinear elements. Between the seventh and the eighth floor, the spandrels

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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

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incorporate vertical elements of lower spandrels, but also feature double angular volutes. Each vertical window band is capped with a cast stone parapet spandrel, which features a floral motif topped with three vertical points. The penthouse windows contain cut stone sills. The windows are capped with cast stone parapet spandrels which feature pointed vertical shafts forming a series of four angular volutes.

The general floor plan consists of a central elevator/utility core flanked by stairwells on the east and west. On the first floor, the vestibule and lobby are central focal points; the hearing room occupying the east wing is the other principal public room in the building. The lobby contains a metal and marble five-pointed star design set into the floor. The ceiling is plaster, with crown molding ornamented with silver leaf. The lobby and vestibule feature polished white and black marble baseboards, with black marble door and elevator accents, and a black marble information counter on the west side. Perforated marble vents on the west and east lobby walls depict a road roller. The east and west lobby walls feature decorative friezes with stepped geometric panels.

Two elevators on the south lobby wall feature metal elevator doors with "SHB" on the left door, and the state seal on the right. Above the elevators is a large mural which features a map of Texas with counties highlighted in various colors, surrounded by scenes depicting agriculture in the northeast, lumber and fishing in the southeast, cotton, cattle, and oil in the southwest, and a compass supporting the six national flags from Texas' history. Harold E. (Bubi) Jessen and Charles E. Millhouse won the mural commission through a contest sponsored by the building architect. The design was spray-painted through a wire screen over applied silver leaf.

Landscaping consists of a planted yard, including a row of red oak trees on the north side, with a concrete retaining wall on the 11th Street and Brazos Street boundaries. A paved parking lot slopes away from the west side of the building, and the west entrance now contains a wood deck at the level of the basement entrance. Metal lamp posts flank the main entrance. The front yard contains two low concrete signs reading "Texas Department of Transportation" and "DeWitt C. Greer Building."

The building has undergone several alterations and renovations since its construction. Most of interior spaces have been modified and reconfigured. Beginning in 1975, the interior of the building was remodeled to allow for greater space-use flexibility. Most of the offices in the building originally had wood-frame partitions, with wood doors, transoms, and windows containing frosted glass. The hallways had plaster walls with marble

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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

wainscoting and acoustic tile ceilings. Much of the wood trim and marble wainscots were replaced with sheetrock. Many original floor surfaces have been carpeted. Original double-hung aluminum-framed windows were replaced with single-light sealed smoked glass panes in dark aluminum frames in 1981.

Reversing the trend of neglect and a series of unsympathetic alterations to the building, the Texas Department of Transportation (the modern incarnation of the Texas Highway Department) began a partial restoration, completed in August 1995. Exterior walls were cleaned and repointed. An entrance conforming to ADA requirements was added to the west side of the building. Public rooms on the interior of the building were also restored to approximate their original appearance. In the lobby, the elevator mural was cleaned and restored to its original condition. Asbestos ceiling tiles were removed, and the cornice detailing was restored with new silver leaf. Lighting fixtures in the lobby and the hearing room were replaced with fixtures approximating the originals, and the hearing room ceiling and ornamentation was restored. Other features of interior design, such as carpet and curtains, were replaced with historically-accurate materials.

The State Highway Building retains integrity of location, setting, workmanship, design, materials, feeling and association. The lobby and exterior are largely unchanged since its completion in 1933, and it retains its original function as the headquarters of the State Highway Department, known today as the Texas Department of Transportation. Despite modifications, the State Highway Building retains a high level of integrity of location, setting, materials, workmanship, design, feeling and association.

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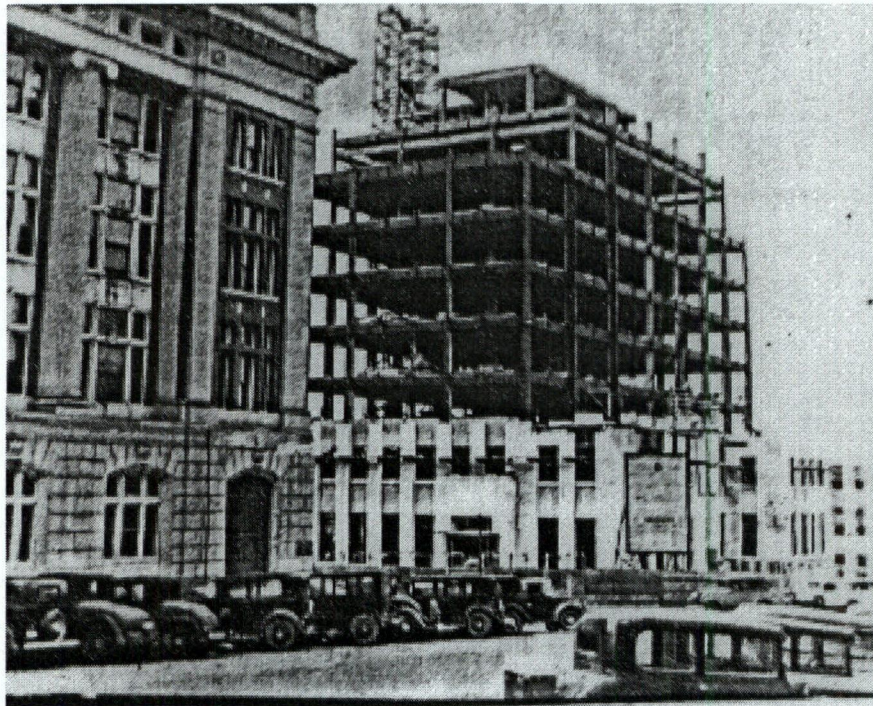
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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Highway Building

1932 photo showing construction, with 1918 State Office Building in foreground

Source: Austin History Center, building photograph files



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1918 State Office Building and
1933 State Highway Building
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State Highway Building
1937 photo showing northeast elevation
Source: Austin History Center, building photograph files



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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Highway Building

1939 photo showing northwest elevation; old Travis County Courthouse in foreground

Source: Austin History Center, building photograph files



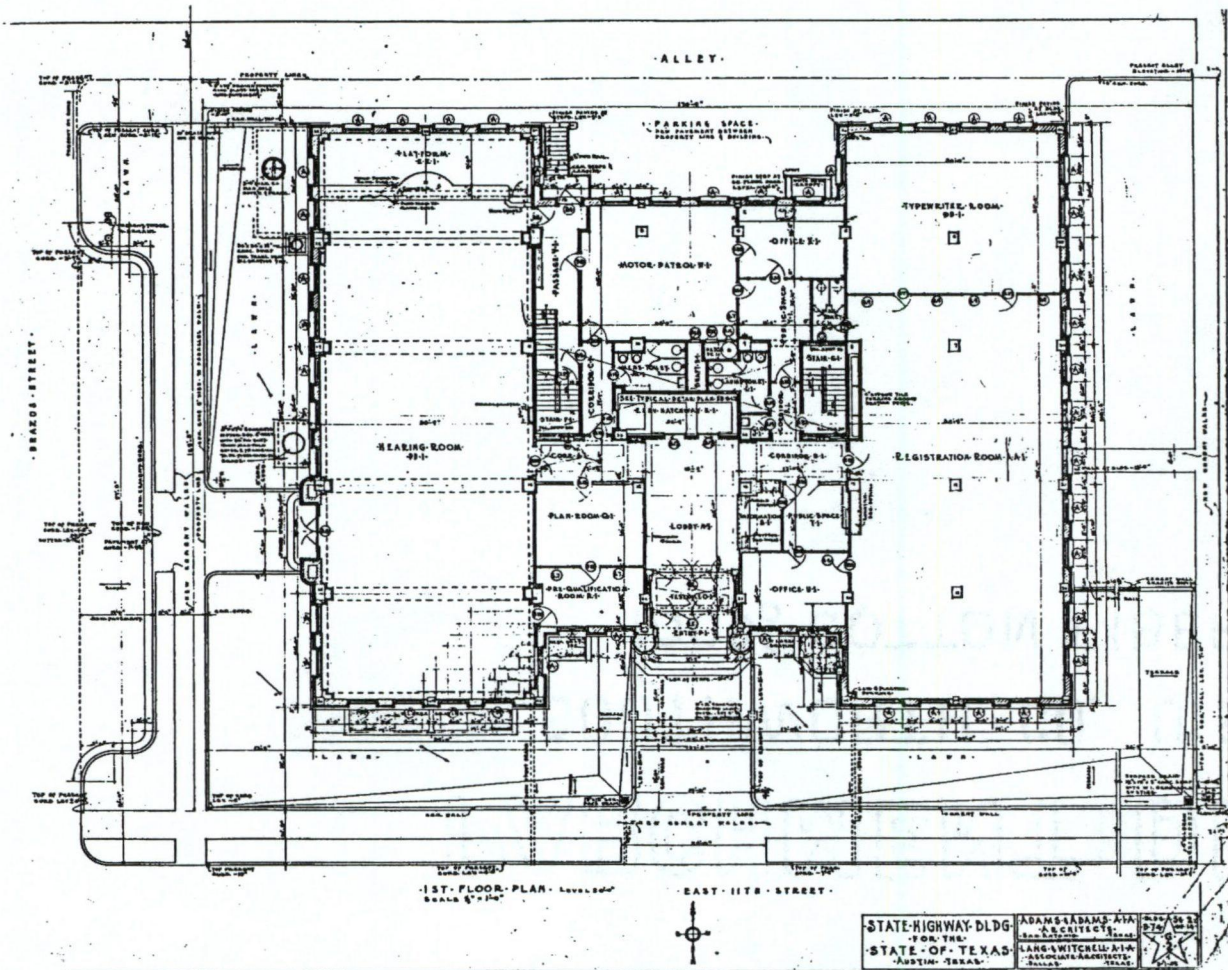
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1918 State Office Building and
1933 State Highway Building
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State Highway Building
First Floor Plan



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NOT TO SCALE

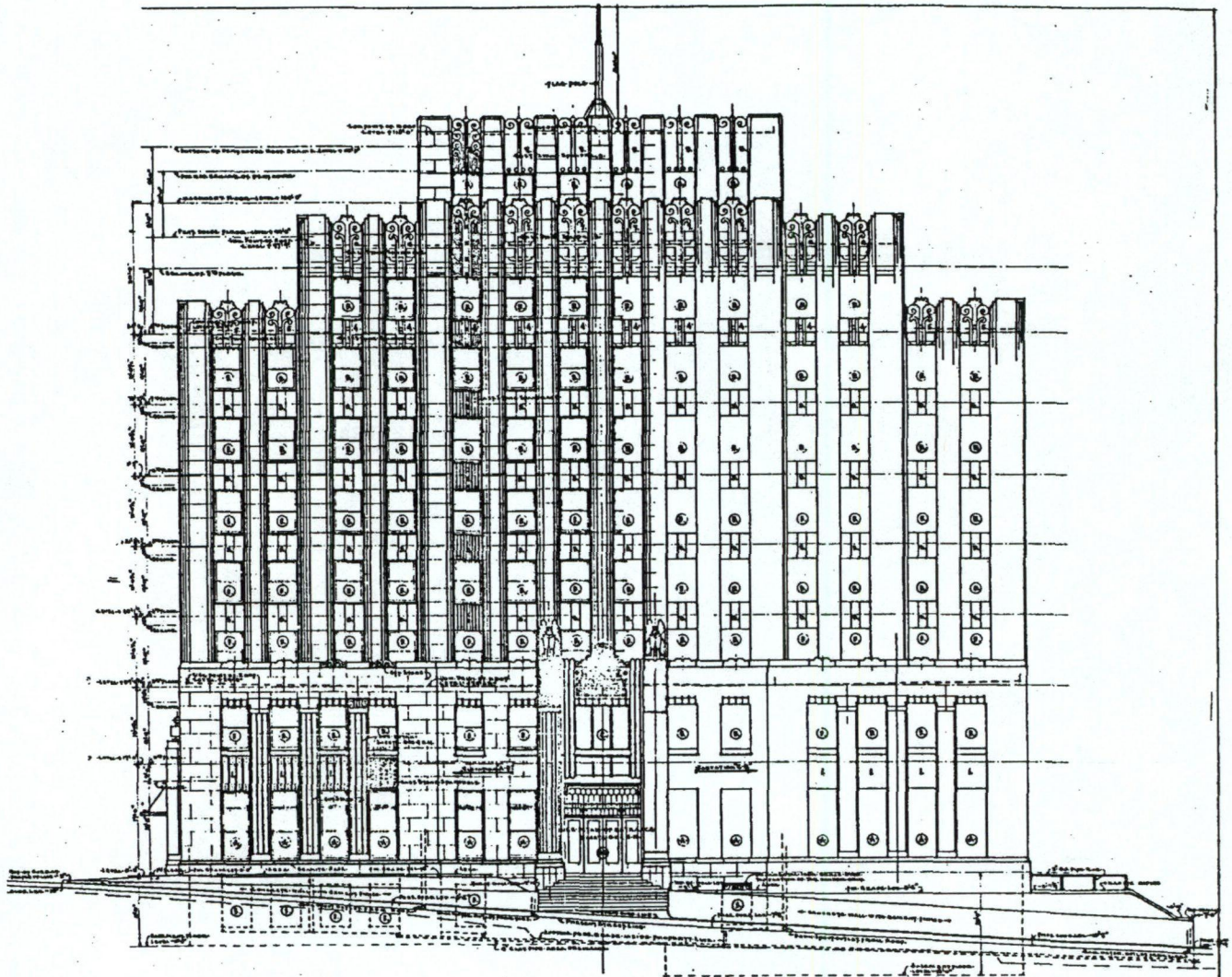
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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Highway Building
Original schematic drawings, south elevation



NORTH ELEVATION
SCALE: 1/8" = 1'-0"

STATE-HIGHWAY-BLDG. FOR THE STATE OF TEXAS -AUSTIN- TEXAS-	ADAMS-ADAMS-ATA ARCHITECTS & TEL. SAN ANTONIO	LANGSWITCHELL-ATA ARCHITECTS-ENGINEERS-PLANNERS DALLAS, TEXAS	PLANNED BY 274 10-16 1933
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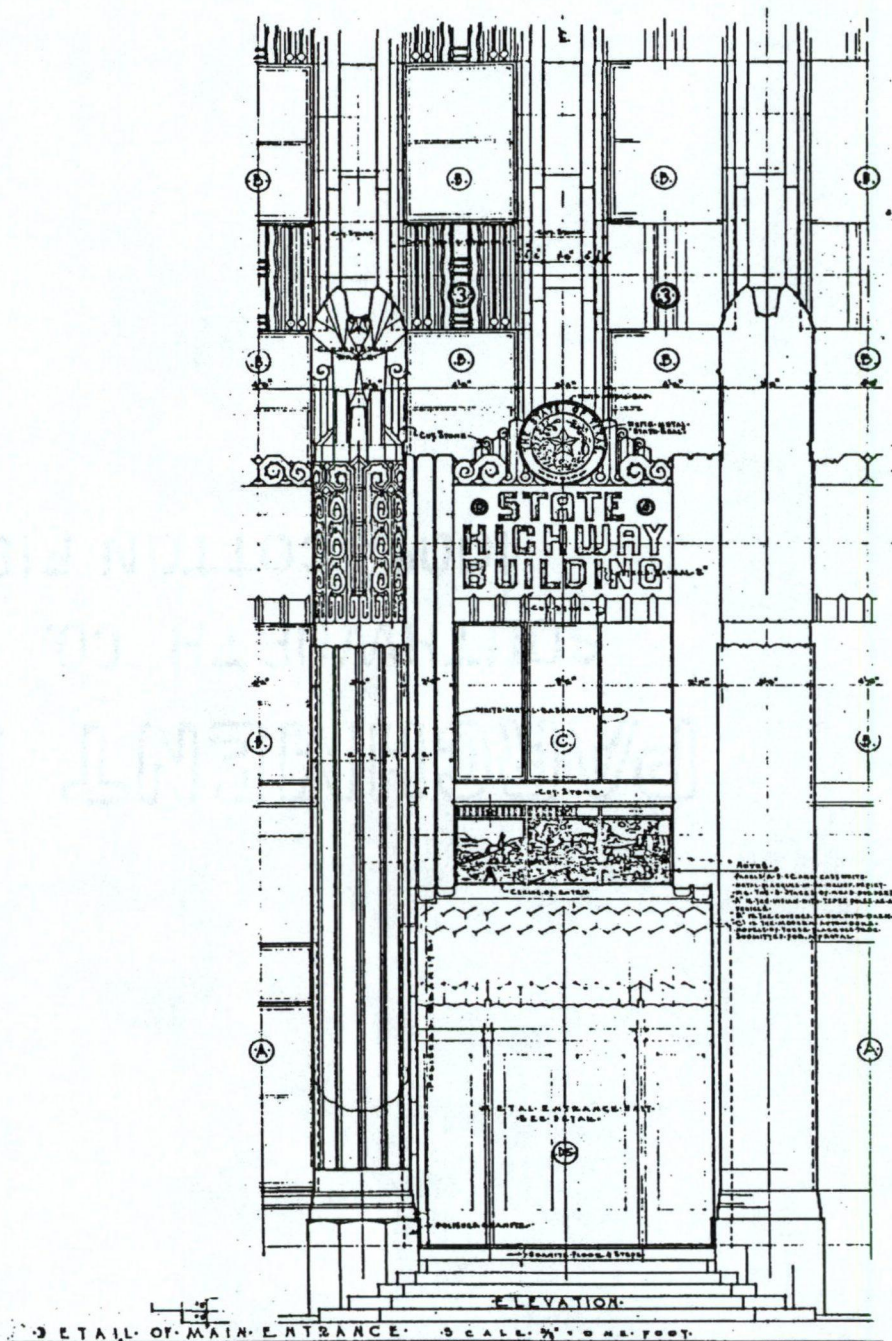
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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Highway Building
Original schematic drawings, south elevation detail



8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- A** PROPERTY IS ASSOCIATED WITH EVENTS THAT HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE BROAD PATTERNS OF OUR HISTORY.
- B** PROPERTY IS ASSOCIATED WITH THE LIVES OF PERSONS SIGNIFICANT IN OUR PAST.
- C** PROPERTY EMBODIES THE DISTINCTIVE CHARACTERISTICS OF A TYPE, PERIOD, OR METHOD OF CONSTRUCTION OR REPRESENTS THE WORK OF A MASTER, OR POSSESSES HIGH ARTISTIC VALUE, OR REPRESENTS A SIGNIFICANT AND DISTINGUISHABLE ENTITY WHOSE COMPONENTS LACK INDIVIDUAL DISTINCTION.
- D** PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD, INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

CRITERIA CONSIDERATIONS: N/A

AREAS OF SIGNIFICANCE: Government, Architecture

PERIOD OF SIGNIFICANCE: 1918-1948

SIGNIFICANT DATES: 1918, 1933

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Ayres, Atlee B.; Adams & Adams, Lang & Witchell

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-28 through 8-38).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheets 9-39 through 9-40).

PREVIOUS DOCUMENTATION ON FILE (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record

PRIMARY LOCATION OF ADDITIONAL DATA:

- State historic preservation office (*Texas Historical Commission*)
- Other state agency (*Texas Department of Transportation*)
- Federal agency
- Local government
- University (*University of Texas*)
- Other (*Austin History Center*)

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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

The State Office Building (1918) and State Highway Building (1933) were both constructed to satisfy the demand for state office space, as the Texas government grew to meet challenges of the 20th century. Though built 15 years apart, they are linked physically (occupying adjacent lots on East 11th Street, directly across the street from the State Capitol grounds), and by function (serving as office buildings for an expanding state government). Although the architectural styles of each building seem unconnected by time period or effect (the State Office Building is Classical Revival, while the State Highway Building is Art Deco), they are both the result of a shared design aesthetic which dictated rational planning, high ornamentation, and grand presentation. These buildings have also served as the first and second headquarters of the Texas Highway Department.

J.T. Robison, Commissioner of the General Land Office, ordered the name "State Office Building" placed on the building's cornerstone, in recognition of the various state agencies who would share its space. Despite this gesture, the building was most often referred to as the "New Land Office Building," and later as the "T.E.A. Building," when occupied by the Texas Education Association from 1960 to 1986. The building was renamed "James E. Rudder State Office Building," in 1988 after former Land Commissioner and Texas A&M University President James Earl Rudder (1910-1970). The fifth headquarters for the General Land Office, the 1918 State Office Building was the first state office building built outside the formal Capitol grounds, and the first modern, steel-framed building in the Capitol Complex.

The State Highway Building (renamed the "DeWitt C. Greer Building" in 1981 for a retiring State Highway Engineer and Texas Transportation Commissioner member) was among the first Art Deco buildings in Austin, and remains one of the city's premier examples of that style. The State Highway Building represents one of the first forays into "modern" architecture in the city, which had previously exhibited predominately Victorian-era public and commercial buildings. It was also the first skyscraper built in Texas for use as a state government office building.

The State Office Building is eligible for the National Register of Historic Places under Criterion A, in the area of Government, at the state level of significance, and Criterion C, in the area of Architecture, at the state level of significance, as an excellent example of a Classical Revival office building designed by Texas

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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

master architect Atlee B. Ayres. The State Highway Building meets Criterion A, in the area of Government, at the state level of significance, and Criterion C, in the Area of Architecture, at the state level of significance, as an excellent example of Art Deco design by the noted Texas architecture firms Adams & Adams, and Lang & Witchell. Both buildings represent the growth of an activist Texas government in the early 20th century.

The Texas State Capitol served as the primary state government office building upon its completion in 1888, and for a short time, the government had more than enough room in which to conduct its business. Office space on the Capitol's fourth floor remained unassigned when the new building opened, and as late as 1903, the state legislature granted space for non-government use by the Daughters of the Republic of Texas and the United Daughters of the Confederacy.¹ The state government, however, rapidly outgrew the 392 rooms of the Capitol, which housed not only the Legislature, but also the offices of the Attorney General, Governor, Treasurer, Secretary of State, Comptroller, Board of Control, Post Office, Health Department, Labor Bureau, Railroad Commission, and Education Department. Hundreds of state employees worked in extremely close quarters, crammed into the building's limited office space. The General Land Office, however, maintained its own building, constructed on the Capitol grounds in 1856.

The General Land Office and the 1918 State Office Building

After achieving independence from Mexico in 1836, Texas depended on monies received from the sale of public lands to pay part of the debt incurred from the War for Independence. The Republic of Texas also granted 35 million acres to veterans, pioneers and homesteaders by 1842. In order to provide administration of this public land, the First Congress of the Republic of Texas established the General Land Office in 1836. When Texas joined the United States in 1845, it retained control of its public lands. Texas remains the only state with complete control over its public lands, including all the proceeds from land sales and

¹ Mabry, Robert Smith. "Capitol Complex: A History of the Texas Capitol Complex." (M. Arch thesis, University of Texas at Austin, 1990). p. 179.

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1918 State Office Building and
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administration. The Texas General Land Office, therefore, is the only such state land office in the United States. Most of the money from land sales and leases goes towards the Permanent School Fund, established in 1876 to support the public school system in Texas.

The General Land Office houses original maps, field notes, and papers pertaining to land grants and sales of properties, and maintains records of Texas Public Lands. The land office was shuffled to various Austin buildings during its first two decades of existence. The first land office building in Austin (1839) was a log building at the southeast corner of Colorado and Pine (now Fifth) streets. The second land office building (1841), was a 1½-story masonry building near Congress and Hickory (now Eighth) streets. The third building was built in 1852, at the northwest corner of the Capitol grounds, and was demolished to make way for a new Capitol building.²

The fourth land office building (Old Land Office Building, NR 1970) was built on the southeast corner of the Capitol grounds in 1856, to the design of German architect Conrad C. Stremme. Considered a major improvement over the first three facilities, the 3-story fireproof building was deemed large enough to house all documents pertaining to Texas lands in the 1850s. This handsome building served the General Land Office for six decades, but by the early 20th century, its size and condition became a concern to the agency.

In his 1914 report to the Governor, Land Commissioner J.T. Robison listed the faults of the old building, noting disintegrating limestone, a weak foundation, cracks "of such a size that daylight can be seen through them," decayed rafters and sheathing, leaking gutters and downspouts, and a poorly arranged interior. Wide cracks in the soft limestone walls had grown one-half inch wide. Worst of all, the building was not truly fireproof, a tremendous shortcoming for an edifice whose primary purpose was to house irreplaceable documents. Robison expressed in no uncertain terms the need for a new land office building:

In regard to the present building it is now in such condition that it would require more expense to repair it fully and make it safe than to build a new one... A building suitable for this work should be absolutely fireproof. The doors and windows should be of metal... I would recommend that the next Legislature make an appropriation to

² Elswick, Brian. "Texas General Land Office Building: A Study and Reuse Proposal." (M.Arch. Thesis, University of Texas at Austin, 1986). pp. 14-15.

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build a fireproof building... Under the present conditions, it is absolutely impossible to carry on the enormous amount of business.³

The Superintendent of Public Buildings and Grounds, and the 1914 State Democratic Convention concurred with the opinion of the Land Commissioner. Governor Jim Ferguson, Commissioner of Insurance and Banking C.O. Austin, and Land Commissioner Robison composed the authority to erect a new building. The contract was signed in December 1916, with Atlee B. Ayres named as architect, and the San Antonio firm Walsh & Burney, contractors.

The selected site, on the south side of 11th Street, was directly south of the old General Land Office Building, and adjacent to a 2-story frame house on the east, and the First Methodist Episcopal Church (South), to the south. This vacant state-owned land, across the street from the southeast corner of the Capitol grounds, had been set aside for future use by the government. The state, however, never devised a comprehensive plan for Capitol Complex expansion, choosing instead to construct buildings as needed on available land facing the Capitol along the south side of 11th Street. The Governor's Mansion (1855-56, NHL 1970) occupies the block facing the southwest corner of the Capitol. The state-owned city blocks between the Governor's Mansion and the State Office Building site included property leased to Travis County for the county jail, jailer's house, and courthouse.

Atlee Bernard Ayres (1873-1969) was one of the most important Texas architects of the 20th century. Born in Hillsboro, OH, his family moved to Texas when he was six years old, first settling in Houston, but eventually establishing a home in San Antonio. Ayres studied architecture at the Metropolitan School of Art in New York, which was then associated with Columbia University. He returned to San Antonio in 1896 and, after traveling for several years through Mexico, established his practice in San Antonio. Ayres became partners with San Antonio architect C.A. Coughlin in 1900, remaining in the firm Ayres & Coughlin, until Coughlin's death in 1905. Working on his own, he soon became known as a very capable designer of public buildings, and in 1915, he was appointed State Architect. It was during his tenure as State Architect that he designed the State Office Building, also known as the Land Office Building, as well as the Blind Institute

³ Report of the Commissioner of the General Land Office, 1912-1914, (Austin: Baldwin & Sons, State Printers, 1914), pp. 22-23.

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1918 State Office Building and
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(1917) and mechanical systems renovations for the Texas State Capitol Building in 1916. Joined by his son Robert in 1923, the firm became known as Atlee B. and Robert M. Ayres, Architects, more commonly referred to as simply Ayres & Ayres. Together, Ayres & Ayres designed hundreds of notable civic, commercial and residential buildings in Texas and elsewhere, including numerous Texas courthouses, churches, hospitals, schools, hotels, banks, and municipal and federal buildings. Masters of the Spanish Colonial Revival style, Ayres & Ayres also excelled at Gothic Revival, Romanesque, and Classical Revival styles.

Land Commissioner Robison requested that the State Office Building be “absolutely fireproof,” which was accomplished through the use of reinforced concrete for the frame and floors, stone and brick walls, and steel furniture and windows (camouflaged to look like mahogany). Modern amenities included “steam heat, electric clocks, mail chutes, chilled water drinking fountains, and inter-communicating phones on each floor.”⁴ In anticipation of the move to new quarters, Robison proclaimed that “the move will be like going from a crumbling castle to a polished palace.”⁵ Emma Burleson, representing the Daughters of the Republic of Texas, placed a Republic of Texas \$50 bill, a Confederate \$20 bill, a current United States \$10 bill, and a new dime in the cornerstone, at the dedication ceremony in October 1917.⁶ The building was ready for occupation less than one year later, in September 1918.

Instead of constructing a building solely for land office use, the State of Texas took the opportunity to create a building large enough to relieve overcrowding in other government offices. The building featured a modern open plan, most evident on the second, third and fourth floors. These open areas, noted as “working space” on original plans, provided a high degree of flexibility. Each floor of the new building was originally occupied by a different state agency or department. The first floor housed the Agricultural Department, the Texas Highway Department occupied the second floor, and the Fire Rating Department occupied the third floor. The General Land Office took residence in the building’s fourth floor, which featured 18-foot ceilings and a 20-foot-wide balcony. Fourteen skylights provided the illumination necessary for General Land Office

⁴ “Here’s the New Land Office...” (Austin History Center, “Brazos Street” clipping file), c.1918.

⁵ Report of the Commissioner of the General Land Office, 1916-1918, (Austin: Baldwin & Sons, State Printers, 1914), p. 5.

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draughtsmen and cartographers. Land office records were transferred to the completed building in September 1918.

The State Office Building shares similarities with other government buildings built in Texas during the same period, most notably the 1917 Lamar County Courthouse in Paris. The 4-story courthouse, designed by the prominent Texas firms of Barry & Smith and Sanguinet and Staats, is similar in scale to the State Office Building, and features recessed columns on the second through fourth floors, prominent corner pavilions, ornamental spandrels, and a classical entablature.

The Texas Highway Department moved across Brazos Street after the completion of the State Highway Building in 1933, leaving room in the State Office Building to house the Department of Health, Industrial Accident Board, Blind Commission, and State Service Officer. A 1940 memo mentions a coffee shop on the basement level, along with a hearing room, janitor's quarters, and the Department of Health printing press.⁷ In 1962, the General Land Office relocated to the DeZavala State Archives Building, east of the Capitol Building, and since 1972 has been located in the Stephen F. Austin State Building at 17th and Congress. The Texas Education Agency served as the State Office Building's primary tenant from 1960 to 1986. After restoration in the late 1980s, the building became the headquarters for the Texas Secretary of State, its current occupant.

The State Office Building is a wonderful example of a modern office building, finished in the Classical Revival style, by a renowned Texas architect. The building is at once refined and practical, ornate but restrained, and complements the grand Capitol across the street without detracting from it. The State Office Building retains high integrity of location, setting, workmanship, design, materials, feeling and association. The lobby and exterior are largely unchanged since its completion in 1918. It has retained its original function as a state government office building.

⁶ Austin American, October 11, 1917.

⁷ "State Highway Building" clipping file, Austin History Center.

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Texas Highway Department and the 1933 State Highway Building

The rapid development of Texas in the late 19th century emphasized the need for better roads. At an 1895 Good Roads convention in Houston, General Roy Stone, of the U.S. Office of Road Inquiry, criticized Texas for lagging behind every other state in road development. Automobile enthusiasts organized the Texas Good Roads Association (TGRA) in 1903 to promote state involvement in road construction, coinciding with the first failed attempt to persuade the legislature to establish a state highway department. From 1903 to 1915, the legislature passed bills which left control of road-building to the individual counties. In 1911, Texas remained one of only six states without a state highway department. Meanwhile, the number of automobile registrations in Texas skyrocketed.

The Federal Highway Bill of 1916 allocated federal road construction funds only to states with central highway agencies. The TGRA and legislators mounted an intensified campaign to establish a highway department to administer potential federal funds. State Representative Leonard Tillotson of Sealy introduced House Bill 2 to create a state highway department, which Governor Jim Ferguson signed into law on April 4, 1917. The law authorized the establishment of a state highway commission, consisting of three individuals to be appointed by the governor for two-year terms, the creation of the office of state highway engineer to oversee highway projects, and the appointment of a secretary to direct the huge task of vehicle registrations. Motor vehicle registration fees provided funds for the department's operations. Counties retained control over road planning, and were reimbursed from the state highway fund. County engineers submitted plans and specifications to the state highway engineer for approval. In 1917, Texas registered 194,720 vehicles, which more than doubled to 430,377 in 1920. Texas received the highest apportionment by the federal government for road construction for the fiscal years 1917 to 1921, with New York and Pennsylvania ranking second and third.

With added revenues and responsibilities, the highway department continued to grow. Outgrowing its initial quarters in a corner of the House of Representatives chamber in the Capitol, the department moved to the second floor of the new State Office Building in 1918. Most of the department's employees were clerks, typists, and stenographers, reflecting the importance of motor vehicle registration as one of the department's

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chief responsibilities. The department also expanded its administrative bureaucracy to oversee road construction projects, adding the Bridge Engineer's Office and the Aid Projects Office (which acted as a liaison between the highway department and the counties) in 1918. By 1923, the State Highway Department consisted of six divisions: Administrative, comprised of the state highway engineer and clerical, auditing, and bookkeeping sections; Registration, which issued and recorded motor vehicle licenses; Engineering, comprised of materials and tests, bridge engineering, maintenance, and a drafting and checking section; Federal Equipment, which obtained and distributed surplus World War I equipment for road building; Construction, charged with supervising the county engineers in designations and construction; and Equipment, which purchased equipment, materials, and supplies.

A 1921 amendment to the 1916 Federal Aid Road Act required each state to designate a state road system by 1925, and further required the centralization of financing for road construction and maintenance in the state highway department. The state's 1925 highway law finally turned financial control of the state's roads to the highway department. The legislature established the gasoline tax in 1923, three-fourths of which went to the highway department. The legislature passed increases in the gasoline tax in 1927 and 1929, which provided the financial resources necessary for large-scale highway construction. The department continued to expand in the late 1920s, adding the Road Design Division, responsible for locating, planning, and designing new roads, and the Right of Way Division, authorized to acquire right-of-way for road construction, in 1929.

The Depression brought about a streamlining of the department's operations under state highway engineer Gibb Gilchrist, who served from 1928 until 1937. Gilchrist expanded the department's authority over the state road system, aided by the passage of the 1932 State Assumption Highway Bond Law, which ended county contributions for road construction, except for the acquisition of right-of-way. With control over the state's roadways firmly ensconced in the department, Gilchrist attempted to ease Depression-era unemployment through road construction and maintenance. Between 1927 and 1937, the department completed 21,867 miles of roadways, partially funded by the Federal Bureau of Public Roads, the Federal

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Emergency Relief Administration and the Works Progress Administration. The department again grew to meet its new responsibilities; the 16 districts of 1923 grew to 25 in 1932.

By the mid-1920s, the department had outgrown its quarters in the State Office Building, and began to rent additional office space throughout Austin. In 1931, the department received legislative approval and an appropriation of \$450,000 from the State Highway Fund to construct a headquarters building at 11th and Brazos streets, the site formerly occupied by the Travis County Jail. The county complex (1875-76), designed by architect Jacob L. Larmour, consisted of a crenelated rough-cut stone jail, and Second Empire jailer's house and courthouse, built on state property leased to the county. The 90-year lease was canceled in 1929, when the county turned over its buildings to the state, in exchange for a new park-side site four blocks west on Guadalupe Street.⁸ Both the legislature and the highway department viewed the construction of a new headquarters building, conceived during the Great Depression, as a good means to stimulate employment.

Carleton Adams, of the San Antonio firm Adams and Adams, served as the supervising architect, with the firm of Lang and Witchell, based in Dallas, as associate architects. Lloyd D. Royer of San Antonio was named mechanical engineer, with the W.E. Simpson Company of San Antonio, as consulting engineers. Prior to designing the State Highway Building, Carleton Adams and Gibb Gilchrist, then State Highway Engineer, traveled to several cities including St. Louis, Chicago, New York, and Washington to view and evaluate designs for public buildings. Upon their return, Adams formulated the designs for the new State Highway Building, which incorporated Art Deco massing and ornamentation with a functional plan. In 1928, the City of Austin had hired the Dallas firm of Koch & Fowler to devise a city plan, which recommended zoning and height limits, and emphasized the interrelationship between the University of Texas campus, the Capitol Complex, and downtown Austin.⁹ The state, working independently, did not follow the city plan, and authorized the Highway Department to construct a skyscraper office building.

Adams & Adams was a leading architectural firm in San Antonio in the early half of the 20th century. Born in Nebraska, Carleton Adams (1885-1964) moved to San Antonio with his family in 1890. He attended

⁸ The state converted the old courthouse to house additional offices, and demolished the building in 1964.

⁹ Mabry, p. 185.

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Columbia University, and returned to San Antonio in 1909, establishing the firm of Adams & Adams with his uncle, Carl C. Adams (d. 1918), the following year. In 1912, Adams & Adams completed "Santa Gertrudis," the main house of the King Ranch, near Kingsville, Texas. During the 1910s and 20s, however, Adams & Adams became best known for their multiple-storied Beaux Arts Classical-styled commercial buildings in San Antonio, Laredo, Corpus Christi, and San Angelo, Texas.

Established in 1905 by Otto H. Lang and Frank Witchell, the firm of Lang & Witchell specialized in large-scale commercial and civic buildings. By 1933, the Dallas firm had become established as masters of the Modernistic architectural vocabulary, especially evident in the Dallas Power & Light Company Building (1930), which the State Highway Building resembles through its use of setbacks, and prominent vertical piers which shoot straight through the cornice, creating a serrated roofline. In contrast to its modernistic exterior ornamentation, however, the State Highway Building is rather formal in plan. Setbacks are regular and symmetrical. The axial plan is emphasized by the centrally-located main entrance, ornate lobby, and elevator system.

The State Highway Building is significant in the area of architecture as an excellent example of the Art Deco style, featuring strong vertical elements, and stylized decorative relief. Art Deco in the United States was inspired by the exotic designs popularized by the 1925 Paris Exposition des Arts Décoratifs et Industriels Modernes. The fluted piers crowned by sculpture which flank the main entrance of the State Highway Building may have been directly derived from the eagle-topped columns at the entrance of the Empire State Building, designed in 1928-29, and completed in 1931. Examples of Art Deco architecture in the United States feature geometric designs, dominant vertical lines, and an emphasis on sculptural ornament, often applied to classically-derived forms. Texas experienced the construction of large-scale Art Deco buildings in each of its major cities (including Dallas, Fort Worth, Houston, San Antonio, El Paso and Amarillo) in the years 1929-1933. In Austin, the Art Deco styling of the State Highway Building coincided with the modernistic forms of the new Travis County Courthouse, completed in 1930, by the local firm Page Bros.

In the 1990s, renewed appreciation of the State Highway Building's historic character resulted in an effort to restore features previously covered up by years of neglect and thoughtless renovations. The exterior

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was cleaned, and the lobby and hearing room received special attention through a sympathetic partial restoration project. Architectural integrity remains high due to the overall excellence of design, and the results of preservation and rehabilitation projects performed in the past decade. The State Highway Building retains a high degree of integrity of location, setting, workmanship, design, materials, feeling, and association.

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10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: less than one acre

UTM REFERENCES	Zone	Easting	Northing
1	14	621200	3349420
2	14	621280	3349380

VERBAL BOUNDARY DESCRIPTION 128' x 340' (NW corner) of Block 123 + part of vacant alley, Original City;
128' x 128' (NE corner) of Block 122, Original City

BOUNDARY JUSTIFICATION Nomination includes all property historically associated with the buildings.

11. FORM PREPARED BY

NAME/TITLE: Gregory Smith, Historian
(with assistance from Steve Sadowsky, Texas Dept. of Transportation; and Kate Griffin, Austin, TX)

ORGANIZATION: Texas Historical Commission

DATE: 13 October 1997

STREET & NUMBER: P.O. Box 12276

TELEPHONE: (512) 463-6013

CITY OR TOWN: Austin

STATE: TX

ZIP CODE: 78711-2276

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS (see continuation sheet Map-41)

PHOTOGRAPHS (see continuation sheets Photo-42 through Photo-44)

ADDITIONAL ITEMS N/A

PROPERTY OWNER (see continuation sheet Property Owner-45)

NAME:

STREET & NUMBER:

TELEPHONE:

CITY OR TOWN:

STATE:

ZIP CODE:

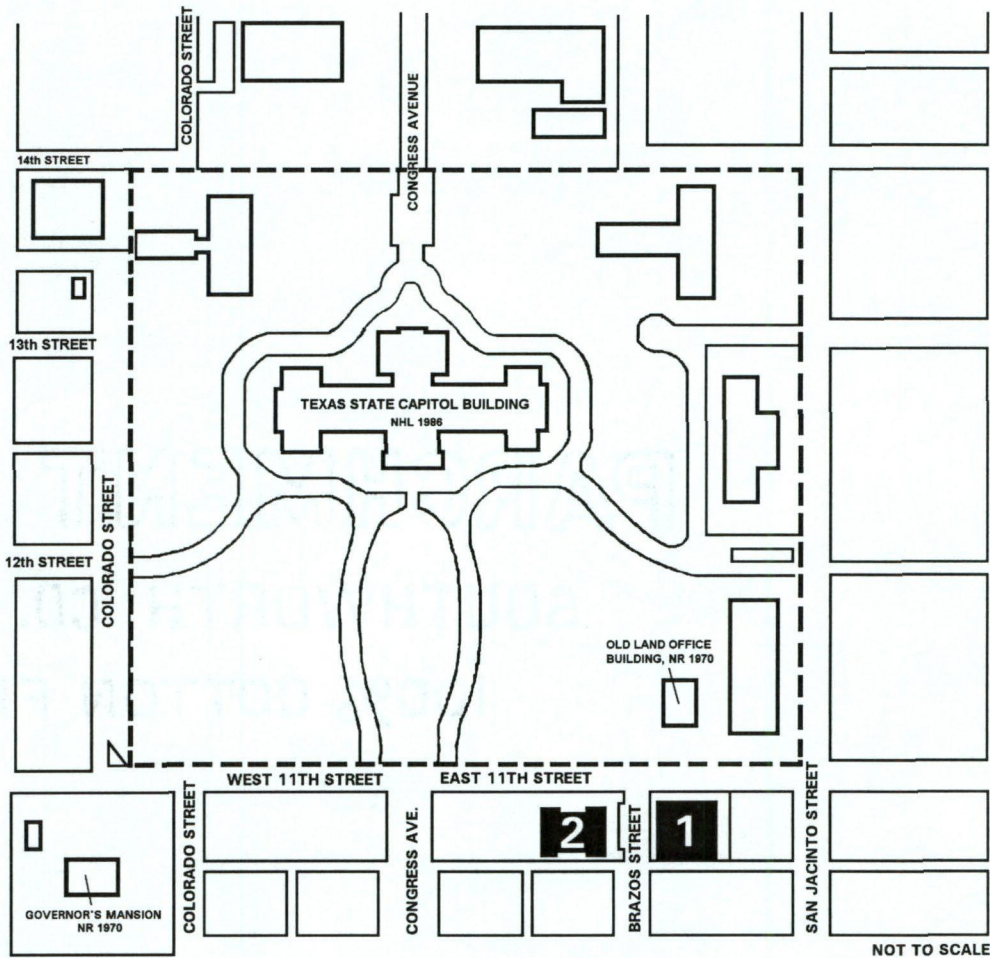
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1918 State Office Building and
1933 State Highway Building
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Section MAP Page 41

Map showing relation of State Highway Building and State Office Building, to State Capitol Building



1 - 1918 STATE OFFICE BUILDING
2 - 1933 STATE HIGHWAY BUILDING
-- ORIGINAL CAPITOL GROUNDS
BOUNDARY



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1918 State Office Building and
1933 State Highway Building
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Photo Log

State Office Building, 1019 Brazos Street
and State Highway Building, 125 E. 11th Street
Austin, Travis County, Texas
Photographed by Jim Bonar
October 1997
Negative on file with Texas Historical Commission
North elevations, camera facing southwest
Photograph 1 of 10

State Office Building
1019 Brazos Street
Austin, Travis County, Texas
Photographed by Jim Bonar
October 1997
Negative on file with Texas Historical Commission
Northwest elevation, camera facing southeast
Photograph 2 of 10

State Office Building
1019 Brazos Street
Austin, Travis County, Texas
Photographed by Jim Bonar
October 1997
Negative on file with Texas Historical Commission
North elevation, camera facing south
Photograph 3 of 10

State Office Building
1019 Brazos Street
Austin, Travis County, Texas
Photographed by Jim Bonar
October 1997
Negative on file with Texas Historical Commission
Lobby, camera facing southwest
Photograph 4 of 10

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1918 State Office Building and
1933 State Highway Building
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State Office Building
1019 Brazos Street
Austin, Travis County, Texas
Photographed by Jim Bonar
October 1997
Negative on file with Texas Historical Commission
Lobby, ceiling and lamp detail
Photograph 5 of 10

State Highway Building
125 East 11th Street
Austin, Travis County, Texas
Photographed by Jim Bonar
October 1997
Negative on file with Texas Historical Commission
North elevation, camera facing south
Photograph 6 of 10

State Highway Building
125 East 11th Street
Austin, Travis County, Texas
Photographed by Jim Bonar
October 1997
Negative on file with Texas Historical Commission
North elevation, entrance detail, camera facing south
Photograph 7 of 10

State Highway Building
125 East 11th Street
Austin, Travis County, Texas
Photographed by Jim Bonar
October 1997
Negative on file with Texas Historical Commission
North elevation, entrance detail, camera facing southwest
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1918 State Office Building and
1933 State Highway Building
Austin, Travis County, Texas

State Highway Building

125 East 11th Street

Austin, Travis County, Texas

Photographed by Jim Bonar

October 1997

Negative on file with Texas Historical Commission

Seventh floor, eighth floor, & penthouse cornices (detail), camera facing southwest

Photograph 9 of 10

State Highway Building

125 East 11th Street

Austin, Travis County, Texas

Photographed by Jim Bonar

October 1997

Negative on file with Texas Historical Commission

Lobby, elevators and mural, camera facing south-southeast

Photograph 10 of 10

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Section PROPERTY OWNER Page 45

1918 State Office Building and
1933 State Highway Building
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PROPERTY OWNER

Dewitt C. Greer State Highway Building

125 E. 11th St.
Austin, TX 78701

Robert Cuellar
Acting Executive Director
Texas Department of Transportation
125 E. 11th St.
Austin, TX 78701-2483

(512) 305-9501

James E. Rudder State Office Building

1019 Brazos Street
Austin, TX 78701

Antonio O. Garza, Jr.
Secretary of State
1100 Congress
Capital Building, Room 1E.8
P.O. Box 12697
Austin, TX 78711-2697

(512) 463-5701

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: 1918 State Office Building and 1933 State Highway Building

MULTIPLE NAME:

STATE & COUNTY: TEXAS, Travis

DATE RECEIVED: 12/05/97 DATE OF PENDING LIST: 12/15/97
DATE OF 16TH DAY: 12/31/97 DATE OF 45TH DAY: 1/19/98
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97001625

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1/7/98 DATE

ABSTRACT/SUMMARY COMMENTS:

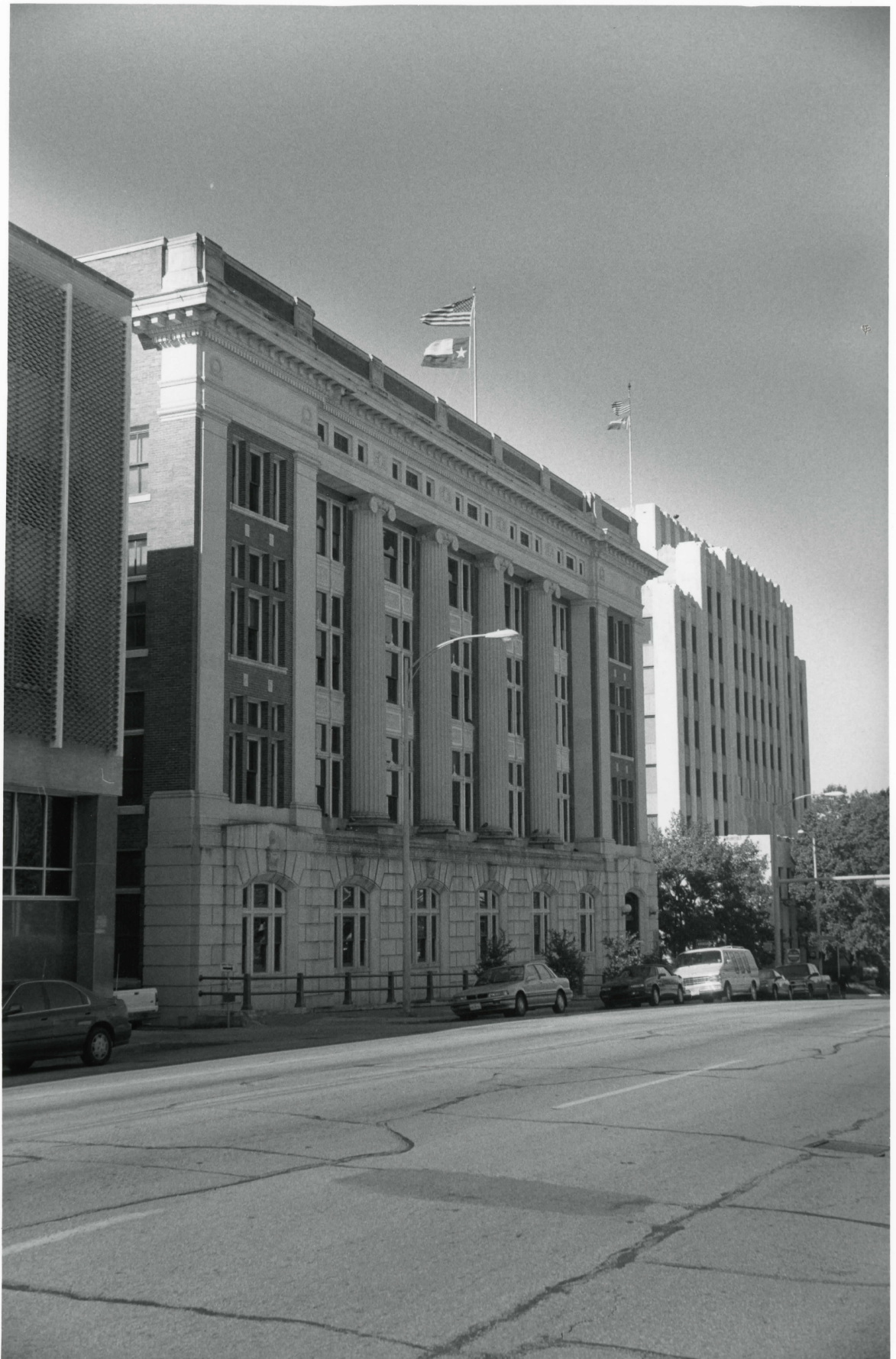
Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



1918 STATE OFFICE BUILDING
1918 STATE OFFICE BUILDING & 1933 STATE HWY BLDG.
1019 BRAZOS STREET; 125 E. 11TH STREET
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 1 of 10



1918 STATE OFFICE BUILDING

1918 STATE OFFICE BLDG. & 1933 STATE HWY. BLDG.

1019 BRAZOS STREET ; 125 E. 11TH STREET

AUSTIN , TRAVIS CO. , TEXAS

PHOTOGRAPH 2 of 10



1918 STATE OFFICE BUILDING
1918 STATE OFFICE BLDG. & 1933 STATE HWY. BLDG.
1019 BRAZOS STREET; 125 E. 11TH STREET
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 3 of 10



1918 STATE OFFICE BUILDING
1918 STATE OFFICE BLDG. & 1933 STATE HWY. BLDG.
1019 BRAZOS STREET; 125 E. 11TH STREET
AUSTIN, TRANS CO., TEXAS

PHOTOGRAPH 4 of 10



1918 STATE OFFICE BUILDING
1918 STATE OFFICE BLDG. & 1933 STATE HWY. BLDG.
1019 BRAZOS STREET ; 125 E. 11TH STREET
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 5 of 10



1933 STATE HIGHWAY BUILDING
1918 STATE OFFICE BLDG. & 1933 STATE HWY. BLDG
1019 BRAZOS STREET; 125 E. 11TH STREET
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 6 of 10



1933 STATE HIGHWAY BUILDING
1918 STATE OFFICE BLDG. & 1933 STATE HWY. BLDG.
1019 BRAZOS STREET; 125 E. 11TH STREET
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 7 of 10



1933 STATE HIGHWAY BUILDING

1918 STATE OFFICE BLDG. & 1933 STATE HWY BLDG

1019 BRAZOS STREET ; 125 E. 11TH STREET
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 8 of 10

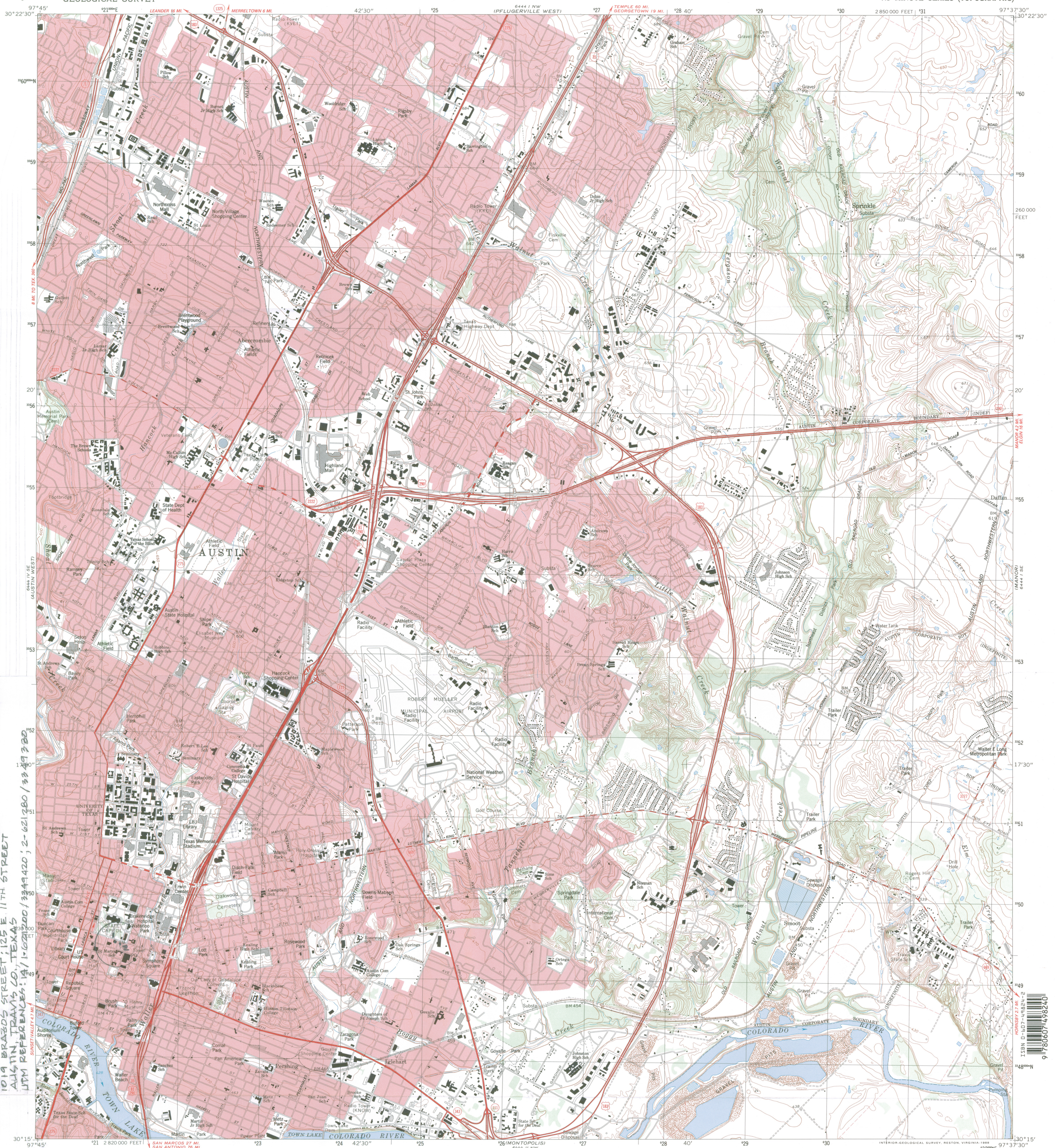


· 1933 STATE HIGHWAY BUILDING
1918 STATE OFFICE BLDG. & 1933 STATE HWY. BLDG.,
1019 BRAZOS STREET; 125 E. 11TH STREET
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 9 of 10



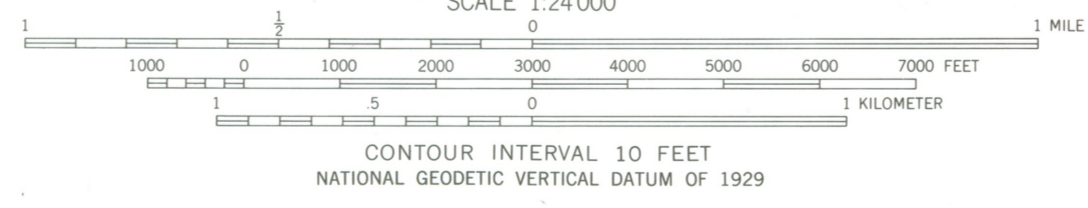
1933 STATE HIGHWAY BUILDING
1918 STATE OFFICE BLDG. & 1933 STATE HWY. BLDG.,
1019 BRAZOS STREET; 125 E. 11TH STREET
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 10 of 10



1917 STATE OFFICE BUILDING 4 1933 STATE HIGHWAY BUILDING
1019 BRAZOS STREET, 125 E 11TH STREET
AUSTIN, TRAVIS CO., TEXAS
UTM REFERENCES: 141 1-021200 / 3349 420 ; 2-621280 / 3349 380

Maped, edited, and published by the Geological Survey
in cooperation with City of Austin
Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs
taken 1952. Field checked 1954. Revised from aerial photographs
taken 1985. Field checked 1986. Map edited 1988
Projection and 10,000-foot grid ticks: Texas
coordinate system, central zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 14
1927 North American Datum
To place on the predicted North American Datum 1983
move the projection lines 18 meters south and
28 meters east as shown by dashed corner ticks
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence lines



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
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A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION
3097-242

AUSTIN EAST, TEX.
30097-C6-TF-024
1988
DMA 6444 1 SW-SERIES V882

6444 I NW
6444 I SE
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TEXAS
HISTORICAL
COMMISSION

George W. Bush • Governor

John L. Nau, III • Chairman

Curtis Tunnell • Executive Director

The State Agency for Historic Preservation

20 November 1997

UNITED STATES DEPARTMENT of the INTERIOR
NATIONAL PARK SERVICE
Cultural Resources
National Register, History & Education Programs
Mail Stop 2280, Suite 400
1849 C Street, NW
Washington, DC 20240

ATTN: Ms. Carol Shull, Keeper
The National Register of Historic Places

Dear Carol,

Attached are nomination documents for the state-owned "1918 State Office Building and 1933 State Highway Building" in Austin, Travis County, Texas. We nominated these buildings together, with the approval of your staff, because of their close physical and historic proximity. They represent both the early 20th century growth of our state government beyond the State Capitol grounds, and an extremely important preservation ethic recently adopted by state agencies responsible for the buildings.

Our staff presented this nomination to the Texas State Board of Review on 7 November 1997, and members voted 5 to 4 to postpone consideration until their scheduled February 1998 meeting. Unfortunately, a delicate balance of support for National Register listing of these buildings, resulting from years of careful negotiations between state agencies, will not survive through February.

Therefore, pursuant to 36 CFR 60.3(i)(2) and 60.6(l), in my opinion these properties meet the criteria for evaluation, and the nomination is adequately documented and technically and professionally correct and sufficient. I submit the nomination form with my SHPO signature, and the opinion of the Board of Review through the minutes of their meeting including this agenda item.

We anticipate your substantive review, per regulations, and encourage you to call on me with any questions or comments. Best wishes to you and your staff, and thank you for your continued support and partnership.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis Tunnell".

Curtis Tunnell
State Historic Preservation Officer

CDT/jws

DRAFT MINUTES

Texas Historical Commission
National Register Division

STATE BOARD OF REVIEW

William P. Clements Building
300 West 15th Street
Committee Room 5-Fifth Floor
Austin, Texas
November 7, 1997
1:30 p.m.

The State Board of Review met on Friday, November 7, in Austin, Texas.

The following Board members were present:

Dr. Kenneth Brown	Dr. Mamie McKnight
Ms. Martha Doty Freeman	Dr. John Peterson
Ms. Lila Knight Ethridge	Ms. Carol Roark
Ms. Gabriella Gutierrez	Ms. Lueise Tyson
Mr. Patrick McGloin	

The following Board members were not present:

Dr. Char Miller	Ms. Paula Peters
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The following National Register staff members were present:

Ms. Mary Dillman	Mr. Charles Peveto
Ms. Judy George	Ms. Karen Riles
Mr. Bruce Jensen	Mr. Greg Smith
Mr. Dwayne Jones	Mr. Jim Steely

I. Call to Order

Ms. Lila Knight Ethridge, chairperson, called the meeting of the State Board of Review to order at 1:35 p.m. and announced that the meeting was being held in conformance with the Texas Open Meetings Act, Chapter 551, Texas Government Code, and notice was posted with the Secretary of State's Office as required.

II. Announcements

Mr. Steely welcomed and thanked those in attendance and introduced himself as Director of National Register Programs. He then asked participants to use the sign-in sheets for a public record of attendance for the meeting. Mr. Steely explained handouts and procedures for public participation during the meeting. Mr. Steely requested the National Register staff members to introduce themselves. Ms. Knight Ethridge asked the board members to introduce themselves and welcomed new board members Carol Roark and Patrick McGloin.

III. Election of State Board of Review Officers

Ms. Knight Ethridge opened the floor to nominations. Ms. Freeman nominated Ms. Knight Ethridge as chair. Ms. Knight Ethridge declined. Ms. Knight Ethridge nominated Dr. Char Miller as chair. Ms. Gutierrez seconded. Ms. Knight Ethridge asked if there were any other nominations. Ms. Knight Ethridge then called the motion to elect Dr. Miller as chair. Motion passed unanimously. Ms. Knight Ethridge asked for nominations for vice-chair. Ms. Freeman nominated Dr. Brown. Dr. McKnight seconded. Ms. Knight Ethridge asked if there were any other nominations. Ms. Knight Ethridge then called the motion to elect Dr. Brown as vice-chair. Motion passed unanimously. Ms. Knight Ethridge asked for nominations for secretary. Dr. Brown nominated Ms. Freeman. Mr. McGloin seconded. Ms. Knight Ethridge asked if there were any other nominations. Ms. Knight Ethridge then called the motion to elect Ms. Freeman as secretary. Motion passed unanimously.

IV. Approval of Minutes of the June 14, 1997, Meeting

Dr. Brown asked for a motion to approve the minutes of the June 14, 1997, meeting. Ms. Knight Ethridge moved to approve the minutes as written. Dr. McKnight seconded. Dr. Brown asked if there were any changes or additions to the minutes. Dr. Brown called the motion to approve the minutes as written. Motion passed unanimously.

V. Review of Nominations for the National Register of Historic Places

A. Genaro P. and Carolina Briones House, Austin, Travis County. Mr. Smith conducted the staff presentation. Mr. Smith introduced Carolina Briones, who still owns the property and J. Adam Lopez, nephew of Mr. Briones. Mr. Lopez stated that he was the only survivor that worked on the house. Mr. Lopez spoke of the uniqueness of the property. **Ms. Freeman moved to approve the nomination under Criterion C at the state level of significance. Dr. McKnight seconded.** Ms. Gutierrez thanked Mr. Lopez and requested an architectural plan to provide the nature and structure of house. Ms. Gutierrez also requested clarification of Contributing and Noncontributing resources. Ms. Gutierrez stated that she felt the nomination needed a site plan showing the additions and including the location of objects and to document interior elements and other significant dates. Dr. Brown called the motion to approve the nomination under Criterion C at the state level of significance. **MOTION PASSED UNANIMOUSLY.**

B Victory Grill, Austin, Travis County. Ms. Riles conducted the staff presentation. Ms. Riles introduced Eva Lindsey and R.V. Adams, proprietors of Victory Grill. Ms. Lindsey thanked Ms. Riles and the Texas Historical Commission. Ms. Lindsey spoke of the significance and spiritual feeling of the Grill. Mr. Adams spoke about the City of Austin's support to the Grill. Mr. Jones stated that Curtis Tunnell, Texas Historical Commission Executive Director, was unable to attend but wanted to express his support for the nomination. **Dr. McKnight called the motion to approve the nomination under Criterion A with Criteria Consideration G at the local level of significance. Ms. Tyson seconded.** Dr. McKnight stated that she was glad to see documentation of the "Great Chitlin Circuit" and stressed the importance of recognizing the remnants of places of African American Fellowship during the 1940s and 1950s. Ms. Gutierrez thanked Ms. Riles for the feeling the audio presentation brought to the nomination. Dr. Brown called the motion to approve the nomination under Criterion A at the local level of significance with Criteria Consideration G. **MOTION PASSED UNANIMOUSLY.**

Dr. Brown stated that the agenda would be adjusted as needed to accommodate property owner's attendance.

C. Lockhart Vocational School, Lockhart, Caldwell County. Ms. Riles conducted the staff presentation. **Ms. Knight Ethridge moved to approve the nomination under Criterion A at the local level of significance. Ms. Roark seconded.** Ms. Freeman requested that funding information be better documented in the nomination since an integral part of the development of these schools. Ms. Freeman and Ms. Riles discussed the correlation of the beginning of the school year with the end of the cotton picking season for school children of different races. Dr. McKnight commended Ms. Riles and the Texas Historical Commission for the research of the Rosenwald Schools in Texas. Ms. Freeman and Ms. Gutierrez commented on the formal nature of the building and asked why Criterion C was not considered. Ms. Riles replied Criterion C was not added since the parapet had been removed. **Ms. Freeman asked that the original motion be amended to include Criterion C. Ms. Knight Ethridge approved amendment to include Criterion C. Ms. Roark seconded.** Dr. Brown requested more information be included in the nomination to document the change of the school from its original purpose of the education of blacks. Dr. McKnight commented on the strong influence of Booker T. Washington with the schools. **Dr. Brown called the motion to approve the nomination under Criteria A and C at the local level of significance. MOTION PASSED UNANIMOUSLY.**

Sweet Home, Seguin, Guadalupe County. Ms. Riles conducted the staff presentation. **Ms. Knight Ethridge moved to approve the nomination under Criteria A and C at the local level of significance. Mr. McGloin seconded.** Ms. Freeman asked if the school was converted from a two to a four-teacher type. Ms. Freeman asked that the Verbal Boundary Description be reworked. Ms. Knight Ethridge asked why the house was not included in the nomination. Ms. Riles replied that the house was no longer owned by Sweet Home. Ms. Knight Ethridge commented that there was not enough documentation to support Criterion C and more work needed to be done. Dr. McKnight asked about the future use of the buildings. **Dr. Brown called the motion to approve nomination under Criteria A and C at the local level of significance. MOTION PASSED UNANIMOUSLY.**

Dr. Brown called for a 10 minute break.

D. 1917 State Office Building and 1933 State Highway Building, Austin, Travis County. Mr. Smith conducted the staff presentation. Mr. Smith introduced Steve Sadowsky from the Texas Department of Transportation and Uly Flores, Texas Department of Transportation architect during the renovation of the buildings who both spoke in support of the nomination. **Ms. Knight Ethridge moved to postpone the nomination definitely until the documentation supported Criteria A and C at the state level of significance. Dr. McKnight seconded.** Ms. Knight Ethridge stated that the buildings deserved listing but in order to support Criterion A the nomination needed to include the broader context of the development of the State Capitol complex. She requested that the nomination address why the complex expanded in this direction and that the issues of land acquisition and placement of the buildings be discussed. She recommended consulting Bob Mabry's masters thesis on this subject. Ms. Knight Ethridge also asked that the architectural styles be better discussed in order to support Criterion C. She commented that the first building's plan is very modern while the second building's plan reflects the Beaux-Arts aesthetic, and that the first building really represents the City Beautiful Movement, but is secondary to the grander of the Capitol building. Ms. Knight Ethridge also stated that integrity issues, including the replacement of the windows, need to be further addressed. Dr. Peterson asked why the buildings were not nominated separately. Mr. Steely replied that staff discussed at great length how to nominate the two buildings and that the National Park Service approved this strategy. He stated that they were nominated together primarily because under Criterion A they have the common history of being the first two State Highway Department office buildings, they are in such close proximity of each other, and they were the first state office buildings built outside of the capitol grounds. Mr. Steely then explained the postponement process and that since the nomination was initiated in-house and due to time sensitive issues, he asked the board to reconsider the motion since staff could address the board's requests in-house. Dr. Peterson requested that the nomination include better drawings. Mr. Smith stated that there are several of photographs and drawings available that could be added to nomination. **Dr. Brown called the motion to postpone the nomination definitely until the documentation supported Criteria A and C at the state level of significance. MOTION PASSED BY A VOTE OF 5-4, with Dr. Brown voting in favor of the motion to break the tie.**

E. San Felipe Courts, Houston, Harris County (boundary revision). Mr. Steely introduced Eugene Foster of Espey, Huston and Associates who prepared the nomination and also conducted the presentation. Mr. Foster introduced Horace Allison and Joy Fitzgerald from the Housing Authority of Houston who spoke about the redevelopment plans for the property. **Ms. Knight Ethridge moved to approve the nomination under Criteria A and C at the national level of significance. Dr. McKnight seconded.** Ms. Knight Ethridge explained that she felt that, despite the demolition of the majority of the complex, the property still maintained its significant associations for which it was originally listed. Ms. Freeman expressed concern that it was not the largest public housing project in Texas and that information about other projects should be included. Ms. Gutierrez and Dr. Brown expressed concern for the redevelopment plans. Dr. Brown recommended that the archeological deposits on the entire property be considered and carefully examined during redevelopment. Dr. Brown called the motion to approve the nomination under Criteria A and C at the national level of significance. **MOTION PASSED BY A VOTE OF 6-2.** Ms. Freeman and Ms. Gutierrez opposed.

VI. Adjournment

Dr. Brown called for a motion to adjourn. Dr. McKnight so moved. Dr. Peterson seconded. Motion passed unanimously. Meeting adjourned at 4:50 p.m.