

CITY OF HOUSTON

Archaeological & Historical Commission

Planning and Development Department

HISTORIC DISTRICT DESIGNATION REPORT

DISTRICT NAME: First Montrose Commons Historic District

LOCATION: See attached site location map

APPLICANTS: Steve Longmire , First Montrose Commons
property owner March 8, 2010

30-DAY HEARING NOTICE: Mar-8-2010

AGENDA ITEM: II

HPO FILE NO: 10HD16

DATE ACCEPTED: Mar-4-
2010

HAHC HEARING: Apr-8-2010

PC HEARING: Apr-15-2010

SITE INFORMATION: Lockhart Connor Barziza, All of Blocks 2, 3, 4, 7, 8, 9, 12, 13, 14, 17, 18, 19; Block 1, Lots 4-7, 9, 10 & 12; Block 5, Lot 1; Block 6, Lots 1, 2, 9-11; Block 11, Lots 3-8, Lot 12; Block 15, Lots 1-3; Block 16, Lots 1, 2, 8-11; Block 20, Lots 3-8, 12, & 18 Roseland T/H plat; Block 25, Lots 2-3; Bute Addition, All of Blocks 11, 12, 16, 17, 18, 21, 22, 23; Block 9, Lots 1-3, 6, 8-10; Block 10, Lots 1, 3-12; Block 19, Lots 6-12 & 3818 Bute T/H U/R; Block 20, Lots 1-3, 5; Stratmann Place, Block 1 Lot 1; 402 Branard T/H; Bianchi Homes at Stanford St; Branard Street Residences; Colquitt at Jack T/H; Colquitt Square; Herzco Luxury T/H U/R; School for Young Children; Thirty-Eight Fifteen Montrose; West Alabama Square; City of Houston, Harris County, Texas.

TYPE OF APPROVAL REQUESTED: Historic District Designation

HISTORY AND SIGNIFICANCE SUMMARY

The proposed First Montrose Commons Historic District is located within the greater Montrose area and is comprised of two distinct subdivision plats-Bute Addition, platted in 1907, and Lockhart, Connor & Barziza Addition, platted in 1873. James Bute founded the Bute Paint Company, whose warehouse still stands at 711 William Street, northeast of downtown Houston and is listed in the National Register of Historic Places. The James Bute Company operated from 1869 until 1990. At the time of its dissolution, it was believed to be the longest continually operating business in the history of Houston.

The neighborhood was shaped by two railroads, the Buffalo Bayou, Brazos and Colorado (BBB&C) and the Texas Western Narrow Gauge (TWNG). BBB&C was the first railroad to begin operating in the state; the first component of the present Southern Pacific to open for service; and the second railroad west of the Mississippi River. TWNG was the first narrow gauge railroad chartered in Texas. The Montrose Street Car Line also shaped the neighborhood; with the extension of the South End line into greater Montrose, "suburban" neighborhoods, such as First Montrose Commons, were made viable. The intersection at Roseland and West Main was the terminus and turnaround for the Montrose Streetcar Line.

The homes and buildings in First Montrose Commons reflect the architectural styles that were in vogue in Houston and across the country during the neighborhood's period of development. The styles of architecture found in First Montrose Commons: Bungalow, Prairie, Mission Revival, Colonial Revival, Queen Anne, Cape Cod, and Art Deco as well as the Craftsman style, which is the most prevalent style.

First Montrose Commons Historic District meets Criteria 1, 3, 4, 5 and 6 for historic district designation.

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HISTORY AND SIGNIFICANCE

The neighborhood known as First Montrose Commons is located within the greater Montrose area and is comprised of two distinct subdivision plats-Bute Addition and Lockhart, Connor & Barziza Addition, which were derived from subsequent replats of the Obedience Smith Survey of 1836. Lockhart, Connor & Barziza Addition was platted in 1873 by real estate brokers Robert Lockhart, John C. Conner, & Phillipa L. Barziza; Bute Addition was platted in 1907 by James Bute. While the proposed First Montrose Commons historic district was originally platted as two different subdivisions, over time these unique sections have formed an individual identity which has become known as the neighborhood of First Montrose Commons. In 1994, residents formed the First Montrose Commons Civic Association to preserve the character of their neighborhood. The reason the Civic Association's name was chosen, is because the historic homes within the area were among the first homes built in what is now known as the greater Montrose area, hence the name *First Montrose Commons*. The boundaries of the jurisdiction of the First Montrose Commons Civic Association are Richmond Avenue on the north, Spur 527 on the east, West Alabama Street on the south and Montrose Boulevard on the west. The boundaries of the proposed historic district are slightly smaller than that of the Civic Association and include Sul Ross to the north, Spur 527 on the east, Colquitt Avenue to the south, and Roseland to the west.

Area History

Before the three sections which comprise First Montrose Commons were platted, the area was open prairie and pasture that stretched endlessly westward. The land upon which First Montrose Commons was developed has long been important to the Houston area. This section of southeastern Texas was first occupied by Indians of the Coastal Plains. Although a Spaniard had visited the area in the early 16th century, it was not until 1745 that the French from New Orleans and the Spanish began to vie for control of the region. At that time, the area that included First Montrose Commons was controlled by Chief Canos of the Orcoquisacs. This chief successfully played the two European powers against one another for many years. The area was once heavily forested, and wildlife was abundant which was supported by Buffalo Bayou.

In the early 19th century, as Americans began to settle the region, grants of land were given to many of the pioneers by the Mexican government. The tracts of land that were awarded at that time to John Richardson Harris and John P. Austin would eventually become the City of Houston after Texas won independence as a Republic. John Harris had established a thriving port on Buffalo Bayou by the time the war began, and a town, Harrisburg, had grown around it. This was burned immediately before the Battle of San Jacinto in 1836, but was rebuilt after the war. Shortly after the Revolution, the town of Houston was laid out on the bayou above Harrisburg, and began its period of steady growth. Speculation on this land began when the Allen Brothers, John and Augustus, acquired most of the Austin League and began promotion of this town in the wilderness, named after Sam Houston. The rapidly growing town served as the capital of the Republic until 1839. It was during this period, when provisions were scarce and expensive, and housing as an even greater challenge, that the series of yellow fever epidemics began in which the high area north of the White Oak Bayou first became important to the settlement. With each new outbreak of the disease, anxious residents sought to escape the source.

The importance of Houston as a trading center grew rapidly as the movement of Americans westward increased. The population swelled dramatically after the Civil War with a great influx of African-

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Americans from the South; and the lack of adequate housing again aggravated a major bout with yellow fever in 1867. The period from 1874 to 1890 brought tremendous commercial expansion to Houston as Buffalo Bayou was made more navigable and the construction of the Houston Ship Channel was begun. The city began to function more and more as a port. Another means of transportation that greatly affected the city during that era was the railroad. By 1890, Houston had grown to be a principal center for the railroads in Texas. As trade and the transportation business grew, and as technology provided new methods of transportation, the need for housing increased for those who participated in this booming commerce.

The neighborhood grew as a number of people come from Galveston and moved to Houston. The Great Hurricane of 1900 destroyed most of Galveston and severely limited shipping on Houston's railroads from the Port of Galveston while it was reconstructed. In 1909, Houston business leaders approved the creation of a deep water port along Buffalo Bayou to reestablish Houston's prominence as a rail center. President Woodrow Wilson officially opened the Port of Houston on November 10, 1914. The constant stress of elevating all of the remaining buildings on Galveston Island and the incessant dredging of sand from Galveston Bay to accomplish this took a heavy toll on Galveston's residents. After another hurricane hit the Island around 1915, many decided it was wiser to move 60 miles inland from the coast, and suburban neighborhoods like the Montrose Addition Lockhart, Conner, & Barziza and the Bute Addition enjoyed quite a building boom with the construction of many new homes and apartments.

By the end of World War I, in 1918, Houston had developed an economic maturity that had no rival in the South. It had developed a superior transportation system that became a pipeline to the world and thus to its vast resources. Houston's leaders had learned early on that its success would depend on transportation, and they focused on the development of a vast network of railroads and the Port of Houston. Although the city had always prospered and grown, it was on the verge of experiencing phenomenal growth in population and a "real estate" boom the likes of which it had never seen before. The real estate boom applied not only to Houston's business houses but to its neighborhoods and residential housing as well. From 1920 to 1924, Houston's population increased 46.5 percent, reaching 202,590 people. The demand for new housing is reflected in the building permit activity, which increased 42.7% over the previous year when it reached \$20,000,000 in 1923. The phenomenal growth of Houston attracted many investors to Houston.

Montrose

The proposed First Montrose Commons Historic District is located within the greater Montrose neighborhood, situated just west of Downtown Houston. Greater Montrose is a four-square-mile neighborhood, whose general boundaries are Highway 59 on the south, Allen Parkway to the north, Bagby Street on the east and Shepherd Drive on the west. Montrose was the city's first large-scale, restricted planned suburban subdivision. It was platted in September 1911 by the Houston Land Corporation, owned by one of Houston's most prominent businessmen, John Wiley Link. Link named the area "Montrose" after the historic town in Scotland which was mentioned in the writings of Sir Walter Scott. To design his new subdivision, John Link hired the engineering and construction firm of Stone & Webster (which had just finished building the Interurban line between Houston and Galveston). They are one of the oldest and largest U. S. engineering firms today, having been established in 1889.

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One of the most important features of the Montrose Addition are the grand boulevards designed with esplanades, including Lovett, Montrose, Yoakum and Audubon Place Boulevards. The intent was for larger mansions of the most prominent citizens of Houston to be built along the beautiful esplanades in Montrose, including Link's own home on Montrose Boulevard. Edward Teas, Sr., who later founded Teas Nursery, helped plan and landscape Montrose Place, as the area became known. With the City Beautiful movement sweeping the country, the area was commonly referred to as "Beautiful Montrose" which also became the title of the company's sales brochure. Also in the sales brochure, Link wrote what now seems like a huge understatement: "Houston has to grow. Montrose is going to lead the procession." It did, and the procession eventually continued far beyond the neighborhood to include First Montrose Commons.

Architectural styles within great Montrose include Victorian, Queen Anne, Prairie, American Four Square, Craftsman, Bungalow, Mission, Colonial and Tudor Revival. Link built his own home in the neighborhood, a mansion at Montrose and West Alabama that was designed primarily not to resemble any other style popular at the time. The Link-Lee Mansion, as it is now known, is part of the University of St. Thomas, is a City of Houston Protected Landmark and is listed in the National Register of Historic Places.

Obedience Smith Survey

Obedience Fort Smith, pioneer and businesswoman, was born circa 1774, the daughter of Elias and Sarah Suggs Fort of Edgecombe County, North Carolina. Obedience moved with her parents to Nashville, Tennessee, where she married widower David Smith on November 3, 1791. The Smiths moved to the Red River valley in Christian and Logan counties, Kentucky, on the Tennessee border. During the War of 1812, David Smith raised a company of friends and relatives and served under Col. John Coffee. Obedience bore ten children by 1812. The family moved to Jackson, Mississippi, in the 1820s, when David bought land in the new state. David Smith died on December 4, 1835, and was buried at his home near Jackson. Obedience Smith moved to Texas along with her son, John W. N. A. Smith, her eldest daughter, Sarah (Sallie) David, and Sarah's four sons, including Benjamin F. and David S. Terry. Obedience and her family settled in Brazoria County on the plantation belonging to another of her sons, Benjamin Fort Smith.

Obedience and Ben Fort moved to Houston in early 1837, where he built the City Hotel on Franklin Street. In January 1838, Obedience and John each applied for and received headrights of 4,606 acres, which were located on the southern and western edges of Houston. The land patent was dated July 23, 1845, and signed by Anson Jones, last President of the Republic of Texas. Obedience Smith died in 1847, leaving her large land grant to several of her ten children.

Lockhart, Connor & Barziza Addition

The Lockhart, Connor & Barziza Addition, which comprises a portion of the proposed First Montrose Commons historic district, was established in 1873 when Lot 16 of the Obedience Smith Survey was subdivided into 25 blocks with 256 lots by real estate brokers Robert Lockhart, John C. Conner, & Phillipa L. Barziza.

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Robert Lockhart

Robert Lockhart was born in Pennsylvania in 1814. He married Anna Bythewood Lubbock (the sister of Francis Richard Lubbock, governor of Texas, 1861) in Houston on December 31, 1843. He died April 29, 1886 in Houston. Lockhart was a businessman and eventually went into the real estate business with his son, Robert Lockhart, Jr. (1849-1920). At the time of the platting of Lockhart, Connor, & Barziza Addition, Robert Lockhart, Jr. was just 24 years of age. It is likely that his father is the Robert Lockhart of the Lockhart, Connor, & Barziza Addition. A Robert Lockhart was listed in the 1877-78 Houston City Directory as a real estate dealer. Robert Lockhart also had a business where he would essentially sell lottery tickets, with the prize being real estate.

Phillipa L. Barziza

Phillipa Ludwell Barziza was born in 1820 in Virginia and died in 1898. She never married. Her parents died in Houston in 1872 and 1875. Philippa's brother, Decimus et Ultimas Barziza, handled some of her legal affairs. Phillipa handled some of her father's affairs after his death, including selling land in Williamsburg, VA. Her family was descended from an old Virginia family, the Ludwells. Decimus et Ultimas Barziza was prominent in Houston, was a Democrat opposed to Reconstruction, and was elected to the State Legislature from Harris County in 1873. He was reelected in 1875, but resigned in 1876 in the midst of a bitter battle with the opposing party. He was married but had no children and died in 1882. In 1875, he formed the Houston Land and Trust Company and was chairman of the Board. (*Southwestern Historical Quarterly Online* Volume 066).

James Bute Addition

James Bute Addition, which comprises a portion of the proposed First Montrose Commons historic district, was one of several upscale "suburban" neighborhoods developed during the first quarter of the 20th century, which included Audubon Place, Courtlandt Place, Avondale, Montrose, and Westmoreland. This area attracted Houston's business and social elite more than a decade before the creation of River Oaks.

The Bute Addition began when James House was deeded Lots 21 and 22 of the Obedience Smith Survey on the wilderness fringe of the little town of Houston in 1848. It seems that the Depression of 1893 prevented plans for the James House subdivision from coming to fruition, and these lots were subsequently replatted as the Westmoreland (1902) and James Bute (1907) subdivisions.

A 1909 advertisement in the *Houston Daily Post* described the new neighborhood as follows:

The most fashionable district of Houston...between Westmoreland and Main Street, the South End (streetcar) line passing through it. It is fifteen minutes ride from the center of the city. Cars run every seven minutes. It is convenient to two of the best schools in the city...As an exclusive residential community...there is no property that can compare with it. The addition has been equipped with all modern conveniences – including sidewalks, sewerage, gas, water, electric lights, etc. Contracts have been let for curbing and paving the entire addition. The work is now in progress and will be completed as soon as practicable.

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From the outset, James Bute planned for his addition to be “The Most Fashionable District of Houston” and sold land there in Quarter Blocks for \$750 to \$1,800 per lot. Original deed restrictions from 1917 required significant set-backs and restrictions on the construction of fences, and prohibited the construction or operation of businesses within the interior of the neighborhood.

James Bute

James House, a prominent banker in the bustling town of 2,396 people, was one of the financiers who made possible the construction of the Houston & Texas Central Railroad, the second railroad ever built in Texas. At some point prior to 1890, Mr. House filed a plat for the James House Addition encompassing Lots 21 and 22 to provide housing for the booming young city. However, the Panic of 1893, the greatest economic downturn in U.S. history, to that point, dashed his plans. Following the recovery, Lots 21 and 22 were once again replatted, this time into two highly desirable residential districts – Lot 22 as the Westmoreland Addition (1902) and Lot 21 as the James Bute Addition (1907).

James Bute, born in Edinburgh, Scotland immigrated to Montreal, Quebec in 1857 and then to New Orleans, arriving in Houston in 1861. Bute gained entree to Houston's established business and social elite through marriage to Mary Jane House, niece of pioneer banker and entrepreneur T. W. House. James Bute died in 1915 at the age of 76. This would have made him 68 years old when Bute Addition was platted. Dr. James House Bute, his son, would have been 33 years of age when Bute Addition was platted.

James Bute was a successful businessman. He entered medical practice in 1901, but his obituary notes that he “gave up the medical practice, was an officer of the James Bute Co. and was the principal heir of the James Bute estate.” James Bute founded the Bute Paint Company, whose warehouse still stands at 711 William Street, northeast of downtown Houston and is listed in the National Register of Historic Places and has been restored as loft apartments. The James Bute Company operated from 1869 until 1990. At the time of its dissolution, it was believed to be the longest continually operating business in the history of Houston. James Bute entered the retail and wholesale paint business in 1867, starting his own firm in 1869. By 1887, he was supplying paints and other materials from a retail store on Main Street, and supplying wholesale materials within a 150-mile radius, from a warehouse around the corner on Franklin Avenue. In 1907, the company incorporated, with Bute's son-in-law John F. Garrott, and sons John Bute and James House Bute, as the James Bute Company. After James Bute's death, the business continued to be family owned and operated until its dissolution in 1990.

Although James Bute is primarily identified with his paint business, as a wealthy and influential businessman, Bute made investments and applied his skills in other businesses as well. As an officer in a lumber company specializing in millwork production, in the 1890s; by investing, with T.W. House, Jr., in an oil company; and as an officer and director of the city's oldest wholesale pharmaceutical business, the Houston Drug Company Bute furthered his influence on commercial development of Houston.

First Montrose Commons Street Names

- Branard: originally named West Main Avenue. Branard was designed to be the main street through the Bute Addition. It was renamed after George A. Branard, the Director of the Houston

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Water Department, who was killed around 1920 trying to rescue a worker trapped by a cave-in at a sewer/water construction site.

- Brandt: originally named House and after Gus Brandt, the president of the James Bute Paint Company.
- Bute: named for James Bute
- Colquitt: named for Oscar Branch Colquitt, Texas state senator, revenue agent, railroad commissioner, governor, newspaper publisher, oilman, and member of the Reconstruction Finance Corporation.
- Day Street: named for the Day family who lived on the street.
- Garrott: named for John F. Garrott, resident of the James Bute Addition and general manager of the James Bute Paint Company.
- Stanford: named after the university which opened in 1891 as the Leland Stanford Junior University in Palo Alto, California. Has become one of the finest centers of learning in the country.
- Sul Ross: named for Lawrence Sullivan Ross, who was a Texas Ranger, organized and led Ross' Cavalry Brigade in the War Between the States, governor of Texas in 1887, and was named president of Texas A & M University in 1891.
- Vine Avenue (or Avenue C) immediately to its south became known as West Main Avenue.

The Influence of Rail Lines on the Neighborhood's Development

The development of First Montrose Commons, especially that of the Lockhart, Connor, & Barziza Addition, was heavily shaped by two railroads that formed its northern and eastern boundaries at the end of the 19th century, the Buffalo Bayou, Brazos and Colorado (BBB&C) and the Texas Western Narrow Gauge Railroad (TWNG).

Buffalo Bayou, Brazos and Colorado

The BBB&C was constructed from Harrisburg to Stafford in 1853. BBB&C was the first railroad to begin operating in the state, the first component of the present Southern Pacific to open for service, and the second railroad west of the Mississippi River. On February 11, 1850, a group that included Gen. Sidney Sherman received a charter for the BBB&C. Construction began from Buffalo Bayou at Harrisburg in 1851; the first locomotive, which was named for Sherman, arrived in late 1852; and the first twenty miles of track, from Harrisburg to Stafford's Point, opened in August 1853. By January 1, 1856, the BBB&C, or Harrisburg Railroad, as it was commonly called, had been extended an additional 12½ miles to East Richmond on the bank of the Brazos River across from Richmond. Construction resumed in 1858, and in late 1860 the tracks extended eighty miles to Alleyton, near the east bank of the Colorado River opposite Columbus. BBB&C is now a part of Southern Pacific's transcontinental Sunset

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Route between New Orleans and Los Angeles, handles heavy freight traffic as well as Amtrak's Sunset Limited west of Houston.

Fearing competition from their neighbors to the east, Houstonians built a 6½ mile railroad in 1856 from south Houston to connect with the BBB&C. This line was extended to the sugar cane plantations around East Columbia, Texas by 1860; one of the largest of these was owned by Thomas W. Peirce. The Civil War's economic impacts caused the bankruptcy of the BBB&C, and Col. Pierce was part of a group that acquired it and rechartered it as the Galveston, Harrisburg, & San Antonio Railroad (GH&SA) in 1870. Peirce also dubbed the rechartered line "the Sunset Route" since it ran from New Orleans to San Antonio. (This same route evolved to become the present-day "Sunset Limited" Amtrak Line, run by Union Pacific (which acquired Southern Pacific, of which GH&SA was a part). The GH&SA built its own line into Houston, crossing through the eastern-most parts of the Lockhart, Connor, & Barziza Addition in 1880. In June of 1902 the GH&SA filed an official plat of Lot 16. A dozen freight and passenger trains ran daily along tracks that crossed from West Alabama and Jack to Richmond Avenue and Garrott Street. The Tewena stop was located east of Jack, between Branard & West Main. At the time, the area then consisted of little more than several small dairy farms.

The GH&SA crossed the San Antonio and Aransas Pass (SA&AP) Railway just south of the neighborhood (south of what is now the Southwest Freeway).

Texas Western Narrow Gauge Railroad

The second railroad to have molded the history of First Montrose Commons may have been the Texas Western Narrow Gauge Railroad. Built in 1877, three years before the GH&SA crossed the neighborhood; it ran parallel to the SA&AP, two blocks west of Dowling Street to a point just north of McGowan, where it took a diagonal course before turning west to run along Alabama Street near Milam. The railroad was originally promoted by I. S. Roberts, Thomas W. House, Thomas H. Scanlan, Eugene Pillot and others on August 4, 1870. This company was the first narrow gauge railroad chartered in Texas.

Although ground was broken in 1872, actual construction did not begin until early 1875, and the first locomotive arrived around the first of March. The initial ten miles opened with an excursion on July 3, but it took another year for the second ten miles to be completed, and it was not until April 23, 1877, that the railroad opened for the forty-two miles between Houston and Pattison. To handle its traffic the Texas Western Narrow Gauge had two locomotives, fifteen freight cars, and one passenger car. Within two years the railroad was in financial trouble and was reorganized as the Texas Western Railway Company. The railroad went into the hands of the court on July 2, 1884, when a receiver was appointed for the company. For many years, the railroad remained in the hands of the court due to a lawsuit in Federal Court to determine the rights of the various alleged owners of the company. The fate of the narrow gauge was sealed in 1893 when the Missouri, Kansas and Texas Railway Company of Texas (Katy) built into Houston along the projected route of the Texas Western. The Katy line between Sealy and Houston paralleled the Texas Western and crossed the narrow gauge three miles south of Pattison. The Texas Western was sold in 1895 with Elijah Smith again the purchaser. It appears that the railroad did not operate after June 30, 1896, although it was not abandoned until 1899. The rails were removed by June 30, 1900, and the land at Pattison reverted to the Pattison family.

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While independent confirmation of Alabama being located on the Texas Western right-of-way is lacking, it is interesting to note that west of Milam, the path of W. Alabama (and eventually, Westheimer, which Alabama converges into) is essentially a perfectly straight line for 16 miles, with only slight deviations that most likely resulted from local road construction issues. Compare this to other nearby parallel streets (e.g. Richmond Ave, San Felipe) which meander around quite a bit while generally heading west. For Alabama to not be atop the former Texas Western right-of-way would be truly unusual.

The Texas Western Narrow Gauge Railroad is interesting more for its failure, despite having several prominent investors—among them former President Ulysses S. Grant. The choice to build TWNG as a narrow gauge line (3-feet between rails, as opposed to standard gauge, which is 4-feet between rails) meant that it could not exchange cars with other lines along its route, severely limiting its usefulness to carry long haul freight. The line appears in the 1896 Sanborn Map, but not on the 1907 Sanborn Map. It seems that it was abandoned around 1899, when the Missouri-Kansas-Texas Railroad was granted right-of-way formerly promised to TWNG. Nevertheless, the TWNG has left the lasting legacy of Houston's straightest 16 miles of roadway from Midtown to well past the Galleria.

The Montrose Streetcar Line

The Montrose line of the Houston Electric Company provided streetcar service between the new neighborhood and downtown. On opening day, August 18, 1912, hundreds of Houstonians gathered in bleachers to wait their turn for the inaugural run. A brass band provided the entertainment while Snyder's Ice Cream Company provided free refreshments. Before the expansion of the Houston Electric Street Railway Company's streetcar service to outlying areas, much of Houston's development occurred close to downtown's business district. With the extension of the South End line, "suburban" neighborhoods, such as First Montrose Commons, were made viable. The intersection at Roseland and West Main was the terminus and turnaround for the Montrose Streetcar Line. The Montrose Car Line went down Roseland, turned east on Hawthorne Street and then north on Taft Street. Although streetcar service lasted for nearly 25 years on the Montrose Line, the last car ran on March 13, 1937. By 1940, there were no more streetcars in Houston, which succumbed to newer forms of transportation provided by bus and by automobiles. It was even discovered through Federal court hearings that the bus and automobile manufacturing companies had actually conspired against the streetcar companies all across America, but by then it was too late.

Mrs. Edna Bowman, a First Montrose Commons resident, lived in the bungalow at 809 Sul Ross. She recalled that her husband "came a-courtin' on the streetcar" that ran down Roseland, and turned around in the intersection at West Main. When reading descriptions of the Houston Electric's Street Car Routes, the southern terminus of the Montrose Line is described as "a wye located at the intersection of Roseland Street and West Main Avenue." A visit to Roseland at Branard reveals that north of this intersection Roseland is much wider than south of it, likely the result of having the former street car tracks running down the center there. The Montrose Line ran regular service to the neighborhood until its removal around 1951. The section of Branard Avenue extending east from Garrott Street features substantial setbacks and wide oak-lined alleys separating its sidewalks from the roadbed, reminiscent of the construction of Westmoreland Avenue to the north.

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Conclusion

When the original Montrose Addition was platted in 1911, it was a purely residential neighborhood. Over the years, however, commercial and institutional encroachment has been so pervasive that these few blocks, now known as First Montrose Commons, represent one of the last remaining residential enclaves within the area. After World War II, many families moved from this area to the suburbs and the neighborhood entered a prolonged period of substantial change. During this time, the United States experienced a housing crunch as millions of soldiers returned home and started new families. Houston, like many other major metropolitan areas, struggled to meet the housing demands. While several of the original residents remained in First Montrose Commons, and continued to maintain their homes, many of the old homes were either demolished or divided into multiple units, or they were simply allowed to deteriorate, and the fabric of the neighborhood fell into jeopardy.

Like many inner-city neighborhoods, greater Montrose suffered during federal urban renewal in the 1950s and 1960s. The construction of Spur 527, which opened in 1962, required the complete destruction of more than half of the Bute Addition's housing stock. Nonetheless, a large number of historically contributing homes remain that serve to illustrate Houston's rich entrepreneurial heritage. Incremental improvements initiated by residents, organizations, and alliances began in the 1970s. Change accelerated in the late 1990s when the neighborhood was discovered by new residents moving to Houston as a result of \$2.6 billion in downtown revitalization and reinvestment.

Today, only three of First Montrose Commons' original quarter-block mansions remain: the Hofeinz House, at 3900 Milam, the Lucia House at 3904 Brandt, and the Milam House at 4100 Milam. Both the Hofeinz House and the Milam House have been restored and are currently occupied by businesses sensitive to their histories. The Lucia House, however, has remained vacant and tied up in probate for a number of years following the death of its longtime owner. All three now face a 30-foot high wall of concrete from their grand front porches.

There have been many individuals who recognized the charm and historical significance of these once neglected buildings and over the past decade have purchased and restored them, creating a revitalization of the neighborhood. In 1994, concerned residents formed the First Montrose Commons Civic Association, whose mission is to "protect and enrich First Montrose Commons by encouraging neighborhood pride, communication, advocacy, and vigilance."

Many of the nearby, early 20th century neighborhoods, including Avondale, Audubon Place, Courtlandt Place and Westmoreland, have been revitalized too, and residents have succeeded in having their historic neighborhoods being listed in the National Register of Historic Places and/or designated as City of Houston Historic Districts. Greater Montrose is home to five City of Houston Historic Districts: Courtlandt Place (1996), Westmoreland (1997), Avondale East (1999), Avondale West (2007), and Audubon Place (2009); Courtlandt Place and Westmoreland are listed in the National Register of Historic Places.

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HISTORICAL AND ARCHITECTURAL SIGNIFICANCE

Overview

The homes and buildings in the First Montrose Commons neighborhood reflect the architectural styles that were in vogue in Houston and across the country during its period of development. The styles of architecture found in the neighborhood include: Bungalow, Prairie, Mission Revival, Colonial Revival, Queen Anne, Cape Cod, and Art Deco, as well as the Craftsman style, which is the most prevalent style. Siding materials utilized for the exterior of the buildings include: stucco, brick, and wood cladding.

Bungalow and Craftsman styles

Between 1905 and 1925, the Bungalow and Craftsman styles became one of the predominant house forms in Houston's suburban neighborhoods, especially in Montrose. The rise in popularity of this style in Houston actually reflected a nationwide movement, which started in the Western United States and moved to the East. The bungalow became the perfect speculative house for the nation's new suburban cities. Stylistically, the house had an eclectic beginning with influences coming from India, Spain and Japan and flourished by its incorporation of these stylistic elements from other cultures. The house type could be rustic or clean and open in the manner of prairie houses. Or the bungalow could be built-up to approximate a cottage form. The style was best known as a low, small house that prototyped informal living, used natural materials and relied on simplified design. Bungalow designers were especially adept at generating floor plan variation and roof forms as well as ornamental variations including changes in gables, window placement and materials. This flexible vocabulary made it possible to build rows of bungalows without having to repeat the same forms on the same block. The plan became one of the most popular in American building history. It was promoted by such popular publications as *Ladies' Home Journal* and the *Sears Roebuck and Co. Catalog*. House plans could be purchased for \$8 to \$12. Furthermore, the bungalow fit neatly on the standard 50-foot by 100-foot lots and the plans utilized space very efficiently in an open yet compact manner. More importantly, the bungalow floor plan accommodated Houston's hot humid climate by providing natural ventilation with air freely circulating from one room to another. In addition the wide overhanging eaves shaded rooms from the sun while the covered front porch served as additional outdoor living space. By the mid 1920s, the bungalow style had declined in popularity and was built with less frequency. The suburban cottage replaced the bungalow as the prevalent style. The cottage continued the tradition of a small, single family, detached house, but gave it a more picturesque image than that of the natural straightforward bungalow.

A single living room replaced the front and rear parlors, entry hall, and library of Victorian houses. The living room had a fireplace, often set in a niche called an "inglenook." It opened directly into the dining room. The dividing wall was usually five feet high so that rooms were connected visually. The kitchen connected to the dining room through a swinging door that kept food odors from the rest of the house (later owners usually removed these doors). The Victorian house's butler's pantry was replaced by dining room built-ins. Walls were banded with wood, often at several heights. This discouraged hanging pictures because many Craftsman designers felt that the wood was decoration enough, and final plaster often contained sand to discourage Victorian-style wallpaper.

According to a "Field Guide to American Houses" by Virginia and Lee McAlester, the "Craftsman houses were inspired by the work of two California brothers – Charles Sumner and Henry Mather

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Greene – who practiced together in Pasadena (California) from 1893 to 1914. About 1903 they began to design simple Craftsman-type bungalows. Several influences – the English Arts and Crafts movement, an interest in oriental wooden architecture, and their early training in the manual arts – appear to have led the Greene Brothers to design and build these intricately detailed buildings. These and similar residences were given extensive publicity in such magazines as the *Western Architect*, *The Architect*, *House Beautiful*, *Good Housekeeping*, *Architectural Record*, *Country Life in America*, and *Ladies' Home Journal*, thus familiarizing the rest of the nation with the style. As a result, a flood of pattern books appeared, offering plans for Craftsman bungalows; some even offered completely pre-cut packages of lumber and detailing to be assembled by local labor. Through these vehicles, the one-story Craftsman house quickly became the most popular and fashionable house in the country.”

Russell Brown Company

An architectural contributor to the character of First Montrose Commons was the firm of Russell Brown Company, a Houston-based architectural design and construction company. It was chartered in 1906 by Russell Brown, who was born on December 12, 1875, in Taylor, Texas, and came to Houston in 1902. The company was a prolific builder and designer of new houses in Houston from 1902 until the early 1940s. Brown expanded his operations by opening branch offices in Dallas in 1916, San Antonio in 1922, and Los Angeles in 1923.

The Russell Brown Company provided architectural services (although Brown himself was not an architect) in addition to construction services. The firm specialized in house design and construction, and also designed several commercial buildings in Houston in the 1920s and 1930s, such as the first Jefferson Davis Hospital and the Schlumberger Building, as well as the six-story Guaranty State Bank and Simpson Office Building in Ardmore, Oklahoma in 1917.

The firm was very active in Houston from the 1910s until World War II. His houses were known to be of the first quality in design and materials. Three houses by his firm were constructed in Boulevard Oaks in 1924-25: 1611, 1612 and 1636 South Boulevard. In 1928 another went up at 1611 North, and in 1937, 1908 North was built by the Russell Brown Company. 1927 North Boulevard was constructed for his daughter, Virginia Brown Angly in 1938.

The Russell Brown Company constructed numerous houses in the Avondale, Westmoreland, Montrose, Boulevard Oaks, and River Oaks neighborhoods in Houston and in the Dallas subdivision of Munger Place. The company was the general contractor of such notable Houston houses as the William S. Farish House in Shadyside (1925) and the Cleveland Sewall House in River Oaks (1926, N.R. and COH Protected Landmark). Among the architects who worked at various times for the Russell Brown Company in Houston were A. N. Dawson, Charles W. Oliver, Mike Mebane, and Gonzalo Ancira. In an indication of the quality of the Russell Brown architects, the River Oaks Corporation hired one of Russell Brown's architects, Charles Oliver, as in-house architect in 1926.

Additional information on the Russell Brown Company comes from a company brochure published circa 1936 which notes the following:

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“The restful harmony and careful designing, the elegance imparted by graceful simplicity marks the difference between Russell Brown Company homes and the regular run of places so often built.”

Russell Brown retired from the building business in the mid 1940s. He lived out his retirement at his ranch near Juliff, Texas, south of Houston, where he died in 1963.

HISTORICAL AND ARCHITECTURAL SIGNIFICANCE OF SELECT EXAMPLES WITHIN THE PROPOSED HISTORIC DISTRICT

4104 Greeley

The two-story Queen Anne style house at 4104 Greeley was the home of Betty Edwards and Frederick Lawrence Kaufhold and their three daughters. Frederick was a native born Houstonian of German ancestry. Betty was president of her bridge club and of the Oran M. Roberts Chapter U.D.C. Frederick was a building contractor in downtown Houston.

The Kaufold's originally owned a house on the corner of Pease and St. Charles, which during the 1890s was one of the prime residential areas in the city. However, due to sharply rising taxes, Frederick elected to move the family outside the city limit and, what was at the time considered, "way out in the country". In 1899, Frederick purchased six lots at in Block 14 of the Lockhartt, Connor, Barziza Addition for \$200. He built a home on Lots 4 and 5, 4104 Greeley. Kaufhold operated a small dairy farm, selling milk to the local neighbors and at noon to the school children at Montrose School. In addition to dairy farming, Frederick built scaffolding for outlaws who were hanged.

Betty and Frederick had three daughters. When each daughter married, Frederick and Betty built a house next door for them. The house at 4104 Greeley was pivoted east in the teens, by mule teams, to make room for the last daughter's house. The daughters' houses are still standing at 4112 and X Greeley.

Frederick died on December 21, 1925 and was buried in Forest Park Cemetery. After Frederick's death, Betty went to live with her daughter, Mrs. Preston King at 4112 Greeley until her death on May 14, 1931. She was buried in Forest Park Cemetery.

After Frederick's death in 1925, the house was divided into two apartments. At that time the archway was closed off, a kitchen was added upstairs, and upper and lower sunrooms were added. The house is now the Robin's Nest Bed and Breakfast Inn.

3900 Milam

The Cochran-Hofheinz House, most likely constructed in 1912, may be the work of Russell Brown Company. The home was built for Owen L. Cochran, who was president of First National Bank, one of Houston's largest banks. In 1956 the home was purchased by Roy M. Hofheinz from one of the Cochran heirs. Hofheinz, a lawyer, was not only the youngest person to be elected to the Texas legislature, but when he was elected Harris County Judge in 1936, he became also the youngest person in the country ever elected to this position, thus providing him with the moniker, "The Judge." He became a very prosperous Houston business man and philanthropist. He also was elected Mayor of Houston in 1952.

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With Robert “Bob” Smith, Hofheinz, who had moved his offices to the house at 3918 Brandt Street, now known as 3900 Milam, created the Houston Sports Association for the purpose of obtaining a major league baseball team in Houston. It was in the offices of Hofheinz on Brandt Street (3900 Milam) where the idea of a covered sports stadium was first discussed, which resulted in the eventual construction of the Astrodome, which opened in 1965 and became “the Eighth Wonder of the World.”

The Cochran-Hofheinz House exemplifies the type of residential building that is both historically and architecturally significant as part of Houston’s past. It reflects the upwardly-mobile development of the city’s South End that occurred in the first two decades of the 20th century. It lends further historical credence to the city’s urban growth for its role as the setting for major decision-making by Houston leaders at mid-century. From an architectural standpoint, the structure is illustrative of a residential style that was popular in upper middle-class neighborhoods at the time of its construction.

3904 Brandt

The house at 3904 Brandt was built in 1913 by Julia Baker Carson, widow of Philip Carson. Philip R. Carson was a prominent early Houston business man, with a successful wholesale grocery business. He died in 1906. There are references to Philip Carson and his family in several editions of the *Blue Book of Texas*, or Society Register of Texas, attesting to their prominence.

In the 1910 city directory Mrs. J.B. Carson is listed as living in the 4th Ward, James House Addition, at “8 and Milam,” and in the 1910 Census she is listed as living at 909 Webster. In the 1910 Census she is 35 years old and her sons are Robert B., age 10; John R., age 8; Boulds B., age 6; and Philip R., age 2; and her occupation is given as “Income.” At 909 Webster, rear, also lived Paul Gee and his wife Julia, and their niece, Ophelia Patterson. Paul Gee was a machinist and his wife was a cook for a private family. In the 1912 city directory, Mrs. Carson is listed as living at “909 Webster Ave (5) [5th Ward]), and is given as a renter. Her phone at the Webster address was Hadley 1349. It was not unusual for wealthy widows at that time to rent rooms or live in a hotel while having a house built. In the 1913-1917 city directories, Mrs. Carson is listed as living at 3904 Brandt Street.

This quarter-block mansion was built in the Neoclassical Colonial Revival style, popular 1890-1940, and is the only example of this style in First Montrose Commons. It is one of three remaining mansions on Milam, now the 59 Freeway feeder road; the rest were torn down in the 1960s to make way for the freeway.

The Neoclassical Colonial Revival style’s characteristics, seen in this property, include: Palladian windows, classical porch columns and half-moon porticos, elaborately paneled doors topped with fanlights, galleries of many windows extending out from the sides of the house, Bull’s eye window, and entablatures running under the roof. Other interesting features of this three-story house are its basement, unusual for Texas, its original port-cochere with an original service entrance and screen door intact, and its carriage house. It also has a large double-door, estate-style entrance gate and estate-style landscaping, with old trees on the grounds.

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610 W. Main

This Craftsman-style house was built circa 1910 by Edwin A. (E.A.) Zurcher. In the 1900 Census Zurcher was 21 years old and living in Brenham, Washington County, Texas, with his parents. His father was from Switzerland and his mother was from Germany. The 1908 city directory shows that Zurcher then lived at 506 Caroline, Apartment #2, and worked as a book proprietor (accountant) for the I and G.N. Company, a railroad. The 1910 Census shows Zurcher living at 610 W. Main. The first entry in the city directory for this house is in 1918. The 1920 Census shows Zurcher still living at 610 W. Main with his wife, Mimie (also spelled Minnie) Wilke.

Mr. Zurcher lived in the house until the 1920s. The 1930 Census shows Zurcher living at the Texas State Hotel at 1117 Walker with his wife and two roomers, Kathryn B. Hamm and Anna Gaines. The fact that in 1930 he lived in a hotel with two roomers suggests that he might have fallen on hard times.

Emma A. Waterwall bought the house in the 1920s. She had one child, Ada Pemberton, who inherited the house as a life estate. Ada was the first female principal at Durkee Elementary School in the 1950s, and brought innovations to the school, such as starting the day the way Ed Lasher, from a 1960s and 1970s Houston TV program, did (this will mean something to those who grew up with Lasher's program). At one point Ada brought her sister and her sister's three children to live with her in the house. The children went off to college and Ada's sister remarried and moved to the Valley.

The house has a dark tale to tell. When Ada was nearing retirement in the 1960s, an irate parent broke into the house and almost killed her. At that time there were no street lights or outside lights and the screen doors were just latched with a hook and eye. When Ada walked into her bedroom to remove her wig (they were very popular in the late 60s), a man jumped out from behind the bedroom door. He pulled her wig down over her face and started beating her about the face, breaking her nose. He then taped her hands together. Ada claimed that for some reason she moved her hands up to her face: "God moved them for me." Before she passed out from the beating she cried out, "God, please help me!" The man answered, "No one is going to help you now, woman!" The man proceeded to cut her throat. Of course all he cut were her fingers, where she said she received twenty-seven stitches. She laughs about it now. This tale was corroborated by former neighbor Sam Hampton, who heard Ada call out for help as he was walking by that night. The screen door was latched and he could not get in and Ada said, "Well, just cut the screen!"

Ada Pemberton never had children and married late, in 1975, to a Robert Webster, who owned a house in Spring Branch. They live there today. In August 2003 Ada returned with her sister to see the house she had lived in for 40 years.

In 1976 David A. and Joan Leslie Turner purchased the house. They raised two daughters and restored many parts of the house, remaining sensitive to its architecture and original interior footprint while making the house comfortable for their family. They continue to live there today.

Typically, the Craftsman-bungalow style had some combination of the following:

- Low-pitched roof, gabled or hipped

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- Deep eaves with exposed rafters
- Decorative knee braces
- Open floor plan and 1 to 1 ½ stories
- Built-in cabinetry or colonnades, beamed ceilings, expanded rafter tails, simple wainscot in the living room
- Large fireplace, often with built-in shelves or benches on either side
- Dormers
- Large, covered porches with massive columns under the extension of the main roof
- Windows were typically double-hung with multiples in the upper window and a single pane in the lower, and with simple, wide casings
- Craftsman-designed hardware, lighting, and tile work

619 Sul Ross-Rosie Kalle Borden

This beautiful house was built in 1918 by the Montrose Land Company. It's believed to be built on "spec" because the current open staircase and fret work were closed in before the floors were finished. The original owner was Rosie Kalle Borden, widow of Henry L. (H.L.) Borden. In 1900 H.L. was 21 years old and living with his parents in San Patricio County. He became an attorney and was advising director of Gulf of Mexico operations for the Gulf Oil Company. His 1917 passport application lists him as having been born in Sharpsburg, Texas, January 6, 1878, and his father, S.G. Borden, as having been born in Richmond, Texas. His passport application also shows him as departing from Key West, Florida with the intention of going to Havana, Cuba for Gulf Oil business for six months. H.L. later owned an investment company, whose office was located at No. 316, Union National Bank Building, 220 Main Street downtown, now the Hotel Icon. Jesse Jones built this bank building in 1912 in the Beaux-Arts style and it was a partnership with Gulf Oil founder Andrew Mellon. Rosie Borden's parents were from Virginia and H.L.'s mother was from New Jersey. The Bordens had two sons, Gail and Henry Jr.

Like many well-to-do early Houston families, the Bordens moved several times. The 1910 census lists them as living at 1015 S. Holman. Interestingly, this census shows H.L. as "in bankruptcy" and as having refused to tell the census taker his profession (though he continued to have a servant, Rose Pryeus). His fortunes must have risen again because by 1917 he was both advising Gulf Oil and had a private investment company. The 1917 city directory lists the Bordens as living at 2911 Main Street. The 1918 city directory lists H.L. Borden as having died January 7, 1918 and Rosie Borden, widow of Henry L., and her son Gail living at 619 Sul Ross. In 1918 Rosie Borden paid \$13,000 for 619 Sul Ross; by comparison, the bungalows in the neighborhood were selling in the 1940s for around \$9,000.

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The 1929-30 city directory shows Henry L. Borden, Jr. living at 4019 Montrose Blvd and working as a salesman for the National Bond and Mortgage Corp., but there is no mention of Rosie or Gail Borden in the 1929-30 city directory.

In the 1930 Census Otto Letzerich, an investment broker, is listed as living at 619 Sul Ross with his wife Alice and his son Louie, a stocks and bonds salesman, and Azalie West, a servant. The house originally had a detached garage and a small apartment above it. Otto's father had been born in Germany and his mother was born in Texas.

In the mid-1960s, the house was divided into three apartments, each with a full kitchen. Access to the two upstairs apartments was through the side doors.

Grady and Marilyn Cayce bought the home in 1993 and after almost 7 months of renovations, including replacing all the plumbing, wiring, and gas lines and restoring the windows to operating condition, moved in with their first child, then two years old.

Architectural Description

This house is in the French-inspired Eclectic Prairie Style. Prairie Style features typically included:

- Strong horizontal lines
- Low-pitched roofs with extended lines and oversized eaves
- Rows of small windows
- Exteriors were plaster with wood trim, sided with horizontal bands, or concrete block
- Belt courses were built between the first and second stories
- Interiors were open and the many windows allowed light to flood the interiors
- Central chimneys often had massing

Other interesting original features of the home are its hex tile in the entryway and other parts of the home, beautiful door with inlaid glass, built-in benches in the entryway, unusual beveled full-length mirrors built in on closet doors, and basement (the latter a rarity in Houston because of flooding but needed in 1918 because coal was used to heat the house). The Cayces have restored it to a single-family home as well as restoring the home's staircase, floors, and other areas of the house while remaining sensitive to its original interior footprint. The cast-iron fence in front of the home was made in Galveston in the 1800s and was installed to keep kids from Montrose Elementary School (now the site of HSPVA) off the grass in the 1940s, and much of the front yard landscaping is quite old as well.

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The information and sources for this application provided by residents have been reviewed, verified, edited and supplemented with additional research and sources by Randy Pace, Historic Preservation Officer, and Diana DuCroz and Courtney Spillane, Planning and Development Department, City of Houston.

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APPROVAL CRITERIA

According to Section 33-222 of the Historic Preservation Ordinance:

Application for designation of an historic district shall be initiated by either:

(b)(1) The owners of at least 51 percent of the tracts in the proposed district, which tracts shall constitute 51 percent of the land area within the proposed district exclusive of street, alley and fee simple pipeline or utility rights-of-way and publicly owned land, shall make application for designation of an historic district. In case of a dispute over whether the percentage requirements

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have been satisfied, it shall be the burden of the challenger to establish by a preponderance of the evidence through the real property records of the county in which the proposed historic district is located or other public records that the applicants have not satisfied the percentage requirements.

There are 212 unique tract owners within the proposed First Montrose Commons Historic District of whom 117 support the designation – thus 55.19% of the tract owners support the designation. The total land area owned by the tract owners in support constitutes 52.39% percent of the total land area within the proposed historic district.

First Montrose Commons Historic District Support Statistics	Total Tracts	Signed in Support	Percentage of Total	Total Land Area of Tract Owner Support
1,336,785 sq ft land area	212	117	55.19%	700,281 sq ft (52.36%)

(b) Notwithstanding the foregoing, no building, structure, object or site less than 50 years old shall be designated as a landmark or archaeological site, and no area in which the majority of buildings, structures or objects is less than 50 years old shall be designated as an historic district, unless it is found that the buildings, structure, object, site or area is of extraordinary importance to the city, state or nation for reasons not based on age.

There are a total of 234 structures within the proposed First Montrose Commons Historic District. Of the 234 structures, there are 144 or 61.54% of which are classified as “historic” (45 being classified as “contributing” and 99 being classified as “potentially contributing”). Of the 234 structures, there are 90 or 38.46% of which are classified as “non-contributing.” Six properties are classified as “vacant” (includes several that are parking lots).

First Montrose Commons Historic District Structures Inventory	Contributing Historic Structures	Potentially Contributing Historic Structures	Non Contributing / Non Historic Structures
Total = 234	45	99	90
Percent of Total	19.23%	42.31%	38.46%

According to the approval criteria in Section 33-224 of the Historic Preservation Ordinance:

(a) The Houston Archaeological and Historical Commission and the Houston Planning Commission, in making recommendations with respect to designation, and the City Council, in making a designation, shall consider one or more of the following criteria, as applicable:

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S NA

S - satisfies NA - not applicable

- (1) Whether the building, structure, object, site or area possesses character, interest or value as a visible reminder of the development, heritage, and cultural and ethnic diversity of the city, state, or nation;
- (2) Whether the building, structure, object, site or area is the location of a significant local, state or national event;
- (3) Whether the building, structure, object, site or area is identified with a person who, or group or event that, contributed significantly to the cultural or historical development of the city, state, or nation;
- (4) Whether the building or structure or the buildings or structures within the area exemplify a particular architectural style or building type important to the city;
- (5) Whether the building or structure or the buildings or structures within the area are the best remaining examples of an architectural style or building type in a neighborhood;
- (6) Whether the building, structure, object or site or the buildings, structures, objects or sites within the area are identified as the work of a person or group whose work has influenced the heritage of the city, state, or nation;
- (7) Whether specific evidence exists that unique archaeological resources are present; and
- (8) Whether the building, structure, object, site or area has value as a significant element of community sentiment or public pride.

STAFF RECOMMENDATION

Staff recommends that the Houston Archaeological and Historical Commission accept staff's recommendation and recommend to the Houston Planning Commission the Historic District designation of the First Montrose Commons Historic District.

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EXHIBIT B

INVENTORY

FIRST MONTROSE COMMONS HISTORIC DISTRICT

HOUSTON, TEXAS

SITE ADDRESS	SUBDIVISION	LOT & BLOCK	YEAR BUILT	STATUS	STYLE
311 BRANARD	BUTE	LTS 1 & 2 & TRS 3 & 6A BLK 12	1938	NC	
315 BRANARD	BUTE	LTS 1 & 2 & TRS 3 & 6A BLK 12	1938	NC	
320 BRANARD	BUTE	LT 8 & TRS 6C & 9 BLK 11	1915	C	Prairie/Craftsman
401 BRANARD	SEE 4040 MILAM				
402 BRANARD	BUTE	TR 18A BLK 18 402 BRANARD T/H U/R	1974	NC	
406 BRANARD	BUTE	TR 18 BLK 18 402 BRANARD T/H U/R	1976	NC	
410 BRANARD	BUTE	TR 18B BLK 18 402 BRANARD T/H U/R	1976	NC	
412 BRANARD	BUTE	TR 18C BLK 18 402 BRANARD T/H U/R	1976	NC	
414 BRANARD	BUTE	TRS 6A 9 & 10 BLK 18	1920	C	Craftsman
418 BRANARD	BUTE	LT 8 & TR 6 9A & 9B BLK 18	1920	PC	Craftsman
425 BRANARD	BUTE	TRS 1A & 2A-1 BLK 17	1996	NC	
500 BRANARD	BUTE	TR 5 BLK 21 HERZCO LUXURY T/H U/R	1976	NC	
501 BRANARD	BUTE	TR 1 BLK 22	1959	NC	
502 BRANARD	BUTE	TR 6 BLK 21 HERZCO LUXURY T/H U/R	1976	NC	
504 BRANARD	BUTE	TR 5 BLK 21	1915	PC	Craftsman
505 BRANARD	BUTE	TR 4 BLK 22	1970	NC	
506 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 3 4 & 5 BLK 2	1920	C	Craftsman
508 BRANARD	LOCKHART CONNOR & BARZIZA	LT 12 & TRS 3C 4A & 5A BLK 2	1962	NC	
509 BRANARD	LOCKHART CONNOR & BARZIZA/BUTE	TRS 1A 2A & 3D BLK 3 & TR 4A BLK 22	1920	PC	Craftsman
513 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 1 2 & 3A BLK 3	1915	PC	Craftsman

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SITE ADDRESS	SUBDIVISION	LOT & BLOCK	YEAR BUILT	STATUS	STYLE
514 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 6 7 & 8A BLK 2	1920	PC	Craftsman
515 BRANARD	LOCKHART CONNOR & BARZIZA	LT 11 & TRS 8B 9 & 10 BLK 3	1915	C	Craftsman
519 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 8 9A & 10A BLK 3	1959	NC	
520 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 6A 7A & 8C BLK 2	1915	PC	Craftsman
601 BRANARD	LOCKHART CONNOR & BARZIZA	LT 1 BLK 8	1930	PC	Colonial Revival
601 1/2 BRANARD	LOCKHART CONNOR & BARZIZA	LT 1 BLK 8	1920	PC	Garage apartment
602 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 3 4 & 5 BLK 9	1920	PC	Craftsman
612 BRANARD	LOCKHART CONNOR & BARZIZA	LT 12 & TRS 3C 4A 5A 6B 7B & 8D BLK 9	1964	NC	
618 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 6A 7 & 8A BLK 9	1935	PC	Colonial Revival – Apartment Bldg
620 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 6 7A & 8B BLK 9	1999	NC	
801 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 1 & 2 BLK 18	1915	PC	Queen Anne/Craftsman
802 BRANARD	BIANCHI HOMES AT STANFORD STREET	LT 1 BLK 1	2007	NC	
803 BRANARD	BRANARD STREET RESIDENCES	LT 4 BLK 1	2007	NC	
805 BRANARD	BRANARD STREET RESIDENCES	LT 3 BLK 1	2007	NC	
806 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 3 4A & 5A BLK 19	1920	PC	Craftsman bungalow
807 BRANARD	BRANARD STREET RESIDENCES	LT 2 BLK1	2007	NC	
809 BRANARD	BRANARD STREET RESIDENCES	LT 1 BLK1	2007	NC	
810 BRANARD	LOCKHART CONNOR & BARZIZA	LT 12 BLK 19	1920	PC	Craftsman
811 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 9A & 10 BLK 18	1920	PC	Bungalow
812 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 6 7 & 8C BLK 19	1930	C	Apartments
813 BRANARD	LOCKHART CONNOR & BARZIZA	TRS 9A & 10A BLK 18	1920	PC	
3804 BRANDT	BUTE	TRS 3 4A 5A & 7 BLK 10	1947	PC	Apartments
3816 BRANDT	BUTE	TRS 7A 11B & 12A BLK 10	1982	NC	
3818 BRANDT	BUTE	TRS 11A & 12 BLK 10	1930	PC	Craftsman

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SITE ADDRESS	SUBDIVISION	LOT & BLOCK	YEAR BUILT	STATUS	STYLE
3904 BRANDT	BUTE	LTS 4 & 5 & TRS 3 & 7 BLK 11	1913	PC	Neoclassical
3803 BUTE	SEE 321 WEST ALABAMA				
3818 BUTE	BUTE	TRS 7A & 12A BLK 19	1973	NC	
3820 BUTE	BUTE	TR 12B BLK 19 3818 BUTE T/H U/R	1973	NC	
3822 BUTE	BUTE	TR 12C BLK 19 3818 BUTE T/H U/R	1973	NC	
3824 BUTE	SEE 402 SUL ROSS				
3900 BUTE	BUTE	TRS 3 4 & 5 BLK 18	1920	PC	Garage apartment
3903 BUTE	BUTE	TRS 1 & 2A BLK 11	1960	NC	
3909 BUTE	BUTE	TRS 1A 2B & 6A BLK 11	1925	PC	Craftsman bungalow
3912 BUTE	BUTE	TRS 3B 4A 5A & 7 BLK 18	1930	C	Renaissance Revival - Apartment Bldg
3916 BUTE	BUTE	TRS 7A 10A 11A & 12A BLK 18	1915	PC	Craftsman
3920 BUTE	BUTE	TR 18D BLK 18 402 BRANARD T/H U/R	1974	NC	
4007 BUTE	BUTE	LTS 1 & 2 & TRS 3 & 6A BLK 12	1938	NC	
420 COLQUITT	BUTE	LTS 8 & 9 & TRS 6 7B 10 & 11 BLK 16	1940	PC	Colonial Revival – Apartment Bldg
504 COLQUITT	BUTE	TRS 4 & 6A BLK 23	1920	PC	Craftsman
508 COLQUITT	BUTE	TR 6 BLK 23	1920	PC	Craftsman
512 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 3 4 & 5 BLK 4	1920	PC	Bungalow
516 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 3C 4A & 5A BLK 4	1920	PC	Craftsman
520 COLQUITT	LOCKHART CONNOR & BARZIZA	TR 12 BLK 4	1930	C	Colonial Revival
522 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 6 7 & 8A BLK 4	1930	PC	Colonial Revival
524 COLQUITT	LOCKHART CONNOR & BARZIZA	TR E BLK 4 COLQUITT AT JACK T/H	1973	NC	
526 COLQUITT	LOCKHART CONNOR & BARZIZA	TR D BLK 4 COLQUITT AT JACK T/H	1973	NC	
601 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 1 & 2 BLK 6	1920	PC	Craftsman
602 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 3A 4A & 5A BLK 7	1915	C	Craftsman

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603 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 1A & 2A BLK 6	1920	PC	Craftsman
606 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 3 4 & 5 BLK 7	1920	PC	Bungalow
608 COLQUITT	LOCKHART CONNOR & BARZIZA	TR 12 BLK 7	1979	NC	
609 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 1B 2B & 11 BLK 6	1920	PC	Craftsman
610 COLQUITT	LOCKHART CONNOR & BARZIZA	TR 12A BLK 7	1979	NC	
614 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 6A 7A & 8A BLK 7	1920	PC	Craftsman bungalow
615 COLQUITT	LOCKHART CONNOR & BARZIZA	LT 10 BLK 6	1998	NC	
620 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 6 7 & 8C BLK 7	1920	PC	Craftsman
701 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 1 2 & 3A BLK 15	1915	C	Craftsman
705 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 1A 2A & 3C BLK 15	1915	C	Craftsman
706 COLQUITT	LOCKHART CONNOR & BARZIZA	TR 1A BLK 14	1920	C	Craftsman
709 COLQUITT	COLQUITT SQUARE	LT 6 BLK 1	2004	NC	
710 COLQUITT	LOCKHART CONNOR & BARZIZA	LT 12 & TRS 6A & 7A BLK 14	1965	NC	
711 COLQUITT	COLQUITT SQUARE	LT 5 BLK 1	2004	NC	
713 COLQUITT	COLQUITT SQUARE	LT 4 BLK 1	2004	NC	
715 COLQUITT	COLQUITT SQUARE	LT 3 BLK 1	2004	NC	
720 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 6 & 7 BLK 14	1920	C	Craftsman
800 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 4 & 5 BLK 17	1915	PC	Craftsman bungalow
804 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 4A & 5A BLK 17	1920	PC	Craftsman bungalow
805 COLQUITT	SEE 4202 STANFORD				
808 COLQUITT	LOCKHART CONNOR & BARZIZA	LT 12 BLK 17	1920	C	Craftsman
811 COLQUITT	LOCKHART CONNOR & BARZIZA	LT 11 BLK 16	1959	NC	
813 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 9 & 10 BLK 16	1920	PC	Craftsman bungalow
814 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 6A & 7A BLK 17	1920	PC	Dutch Colonial

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820 COLQUITT	LOCKHART CONNOR & BARZIZA	TRS 6 & 7 BLK 17	1920	PC	Prairie/Craftsman
3806 GARROTT	BUTE	TRS 1 & 2A BLK 20	1930	C	Colonial Revival
3808 GARROTT	SCHOOL FOR YOUNG CHILDREN	RES A BLK 1	2006	NC	
3815 GARROTT	BUTE	LTS 8 & 9 & TR 6 BLK 19	1950	NC	
3818 GARROTT	BUTE	TR 3 BLK 20	1920	PC	Craftsman bungalow
3908 GARROTT	BUTE	LT 2 & TR 1A BLK 21	1920	C	Craftsman
3910 GARROTT	BUTE	TR 1 BLK 21 HERZCO LUXURY T/H U/R	1976	NC	
3912 GARROTT	BUTE	TR 2 BLK 21 HERZCO LUXURY T/H U/R	1976	NC	
3913 GARROTT	BUTE	LT 1 & TRS 2A & 6C BLK 18		NC	
3914 GARROTT	BUTE	TR 3 BLK 21 HERZCO LUXURY T/H U/R	1976	NC	
3916 GARROTT	BUTE	TR 4 BLK 21 HERZCO LUXURY T/H U/R	1976	NC	
4003 GARROTT	BUTE	TRS 1B & 2A-2 BLK 17	1996	NC	
4008 GARROTT	BUTE	TRS 1A & 2A BLK 22	1920	C	Craftsman
4011 GARROTT	BUTE	TRS 1C & 2A-3 BLK 17	1999	NC	
4014 GARROTT	BUTE	TRS 2 & 3A BLK 22	1915	C	Craftsman
4015 GARROTT	BUTE	TRS 1 2A & 6A BLK 17	1999	NC	
4020 GARROTT	BUTE	TR 3 BLK 22	1925	C	Colonial/Craftsman duplex
4104 GARROTT	BUTE	TRS 1A 2A & 3A BLK 23	1925	C	Craftsman/Neoclassical - Apartment Bldg
4105 GARROTT	BUTE	LT 1 & TRS 2A & 6A BLK 16	1930	C	Colonial Revival - Apartment Bldg
4110 GARROTT	BUTE	TRS 1A 2A & 3A BLK 23	1960	NC	
4118 GARROTT	BUTE	TRS 2 & 4A BLK 23	1930	PC	Neoclassical – Apartment Bldg
4001 GREELEY	LOCKHART CONNOR & BARZIZA	LTS 9 10 & 11 BLK 8	1961	NC	
4009 GREELEY	LOCKHART CONNOR & BARZIZA	LT 8 BLK 8	1946	NC	
4103 GREELEY	LOCKHART CONNOR & BARZIZA	TRS 8 9 & 10 BLK 7	1940	NC	

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4104 GREELEY	LOCKHART CONNOR & BARZIZA	LT 5, 10 & 11 BLK 14	1900	C	Victorian/Queen Anne
4108 GREELEY	LOCKHART CONNOR & BARZIZA	LT 4 BLK 14	1920	PC	Craftsman duplex
4110 GREELEY	LOCKHART CONNOR & BARZIZA	LT 3 BLK 14	1920	PC	Craftsman duplex
4117 GREELEY	LOCKHART CONNOR & BARZIZA	TRS 6 7 & 8C BLK 7	1930	PC	Garage apartment
4120 GREELEY	LOCKHART CONNOR & BARZIZA	LT 2 & TR 1B BLK 14	1920	NC	Colonial/Craftsman
4203 GREELEY	LOCKHART CONNOR & BARZIZA	N 1/2 OF LT 9 BLK 6	1998	NC	
4204 GREELEY	SEE 701 COLQUITT				
4205 GREELEY	LOCKHART CONNOR & BARZIZA	S 1/2 OF LT 9 BLK 6	1998	NC	
4109 JACK	LOCKHART CONNOR & BARZIZA	LTS 9 & 10 & TR 8 BLK 4	1930	PC	Colonial Revival - Apartment Bldg
4117 JACK	LOCKHART CONNOR & BARZIZA	TR A BLK 4 COLQUITT AT JACK T/H	1973	NC	
4119 JACK	LOCKHART CONNOR & BARZIZA	TR B BLK 4 COLQUITT AT JACK T/H	1973	NC	
4121 JACK	LOCKHART CONNOR & BARZIZA	TR C BLK 4 COLQUITT AT JACK T/H	1973	NC	
4204 JACK	SEE 601 COLQUITT				
4205 JACK	LOCKHART CONNOR & BARZIZA	LT 1 BLK 5	1920	PC	Tudor Revival - Apartment Bldg
3800 MILAM	BUTE	LT 8 & TRS 6B 9 & 10 BLK 9	1960	NC	
3900 MILAM	BUTE	LTS 10 11 & 12 & TRS 6 7A & 9A BLK 11	1912	C	Colonial/Craftsman
4040 MILAM	BUTE	LTS 3-5, 7, 10- 12 & TRS 2 6 & 9 BLK 17	1965	NC	
4100 MILAM	BUTE	LT 4 & TRS 3 5 & 7A BLK 16	1920	PC	Craftsman
3815 ROSELAND	LOCKHART CONNOR & BARZIZA	TR 18A BLK 20 ROSELAND T/H	1948	PC	Townhouse
3819 ROSELAND	LOCKHART CONNOR & BARZIZA	TR 18D BLK 20 ROSELAND T/H	1972	NC	
3820 ROSELAND	THIRTY-EIGHT FIFTEEN MONTROSE	RES B BLK 2 BLVD	1920	C	Spanish Colonial Revival
3821 ROSELAND	LOCKHART CONNOR & BARZIZA	TR 18E BLK 20 ROSELAND T/H	1974	NC	
3823 ROSELAND	LOCKHART CONNOR & BARZIZA	TR 18B BLK 20 ROSELAND T/H	1976	NC	
3929 ROSELAND	LOCKHART CONNOR & BARZIZA	TRS 7A-2 & 8B BLK 19	1997	NC	

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3937 ROSELAND	LOCKHART CONNOR & BARZIZA	TR 7A BLK 19	1997	NC	
3941 ROSELAND	LOCKHART CONNOR & BARZIZA	TRS 6A-1 & 7A-1 BLK 19	1997	NC	
3945 ROSELAND	LOCKHART CONNOR & BARZIZA	TR 6A BLK 19	1997	NC	
4005 ROSELAND	LOCKHART CONNOR & BARZIZA	TRS 9A & 10A BLK 18	1930	PC	Garage Apartment
4009 ROSELAND	LOCKHART CONNOR & BARZIZA	LT 8 & TRS 11B & 12B BLK 18	1915	C	Craftsman
4011 ROSELAND	LOCKHART CONNOR & BARZIZA	TRS 6A & 7A BLK 18	1930	PC	Garage Apartment
4109 ROSELAND	LOCKHART CONNOR & BARZIZA	LT 8 BLK 17	1915	PC	Craftsman
4113 ROSELAND	LOCKHART CONNOR & BARZIZA	TRS 6 & 7 BLK 17	1960	NC	
4201 ROSELAND	LOCKHARD CONNOR & BARZIZA R/P	TR 10B BLK 16	1998	NC	
4202 ROSELAND	STRATMANN PLACE	LT 1 BLK 1	1920	PC	Craftsman
4203 ROSELAND	LOCKHARD CONNOR & BARZIZA R/P	TRS 9A & 10A BLK 16	1998	NC	
4205 ROSELAND	LOCKHART CONNOR & BARZIZA R/P	TR 9B BLK 16	1998	NC	
4206 ROSELAND	LOCKHART CONNOR & BARZIZA	LT 2 BLK 25	1920	C	Craftsman bungalow
4207 ROSELAND	LOCKHART CONNOR & BARZIZA	LT 8 BLK 16	1920	PC	Craftsman
4210 ROSELAND	LOCKHART CONNOR & BARZIZA	LT 3 BLK 25	1915	PC	Craftsman
3930 STANFORD	BIANCHI HOMES AT STANFORD STREET	LT 1 BLK 1	2007	NC	
3934 STANFORD	BIANCHI HOMES AT STANFORD STREET	LT 2 BLK 1	2007	NC	
4001 STANFORD	LOCKHART CONNOR & BARZIZA	LTS 1 THRU 12 & TR 13 BLK 12		NC	
4001 STANFORD	LOCKHART CONNOR & BARZIZA	LTS 1 THRU 12 BLK 13		NC	
4010 STANFORD	LOCKHART CONNOR & BARZIZA	LT 3 & TRS 11A & 12A BLK 18	1915	C	Craftsman bungalow
4012 STANFORD	SEE 802 WEST MAIN				
4107 STANFORD	LOCKHART CONNOR & BARZIZA	LOT 9	2004	NC	
4110 STANFORD	LOCKHART CONNOR & BARZIZA	LT 3 & TRS 4A-1 & 4B BLK 17	1920	V	Vacant
4111 STANFORD	LOCKHART CONNOR & BARZIZA	LT 8 BLK 14	1920	PC	Bungalow

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4119 STANFORD	SEE 720 COLQUITT				
4202 STANFORD	LOCKHART CONNOR & BARZIZA	LT 1 BLK 16	1965	NC	
4203 STANFORD	COLQUITT SQUARE	LT 2 BLK 1	2004	NC	
4204 STANFORD	LOCKHART CONNOR & BARZIZA	LT 2 BLK 16	1920	PC	Craftsman bungalow
4205 STANFORD	COLQUITT SQUARE	LT 1 BLK 1	2004	NC	
304 SUL ROSS	BUTE	TRS 7B & 11 & E 1/2 OF LT 10 BLK 10	1938	PC	Prairie
305 SUL ROSS	BUTE	LTS 4 & 5 & TRS 3 & 7 BLK 11	1913	PC	Garage Apartment
307 SUL ROSS	BUTE	TRS 2 3A & 6B BLK 11	1920	C	Craftsman
310 SUL ROSS	BUTE	TR 6B-1 & E 1/2 LT 9 & W 1/2 LT 10 BLK 10	1915	PC	Colonial Revival
401 SUL ROSS	BUTE	TRS 3 4 & 5 BLK 18	1920	PC	Craftsman
402 SUL ROSS	BUTE	TR 12D BLK 19 3818 BUTE T/H U/R	1973	NC	
406 SUL ROSS	BUTE	LT 10 TRS 6C 7B & 11A BLK 19	1920	PC	Colonial Revival
407 SUL ROSS	BUTE	TRS 2 3A & 6B BLK 18	1920	C	Colonial Revival
409 SUL ROSS	BUTE	LT 1 & TRS 2A & 6C BLK 18	1930	PC	Craftsman
410 SUL ROSS	SEE 3815 GARROTT		1920	PC	Craftsman
501 SUL ROSS	BUTE	TR 1 BLK 21	1958	NC	
503 SUL ROSS	BUTE	LT 4 BLK 21	1946	PC	Craftsman
505 SUL ROSS	LOCKHART CONNOR & BARZIZA/BUTE	TRS 1A 2 3B BLK 2 & TR 4A BLK 21 BUTE	1930	C	Colonial Revival
506 SUL ROSS	BUTE	LT 5 BLK 20	1920	PC	Craftsman
508 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 4 & 5 BLK 1	1995	NC	
508 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 4C & 5C BLK 1	1995	NC	
509 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 1 2A 3A & 11A BLK 2	1920	C	Colonial Revival/ Craftsman
510 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 4B & 5A BLK 1	1930	C	Craftsman
512 SUL ROSS	LOCKHART CONNOR & BARZIZA	TR 12 BLK 1	1910	PC	Queen Anne

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515 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 8B 9A 10A & 11 BLK 2	1920	C	Tudor Revival
516 SUL ROSS	LOCKHART CONNOR & BARZIZA	E 1/2 OF LTS 6 & 7 BLK 1	1915	C	Craftsman
519 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 8 9 & 10 BLK 2	1994	V	parking lot
520 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 6A 7A 9A 10A BLK 1 WEST ALABAMA SQ	1920	PC	Craftsman
603 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 1A 2 & 3B BLK 9	1915	C	Colonial/Craftsman
605 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 1 2A 3A & 11A BLK 9	1920	NC	Prairie/Craftsman
609 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 8 9 10 & 11 BLK 9	1920	C	Colonial/Craftsman
619 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 8C 9A & 10A BLK 9	1915	PC	Craftsman
702 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 3 4 & 5 BLK 11	1921	C	Colonial Revival/ Craftsman
708 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 3B 4A 5A & 12A BLK 11	1930	C	Colonial Revival/ Craftsman
718 SUL ROSS	LOCKHART CONNOR & BARZIZA	LTS 6 & 7 & TRS 8A & 12B BLK 11	1910	C	Queen Anne
800 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 3 4 & 5 BLK 20	1921	C	Colonial Revival
805 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 1 2 & 3C BLK 19	1992	V	parking lot
807 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 1A 2A & 3A BLK 19	1992	V	parking lot
808 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 3B 4A 5A & 12 BLK 20	1930	C	Art Deco - Apartment Bldg
809 SUL ROSS	LOCKHART CONNOR & BARZIZA	LT 11 BLK 19	1915	C	Craftsman bungalow
810 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 6 7 8A & 12A BLK 20	1989	NC	
811 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 8A 9A & 10A BLK 19	1915	PC	Craftsman
815 SUL ROSS	LOCKHART CONNOR & BARZIZA	TRS 8 9 & 10 BLK 19	1915	PC	Prairie/Craftsman
818 SUL ROSS	LOCKHART CONNOR & BARZIZA	TR 18C BLK 20 ROSELAND T/H	1972	NC	
227 W ALABAMA	BUTE	LTS 1 & 2 & TRS 3A 6 & 6A BLK 9	1920	PC	Tudor Revival - Apartment Bldg
231 W ALABAMA	BUTE	LTS 1 & 2 & TRS 3A 6 & 6A BLK 9	1920	PC	Tudor Revival - Apartment Bldg
321 W ALABAMA	BUTE	LT 8 & TRS 1 6A 6B & W 1/2 LT 9 BLK 10	1955	NC	
410 WEST MAIN	BUTE	LT 8 & TRS 6B & 9A BLK 17	1920	PC	Spanish Colonial Revival- Apartment Bldg

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417 WEST MAIN	BUTE	TRS 2 3A & 6B BLK 16	1920	PC	Colonial Revival - Apartment Bldg
505 WEST MAIN	BUTE	TRS 1 3 & 5A BLK 23	1920	PC	Craftsman
506 WEST MAIN	BUTE	TR 5 BLK 22	1915	C	Craftsman
507 WEST MAIN	BUTE	TR 5 BLK 23	1920	PC	Craftsman bungalow
508 WEST MAIN	LOCKHART CONNOR & BARZIZA/BUTE	TRS 3B 4 & 5 BLK 3 & TR 5A BLK 22	1920	PC	Bungalow
509 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 1A 2A & 3A BLK 4	1955	NC	
510 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 3C 4A & 5A BLK 3	1920	PC	Craftsman
513 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 1 2 & 3B BLK 4	1930	PC	Colonial Revival
514 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 3 4B 5B & 12 BLK 3	1915	PC	Prairie/Craftsman
515 WEST MAIN	LOCKHART CONNOR & BARZIZA	LT 11 & TR 12A BLK 4	1920	C	Colonial Revival/Craftsman
516 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 6 7 8C & 12A BLK 3	1920	PC	Bungalow
517 WEST MAIN	LOCKHART CONNOR & BARZIZA	LTS 9 & 10 & TR 8 BLK 4	1930	PC	Colonial Revival - Apartment Bldg
519 WEST MAIN	LOCKHART CONNOR & BARZIZA	LTS 9 & 10 & TR 8 BLK 4	1930	PC	Colonial Revival - Apartment Bldg
520 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 6A 7A & 8A BLK 3	1965	NC	
603 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 1A 2A & 3A BLK 7	1920	PC	Craftsman
604 WEST MAIN	LOCKHART CONNOR & BARZIZA	LTS 2 3 & TRS 4A & 5 BLK 8	1960	NC	
607 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 1 2 & 3B BLK 7	1920	PC	Craftsman bungalow
608 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 4 & 5A BLK 8	1915	PC	Craftsman bungalow
610 WEST MAIN	LOCKHART CONNOR & BARZIZA	LT 12 BLK 8	1920	PC	Craftsman bungalow
611 WEST MAIN	LOCKHART CONNOR & BARZIZA	TR 11 BLK 7	1915	PC	Craftsman
614 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 6 & 7 BLK 8	1920	PC	Craftsman bungalow
615 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 8B 9A & 10A BLK 7	1930	PC	Colonial Revival
619 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 8 9 & 10 BLK 7	1915	PC	Craftsman
620 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 6A & 7A BLK 8	1910	PC	Queen Anne

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705 WEST MAIN	LOCKHART CONNOR & BARZIZA	LT 5, 10 & 11 BLK 14	1920	PC	Bungalow
715 WEST MAIN	LOCKHART CONNOR & BARZIZA	LT 5, 10 & 11 BLK 14	1930	PC	Colonial Revival
801 WEST MAIN	LOCKHART CONNOR & BARZIZA	LTS 1 & 2 BLK 17	1915	C	Prairie/Craftsman
802 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 4A & 5A BLK 18	1940	PC	Colonial Revival – Apartment Bldg
804 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 4 & 5 BLK 18	1915	PC	Craftsman
807 WEST MAIN	LOCKHART CONNOR & BARZIZA	LT 11 BLK 17	1915	PC	Dutch Colonial
808 WEST MAIN	LOCKHART CONNOR & BARZIZA	TR 12 BLK 18	1915	C	Craftsman
812 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 6 & 7 BLK 18	1915	NC	Craftsman
815 WEST MAIN	LOCKHART CONNOR & BARZIZA	E 32 FT OF LTS 9 & 10 BLK 17	1915	PC	Bungalow
816 WEST MAIN	LOCKHART CONNOR & BARZIZA	TRS 6A & 7A BLK 18	1915	PC	Prairie/Craftsman
819 WEST MAIN	LOCKHART CONNOR & BARZIZA	W 68 FT OF LTS 9 & 10 BLK 17	1915	PC	Craftsman bungalow