

**Dallas Landmark Commission
Landmark Nomination Form**

1. Name

Historic: Magnolia Petroleum Company Sales and Bulk Distribution Center; Magnolia Petroleum Company City Sales and Warehouse Historic District
and/or common: Magnolia Station

2. Location

Address: 1607 Lyte Street (1518 Caroline Street)
Location/Neighborhood: Oak Lawn
Block: 927 **lot:** Parts of 5, 6, 9, 10 **land survey:** Walker Addition
Tract size: 5.0693 acres

3. Current Zoning

Current Zoning: PD 193 (PDS 11)

4. Classification

Category	Ownership	Status	Present Use	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> park
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input checked="" type="checkbox"/> residence
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> religious
<input type="checkbox"/> site	Public	Accessibility	<input type="checkbox"/> entertainment	<input type="checkbox"/> scientific
<input type="checkbox"/> object	Acquisition	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> transportation
	<input type="checkbox"/> in progress	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> other, specify
	<input type="checkbox"/> being considered	<input type="checkbox"/> no	<input type="checkbox"/> military	

5. Ownership

Current Owner: Magnolia Station, LLC
Contact: David Cocanougher **Phone:**
Address: 2311 Cedar Springs, #100 **City:** Dallas **State:**TX **Zip:** 75201

6a. Original Form Preparation

Date: August 23, 1993
Name & Title: Thomas H. Smith, PhD, Consultant
Organization: The Lyte Development Company, L.C.
Contact: Bennett Miller **Phone:** 214/421-1511

6b. Update Form Preparation

Date: September 2014
Name & Title: Shelley Hartsfield, Marie Munson, Committee Members
Organization: City of Dallas Landmark Commission Designation Committee
Contact: Mark Doty, Senior Preservation Planner **Phone:** 214/671-9260

7. Representation on Existing Surveys

Alexander Survey (citywide)	local	state	national	National Register (1994)
H.P.L. Survey (CBD)	A	B	C	Recorded TX Historic Landmark
Oak Cliff				TX Antiquities Landmark

Victorian Survey

Dallas Landmark (1993)

Dallas Historic Resources Survey, Phase _____ high _____ medium _____ low

For Office Use Only

Date Rec'd: _____ *Survey Verified: Y N* *by:* _____ *Field Check by:* _____ *Petitions Needed: Y N*
Nomination: Archaeological Site Structure(s) Structure & Site District

8. Historic Ownership

Original Owner: Magnolia Petroleum Company

Significant Later Owner(s): Neuhoff Brothers Packing Company

9. Construction Dates

Original: 1911, 1914, 1918

Alterations/additions: 1916, 1993

10. Architect

Original Construction: Builder: S. B. Scott, Dallas (1911 Construction)

Alterations/Additions: Builder: Childs & Lasell Construction Co., Dallas (1914 and 1918 Construction)

11. Site Features

Natural: Austin chalk escarpment adjacent to a hike and bike trail.

Urban Design: Seven buildings (six masonry and one sheet metal building) and a concrete retaining wall in an oval compound.

12. Physical Description

Condition, check one:

excellent

good

fair

deteriorated

ruins

unexposed

unaltered

altered

Check one:

original site

moved(date)

Describe present and original (if known) physical appearance. Include style(s) of architecture, current condition and relationship to surrounding fabric (structures, objects, etc). Elaborate on pertinent materials used and style(s) of architectural detailing, embellishments and site details.

The Magnolia Petroleum Company City Sales and Warehouse Historic District is located approximately three miles north-northwest of downtown Dallas in the Thomas Walker Addition to the City of Dallas. The Thomas Walker Addition was filed in the Dallas County Court House on September 14, 1874. The approximately 5.1 acre site is sloped from 455 to 420 feet above sea level on top of the Austin chalk escarpment which, before the Trinity River was redirected in the 1930s, dominated the east bank of the river. Several railroads laid tracks on this escarpment, staying above the flood plain, and using it as the natural avenue leading northward out of the city.

Adjacent to the site, to the northeast, is Pike Park, acquired by the Dallas park system in 1914, and today serving as a cultural and recreational center for the city's Hispanic community. To the west and south lie the Katy Trail of Dallas, formerly the Missouri, Kansas, and Texas (MKT) Railroad line, the American Airlines Center, numerous parking facilities, and the TRE and DART commuter rail lines and Victory Station. To the north are primarily residential complexes.

12. Physical Description Continued

The arrangement of the complex follows the distribution process developed by Magnolia Oil. This process involved pumping oil from tank cars on a siding next to Building E, through that building and into the tanks surrounding Building G. It also involved pumping gasoline from a now removed pipeline traveling from other locations to the round tanks on the north hill. Trucks garaged in Building E received gasoline from the large tanks for distribution. Barrels stored, cleaned, and repaired in Building B were filled with oil, kerosene, or other petrochemical products and stored in Building A for distribution. The railroad siding also served Buildings A and B. Building C was a maintenance facility. Building D, though first an office, was quickly converted to document storage for Magnolia's growing corporate needs. The entire area, except for the portion surrounding the gasoline storage, was paved and networked with concrete paths. A chain link and structural steel fence surrounded the property.

The above information came from the "Magnolia Petroleum Company City Sales and Warehouse" National Register Nomination Form, 1994 (Texas Historical Commission, <http://atlas.thc.state.tx.us>).

The building descriptions and conditions that follow were included in the original Landmark Nomination Form, compiled in 1993.

WAREHOUSES (BUILDING A)

A building permit for Building A, identified on the 1921 Sanborn map as "Warehouses," was issued on June 20, 1918 to Dallas contractors Childs and Lasell Construction Company and is located in the southwest corner of the Magnolia Petroleum Company's property. It is a two story brick building with basement and a brick elevator house situated on the west side of the building. The "Warehouses" building is divided into three large rooms, the divisions being the same on all floors, including the basement. A poured concrete loading dock, with an iron bumper protector on the front edge, runs across two-thirds of the front of the building.

This building carries the same decorative features as the other buildings: the parapet is capped by stone; a cornice runs along all four sides of the building; and a two brick belt runs above the second story windows. The major decorative feature, the "sun burst" square brick and stone pattern, was copied from Building C, an older structure, but elaborated upon. This "sun burst" feature is a square stone center block, set flush in the exterior wall, evenly spaced, and positioned above the second story windows. Adjacent to the center stone's square vertical sides are stretcher bricks, stacked eight high. Four cover the side exactly, and two bricks at each end run beyond the horizontal edge of the block. Four stretcher bricks are fitted between the two eight brick stacks, and cover the two horizontal sides of the stone center square. This pattern is duplicated on Buildings B, E, and F. The poured concrete basement wall, or half basement, covered with a concrete mud smear, extends nearly six feet above ground level on the south and west side. Six hollow metal fire proof casement windows are located across the back of the basement wall, four are on the sides, and five rectangular openings covered by decorative iron grates are to the front but under the loading gate. The building has hollow metal, fire rated, three paneled double hung windows.

12. Physical Description Continued

The Katy Trail runs parallel to the west side of the building. At one time, a siding lay adjacent to the rear and a concrete train car bumper stop is still located at the rear of the western corner. Three metal fireproof rolling doors with short loading docks indicate where freight cars were loaded or unloaded. There is evidence that a frame, corrugated iron covered canopy reached across the front of the building. Twelve decorative iron rosette chain hooks are still embedded in the brick and mortar fills the holes which once held brackets or bolts that anchored the awnings' support braces.

The building was considered fireproof. The floors, ceilings, and roof are poured concrete. Brick fire walls separate the building into thirds, each third being equal. Each room on each floor has eight poured concrete support pillars which rest against poured concrete beams under the floor above. To the rear of the middle room, a metal stairway, next to the elevator shaft, runs from the basement to the roof. The elevator was made of oak and iron. Large oil-soaked oak guide rails ran the length of the elevator shaft. The elevator has been removed.

COOPER WAREHOUSE (BUILDING B)

This single story, flat roofed building is identified on the 1921 Sanborn map as having three functions: "Locker Room," "Cooper Warehouse," and "Cooper Shop." It is a rectangular building, divided into three rooms, the center room, or "Cooper Warehouse," being the largest. Built upon an elevated poured concrete slab, the building has a ventilated crawl space beneath. Unfortunately, this building has been altered many times, the last by the Neuhouff Meat Packing Company, which transformed this structure into its refrigerated and freezer storage locker and meat cutting plant. Layer upon layer of insulation was placed on the interior with the necessary tubing to transport coolants throughout the rooms. A brick office was added to the front, which is easily distinguished from the original building.

Similar decorative features which appear on the other buildings are in evidence on this one: the parapet capped with stone, cornice running on all four sides of the building, the "sun burst" brick pattern surrounding a square stone block, and the double tier brick belt running above the windows and doors.

The building is adjacent to the Katy Trail. Consequently there were 3 loading doors on the track side and 3 loading doors to the front. A seventh loading door is located in the northwest end wall. Iron roller doors hung above each of the loading entrances. The building was dramatically altered by its conversion to a refrigerated meat plant, but evidence of its original uses remains. In the "Locker Room," multiple plumbing stacks and drains indicate where the workmen had lockers, stored their work and civilian clothes, took showers, and probably ate their lunches. After all the insulation was stripped off the walls of the "iron drum repairing & repainting" room, various colors of paint, probably sprayed, could still be seen staining the walls.

12. Physical Description Continued

AUTO TRUCK REPAIR SHOP (BUILDING C)

This building, fronting Lyte Street, was constructed shortly after 1911. On the 1921 Sanborn Map it is identified as the “Auto Truck Repair Shop.” It is a two story brick building with an elevator, the shaft of which rises up above the main roof line, making a third story. Attached was a large lumber storage area; the outline of a low pitched roof is visible on the building's northwest wall. This lumber storage area, probably constructed as temporary, may have been of steel frame construction, or canvas, as several rather large anchor hooks such as used for tying down large tents are still in evidence. The building sits on a concrete slab tied to a concrete grade beam. The poured concrete foundation, which is exposed above the ground in the front and on the south side, has a concrete mud wash.

Several exterior decorative features are evident. The brick used in its construction are from the Globe Brick Company of El Paso and the Corsicana Brick Company. Every sixth brick course is a header course. The parapet on top of the elevator shaft and the building itself has stone caps. A brick cornice runs around the building below the parapet. A belt course of bricks runs around the building at the top of the second story windows.

The major decorative feature, however, which is expanded upon on five other buildings, is a stone square block, set flush in the exterior brick wall, evenly spaced, and positioned above the second story windows. The stone square block is evident on four sides of the building. This decorative feature is carried across the top of the brick elevator shaft as well. The building has three metal roller doors: one in the north wall, one in the west wall, and one in the south wall, along Lyte Street, giving entrance to the elevator. The first two roller doors are at ground level; the third one is above the street and may have had a loading dock at one time.

The building was built to be fireproof. Its floors on both stories are of poured concrete. The flat poured concrete roof, angling slightly to the west to allow for proper drainage, is covered with tar and stone. The building has metal, 16 frame center awning windows. Its two access doors were metal as well. Three iron support pillars are braced against a poured center support beam on both floors. Aside from the wall windows on the second floor, two hip roof sky lights admit light. A steep poured concrete stairway with a single landing is tucked in the northeast corner. A metal fire door on the landing separates the first and second floor.

The interior walls are made of “junk” brick, displaying four different colors: yellow, red, olive, and cherry. Three of the walls' brick columns are hollow, allowing them to double as flues for wood burning stoves. There are three flues in evidence on the second floor. On the second floor there is evidence of a separate room, adjacent to the elevator shaft. Its walls have been plastered. This may have served as the “clean room,” or the room in which engines were worked on.

12. Physical Description Continued

The elevator shaft is original to the building. Its interior walls are made of a clay or large, square ceramic tile. The elevator's floor and guide rails were made of oak. Its operating machinery was housed in the elevator tower which rises above the second floor in the southwest corner.

OFFICE BUILDING (BUILDING D)

Constructed in 1911 by S. B. Scott, a local contractor, this building served as the company's first Dallas office. The building faces Caroline Street, now abandoned and overgrown. This two story square, flat roofed brick building with a small single basement room in the rear is on a concrete slab tied to a concrete grade beam which sits directly on Austin chalk. The cherry brick building has four simple decorative features: a brick cornice near the top, which reaches across the front and two sides; limestone window sills are used in the front and two side windows only, while concrete sills are in the back; a three tier horizontal soldier brick treatment is above all the windows; and a two layer brick belt course on all four sides. At the entrance, there is evidence of a wooden rectangular transom with side lights in the Greek Revival style. Originally, the building probably had concrete front steps, however, at some point those were removed and a small concrete landing or loading dock replaced it, with steps leading to it from one side. An outline of a truncated low pitch roof is evident. This roof was stabilized by wooden or metal supports which angled to brick support brackets located on either side of the door. Access to a rear door was possible by climbing 11 wooden steps, the outline of which are visible on the concrete wall. A tin down spout rides from the roof to the ground along the southwest corner.

The front of the building is slightly above ground. The grade slopes toward the rear of the building which allows for a single nine feet by twelve feet room with a low ceiling, located in the building's northwest corner. It is accessed by a door and has one window. The poured concrete foundation wall is covered with a mud wash that extends beyond the building's exterior surface about six inches, the top of which is angled at about 45 degrees.

The building's most interesting interior feature is its entrance, or its foyer. Upon entering the building, the foyer extended the entire height of the building. The stairs to the second floor were located on the immediate right, and were steep to the extreme; a landing after the initial first five steps allowed the stairs to be compacted into this limited space. Either original, or added sometime during the building's first decade, two Mosler Safe Company doors and recessed entrances allowed access to the first and second floors. The 1921 Sanborn map labeled this building as "Vault." The safe's black doors are decorated with a single tine, gold gilt line. The company's name is at the top of the door, and both Dallas, Texas and Hamilton, Ohio appear at the bottom. Both the first and second floors were plastered, and there is evidence of chair rails and a wide, two-tier baseboard. There are four poured concrete support columns on each floor. The building has poured concrete floors and ceilings.

12. Physical Description Continued

PUMP HOUSE (BUILDING E)

This small rectangular building is called “Unload’g Pumps” on the 1921 Sanborn map, situated in proximity to the MKT railroad siding which feeds back into the main line. This building housed the pumps which took the gasoline from the railroad tank cars and pumped it into the iron storage tanks immediately north of the building.

The building has the same decorative features as most of the others: parapet capped with stone slabs, a cornice which wraps around the building, the “sun burst” brick pattern around a square stone block, and the brick belt course above the doors and windows. A door with one window on either side is mirrored on the opposite wall. The two short sides of the rectangle have one window each. The windows are hollow metal, double hung, with double panels, and carry small inscribed brass plates which read: “Underwriters Laboratories, Inc., No. 770488,” and “Manufactured for Gilbert Manufacturing Company, Dallas, Texas. Manufactured by American Sheet and Metal Works, New Orleans.” The floor at one time was earth, but now is poured concrete floor. The ceiling is made of clay tile. The brick used in this building is rather unusual. It is nearly eight inches square, but consists of two solid pieces connected by a bridge of clay. The wall facing the iron storage tanks shows evidence of 10 pipes running through it; the roof shows four closed pipe holes.

GARAGE (BUILDING F)

This building may have been built on a permit issued by the City of Dallas on June 20, 1918. The 17 bay garage faces southwest, opening into the compound, while its rear wall is against Caroline Street; there is no access from the street. The 1921 Sanborn map identifies the structure as “Automobile Truck Houses.” The building is constructed upon a concrete slab which is tied to a concrete grade beam. Seven to eight foot deep footers were used to support the building's weight.

The flat roofed “Automobile Truck Houses” exterior is constructed of face multi-colored brick. Its decorative features are the same as the other buildings: a parapet capped with stone, a cornice which runs around the building, the “sun burst” brick design surrounding a square stone block, and a two tier brick belt above the steel roller garage doors. Two tin downspouts carry the water from the roof to buried sewer tile. Because the ground rises gently up Caroline Street from Lyte, a poured concrete wall about six feet high on the northeast and northwest supports the building's brick wall. The brick wall begins at ground level on the northwest and southeast sides. The building is sectioned by interior brick dividing walls into four separate garage rooms. The dividing walls run at a 90 degree angle from brick columns in front to the brick rear wall. Brick columns and small metal poles are used alternately to separate the bays.

12. Physical Description Continued

This pattern is followed until the fourth room which shows some evidence of being added after original construction. The fourth room has no metal poles at the bay entrances; brick columns are used instead. Also, this room's dividing wall is extended through the room and may have been an exterior wall at one time. A metal down spout is located by this dividing wall in the front of the building and may indicate that it was the end of the building.

Beginning at the northwest end of the building, the first room has four bays, the bays being divided at their entrance by alternate metal pole and brick column. This room has two hollow metal double hung windows along Caroline Street, but no window in the exterior end wall. Four metal roller garage doors were used to close each bay. The second is larger than the first, and has six bays to the front, and three metal double hung windows on the back wall. Four bays constitute the third room, and three bays constitute the last room. The openings to the last room are different sizes, the final bay being the largest in the garage. A door and two windows are built into the southwest end wall. A steel lintel runs the length of the building above the bay doors. Three equally spaced, concrete filled I-beams running the long axis of the structure are tied into and are an integral part of the roof structure. These I-beams were supported underneath by vertical dividing walls and trusses. The trusses were weakened by oxidation and have been removed.

Attached to the southeast exterior wall of this building is a metal framed, pitched roof, corrugated iron building. It is identified on the 1921 Sanborn map as a small "Tool" shed, which appears to be a separate building. At some point, this building was enlarged and attached to the long garage. The floor is poured concrete upon which the building's framed superstructure sits. The metal beams which form the framing for the southeast exterior wall, sit on a three foot poured concrete wall. Only the building's metal framing and 20 foot high, large poured concrete wall along Caroline Street side are extant.

OIL BLENDING COMPLEX (BUILDING G)

This structure should be considered more as a complex than a single building. It has three features including a one story high pitched roof, large metal frame corrugated iron building; poured concrete cradles to hold above ground iron storage tanks for oil or gasoline; and, an eight foot high poured concrete retaining wall which surrounds the complex. The complex is adjacent to the Katy Trail, which parallels the property to the northwest. The 1921 Sanborn map identifies this facility as "Loading" and "Iron Oil Tanks on Concrete Piers 6' High." Constructed under the company's original permit of August 18, 1911, the building received a 50 feet by 50 feet addition by a permit issued on January 10, 1916.

The metal frame corrugated iron building sits on six feet nine inches, poured concrete wall with additional support under steel members. The structure's original floor was wooden but two concrete floors subsequently have been poured, the first reinforced with steel rods, the second not, raising the

12. Physical Description Continued

floor approximately eight inches. An addition of similar construction was made to this building in 1916. The building has two loading docks: one along the Katy Trail and a second from the 1916 addition, which faces the compound's interior.

Fifty-three individual poured concrete cradles surround the corrugated iron building. Five rows of five cradles each are located on the southeast side of the building; five rows of four cradles are to the northwest. Behind the 1916 addition are two rows of four cradles each. A metal cat walk is above a retaining wall which separates the original cradles from the ones added five years later. In all, they supported 12 oil storage tanks.

CONCRETE RETAINING WALL

A 13 foot high, reinforced poured concrete retaining wall curves gently through the middle of the property, cutting it nearly in equal halves. It is identified on the 1921 Sanborn map as "Iron Retaining Wall 12' High." The wall begins approximately at the second one third of the property and is only one foot high. But as it continues through the property it rises sharply to approximately 13 feet. The wall has a concrete mud wash to make it smooth, and after the first 10 feet, a decorative feature, similar to a large I-beam, occupies the top three feet of the wall. It too has a concrete mud wash.

The land to the northwest of the wall is at a much lower level than that to the northeast. Consequently, access from one side of the retaining wall to the other, and from one level to the other, is made possible through an arched door way and a flight of stairs. The doorway is metal. Seventeen steps lead from the lower level to the top.

CURRENT CONDITIONS

In the early 1990s, the property was purchased in order to renovate the complex into residential lofts. The Lyte Development Company, owned by Bennett Miller (one of Dallas' earliest developers who worked in the Dallas inner-city and urban areas in the 1990s), rehabilitated the buildings and adapted the complex for rental housing in 1993-94. Despite modifications for the adaptation, the historic district retains a high degree of integrity.

13. Historical Significance

Statement of historical and cultural significance. Include: cultural influences, special events and important personages, influences on neighborhood, on the city, etc.

The Magnolia Distribution Center, the site of the Magnolia Petroleum Company's first sales office, warehouse, and distribution facility in its North Texas Division, was established in Dallas in 1911. The Magnolia Petroleum Company, identified with the development of the oil industry in Texas, has been a major contributor to the economic development of Dallas. The seven buildings and structures which were built on the site between 1911 and 1918 are representative of fully functional vernacular commercial architecture, with limited decorative features, designed probably by the contractor. The Magnolia Distribution Center is important in Dallas's history for its close association with the growth of the oil industry in Texas and the United States during the first two decades of the Twentieth Century, and was one of the very first oil businesses to operate in Dallas. The leadership of the Magnolia Petroleum Company was comprised of leaders in the country's oil production and distribution industry.

John Sealy, a wealthy banker from Galveston, purchased oil production assets made available as a result of the anti-trust case *State of Texas vs. Waters-Pierce Oil Company* (1906). The Waters-Pierce Oil Company was found guilty of violating the Texas antitrust law because of its close relationship with the Standard Oil Company of New Jersey and its permit to conduct business in the state was withdrawn. Along with paying a \$1,808,483.30 fine, the company's property was placed in receivership. On November 8, 1909, at a public auction in Austin, Sealy bought the Security Oil Company of Beaumont and the Navarro Refining Company of Corsicana, along with 66 tank cars from the Union Tank Line Company. Sealy operated his business as John Sealy and Associates until April 24, 1911, when he and several others organized the Magnolia Petroleum Company.

Twelve weeks later, on July 18, 1911, the new company purchased lots 2-11, Block 927, in the Thomas Walker Addition west of downtown Dallas, just off the Greenville Branch of the M. K. & T. Railroad. The plat for the Thomas Walker Addition was filed in the County Court House on September 14, 1874. The Magnolia property extended from the tracks easterly to Caroline Street, and was bordered on the south by Lyte (Lite) Street. The land had been assembled earlier that year by Ohio born Alvin C. Ebie, who joined Sealy's original company January 15, 1911 to organize a marketing department. Ebie managed the company's sales for years and soon became its General Manager. The property was purchased from him for \$8,000 by the Board of Directors of the Magnolia Oil Company. The second major purchase, the acquisition of the remaining portions of lot 11 and all of lot 12, took place on November 9, 1911; again, the land was bought from Ebie. The remaining portion of land involved in this application, 13 parcels, was purchased over the next several years, beginning on June 28, 1918, and ending on March 15, 1920.

Thirty-one days after the Magnolia Petroleum Company acquired its parcel of land, a building permit was issued, on August 18, 1911, for the construction of "a one story iron clad building and a brick office building" (Building D). The contractor S. B. Scott built the building for \$10,067. Between 1911 and 1918, six more buildings, buildings C, A, B, E, F, and G, were constructed.

13. Historical Significance Continued

According to the 1921 Sanborn Map of Dallas, the first one which shows the Company's grounds, notations identify the buildings functions as follows: Building A: the building was divided into three parts and labeled "Warehouses." It was two story and had a basement running the length of the building. A loading platform ran across the front with an iron facing; Building B: this building, the "Cooper Warehouse" was divided into three sections, the middle portion being larger than the two on either side. One of the smaller rooms was called a locker room and the other the "Cooper Shop"; Building C: called the "Auto Truck Repair Shop," this two story building had an elevator in what was labeled the "Painting Machine Shop"; the other half of the building was identified for "Lumber;" Building D: this brick structure was labeled "Vault," but was built as the company's office; Building E: this small building was called the "Unloading Pumps;" Building F: this elongated brick garage, was called "Automobile Truck Houses" and featured a gasoline filling station in its southwest corner; a small detached tool shed was to the south; and, Building G: this concrete and frame structure complex also carried 12 iron oil tanks. A long, 13 feet high iron safety and fire retaining wall ran in front of the "Automobile Truck Houses," separating it from the unloading plant and iron oil tanks. Sanborn's map noted that the property was secured by the Smith Detective Agency.

Sometime in 1912, Magnolia Petroleum Company established an office at the South West Life Building in downtown Dallas; Alvin C. Ebie was listed as the company's General Manager. Magnolia's city offices were listed at 2815 Caroline Street. By 1916, because of the company's growth, its general offices were moved to the 16th floor of the Busch Building, with Edwy Rolfe Brown, one of the incorporators of Magnolia Petroleum Company, as Vice President. In 1919, the corporate offices were moved to the 16th floor of the Great Southern Life Building; the company's city sales office, however, remained on Caroline Street. Corporate headquarters for Magnolia Petroleum remained at the Great Southern Life Building until it moved to its own building, the Magnolia Building, on August 22, 1922. Magnolia vacated the Magnolia Petroleum Company City Sales and Warehouse in 1951.

14. Site History and Land Ownership

The majority of these buildings were constructed by Childs & Lasell Construction Company, Dallas, Texas. Their names appear on the building permits and “Childs & Lasell Construction Company” was inscribed in chalk on the side of one of the Mosler safe doors found in the main office. Childs & Lasell had their offices on the first floor of the Scollard Building in Dallas. The company had formerly been the J. W. Slaughter Company.

The site is in the Thomas Walker Addition. Walker, a druggist in partnership with Thomas O. Connor, operated Connor and Walker, a wholesale drug establishment. Walker bought a 28 acre parcel in February 1872 from Charles Beauchamp, a major dealer in Dallas County land between 1871 and 1900, out of the Grigsby Survey.

Walker filed his Addition with the City of Dallas on September 14, 1874. Four months earlier, he sold two acres out of the larger parcel to William F. Lyte, an active Realtor in Dallas, who used this land to make his own addition. A week before filing however, Walker sold another 1.8 acres of his addition to Lyte. This property became lots 11 and 12 of Block 927 which before sub-division is the original tract for the Magnolia Petroleum Company’s offices and city sales buildings.

This acreage, probably industrial property at the time, was also owned between 1875 and 1911 by John P. Murphy and Joseph J. Jones, Realtors, Minnie V. Lyte, William’s widow, the Oriental Powder Mills, Hazard Powder Company, the Dallas and Wichita Railroad, Henry Dupont, S. B., Scott, and Mary M. Scott (no relation). In 1911 enough land from Block 927 was assembled to sell to Magnolia’s Alvin C. Edie by Realtor Frank H. Blankenship.

Further purchases were made by Magnolia to the northwest from seventeen different owners in parts of Lots 5, 6, 9, and 10 between 1917 and 1920 to expand the blending shed, the truck garage, and provide additional above ground tank sites.

The property on Caroline Street remained as the company’s city supply and distribution point until 1951 when the company vacated this location. The property was sold in 1952 to Neuhoff Packing Company and converted to a meat packing and -storage plant. Neuhoff Packing used the property until 1978 when it was sold to Kaymac Paper Company, a jobber and distributor of paper products for warehouses. Three years later, Oscar Associates, a joint venture real estate development company, acquired the original Magnolia site, and held it on speculation. In 1993, Kaymac Paper Company foreclosed on Oscar Associates, and sold the property to Bennett Miller and the Lyte Development Company, LC.

BENNETT MILLER

In 1993, Bennett Miller and The Lyte Development Company, L. C. nominated the Magnolia Petroleum Company Sales and Bulk Distribution Center to be listed as a City of Dallas Landmark. Bennett Miller was from New York, a graduate of Syracuse University and a Korean War Army

veteran. He moved to Corsicana, Texas in the early 1950s to work in his family's hat manufacturing business. He and his young family moved to Dallas in 1959. Mr. Miller became interested in poverty and affordable housing while he was managing factories across the Deep South. He left the clothing manufacturing industry to work in community development. In the late 1960s and early 1970s he was director of the Dallas County Community Action Agency and executive director of the local office of the War on Poverty. He left that work to join SMU in the urban studies department.

In 1982, he quit his job at SMU and began converting commercial buildings south of downtown Dallas into urban housing. He invested in areas of Dallas where others were not willing to invest. Beginning in the 1980s, Bennett Miller Homes renovated many abandoned industrial buildings dating back to the turn of the century. Many of these projects have acted as catalysts for further redevelopment activity by others, including the historic American Beauty Mill flour plant south of downtown which was transformed into apartments with dramatic views of the skyline.

Next door to Victory Park, before there was a Victory Park, in 1993 Miller purchased and turned a crumbling fuel depot that once housed the Magnolia Petroleum Company into loft apartments. The Magnolia Petroleum Company City Sales and Warehouse Historic District was listed as a Dallas Landmark in 1993 and listed in the National Register in 1994.*

*Dallas Morning News Obituary, May 19, 2013; and the Bennett Miller Homes website, bennettmiller.blogspot.com, accessed 9/29/2014.

15. Inventory of Structures within the Historic District

a. Names of Buildings within the Historic District

Warehouse (Building A): Constructed in 1918

Cooper Warehouse (Building B): Constructed in 1918

Auto Repair Shop (Building C): Constructed in 1914

Office (Building D): Constructed in 1911

Pump House (Building E): Constructed in 1918

Garage (Building F): Constructed in 1918

Oil Blending Complex (Building G): Constructed in 1914 with a large addition in 1916.

Concrete Retaining Wall: no construction date.

b. Architectural Significance

Dominant style: Early Twentieth Century Industrial Complex

Condition: All buildings are in Good Condition

Alterations: Minimal: see building descriptions

c. Category

All buildings and structures listed above are “Contributing” structures to the Magnolia Petroleum Company Historic District. Collectively, they form an excellent example of an early twentieth-century industrial complex. All buildings retain their essential integrity of design and are an integral part of this historic industrial district.

16. Proposed Improvements

Proposed Building "J" is a new residential building that will be located in the "Build Zone" after the proposed demolition of Building G, the former Oil Blending Complex. The building was conceived to be a good neighbor to the adjacent residential community and to add up to 60 new residential units and a new pool and amenity area for the residents of Magnolia Station. The corner of the building that is closest to the residential community to the north steps back from floor to floor to eliminate shadows from casting on the existing neighbors and to allow for preservation of views. Parking for the new building will be provided in a parking structure located above and below grade, with a maximum of one story of parking above grade. Above the parking will be a five story residential building consisting of up to 60 units. The maximum structure height of the building will be 70,' measured from grade outside of Building "E".

The parking structure is conceived to be a complimentary brick plinth with punched opening, invoking a scale that is similar to the surrounding buildings. Above the parking plinth, the 1st floor residential is set back from the deck of the parking plinth, creating private patios for the residents. The 1st floor residential set back is to help create the scale of the parking plinth by using more glass and transparency which creates a vertical hyphen between the parking plinth and the cantilevered residential floors 2-5. These floors have projected and inset private balconies and the window pattern reflects a pattern of punched openings.

The material palette consists of concrete, brick, stucco, metal panels, metal railings and glass. Signage may be painted on the upper cornice of the building similar to the existing patterns at Magnolia Station. The connection to Building "E" is a conceived to be a horizontal connection, or hyphen between Building "J" and Building E. This "hyphen" will be a one story building and the height will not be greater than the existing brick cornice of Building "E". The maximum footprint size of the connection is determined by the existing corners of Building "E". The connection is to be set off of the corner(s), no less than 5'. Conceptually, the connection will be mostly glass with a flat roof and is used as a corridor linking the Building "J" with Building "E". Building "E" will be repurposed as the main entrance to Building "J" and act as an entry lounge and interpretive center for Magnolia Petroleum Company.

17. Bibliography

Original Sources:

Dallas City Directories: 1911; 1912; 1913; 1914; 1915; 1916; 1917; 1918; 1919; 1920; 1921.

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Sanborn Map, 1921; 1950; 1952; 1970.

Newspapers/Periodicals

Dallas Morning News, July 3, 1921; August 13, 1922. "Founders' Issue", Magnolia News, V (April-May, 1941), pp. 1 -52.

Galveston Daily News, November 9, 1909. Magnolia Building Clip File, Dallas Public Library.

Magnolia Petroleum Company Clip File, Dallas Public Library.

National Petroleum News, II (May, 1911), p. 33; (January, 1912), p. 26; Vol. V (September, 1913), p. 6.

New York Times, February 20; March 3, 1926.

Secondary Sources

Gibb, George Sweet and Knowlton, Evelyn H. The History of Standard Oil Company (New Jersey):

The Resurgent Years, 1911-1927, Business History Foundation, Inc., 1956, p. 20; 51; 393.

The Handbook of Texas, Vols. I and II, Austin, 1953.

Williamson, Harold F., et. al. The American Petroleum Industry. Vol. 2: The Age of Energy, 1899-1959, Northwestern University Press, 1963, p. 86; 496.

16. Designation Criteria

History, heritage and culture: Represents the historical development, ethnic heritage or cultural characteristics of the city, state, or country.

Historic event: Location of or association with the site of a significant historic event.

Significant persons: Identification with a person or persons who significantly contributed to the culture and development of the city, state, or country.

Architecture: Embodiment of distinguishing characteristics of an architectural style, landscape design, method of construction, exceptional craftsmanship, architectural innovation, or contains details which represent folk or ethnic art.

Architect or master builder: Represents the work of an architect, designer or master builder whose individual work has influenced the development of the city, state or country.

Historic context: Relationship to other distinctive buildings, sites, or areas which are eligible for preservation based on historic, cultural, or architectural characteristics.

Unique visual feature: Unique location of singular physical characteristics representing an established and familiar visual feature of a neighborhood, community or the city that is a source of pride or cultural significance.

Archeological: Archeological or paleontological value in that it has produced or can be expected to produce data affecting theories of historic or prehistoric interest.

National and state recognition: Eligible of or designated as a National Historic Landmark, Recorded Texas Historic Landmark, State Archeological Landmark, American Civil Engineering Landmark, or eligible for inclusion in the National Register of Historic Places.

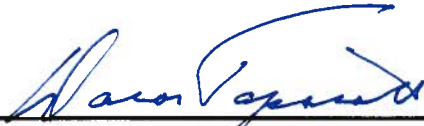
Historic education: Represents an era of architectural, social, or economic history that allows an understanding of how the place or area was used by past generations.

Recommendation

The Designation Committee requests the Landmark Commission to deem this nominated landmark meritorious of designation as outlined in Chapter 51 and Chapter 51A, Dallas Development Code.

Further, the Designation Committee endorses the Preservation Criteria, policy recommendations and landmark boundary as presented by the Department of Development Services.

Date: 19 NOVEMBER 2014



***Daron Tapscott - Chair
Designation Committee***



***Mark Doty
Historic Preservation Planner***