

HISTORIC AND DESIGN REVIEW COMMISSION

December 6, 2017

HDRC CASE NO: 2017-533
ADDRESS: 905 NOGALITOS ST (parcel includes 901, 903, 905 and 911 Nogalitos, and 118, 120 and 122 Ralph)
LEGAL DESCRIPTION: NCB 18 BLK LOT PT OF A6 EXC E IRR 13 FT TRI
ZONING: I-1
CITY COUNCIL DIST.: 5
APPLICANT: Vincent Michael/San Antonio Conservation Society
OWNER: Maria Hetos/co Cathy Skefos
TYPE OF WORK: A request for review by the HDRC regarding eligibility of 905 Nogalitos for landmark designation.

REQUEST:

A request for review by the HDRC regarding eligibility of 905 Nogalitos for landmark designation.

APPLICABLE CITATIONS:

Unified Development Code Sec. 35-606. - Designation Process for Historic Landmarks.

(a) **Authority.** Requests for landmark designation may only be made by or with the concurrence of the property owner. In instances where a property owner does not consent to the landmark designation, the historic preservation officer shall request a resolution from city council to proceed with the designation process prior to any zoning commission hearing. Notwithstanding the foregoing, a request for landmark designation may be made and approved by the city council. To the extent that this subsection conflicts with any other provisions of this chapter, this paragraph shall control except for buildings, objects, sites, structures, or clusters heretofore designated as local landmarks or districts, National Register landmarks or districts, state historic landmarks or sites, or state archaeological landmarks or sites. Additionally, requests for designation shall be made on a form obtained from the city historic preservation officer through the office of historic preservation. Completed request forms shall be returned to the office of historic preservation for processing. All buildings, objects, sites, structures, or clusters heretofore designated by the city council as historic landmarks under any pre-existing ordinance of the City of San Antonio shall be accorded the protection of properties designated historic landmarks under this chapter and shall continue to bear the words "historic, exceptional" (HE) or "historic, significant" (HS) in their zoning designation.

(b) Designation of Historic Landmarks.

(1) **Initiation.** Any person, the historic and design review commission, zoning commission, the historic preservation officer, or the city council may initiate a historic landmark designation by filing an application with the historic preservation officer. Requests for designation shall be made on a form obtained from the city historic preservation officer. Completed request forms shall be returned to the office of historic preservation for processing. Owner consent for historic landmark designation shall be required unless a city council resolution to proceed with the designation has been approved. Additionally, owners may submit with the application a written description and photographs or other visual material of any buildings or structures that they wish to be considered for designation as non-contributing to the historic landmark.

(3) **Decision.** The historic preservation officer shall refer a completed application for historic landmark designation to the historic and design review commission. Property owners of proposed historic landmarks shall be notified of the historic and design review commission hearing by the historic preservation officer by mail prior to a historic and design review commission hearing for historic landmark designation. Notice to property owners shall state the place, date, time and purpose of the historic and design review commission hearing. The historic preservation officer shall also send notice of the meeting to any registered neighborhood associations located within the proposed district boundary. The historic and design review commission shall make and forward its recommendation to the zoning commission within forty-five (45) days from the date of submittal of the designation request by the historic preservation officer. Upon submittal of the historic and design review commission's recommendation, the proposed historic district or landmark designation shall be submitted to the zoning commission for its review recommendations along with its finding of historic significance. The zoning commission and the city council shall process the application as prescribed in [section 35-421](#) of this chapter and this section. The zoning commission shall

schedule a hearing on the historic and design review commission recommendation to be held within sixty (60) days of receipt of such recommendation and shall forward its recommendation to city council which shall schedule a hearing to be held within sixty (60) days of council's receipt of such recommendation. Upon passage of any ordinance designating a historic landmark, or removing or upgrading the designation of historic, the city clerk shall send notice of the fact by mail to the owner or owners of affected property.

Unified Development Code Sec. 35-607. – Designation Criteria for Historic Districts and Landmarks.

(a) **Process for Considering Designation of Historic Districts and Landmarks.** Historic districts and landmarks shall be evaluated for designation using the criteria listed in subsection (b) and the criteria applied to evaluate properties for inclusion in the National Register. In order to be eligible for historic landmark designation, properties shall meet at least three (3) of the criteria listed. Historic districts shall consist of at least two (2) or more structures within a legally defined boundary that meet at least three (3) of the criteria. Additionally, all designated landmarks and districts shall demonstrate clear delineation of the legal boundaries of such designated resources.

(b) **Criteria For Evaluation.**

- (1) Its value as a visible or archeological reminder of the cultural heritage of the community, or national event;
- (6) Its historical, architectural or cultural character as a particularly fine or unique example of a utilitarian structure, including, but not limited to, bridges, acequias, gas stations, transportation shelters, or other commercial structures;
- (8) Its historical, architectural, or cultural integrity of location, design, materials, and workmanship;
- (11) It is distinctive in character, interest or value; strongly exemplifies the cultural, economic, social, ethnic or historical heritage of San Antonio, Texas or the United States;
- (12) It is an important example of a particular architectural type or specimen;
- (15) It represents a resource, whether natural or man-made, which greatly contributes to the character or image of a defined neighborhood or community area

FINDINGS:

- a. A demolition application was submitted on October 3, 2017, to the Office of Historic Preservation (OHP) by the property owner for the gas station structure located at 905 Nogalitos (currently addressed 901 and 903 Nogalitos) which is located in the Collins Garden Neighborhood. OHP Staff conducted research, met with the owner and contacted the Collins Gardens Neighborhood Association during the 30 day review period provided by UDC 35-455.
- b. A Request for Review of Historic Significance for the gas station structure located at 905 Nogalitos was submitted to OHP by the San Antonio Conservation Society on October 13, 2017.
- c. This property was identified through a comprehensive survey of historic gas stations undertaken in 1983 by the San Antonio Conservation Society that was updated and expanded beginning in 2012. HDRC approved a finding of historic significance on August 17, 2016, as the property was included in the 2016 Office of Historic Preservation Gas Station initiative. Although the UDC does allow for designation without owner support, the property was removed from the list due to the property owner's objection to designation prior to the City Council resolution on January 19, 2017, to move the Gas Station initiative forward.
- d. In accordance with UDC Section 35-453, an official notice of eligibility was sent to the property owner on October 20, 2017. The property is subject to interim design controls as defined in the UDC for the lesser of 180 days of notification or action by City Council on the recommendation for designation. During this period, written approval from the Office of Historic Preservation, known as a Certificate of Appropriateness, is required for work on the exterior of this property.
- e. If the HDRC agrees with the request and recommends approval, OHP will seek concurrence from the owner. If the owner is in favor of designation, the request may proceed in the designation process. In the case where an owner is not in favor, OHP shall forward the recommendation to City Council for consideration of a resolution to initiate the landmark designation process as outlined in UDC 35-606. If the HDRC does not agree with the request, a resolution from City Council to initiate the landmark designation will not be sought.
- f. The City offers a tax incentive for the substantial rehabilitation of historic properties because historic landmarks possess cultural and historical value and contribute to the overall quality and character of the City and its neighborhoods. If historic designation is approved, rehabilitation and restoration work may be eligible for this incentive. State and Federal tax incentives are also available for properties listed on the National

Register of Historic Places and provide substantial relief for rehabilitation projects.

- g. **SITE CONTEXT** – The parcel is located at the southwest corner of Nogalitos and Ralph Streets, a prominent corner on the Nogalitos corridor along San Pedro Creek. Prior to the construction of the gas station, the property was owned by the companies operating the slaughterhouses near the stockyards on the opposite side of San Pedro Creek. Nogalitos Street is part of the historic Meridian Highway which connected San Antonio to Laredo and Saltillo. The site would have been a prime location for roadside establishments capitalizing on auto travel. The corner of Nogalitos and Ralph is located at a bend in the road which makes the gas station structure a highly visible resource in the community, contributing to the overall character of the streetscape of Nogalitos Street. Outside of the site context, the gas station is a unique example of roadside architecture and is contributing to the historic use and period. There are 4 principal non-residential structures on the parcel including the gas station with the dates of construction ranging from 1935 through 2000. These are noted in the exhibits as buildings 1 through 4.
- The first structures built on the parcel were several small residences facing Ralph, which were built in the early 1930s. The westernmost house was demolished in 2012 and the remaining two residences were approved for demolition in 2017.
 - After the filling station (**building 1**) was built in 1935, a restaurant, barber shop and package store were constructed c. 1940 to the south on Nogalitos Street. The package store appears to have been demolished between 1955 and 1960.
 - The restaurant and barber shop have been connected and are in use as a sports bar (**building 2**). Modifications to these two structures include a change in building footprint and façade arrangement.
 - A tourist court was built c. 1946 in the center of the parcel. It remained in operation through the 1960s and was demolished between 1986 and 1995.
 - An auto repair and welding shop (**building 3**) was also built c. 1946 addressed as 114 Ralph and has been modified by several additions made over the years. This structure is simple in form and material and does not reflect the character or architectural style of the gas station.
 - Existing today and in use is a Quonset hut (**building 4**) housing an auto repair garage that was built c. 1948. It is addressed as 110 Ralph and appears to be of original building form, material and footprint. There are no additional character elements on the structure that demonstrate a relationship with the gas station, and it is not a unique or rare example of this building type.
 - Two small utility buildings were constructed between 1995 and 2002 on the western side of the property near San Pedro Creek and are determined to be non-contributing structures.
 - Accessory to the gas station (building 1) and these two small utility buildings, three other structures (buildings 2-4) remain on the parcel. While these structures are representative of the development of the property over time, they are determined to be non-contributing to the historic significance of the property.
- h. **ARCHITECTURAL ASSESSMENT** – Based on the historic significance of the site, the gas station structure is the most significant of the existing buildings and staff finds it to be the only contributing structure on the parcel. The gas station structure was built circa 1936 for the Pure Oil Company. It is designed in the Tudor architectural style with a steeply pitched cross-gabled composition shingle roof on the office structure, faux half-timbering on the front gable of the canopy, and two brick chimneys flanking the north and south elevations with simple chimney pots. The main office features one large storefront window topped with a projecting hipped metal roof and one pedestrian door. A two-car service bay is attached to the south elevation of the main office and features a side-gabled composition shingle roof that is lower than the roofline of the office structure. Both the office and the service bay feature a painted brick exterior finish. The canopy roof is supported by two sets of square posts atop concrete pillars. The original office and canopy form is prominent and intact.
- i. **EVALUATION** –The applicant proposed a list of five (5) criteria for eligibility. These include (b)(6) Its historical, architectural or cultural character as a particularly fine or unique example of a utilitarian structure, including, but not limited to, bridges, acequias, gas stations, transportation shelters, or other commercial structures; (b)(8) Its historical, architectural, or cultural integrity of location, design, materials, and workmanship; (b)(11) It is distinctive in character, interest or value; strongly exemplifies the cultural, economic, social, ethnic or historical heritage of San Antonio, Texas or the United States; (b)(12) It is an

important example of a particular architectural type or specimen; (b)(15) It represents a resource, whether natural or man-made, which greatly contributes to the character or image of a defined neighborhood or community area. Staff evaluated the structure against all 16 criteria and determined it was consistent with UDC sec. 35-607:

35-607(b)(1) Its value as a visible or archeological reminder of the cultural heritage of the community, or national event; this property is a reminder of the cultural heritage of San Antonio as a crossroads for many historic routes such as the Meridian Highway. Its site along the historic San Pedro Creek also connects the property to the city's cultural heritage.

35-607 (b)(6) Its historical, architectural or cultural character as a particularly fine or unique example of a utilitarian structure, including, but not limited to, bridges, acequias, gas stations, transportation shelters, or other commercial structures; this utilitarian structure maintains its historic, architectural, and cultural character as the only example of a Tudor Style Gas Station and the only extant Pure Oil Station remaining in San Antonio.

35-607 (b)(8) Its historical, architectural, or cultural integrity of location, design, materials, and workmanship; the property maintains a high level of historical, architectural and cultural integrity in location, design, materials and workmanship. The structure is largely intact with few intrusions or modifications, reflecting the original design of Pure Oil Company brand.

35-607 (b)(11) It is distinctive in character, interest or value; strongly exemplifies the cultural, economic, social, ethnic or historical heritage of San Antonio, Texas or the United States; this gas station exemplifies the economic heritage of the oil industry that played an important role in the economic growth of the state and the city in the early twentieth century. It also represents a societal shift from older transportation methods to a reliance on personal automobiles.

35-607 (b)(12) It is an important example of a particular architectural type or specimen; as an important example of a Tudor Style Gas Station featuring a residential appearance with typical Tudor stylistic characteristics including steeply pitched, side gable roof and half timbering on the gabled ends of the building and canopy with few intrusions or modifications.

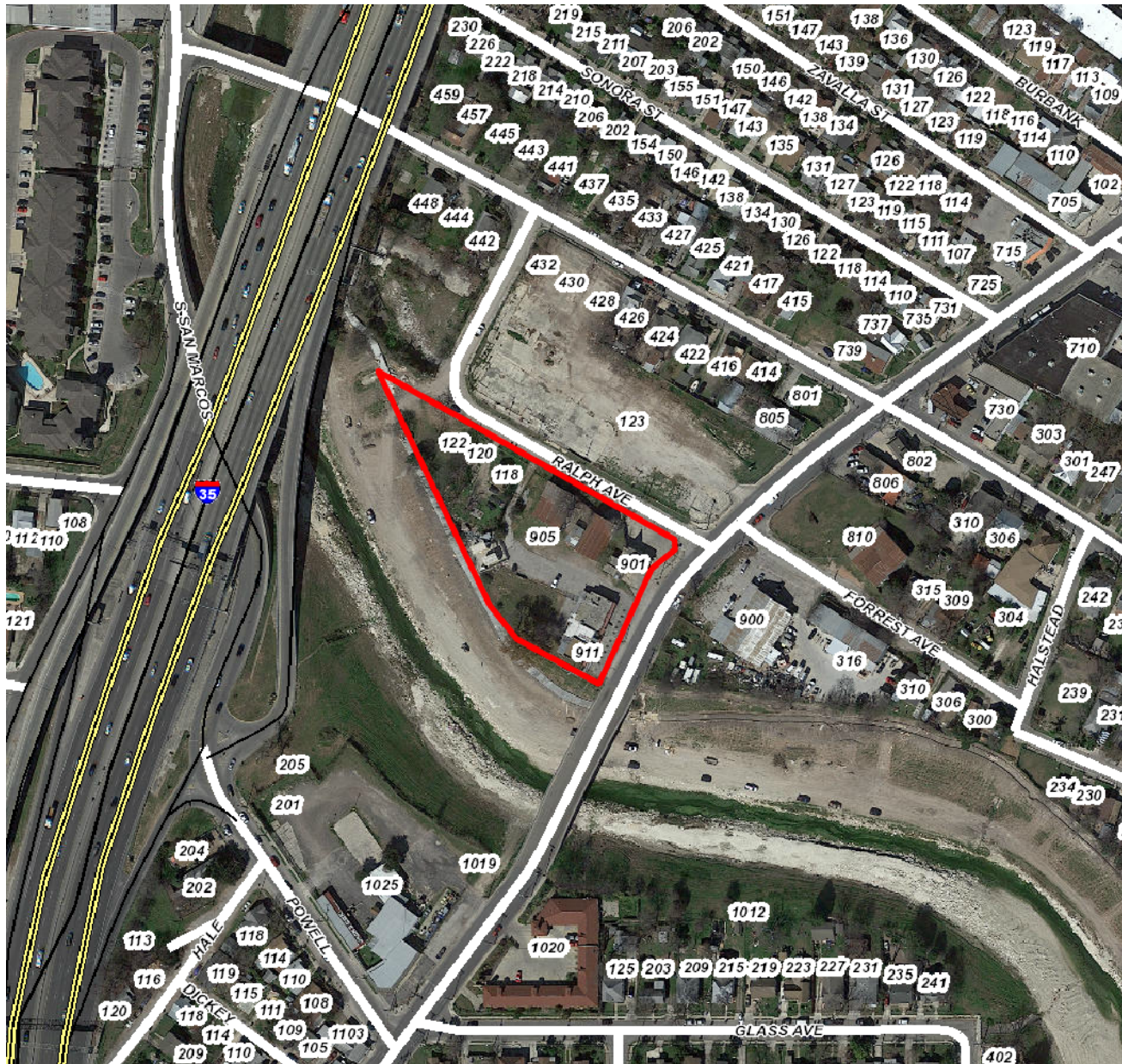
35-607 (b)(15) It represents a resource, whether natural or man-made, which greatly contributes to the character or image of a defined neighborhood or community area; located at a prominent corner, where the street bends at the approach to the historic San Pedro Creek, the structure commands a highly visible location in the Collins Gardens Neighborhood near the edge of the Lone Star Neighborhood, and plays a part in defining the Nogalitos Corridor's historic evolution as a connection to local and transnational automotive travel.

RECOMMENDATION:

Staff recommends approval of the request and has identified the gas station structure to be the only contributing building on site. Staff finds that 905 Nogalitos meets six (6) of the 16 criteria for evaluation and is eligible for landmark designation based on findings f and g. If the Historic and Design Review Commission (HDRC) approves the request, the HDRC will become the applicant and will request a resolution from the City Council to initiate the designation process.

CASE MANAGER:

Lauren Sage



Flex Viewer

Powered by ArcGIS Server

Printed: Nov 22, 2017

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903





Building 2, c. 1940



Building 3, c. 1946



Building 4, c. 1948



Statement of Significance | Created 11/22/17

The gas station structure on 905 Nogalitos, currently addressed 901 and 903 Nogalitos ("901 Nogalitos"), is the only remaining example of a Pure Oil filling station remaining in San Antonio, and the only Tudor Revival gas station in the city. It retains a high level of integrity of location, design, setting, and feeling.

The Pure Oil filling station at 901 Nogalitos was built in 1936.¹ The family of the original owner still owns the property today. The property had previously been owned by the Union Meat Company (later Swift & Co.), whose slaughterhouses operated on the opposite side of San Pedro Creek near the stockyards.² The proximity to the Southern Pacific Railroad, Missouri Pacific Railroad, and San Pedro Creek made this area especially appealing to industrial uses. After the gas station was constructed in 1936, other structures filled in the large lot, including an auto repair Quonset hut, a restaurant, stores, homes, and a tourist court.³ Nogalitos was part of the Meridian Highway, also called US 81, a historic route connecting San Antonio to Saltillo via Laredo. The Meridian Highway, established in 1911, saw a number of improvements in the 1930s as part of the New Deal, including a nearby railroad underpass, which was completed c. 1936.⁴ The construction of the Pure Oil filling station at 901 Nogalitos fits within the narrative of the expansion of the highway system in San Antonio and its importance as a regional center for both tourism and industry.

Several other Pure Oil filling stations were built in San Antonio during this time:

- 123 Lafitte (demolished for Hemisfair)⁵
- 213 S Salado (demolished between 1973 and 1984)⁶
- Buena Vista at Leona (demolished between 1973 and 1984)⁷

None remain today. Pure Oil Distributing Company had a relatively small footprint in the state, with stations in the south Texas region limited to San Antonio and Laredo. Nationwide, remaining Pure Oil filling stations in Geneva, IL, Saratoga Springs, NY, Bramwell, WV, Charlottesville, NC, and Lavonia and Hartwell, GA have been listed on the National Register of Historic Places.

Pure Oil Distributing Company recognized the importance of a cohesive, recognizable style reflecting the brand. The company hired architect Carl August Peterson to produce a standardized design for Pure Oil filling stations. Drawing on a romantic ideal that would blend a residential and commercial feel, Peterson created the English Cottage prototype with a few variations. Geographer John Jakle and

¹ Supplemental Agreement between Pure Oil Distributing Company and Michael Galanos, filed May 16, 1936, Bexar County, Texas, Volume 1529, pages 210-211.

² Sanborn Map Company, 1904, sheet 80. Sanborn Map Company, 1912, sheet 433.

³ Sanborn Map Company, 1924-1951, sheet 431.

⁴ Moore et. al, 2016, *The Meridian Highway in Texas*, Austin: Texas Historical Commission.

⁵ San Antonio City Commission, January 30, 1936, Meeting minutes.

⁶ San Antonio City Commission, July 28, 1938, Meeting minutes.

⁷ San Antonio City Commission, December 19, 1935, Meeting minutes.

historian Keith Sculle describe the “cultural message” of the design: “the architectural display of Pure’s blue and white colors and the image of a home in the Romantic Suburb.”⁸ The filling station at 901 Nogalitos is one type of the southern style designed by Peterson, which is differentiated from other designs by its gabled port cochere.⁹

The station at 901 Nogalitos was rebranded as a Humble station in 1938, which likely prompted the removal of some of the branded features of the original station.¹⁰ Peterson’s English cottage filling station is designed in the Tudor architectural style with a steeply pitched cross-gabled composition shingle roof on the office structure, faux half-timbering on the front gable of the canopy, and two brick chimneys flanking the north and south elevations with simple chimney pots. The main office features one large storefront window topped with a projecting hipped metal roof and one pedestrian door. A two-car service bay is attached to the south elevation of the main office, and features a side-gabled composition shingle roof that is lower than the roofline of the office structure. It is likely that these bays were originally open stalls with exposed supports and triangular braces, but have since been filled in and closed with modern garage doors. Both the office and the service bay feature a painted brick exterior finish. Originally, the structure was probably painted blue and white. The canopy roof is supported by two sets of square posts atop concrete pillars. Images from the 1983 survey show that decorative elements including brackets underneath the canopy, Pure Oil branded gutter leader heads, and a rounded entry door that have since been altered or removed. The original house office and canopy form is prominent and intact.

Recommended treatment:

While the gas station at 901 Nogalitos has seen some aesthetic modifications, the structure itself is largely intact. Appropriate modifications might include removal of the shed roof additions on the sides of the canopy, replacement of the fascia boards on the canopy, and restoration of the projecting storefront window and curved doorway. Demolition of the CMU walls on the west and south sides would not affect the significance of this structure. Elements that should be retained are the footprint including two-bay wing and canopy facing Nogalitos as they are consistent with the historic orientation faux half-timbering on the gables and canopy, steeply pitched cross gabled roofs, twin chimneys, and the storefront. Any modifications should be sensitive to the purposefully residential feel of the original English Cottage design.

⁸ Jakle & Sculle, 1994, *The Gas Station in America*, Baltimore: Johns Hopkins University Press, p176.

⁹ Petersen, C. A. , Architect. [Pure Oil Company southern service station, type 3 design, type 4 design. Paint chart]. [Between 1941 and 1948] Photograph. Library of Congress, <https://www.loc.gov/item/ade1997000631/>

¹⁰ Jakle & Sculle *ibid*. Assignment between Pure Oil Distributing Company and Humble Oil & Refining Company, filed December 16, 1938, Bexar County, Texas, Volume 1673, pages 13-15.



Identifier: e_bb_4305
Title: Service station, no. 2154; Gas stations, Pure Oil
Description: Front exterior of service station
City: Houston
State: Texas
Country: United States
Date: undated
Creator: Bailey Studios, Bob
Source: Bailey (Bob) Studios Photographic Archive
Publisher: Dolph Briscoe Center for American History
Box: 3E336 - Restricted
Folder: 9
Format: Film negative
Size: 8 in X 10 in
Subject: [Buildings](#)

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Statement of Significance

Historic gas stations in San Antonio represent a dominant industry in our regional economy, a nationwide shift in transportation patterns to reliance on a personal automobile, and the growing emphasis on corporate branding through design, with the buildings themselves serving as advertisements for their parent company.

From Gulf to Humble and Magnolia to Texaco, the Texas economy relied heavily on the oil and gas industry in the early twentieth century. These companies all sold gas under their own brands, establishing filling stations with recognizable logos such as the Texaco star and the Magnolia Pegasus. The earliest of these simply had individual gas tanks set right on the sidewalk, but market demand and safety concerns quickly led to more sophisticated designs. Regional influences on the architectural styles of these structures are expressed through tile roofs, parapets, and stucco siding typical to Spanish Eclectic style stations. Typical branded stations exist as well, with excellent examples of Art Moderne, Craftsman, and Colonial Revival style stations scattered throughout the city. San Antonio's last streetcars were removed in 1933, and the gasoline industry grew to meet the demand of the growing market of automobile owners. The moniker service station was applied beginning in the 1920s since most had garage bays for mechanical repairs in addition to a standard inventory of fluids, wiper blades, belts/hoses, filters, etc. Each of the thousands of filling stations across the state offered employment opportunities for local mechanics and attendants.

The Alamo City was already an established tourist destination when the first Ford Model T rolled off the assembly line, so filling stations were a necessary commodity for families on road trips, just like motor courts and motels. The first highways were built by the counties using tax funds from the state, and most of the longer roads were titled by which towns they connected, including Fredericksburg, New Braunfels, and Austin Highway. Over 14,000 automobiles were already operating in Texas by 1910¹, and over the next two decades street widening projects spread throughout the city as the number of vehicles sharing the road continued to multiply. Clubs like the Bexar County Highway League promoted public investment in infrastructure improvements and celebrated the arrival of major thoroughfares like the Old Spanish Trail, Glacier to Gulf Motorway, and Meridian Highway. State taxes on oil production and gasoline sales helped fund highway expansion, and the advent of the interstate highway system in the 1950s made travel more efficient than ever. Post-war suburban residential patterns relied on these new roads as the labor force commuted to central business districts. New, larger stations were constructed on access roads and over time, branded architectural designs fell out of favor as sleek, homogenous structures proliferated across the country.

¹ Jones p.1



903

LEADER
BY 200

88

NO. 125
MINOR



903





Statement of Significance
10-13-17

Re: 901 S. Nogalitos, San Antonio

The San Antonio Conservation Society began surveying San Antonio's historic gas stations in 1983. In 2016 the City of San Antonio proposed the most significant 30 of these resources for designation as landmarks, including 901 S. Nogalitos. This 1930s gas station has significance in terms of its style, integrity, and prominence within the survey of historic gas stations in San Antonio. 901 S. Nogalitos meets at least five of the criteria for landmark designation described in the Unified Development Code.

First, 901 S. Nogalitos meets Criterion 6 as a particularly fine example of a gas station. Second, the station meets Criterion 8 due to its architectural integrity of design and materials. Built in 1934 for the Pure Oil company, 901 S. Nogalitos later became a Bremer station in the 1940s and 50s, a Sinclair service station in the 1960s and then a tire repair facility. Its steeply pitched "rainsplitter" roof and applied half-timber details make it a rare example of Tudor Revival Style among San Antonio gas stations. The "house and canopy" form was detailed in brick with an integral chimney which is still prominent. The original house and canopy form survive intact, with additions to the rear and side of the main structure that do not obscure its historic form.

Third, the station meets Criterion 11 because its distinctive character strongly exemplifies the history of San Antonio. Pure Oil built stations within a comparatively small area of south Texas, according to *A Field Guide to Gas Stations in Texas* by Dwayne Jones. The unusual style was a hallmark of the smaller, regional Pure Oil company and is generally not found in the larger national chains.

Fourth, the station meets Criterion 12 as it is an important example of a particular architectural type or specimen, namely the house-and-canopy gas station, which appeared in San Antonio in a number of styles over time.

Finally, the station occupies a prominent site where Nogalitos Street angles near San Pedro Creek, giving it a distinctive presence in the streetscape. This fulfills Criterion 15 as a resource that greatly contributes to the character or image of a defined neighborhood or area in San Antonio. It is a local neighborhood landmark that hearkens to the area's early development.

Given its significance as defined by the original survey, its history and architectural integrity, the San Antonio Conservation Society believes that the structure at 901 S. Nogalitos should be preserved as a City of San Antonio landmark.

San Antonio Conservation Society Gas Station Survey, 1983



901 S. Nogalitos



901 S. Nogalitos



901 S. Nogalitos



Pure Oil Gas Stations



Atlanta, Georgia



Main at Alston before 1950 renovation.

Durham, North Carolina



Chicago, Illinois



McMinnville, Tennessee

Repurposed Pure Oil Gas Stations



Monroe, Wisconsin



Geneva, Illinois

Bexar CAD**Property Search > 100288 HETOS MARIA GALANOS
for Year 2017**

Tax Year: 2017

Property**Account**

Property ID:	100288	Legal Description:	NCB 18 BLK LOT PT OF A6 EXC E IRR 13 FT TRI
Geographic ID:	00018-000-0062	Zoning:	C-3 S, I-1
Type:	Real	Agent Code:	60585
Property Use Code:	227		
Property Use Description:	RETAIL/INDUSTRIAL		

Protest

Protest Status:
 Informal Date:
 Formal Date:

Location

Address:	905 NOGALITOS SAN ANTONIO, TX 78204	Mapsco:	616C8
Neighborhood:	NBHD code10110	Map ID:	
Neighborhood CD:	10110		

Owner

Name:	HETOS MARIA GALANOS	Owner ID:	70187
Mailing Address:	% CATHE SKEFOS 3981 WALNUT GROVE RD MEMPHIS, TN 38111-6825	% Ownership:	100.0000000000%
		Exemptions:	

Values

(+) Improvement Homesite Value:	+	\$0	
(+) Improvement Non-Homesite Value:	+	\$133,460	
(+) Land Homesite Value:	+	\$0	
(+) Land Non-Homesite Value:	+	\$219,540	Ag / Timber Use Value
(+) Agricultural Market Valuation:	+	\$0	\$0
(+) Timber Market Valuation:	+	\$0	\$0
<hr/>			
(=) Market Value:	=	\$353,000	
(-) Ag or Timber Use Value Reduction:	-	\$0	
<hr/>			
(=) Appraised Value:	=	\$353,000	
(-) HS Cap:	-	\$0	
<hr/>			
(=) Assessed Value:	=	\$353,000	



CITY OF SAN ANTONIO

OFFICE OF HISTORIC PRESERVATION

Historic and Design Review Commission
Demolition and Designation Committee

DATE: Nov. 7, 2011 HDRC Case# 2017-53

ADDRESS: (705 Nogalitos)
901 Nogalitos Meeting Location: 901 Nogalitos

APPLICANT: Vince Michael (not present)

DDC Members present: John Bustamante

Staff present: Kathy Rodriguez, Jenny Hay, Lauren Sage, Katie Tolman

Others present: Ashley Fairmond, representing property owner

REQUEST: Demolition and a request for review

COMMENTS/CONCERNS:

JB: No ~~new~~ new information. Are there any other
Pure Oil and/or tudor styles left? what
was there? What remains?

what was the original plan? original bays?

Single or double bays? Bays have been
enclosed. ^{metal}

Mansard element is original. Rear, west
elevation is original with to the structure - Features rear

gable with tudor style. Commissioner asked staff to take
interior photos.

Property still eligible for designation.

COMMITTEE RECOMMENDATION:

APPROVE [] DISAPPROVE []

COMMENTS/STIPULATIONS:

Property is still eligible for designation.

NO QUORUM

Committee Chair Signature (or representative)

Date

Responses from staff
Notes continued:

The owner provided access to the inside so observations were made on the exterior and the interior. ¶

There are no other Pure oil stations nor Tudor style. The Senior Management Analyst provided the history of the brand of station, ownership, and the structure. She noted the original footprint included two open bays.

Specifically, the current owner is of the same family the built/constructed the station originally. There were 4 Pure oil stations in San Antonio, a brand that originated in Texas.





















