Historic Resource Survey Plan

Longview, Gregg County, Texas

Prepared for the City of Longview, Texas

and

The Texas Historical Commission Certified Local Government Program

by

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Table of Contents

Abstract ii
Introduction iii
Map of Longview, Gregg County, Texas iv
PART 1: RESEARCH, METHODOLOGY, AND ELEMENTS OF THE SURVEY PLAN 1
Survey Plan Research and Methodology 2
Professional and Public Input 2
Research 4
Historic Context 5
Windshield Survey 6
Reconnaisance-Level Survey 6
Reconnaisance Survey Areas 7
Elements of the Survey Plan 9
Survey Sectors 10
Map of Survey Sectors 10
Survey Priority 12
Documentation Levels 12
PART 2: SURVEY SECTORS – BOUNDARIES, CHARACTERISTICS, PRIORITIES, AND DOCUMENTATION LEVELS 14
Survey Sectors 15
Sector 1: The Downtown Core 16
Sector 2: West and Southwest of the Downtown Core 18
Sector 3: East and South of the Downtown Core 20
Sector 4: Southeast of the Downtown Core 22
Sector 5: Northeast of the Downtown Core 24
Sector 6: Northwest of the Downtown Core 26
Multi-Phase, Multi-Year Comprehensive Survey Program 28
PART 3: BIBLIOGRAPHY, DELIVERABLES, AND SPECIFICATIONS 29
Bibliography 30
Deliverables 32
Specifications 33
APPENDIX A 34
Research Design 35

Abstract

This Survey Plan outlines a multi-phase, multi-year program to complete a comprehensive survey of Longview's historic-age (50 years old or older) resources (buildings, structures, objects, and sites). The plan describes a methodology and timetable for identifying, documenting, and evaluating the significance of all historic resources within the city's corporate limits.

The City undertook this project to fulfill its obligation as a Certified Local Government (CLG), an inter-governmental program that provides funding and professional expertise to cities and counties for qualified historic preservation projects. As a participating CLG, the city is required to establish and maintain an inventory of its historic resources. In the spring of 2016, the City hired Preservation Central, Inc., an Austin-based historic preservation consulting firm, to develop a Survey Plan that would accomplish that goal.

Historian Terri Myers served as Project Director for the Survey Plan and is the principal author of this report. Architectural Historian Kristen Brown provided technical support which included mapping the survey sectors and formatting the report. All work was provided by Preservation Central, Inc., in accordance with the Secretary of the Interior's Standards and Guidelines for professional preservation services.

This project was funded in part through a Certified Local Government Grant from the National Park Service, U.S. Department of the Interior, as administered by the Texas Historical Commission.

The contents and opinions, however, do not necessarily reflect the views and policies of the Department of the Interior, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior.

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Introduction

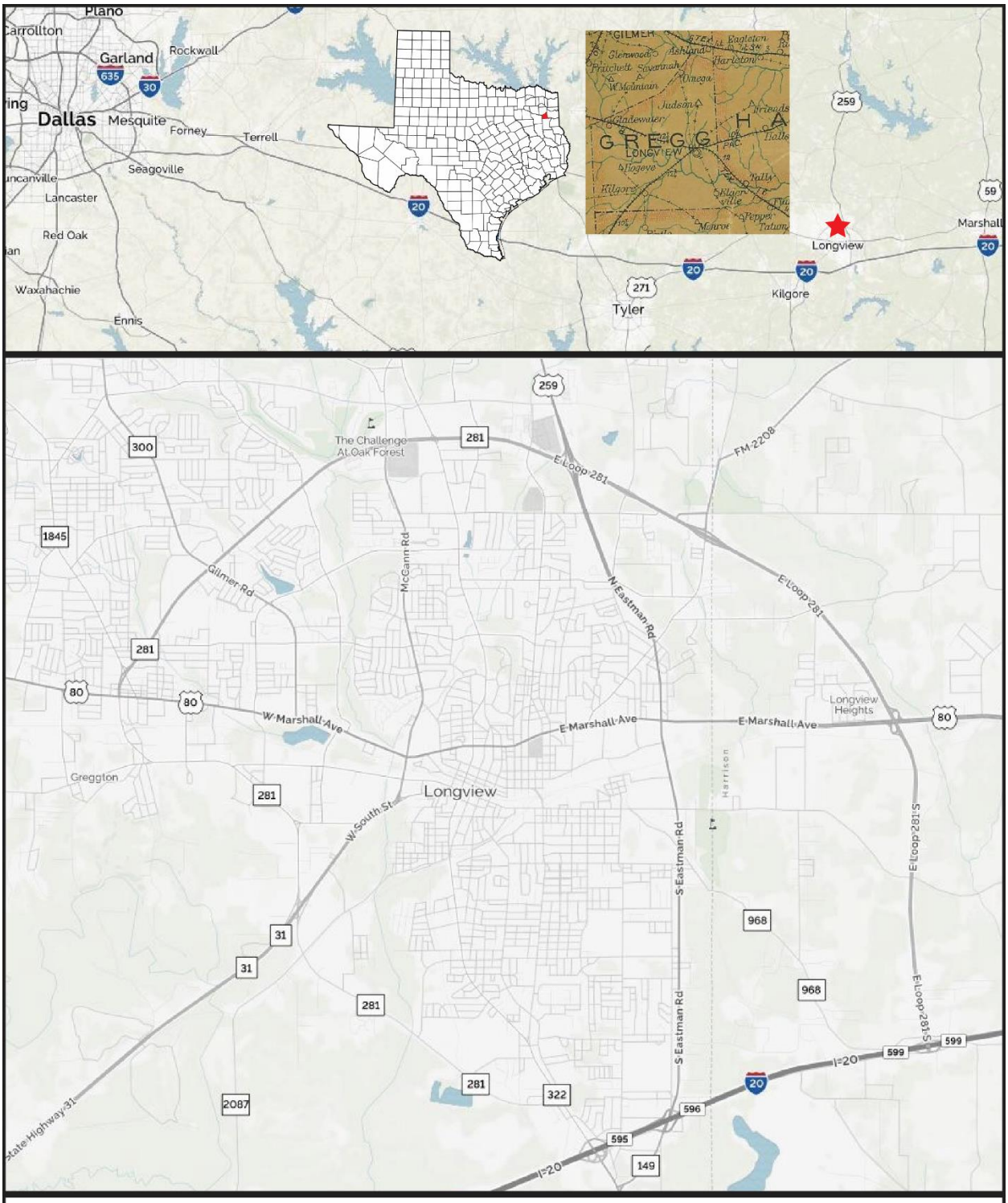
On February 17, 2016, the City of Longview, Texas contracted with Preservation Central, Inc., an Austin-based historic preservation consulting firm, to undertake preservation planning and architectural survey activities. The two-tiered project consists of a *Historic Resource Survey Plan* and a *Historic Resource Survey* of one or more areas identified in the plan as having high historic and/or architectural significance. This document is a report of the *Historic Resource Survey Plan*. The methods, results, and recommendations of the *Historic Resource Survey* conducted as part of the overall project, along with a historic context that describes Longview's growth and development, are recorded in a separate survey report.

This *Historic Resource Survey Plan* should serve as a guide for conducting a comprehensive survey of all historic-age resources (50 years old or older) within Longview's corporate limits. The goal of the project is to identify, document, and evaluate the significance of Longview's historic buildings, structures, objects, and sites to better protect and preserve them for future generations. The survey program will result in a complete inventory of the city's historic properties that should be used by the city as a planning tool for making decisions that may affect them.

This *Historic Resource Survey Plan* recommends a documentation program to be implemented in phases over a six-year period. It discusses the specific research and survey methods used to develop the plan, considerations that factored into the establishment of survey sectors, characteristics of the individual sectors, and a timeline for completing the comprehensive survey.

Survey areas were determined on the basis of geographic location, logical boundaries, number and distribution of historic resources, and preservation priority. The city was divided into six survey areas, starting with the downtown core. The remaining sectors are defined by location relative to the downtown core; they lie roughly west/southwest, south and east, southeast, northeast, and northwest of downtown Longview. Sectors were evaluated to establish priorities for survey. The plan recommends that all historic-age properties in each sector should be surveyed at a minimal or reconnaissance level. Properties identified as "high" preservation priorities should then be documented at the intensive level of survey. Contributing properties within potential historic districts should also be documented at the intensive level

Preservation Central developed the plan from information gathered through research and field investigations, and from people who shared their knowledge and insights about the city's history and development. The consultants are grateful for the support and assistance of the city's Planning and Development staff, members of the Longview Preservation Commission, the Gregg County Historical Commission, and interested citizens met during the course of this project.



Longview, Gregg County, Texas

Clockwise from top: Map showing Longview's proximity to Dallas, Tyler, and Marshall (mapquest.com); Map depicting Gregg County (inset; wikipedia.org); 1907 map of Gregg County showing railroads converging at Longview (inset; texasescapes.com); Longview city map (mapquest.com).

Figure 1: Longview, Gregg County, Texas

Part 1:

Research, Methodology, and Elements of the Survey Plan

Survey Plan Research and Methodology

Project Director Terri Myers conducted archival and secondary source research on the city's historic growth and development, conferred with state and local preservation staff, facilitated public meetings to discuss preservation goals and obstacles, and completed windshield and reconnaissance-level surveys of historic-age resources within the city's c.1966 limits.

The Project Director developed a *Research Design* to guide research efforts and field investigations for all aspects of the current survey project. Sources identified in the *Research Design* were studied and used to help devise this *Historic Resource Survey Plan.* The *Research Design* is contained in Appendix A of this report.

The *Research Design* also laid the groundwork for developing a historic context, *Historic and Architectural Resources in Longview, Texas: 1870-1970.* The context details the city's growth from its beginnings as a railroad town in 1870 to the end of the historic period c. 1970, nearly one hundred years later. The context provides a framework for identifying, documenting, and evaluating historic resources for the city's comprehensive survey project. It also underlies the definition of six distinct sectors or zones for this and subsequent survey efforts within the city's corporate limits. The historic context is contained in the *Historic Resource Survey Report* that accompanies the *Survey Plan*.

The following sections describe the types of research and field investigations undertaken in the development of the *Survey Plan*.

Professional and Public Input

Professional Meetings

Prior to undertaking field investigations, the Project Director met with Leslie Wolfenden, Survey Coordinator at the Texas Historical Commission, and Angela Choy, City Planner and staff liaison for the City of Longview, to discuss the goals and anticipated results of the Survey Project, the Survey Plan, and the Phase I Survey.

All participants agreed that the downtown commercial district was a top priority for survey in this initial effort. Ms. Wolfenden had been to Longview on behalf of the Texas Historical Commission and found that the downtown core had a good concentration of historic commercial buildings, but many had been modernized with "slipcovers" that obscured their original appearance. She suggested that property owners might benefit from federal or state tax credits if the coverings were removed and the original facades revealed.

Ms. Choy confirmed the city's interest in promoting the downtown district as a destination for festive and cultural events, local dining and entertainment venues, and boutique retail stores. She also suggested "the Junction," a district near the railroad depot that contained some of the city's oldest and most intact brick commercial buildings, as a candidate for the initial survey effort.

After meeting with Ms. Wolfenden and Ms. Choy, the Project Director toured the city's downtown section, including its central business district, "the Junction," and a historic residential neighborhood just south of the original townsite. She concurred that the commercial zones should be among the top priorities for survey in the initial effort.

Public Meeting

On February 11, 2016, the City of Longview sponsored a public meeting for the Historic Preservation Commission, members of the Gregg County Historical Commission, and other local residents interested in the survey project and historic preservation efforts in the city. City Planners Angela Choy and Sharon McCord attended the meeting and helped facilitate the discussion. The meeting is discussed in greater detail in the Research and Survey Methods in Section 3 of this report. The following recaps the meeting in regard to the selection of survey areas.

Participants identified specific neighborhoods or concentrations of historic resources for survey. Most cited the city's central core as a top priority for survey in the current project, specifically the "Hundred Acre" downtown business district with resources dating to the 19th century and "the Junction" with commercial and industrial properties along the I&GN railroad tracks. Another candidate was the South Main district comprised of late 19th and early 20th century residential properties. Discussion centered on its significant architecture and threats from demolition as neighboring institutions planned to expand their campuses.

The attendees identified the area to the south and southeast of the downtown core as having good concentrations of historic resources due to its early and extensive development from the late 19th through the early 20th centuries. Places recommended as for their historic architecture included Electra Street, Covington (Surrey Place), and Brownwood, an upscale subdivision developed in the 1960s. All attendees agreed that Mobberly Place, a subdivision with many good examples of early 20th century architecture, should be considered a prime candidate for intensive survey efforts.

Historic areas north of downtown included Northcutt Heights to the north of Highway 80 around Edith Street, and Nuggett Hill just northeast of the central business district. Most felt that because Nuggett Hill had already been documented as part of its successful nomination to the National Register, it should not be considered a top priority for the current survey effort.

The general consensus was that the "Hundred Acres," the South Main district, and "the Junction," all in the city's downtown core, followed by Mobberly Place, should be among the top priorities for survey in the current project.

Gregg County Historical Museum

The Project Director met with Gregg County Historical Museum archivist Kelly Green on May 17, 2016, to further research priority areas for survey. In particular, she hoped to learn the locations of historic African American and Hispanic neighborhoods that might be good candidates for the survey.

Green identified South Longview, particularly between Mobberly Avenue and Loop 281 East, as an area originally developed for whites that had become increasingly associated with the city's African American and Hispanic residents since the 1960s. He also cited Northcutt Heights as having a small African American community.

Local Residents

Throughout the course of field investigations conducted for this project, local residents offered information on specific resources and the history of Longview in general. Some were able to provide construction dates, names of builders or architects, and interesting facts about the city's cultural resources.

Research

The following repositories were searched for information useful to the development of the survey plan and survey report.

Internet Articles and Databases

Texas Historical Commission Historic Sites Atlas online
- Recorded Texas Historic Landmarks
- Official Texas Historical Markers
- Historic Cemeteries and Courthouses
- Historic and Architectural Survey files

The Handbook of Texas Online

Texas Digital Sanborn Maps: 1885-1946

Kenneth R. Durham, Jr., "The Longview Race Riot of 1919," *East Texas Historical Journal* (Volume XVII, No. 2), 1980.

"Longview Independent School District"
http://freepages.history.rootsweb.ancestry.com/katloregen/SC_LISD.html

Gregg County Clerk's Office

Deed and Tax Records

Longview Public Library

Vertical files
Histories of East Texas, Gregg County, and the City of Longview

Texas Historical Commission Office

Survey of Gregg County, 1986, Victor and Victor, consultants

Gregg County Historical Museum

Historic Maps
Interview with volunteer archivist Kelly Green

City of Longview Planning Department

Historic Plat and Additions Maps
Current maps of Longview

Historic Context

The above-listed sources were also used to develop a historic context entitled *Historic and Architectural Resources of Longview, Texas: 1870-1970*. The context describes Longview's growth and development from its origins as a railroad town in 1870, to its role as a regional leader in industry, medicine, education, and government by 1970. The process of writing the context helped the Project Director define and understand historic development patterns in Longview and apply that knowledge to the development of this Survey Plan.

The context is organized chronologically and divided into seven sections reflecting major historic development trends in Longview (1870-1970). These sections are further organized according to historic themes, significant people or events, and characteristic development campaigns of the period.

Some overlap exists between the following seven sections:

- Railroad and Early Development: 1870-1880
- Growth and Property: 1880-1900
- Longview's Progressive Era: 1900-1920
- Decline and Stasis: 1915-1929
- East Texas Oil Boom: 1930-1941

- World War II Projects: 1941-1945
- Postwar Development Trends: 1945-1970

The Historic Context is contained in the separate *Historic Resource Survey* report.

Windshield Survey

The Project Director conducted a vehicular "windshield survey" of Longview during her first site visit to the city, February 10-12, 2016. The consultant had gained a general knowledge of the city's origins and the direction of its growth from research conducted prior to the trip. She conducted the Windshield Survey to get a better understanding of how and where the city grew from its 1870 townsite boundaries. Over the course of the trip, she drove the streets of Longview to cover all areas within its c. 1966 corporate limits.

From the survey, she was able to identify areas with high concentrations of historic properties, recognize the types and variety of properties to be found, and make judgments about the direction and extent of growth beyond the original city limits. She conveyed her findings to the professional staff assigned to the project and to members of the Longview Preservation Commission and the Gregg County Historical Commission in a public presentation about the project.

In the course of the windshield survey, the Project Director identified a historic neighborhood southwest of downtown that contained a good concentration of early 20th century properties including vernacular frame cottages and Craftsman and Tudor Revival-influenced bungalows. Residents informed the consultant that it had always been associated with African Americans. The consultant added it to the list of historic neighborhoods for survey.

Ultimately, the consultant identified three adjacent areas in the city's downtown core to be good candidates for the first survey effort. They included the city's original downtown commercial district, a second commercial and industrial node along the I&GN railroad tracks, and an early residential area to the south of downtown Longview. She selected these for the initial survey project based on their high concentrations of historic-age resources, their associations with significant people, trends, or events in Longview's history, and potential threats to their preservation. She used these selection criteria in prioritizing other parts of the city for future survey endeavors.

Reconnaissance-Level Survey

The Project Director undertook a reconnaissance survey to investigate historic regions of Longview to identify a high priority area for intensive-level survey in this initial project and to

identify other districts for future documentation. She prepared for the survey by reading general histories of Longview, reviewing historic subdivision maps on file at the City Planning Department, and by researching and writing the historic context. She also gathered information from knowledgeable sources including City Planner Angela Choy, public meeting participants, and longtime Longview resident and Gregg County Historical Museum volunteer, Kelly Green.

During the week of May 15-20, 2016, the Project Director used a c. 1966 city street map to drive through areas identified by the research and local informants as having good concentrations of historic resources including neighborhoods, industrial parks, and commercial nodes for future survey efforts in the city. The Project Director traveled within the city's 1966 corporate limits which are roughly described by Loop 281 on the east, west, and north, and Harrison Road/Interstate 20, on the south.

She conducted a street-by-street survey to count and identify the types and variety of historic resources within the c. 1966 city limits. She identified clusters or concentrations of historic properties and recorded their:

- Locations relative to the downtown core
- Approximate dates or periods of construction
- Predominant architectural styles and resource types
- Known historic associations
- General conditions

Reconnaissance Survey Areas

South/Southeast

From the research, the Project Director understood that the city's early expansion from its townsite boundaries lay largely south of Marshall Avenue. She began her reconnaissance survey south and southeast of the city's downtown core where subdivision development had taken place as early as the late 19th century. She conducted a vehicular survey of streets lying south of the I&GN Railroad tracks/E. Cotton Street and north of Birdsong Street, between S. Green Street on the west and Eastman Road, which approximated the c. 1966 city limits, on the east. Thousands of historic-age resources, primarily houses and associated domestic buildings, were found in this region. It was noted that the area should be further subdivided for subsequent survey efforts.

Within that zone, she mapped concentrations of historic-age resources and noted their salient characteristics (listed above). This region included the following streets and subdivisions identified through research and by local informants as "historic":

- Mobberly's East Addition
- Mobberly's Place Addition(s)
- Surrey Place (Covington)

- Brownwood
- Electra Street
- Rayburn and Sapphire Streets

East

The Project Director continued the reconnaissance survey in the area lying south of Marshall Avenue and generally north of E. Methvin Street/I&GN Railroad tracks, between Green Street on the west and the c. 1966 city limits on the east. Much of this area was platted as the I&GN Railroad Addition in the late 19th century and early residential properties associated with the historic subdivision are similar to those found close to and along the railroad tracks to the south of the downtown core. Street faces along E. Methvin and E. Cotton Streets were surveyed at the intensive level of documentation as "the Junction" in the current, initial phase of the overall project. The remaining part of the area should be surveyed in a subsequent phase. Nuggett Hill, a small but exclusive neighborhood of high-style Period Revival houses dating to the 1930s was also identified in this area. Known subdivisions in the region are:

- I&GN Railroad Addition to Longview
- Nuggett Hill

West/Southwest

The last area for reconnaissance survey south of Marshall Avenue lay to the west and southwest of the downtown core. The Project Director conducted a reconnaissance survey west of S. High Street and south of W. Marshall Avenue to the c. 1966 city limits in both directions. Part of the region closest to the original townsite was developed for industrial uses in the late 19th century. In addition, research in Sanborn Fire Insurance Maps and other primary sources indicates that several areas were developed as African American residential additions. They include:

- Part of Mobberly's South Addition
- Carter's Addition
- Rembert's Addition (Rembert's old field)

Northeast

Development generally came later to the north of the downtown core. The Project Director conducted a reconnaissance survey across a wide swath of north Longview above Marshall Avenue, between Judson Road on the west and approximately Loop 281 on north and east. Though an African American community existed in the area by the late 19th century, most of the extant resources in this region date from the oil boom of the 1930s and later. Thousands of Early Ranch and Ranch Style houses line the streets in this region. Historic additions in the area include:

- Marshall Heights
- Melrose Addition
- Forest Hills

West/Northwest

The final reconnaissance area lay north of Marshall Avenue, between Judson Road on the east, and the Longview city limits on the north and northwest. Pockets of early 20th century properties were found in the area but most development dates to the early postwar period. Historic additions in the region include:

- Northcutt Heights
- Green Acres Addition

Though a reconnaissance survey was not conducted in the following areas, they should be included in any subsequent survey efforts:

- Pine Tree
- Spring Hill
- Greggton

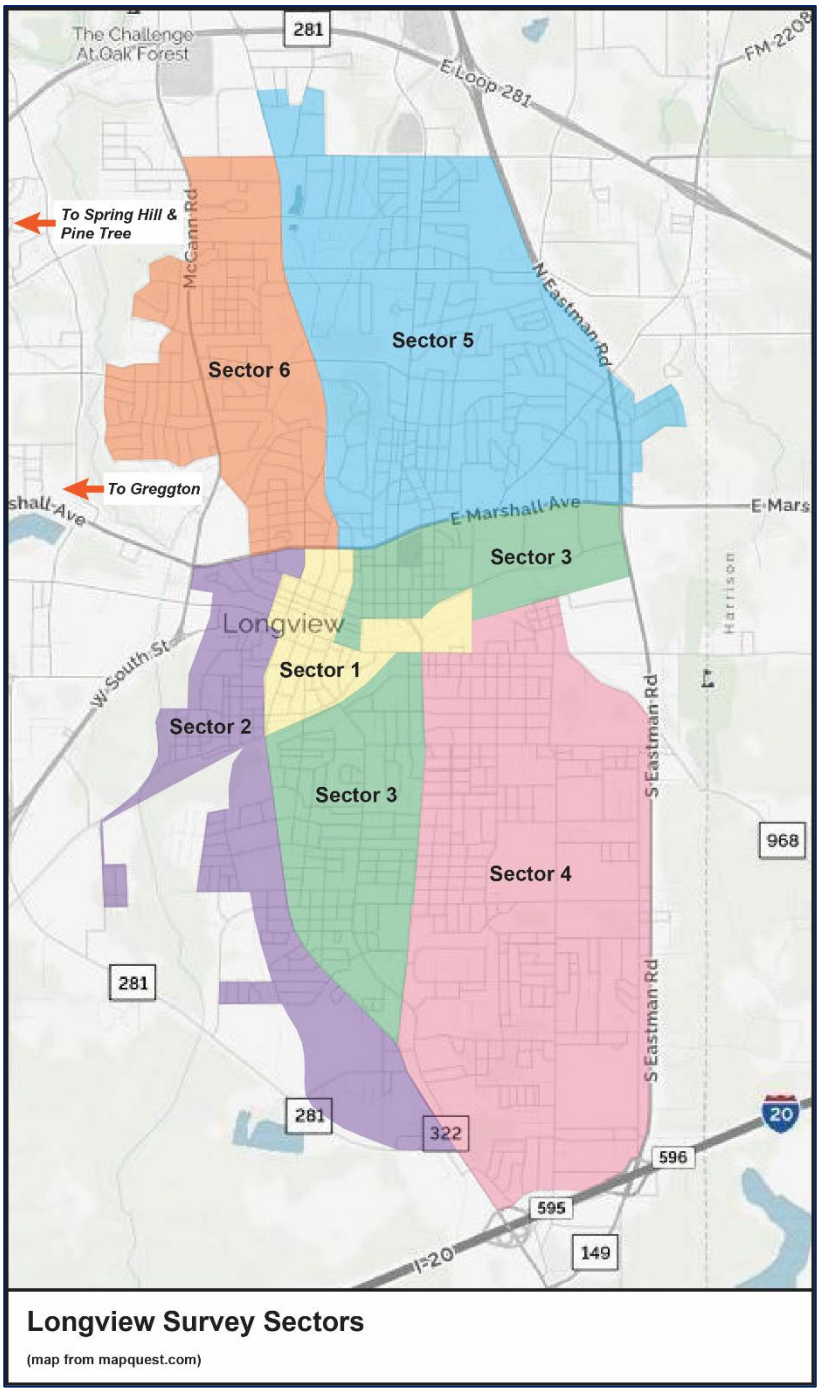
Elements of the Survey Plan

The Survey Plan was derived from the collected research, windshield and reconnaissance surveys, public input, and the consultants' experience with other comprehensive survey projects in similar cities. The Project identified six geographic regions or sectors with boundaries largely defined by major arterials such as U.S. Highway 80, which divides the city into north and south halves, and Judson Road, which divides the northern half into east and west section, major railroad lines, and topographic distinctions such as creeks or rivers. Other factors that entered into the sector division included historic or thematic considerations, period of development, development patterns, and distinctive property types.

This section outlines the factors used to identify and delineate the boundaries of six sectors for field investigations, assign survey area priorities, and select appropriate levels of documentation for each region and subdivisions within them.

Survey Sectors

A map of Longview showing the city's c. 1966 corporate limits was divided into six sectors for survey, starting with Sector 1, the city's historic downtown core. The Survey Sector Map (Figure 2) depicts the six sectors and their boundaries.



Longview Survey Sectors

(map from mapquest.com)

Figure 2: Longview Survey Sectors

Geographical Factors

The Survey Plan calls for the division of Longview into six geographic sectors, each of which contains high numbers of historic-age resources. Sector I is composed of three distinct parts of the city's traditional downtown core and was surveyed in Phase I of the proposed multi-year, multi-phase historic resource survey project. It lies at the center of the map with five additional sectors radiating outward to the c. 1966 city limits (Figure 2). Sectors are defined by geographic region relative to the downtown core, logical natural or manmade boundaries, and shared thematic or historic associations. Each sector possesses concentrations of historic-age resources, some of which may be eligible for local and/or national historical designations.

The division of the city into sectors by geographical location allows for greater efficiency in conducting field work. Field investigations are confined to a single, compact area of the city, eliminating cross-town travel, reducing preparation time, and increasing the surveyors' ability to understand and evaluate resources within a focused physical and context.

Boundaries

In most cases, sector boundaries follow major roads, railroad tracks, natural barriers such as drainages or terrain, and subdivision lines that historically distinguished one part of the city from another. Marshall Avenue (US Highway 80), for example, is a major east-west arterial through the city that by the 1940s was considered the dividing line between north and south Longview. Likewise, Mobberly Avenue, in south Longview, defined the eastern edge of development in that region from the turn of the century until the oil boom of the 1930s. Today, it is a major north-south transportation route through south Longview and serves as a boundary between sectors of different development periods. In north Longview, Judson Road is a busy highway that separates subdivisions platted in the early 20th century through the 1930s from areas developed in the early postwar period.

Concentrations of Historic Resources

An effort was made to divide the city so that each sector had about the same number of historic-age resources, requiring an equitable same amount of time and effort to survey. Sanborn fire insurance maps from 1946 and city street maps dating to c. 1966 were used to estimate the number and distribution of resources at the end of the historic period. These estimates helped determine the boundaries for each sector.

Historic Themes

Attempts were also made to organize sectors according to historic periods, development trends, or themes. For instance, an area southwest of downtown Longview was apparently developed specifically for African American occupation. Though the easternmost part was surveyed during Phase I, the remaining sections were combined as part of Sector 2. And, while Sector 3 was

originally defined by geography, its boundaries were modified so that they include most of the city's earliest properties outside Phase I. Thus, the remainder of the 1880s I&GN Addition was combined with the oldest section of south Longview for survey in Sector 3.

Survey Priority

Sectors were evaluated to determine survey priorities. Sectors were rated according to their concentrations of historic-age resources, associations with significant people, trends, or events in Longview's history, high architectural merit, and potential endangerment due to demolition, redevelopment, neglect, or other threats to their continued preservation.

They were also evaluated according to their absence in earlier documentation efforts. For example, Sector 2 was historically developed as an African American enclave but no historic designations are found within the sector. This segment of the population has been underserved in previous survey and documentation efforts. Because of this, the area may be in greater threat as it is perceived as having little historic or architectural value. The sector also contains some significant industrial complexes that have not previously been documented and assessed for historic or architectural merit.

Sectors with strong historic and/or architectural significance that were also threatened by demolition or redevelopment were rated as High priorities for survey. Those with high architectural value but with little danger from neglect or demolition were rated as Medium priorities for survey. Areas with less historic or architectural significance would be considered Low priorities for survey, but at this time none of the six sectors were identified as Low priority. If new information comes to light, these priorities may change.

Documentation Levels

Windshield Survey

At the start of each survey phase, a vehicular windshield survey should be conducted within the sector to gain a general knowledge of the street layout, topographical considerations, real or perceived boundaries, and any potential obstacles that may delay or otherwise affect navigation through the area. It will help the Project Director determine the order of survey and establish a sector-specific plan for conducting field investigations. A windshield survey will also orient the surveyors to the variety and types of historic resources in each sector to establish a baseline and criteria for evaluating their significance prior to commencing more intensive field work.

Field Documentation/Reconnaissance Level

The survey team should review the historic context contained in this Survey Report and all city plat and additions maps for each sector prior to field investigations. The team should mark the boundaries of any potential historic districts noted in this report on field maps. The locations of previously designated resources should also be marked on the field maps.

Previously-designated resources, properties assessed as High preservation priorities, and Medium priority resources within potential districts should all be documented at the intensive level of survey. All other historic-age resources within the defined sector should be documented at a minimal or field level of survey.

Field documentation includes the site number and physical address of the resource, approximate dates of construction and alteration, property type and subtype, number of stories, plan or roof form, historic use, stylistic influence, exterior materials, and condition. The resource should be evaluated on site with a preservation priority of "high," "medium," or "low" based on its known historic associations, historic integrity, and architectural merit. No photographs will be taken for this level of survey.

Field documentation will produce a complete inventory of historic-age properties for each sector. All high-priority resources, previously designated properties, and elements within potential historic districts will be documented at the intensive-level and will be so noted in the inventory.

Intensive-level Survey

Each previously designated historic resource should be located on site to confirm that it is still extant and to fully document it at the intensive level of survey. Potential historic districts within sectors should also be surveyed at the intensive level. Intensive-level survey is recommended for resources identified in the reconnaissance survey as high preservation priorities.

Intensive level survey includes documentation with a Texas Historical Commission Survey Form and color digital photography.

High priority areas that warrant intensive survey include the following subdivisions or additions:

- Rembert's Addition, Carter's Addition, Mobberly's South Addition
- I&GN Railroad Addition
- Mobberly's East Addition (including Electra Street)
- Mobberly Place Addition(s)
- Surrey Place (Covington)
- Brownwood
- Forest Hills Addition
- Greggton Commercial District

Part 2:

Survey Sectors – Boundaries, Characteristics, Priorities, and Documentation Levels

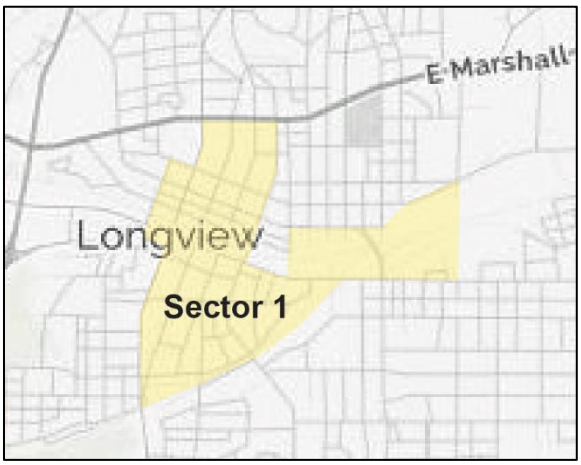
Survey Sectors

The six Survey Sectors are defined below, starting with the Downtown Core, which was surveyed in the current project as Phase I of a proposed multi-phase, multi-year comprehensive effort to identify, document, and evaluate Longview's historic resources.

The boundaries, characteristics, priority assessment, and level of documentation recommended for each sector are discussed.

Sector 1: The Downtown Core

Phase I of the comprehensive survey project was completed for the city's downtown core in the current project. It is comprised of the original "Hundred Acre" Longview townsite, the adjacent South Main residential district, and a strand of domestic and commercial properties in the area known as "the Junction" east of downtown Longview. The research and survey methods, survey results, and recommendations are reported in Section 3 of this report.



Boundaries

Boundaries of the downtown core are irregular: the western part of the survey area is generally comprised of the original townsite and adjacent South Main district while the eastern part consisted primarily of E. Cotton and E. Methvin streets. The eastern portion is roughly bounded by Marshall Avenue on the north, the I&GN Railroad tracks on the south, Court/High streets on the west, and Green Street on the east. The eastern portion is roughly bounded by E. Methvin Street on the north, the I&GN Railroad tracks/Pacific Avenue on the south, Green Street on west, and S. Ninth Street on the east.

Description

The Downtown Core was selected for intensive-level survey in Phase I of the proposed multi-phase survey project. It is made up of Longview's original "Hundred Acre" townsite, the South Main residential district to the south, and the mixed commercial and residential section known as "the Junction" in the I&GN Railroad Company Addition east of downtown.

Priority: High

Sector 1 contains the city's best concentrations of 1- and 2-part brick commercial buildings, some dating to the late 19th century. It also features excellent Depression-era civic buildings including the Art Deco style Gregg County Courthouse and the 1936 Mediterranean Revival

style City Hall and Fire Station complex. Residential properties range from flamboyant Queen Anne mansions to Craftsman and Tudor Revival bungalows and simple frame vernacular dwellings. Historic period infrastructure in this sector includes an outstanding Art Deco railroad bridge on S. Green Street.

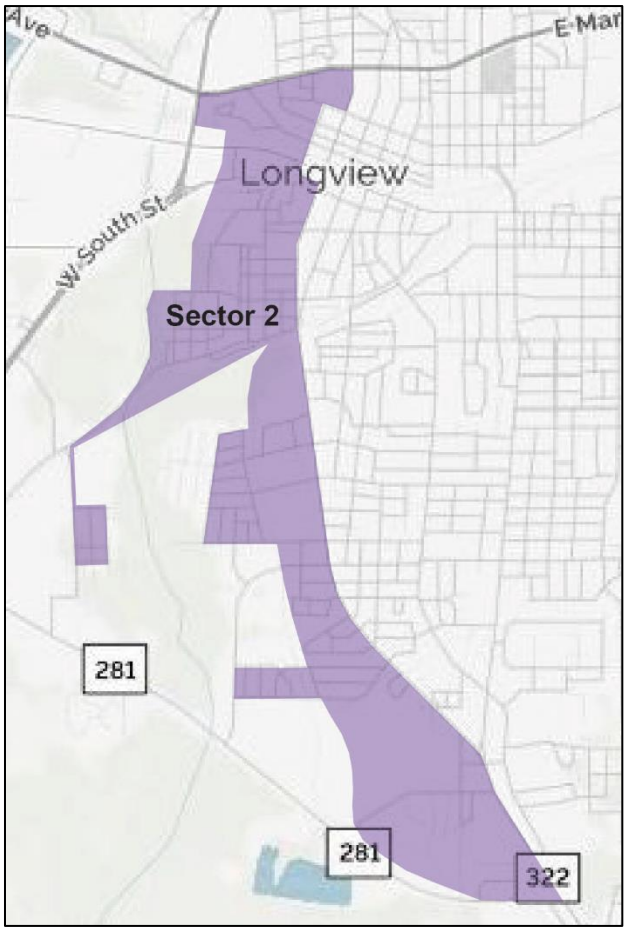
Documentation Level: Intensive

Intensive level documentation was warranted for this sector due to the age of its resources, their architectural significance, strong and known significance of historic associations, potential threats to continued preservation, particularly in the South Main district where neglect, new construction, and demolition of historic resources endanger the integrity of the neighborhood. This level of documentation was completed for this sector during the Phase I survey conducted for this project. A total of 354 historic-age resources, 41 of which were assessed as High preservation priorities, were surveyed in this initial phase. Each resource was fully documented with the completion of a Texas Historical Commission Survey Form, mapped on a footprint map, and photographed in color digital media. All survey data was organized in a Microsoft Acess database.

Sector 2: West and Southwest of the Downtown Core

Boundaries

Roughly bounded by Marshall Avenue on the north, IH-20 on the south, Loop 281 West on the west, and Court/High Streets on the east.



Description

This sector includes several historic African American additions west/southwest of downtown Longview, the county fairgrounds, several large industrial sites including the Schlitz Brewing Company, Continental Can Company, and Lebus Manufacturing Company, and historic-age residential sections south of the I&GN Railroad tracks.

Historic additions for African Americans existed in this sector by 1919, when the city's notorious "race riot" broke out near the intersection of Luckett and Boyd streets. Historic African American schools and churches and named additions, including Mobberly's South Addition, Rembert's Addition, Carter's Addition, and Lincoln Park, were located in this sector.

Residential properties in the sector include Craftsman-influenced and Tudor Revival bungalows and vernacular frame dwellings.

Priority: High

Some additions in this sector were platted specifically for African American residents. Additions in the area include Rembert's Addition, Mobberly's South Addition, Carter's Addition, and Lincoln Park. Bounded by Marshall Avenue on the north, the I&GN Railroad tracks on the south, and Court and High streets on the east.

These areas are a high priority for survey because they have strong associations with African Americans, a largely underserved segment of the population, a large concentration of early 20th century domestic properties that are threatened by neglect and redevelopment programs that are replacing many historic properties with new construction, and because no part of the area has been previously documented. It has no Official State Historical Markers, no designated National Register properties or districts, and no Recorded Texas Historic Landmarks, despite its hundred-year history.

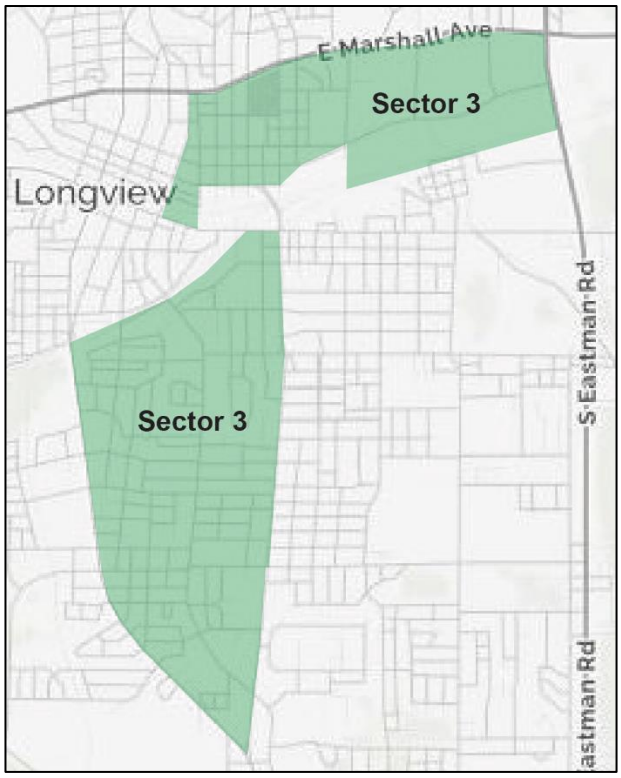
Documentation Level: Intensive

Additions associated with the city's African American community should be surveyed at the intensive level of documentation. Other parts of Sector 2 should be surveyed at the level of field documentation.

Sector 3: East and South of the Downtown Core

Boundaries

This is a discontiguous sector with two parts. The first consists of that portion of the I&GN Railroad Addition not surveyed in Phase I of the project. It is roughly bounded by Marshall Avenue on the north, the T&P Railroad tracks on the south, Green Street on the west, and Eastman Road on the east. The second part is bounded by the I&GN railroad tracks/Oden Street on the north, S. High Street on the west and south, and Mobberly Avenue on the east.



Description

This sector contains part of the I&GN Railroad Company Addition east of downtown and late 19th/early 20th century additions south of downtown. The sector is largely residential in character with early subdivisions such as the I&GN and Mobberly's East Addition dating to the 19th century, and later additions such as Surrey Place and Nuggett Hill, dating to the oil boom era of the 1930s. Brownwood, an exclusive residential subdivision platted in 1961, also lies in this sector.

Domestic architecture in Sector 3 ranges from late 19th century farmhouses and suburban dwellings found close to the downtown core, modest early 20th century bungalows and Minimal Traditional style dwellings, outstanding Period Revivals, and architect-designed Ranch Style

houses. Other property types in the sector include a handful of commercial properties on the west side of Mobberly Avenue and along S. Green Street, and historic schools and churches, which are scattered throughout the district.

Priority: High/Medium

The I&GN Railroad Addition portion of Sector 3 should be a high priority for survey due to the age of its resources and the potential for redevelopment in the area. The Surrey Place and Brownwood additions should also be considered high priorities for survey in the sector due to their architectural merit.

Nuggett Hill, which also lies in this sector, has been fully documented as part of its successful nomination to the National Register of Historic Places. Therefore, it is not necessary to conduct an intensive-level survey of the area. However, it should be reviewed for any changes that have taken place since its listing in the National Register.

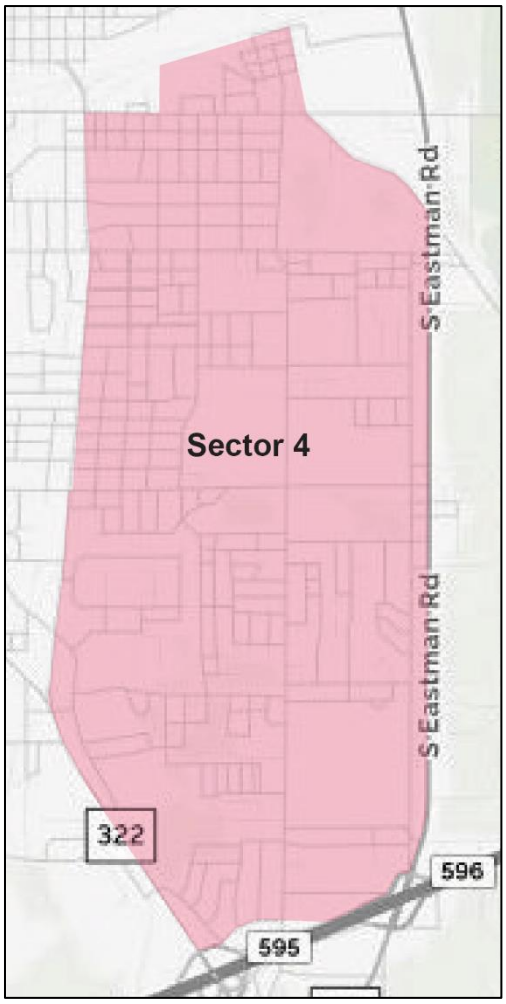
Documentation Level: Intensive

The I&GN Railroad Addition, Surrey Place, and Brownwood should be documented at the intensive level. Nuggett Hill should be reviewed for any major alterations that have occurred since its listing in the National Register. All other areas in this sector should be surveyed at the field documentation level.

Sector 4: Southeast of the Downtown Core

Boundaries

Roughly bounded by Oden/E. Cotton Streets and the T&P railroad tracks on the north, IH-20 on the south, Mobberly Avenue on the west, and Eastman Road on the east.



Description

This sector is largely residential in character with historic resources dating from the early 20th century to the close of the historic period. Early development occurred in the northern part of the sector, near the T&P railroad tracks. When oil was discovered nearby in 1931, this former farmland exploded with new housing starts and exclusive additions like Mobberly Place and Mobberly Place Nos. 2 and 3. Development continued through the 1930s and boomed again in the early postwar era as LeTourneau Technical School, later University, drew hundreds of families to far-south Longview.

The early northern part of the sector contains rows of frame bungalows and cottages with modest Classical and Tudor Revival influences. The Mobberly Place additions feature spacious Period Revivals, including stately Colonial and Classical Revival homes on expansive, landscaped lots. Outstanding examples of Ranch and Postwar Modern styles are also found in the additions. Good examples of Tudor Revival are found throughout the sector, especially along Young Street. The area south of Young Street is densely developed with street after street of closely-spaced late bungalows, Early Ranch, and modest Ranch style houses.

Sector 4 has a number of late-historic period commercial buildings, including drive-in restaurants, along Mobberly Avenue, the main arterial through South Longview. LeTourneau University and several historic industrial sites lie at the southern end of the sector.

Priority: High/Medium

Mobberly Place contains some of the city's best examples of Period Revival, Ranch, and Postwar Modern residential architecture. It is relatively intact, has never been surveyed, and should be thoroughly documented in accordance with its high architectural merit.

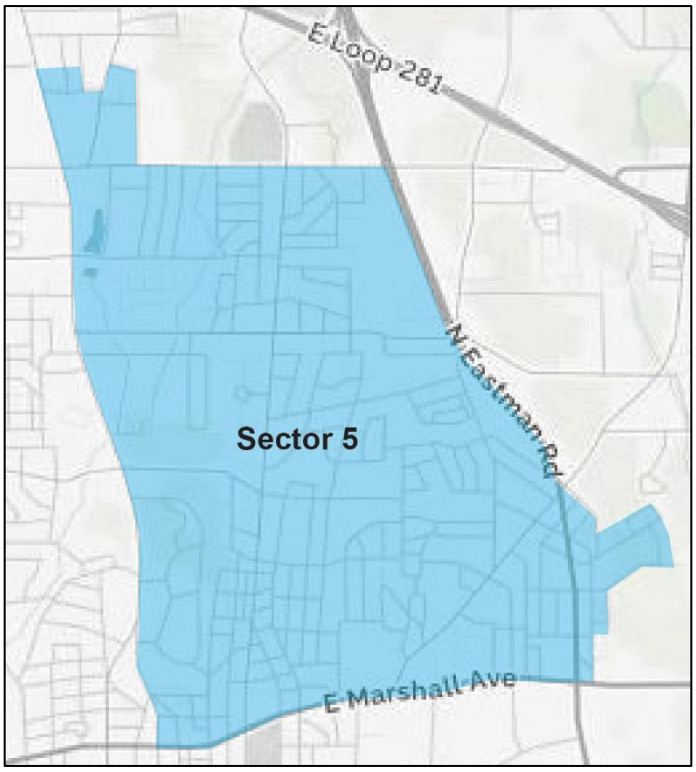
Documentation Level: Intensive

Mobberly Place should be documented at the intensive level of survey. All other areas should be surveyed through field documentation.

Sector 5: Northeast of the Downtown Core

Boundaries

Roughly bounded by Loop 281 on the north, Marshall Avenue on the south, Judson Road on the west, and US Highway 259 on the east.



Description

Sector 5 is another largely residential region with historic housing stock dating from the late 1930s through the early postwar period. Historically, it was occupied by an African American community that formed around St. Mark's CME Church after Emancipation. By the late 1880s, a "Colored" school was built on Marshall Avenue.[1] Its presence in the area was likely due to an existing African American population. The area remained only sparsely settled until the oil boom years of the 1930s, when property owners rushed to plat the semi-rural landscape into residential additions. However, little construction occurred until after World War II when the city's postwar population boom inspired explosive development in the area.

The area has both modest and exclusive neighborhoods. Simple frame tract homes fill the Melrose and Marshall Heights additions while palatial Greek and Colonial Revival mansions are

[1]That block remained a traditional site for African American schools until the high school burned after World War II and a new one, Mary C. Womack High School, was built in southwest Longview.

found along the winding streets of the upscale Forest Hills Addition. Further north, especially along N. Fourth Street, hundreds of brick Ranch Style houses line the streets of postwar subdivisions.

Future survey efforts in Sector 5 should consider its early African American history and take care to fully document resources, including potential archeological sites, associated with that community.

Priority: Medium

Although this sector has strong historic associations with Longview's African American population, little appears to remain from that late 19th century community. The Forest Hills section has high architectural merit, but does not appear to be threatened by demolition or redevelopment.

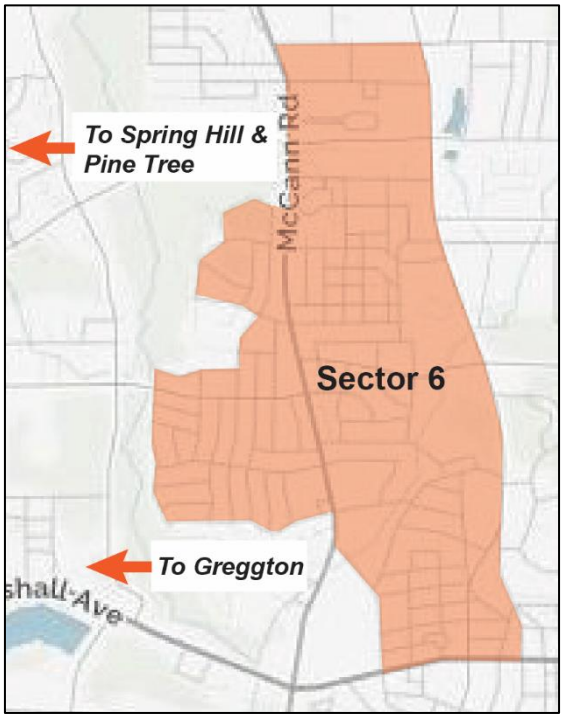
Documentation Level: Mixed

Most of the area can be documented in a field-only survey except for the Forest Hills Addition which merits intensive level survey by virtue of its architectural significance.

Sector 6: Northwest of the Downtown Core

Boundaries

Roughly bounded by Loop 281 on the north, Marshall Avenue on the south, Judson Road on the east, and the Longview city limits on the west and northwest. The area includes the historic communities of Greggton, Pine Tree, and Spring Hill.



Description

Sector 6 consists of a residential area northwest of the downtown core and the historic-age resources in Greggton, Spring Hill, and Pine Tree to the west and northwest. The northwest residential section contains historic additions, such as Northcutt Heights, a close-in neighborhood northwest of the original townsite, and Green Acres, a vast subdivision that stretches northwest to the city limits. Northcutt Heights was platted about 1910 but it had only modest success until the oil boom sparked development along Hudson and Northcutt streets. Green Acres was platted in the country west of Judson Road in 1938.

Northcutt Heights is a modest, semi-rural area with early 20th century Classical Revival houses, small frame bungalows, and Minimal Traditional style cottages. Green Acres, on the other hand, was developed with architectural restrictions and streets named for Ivy League schools (Oxford, Yale, Harvard, and Cambridge). Its tree-lined suburban streets are filled with hundreds of frame and brick Ranch Style houses dating from the early postwar period through the early 1960s.

Sector 6 also includes the communities of Greggton, Pine Tree, and Spring Hill, now within the Longview city limits. Greggton's commercial strip along US Highway 80 (Marshall Avenue) should be surveyed at the intensive level of documentation.

Priority: Medium

Some early building stock remains in Northcutt Heights but the area does not appear to have strong historic or architectural significance. Greggton has a concentration of historic commercial buildings that possess good levels of architectural integrity and which may be eligible for listing in the National Register as a historic district.

Documentation Level: Mixed

The historic commercial node in Greggton should be surveyed at the intensive level of documentation. Field documentation should be adequate for other parts of the sector except for high priority properties. They should be fully documented and photographed.

Multi-Phase, Multi-Year Comprehensive Survey Program

Sector	Location/Definition	Priority	Phase/Year
Sector 1	Downtown Core	Highest	Phase I: Year 1
Sector 2	West/Southwest of Downtown	High	Phase II: Year 2
Sector 3	East and South of Downtown	High/Medium	Phase III: Year 3
Sector 4	Southeast of Downtown	High/Medium	Phase IV: Year 4
Sector 5	Northeast	Medium	Phase V: Year 5
Sector 6	Northwest, Greggton, Spring Hill, Pine Tree	Medium	Phase VI: Year 6

Part 3:

Bibliography, Deliverables, and Specifications

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Addition and Plat Maps on file at the Gregg County Clerk's Office, plat and deed records

- Lacy & Bass Addition, plat map, March 1909.
- Northcutt Heights Addition, plat map, n.d.
- Melrose Addition, plat map.
- Marshall Heights Addition, plat map.
- Green Acres Addition, plat map and deed record.
- Mobberly East Addition, plat map.
- Mobberly Place, plat map, November 19, 1935.
- Surrey Place Residential District, plat map, November 1936.
- Brownwood Addition, plat map, 1960.

Maps of the City of Longview located at the Gregg County Historical Museum

Jones, W. E. and W. D. Eliott. *Map of Longview, Texas*. Longview, Texas: Ledger Publishing Co. 1934.

Map of City of Longview, Gregg Co., Texas. Longview Chamber of Commerce, c. 1944.

City Map and Street Guide: Longview, Texas. Longview, Texas: Longview Chamber of Commerce, Hudson Reprographics, Inc., c. 1964.

Deliverables

This Historic Resource Survey Plan contains a brief overview of Longview and describes the research and field methods used to identify, document, and evaluate historic properties throughout the city, within its c. 1966 corporate limits.

Final products include four bound copies and one unbound copy of the Historic Resource Survey Plan. It is recommended that one bound copy of the report be submitted to the Longview Public Library. The City of Longview should retain the unbound report for reproduction. Digital versions of the report have been submitted to the Texas Historical Commission and the City of Longview on DVD-R.

Specifications

The *Historic Resource Survey Plan* and *Historic Resource Survey* were conducted in compliance with applicable Texas Historical Commission (THC) and U.S. Department of the Interior standards. The survey followed the *Secretary of the Interior's Standards and Guidelines for Identification and Evaluation* for reconnaissance level surveys. This project was funded in part through a Certified Local Government (CLG) grant from the National Park Service, U.S. Department of the Interior, as administered by the Texas Historical Commission. The contents and opinions, however, do not necessarily reflect the views and policies of the Department of the Interior, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior.

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All designations and codes set forth by the THC are used in the forms, inventory, and project report. Architectural styles and terminology conform to those developed by Virginia and Lee McAlester, John J.G. Blumenson, and Steven J. Phillips. The inventory will be reviewed by the Travis County Historical Commission designee and THC.

The survey report complies with the Texas Historical Commission (THC) and State Historic Preservation Officer's (SHPO) directives and shall be consistent with the *Secretary of the Interior's Standards and Guidelines for Identification and Evaluatio*n. All activities and deliverables conform to the requirements set out in the Scope of Work submitted with the Project Proposal.

Appendix A:

Research Design