Texas Department of Transportation

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April 13, 2020

SECTION 106 REVIEW: DETERMINATIONS OF ELIGIBILITY AND EFFECT
District: Fort Worth
County: Tarrant
CSJ#: 0008-13-125
Highway: IH20, US 287
Project Limits: IH 20: Forest Hill Dr. to Park Springs Blvd.; IH 820: IH 20 to Brentwood Stair Rd.; US 287: Bishop St to Sublett Rd.

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Kockritz:

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), this letter initiates Section 106 consultation on the National Register of Historic Places (NRHP) eligibility of properties within the proposed undertaking's Area of Potential Effect (APE) and undertaking's effect on historic properties within that APE.

Project Description

See the attachment from TxDOT's Environmental Compliance Oversight System (ECOS) that describes the project, setting, and amount of right-of-way (ROW) and easements necessary for the project, known as the Southeast Connector project. Additional project information can be found on the public-facing project page at https://www.txdot.gov/inside-txdot/projects/studies/fort-worth/southeast-connector.html.

Determinations of Eligibility

TxDOT historians established the project's Area of Potential Effect (APE) as 150 feet from the proposed new ROW or within the ROW when no new ROW is required, considering properties built in 1976 or earlier to be historic age. TxDOT conducted a reconnaissance-level historic resources survey of the entire APE and an intensive survey of the properties in the City of Forest Hill proposed to be displaced by the project. The resulting reconnaissance historic resources survey report (HRSR) and intensive report document the National Register of Historic Places (NRHP) eligibility of 456 properties, although changes to the design minimized the number

within the project APE to 180. Additionally, TxDOT conducted previous surveys on the project with a March 2004 HRSR of the full project limits, as well as an intensive survey of the F.E. and Mamie Wolfe Addition. Note that references to HRSR page numbers in this letter refer to the electronic document page number. TxDOT identified three previously identified historic districts within or adjacent to the APE:

- **Carver Heights Historic District, Fort Worth**, locally designated landmark district for the City of Fort Worth; NRHP-eligible, Criterion A, local level of significance. Resources 075 through 099a–b represent properties within the project APE within the boundaries of the locally designated Carver Heights residential district. As noted on the official City of Fort Worth historic district map (Exhibit 1), the boundary for the designated area are roughly Rosedale to the north, Cravens (frontage road) to the east, Stalcup to the west, and Ramey to the south, with a section carved out from the southeast corner to exclude sections of streets east of Lucas and south of Vel. See page 585 of the HRSR for district boundary relative to project and page 598 for the map of Carver Heights properties that fall within the APE.
    - The historic resources survey report cites Resources 100 through 132 as also contributing to the district, although both the City of Fort Worth historic preservation resources and the neighborhood association treat those few blocks as outside the district boundary. These blocks, which do include historic-age properties, do not demonstrate the design and community-building aspirations reflected in the homes within the designated district.
        - These resources are part of the Jean Capers Addition developed by the Fort Worth Urban League and named for a prominent African American lawyer from Ohio who spoke in Fort Worth in 1952. The houses lack the architectural significance and historic integrity that might qualify them for NRHP designation.
        - The development of the Jean Capers Addition is not tied to that of Carver Heights. Its properties are similar to those across IH-820 in Carver Heights East and in other area neighborhoods. The layout and design of homes demonstrate no distinct significance of community planning.
        - Contrary to the HRSR recommendations, TxDOT determined Resources 100 through 132 as not eligible individually or as contributing to the Carver Heights District. TxDOT also determined the Jean Capers Addition not NRHP eligible due to the majority of homes lacking architectural integrity to the period of the neighborhood's development.
    - Of special note is Resource 132 at 2512 S. Cravens Road. This property is outside the designated district but determined eligible in the HRSR. TxDOT disagrees with the report's findings that it be considered contributing to Carver Heights. Because of the building's modest original design, alterations to its fenestration and materials (siding) diminish the property's integrity, even if the Jean Capers Addition had historic significance. Please see note about this property under the effects section.
- **Central Handley Historic District, Fort Worth**, NRHP and locally designated, outside of APE. See page 584 of the HRSR for district location relative to the project.

- **Masonic Widows and Orphans Home Historic District, Fort Worth**, NRHP designated, outside of APE. See page 586 for district location relative to the project.
- **Hawkins Cemetery, Arlington,** the March 2004 HRSR also determined the Hawkins Cemetery eligible. The property was designated a Historic Texas Cemetery in 2015. The 2004 HRSR did not elaborate on whether the Hawkins Cemetery met Criteria Consideration D for cemeteries but that it was determined eligible for Criterion A: Exploration and Settlement for its association to the early settlers in the Arlington area. The Hawkins Cemetery is referenced as Site No. 161 in the 2004 HRSR and 452 in the current HRSR. It appears on pages 591 and 616 of the HRSR maps. The Hawkins Cemetery fence is immediately adjacent to ROW where a sidewalk is proposed as part of the project.
- **3001 Louise Street, Fort Worth,** also determined NRHP eligible in 2004 HRSR; no longer within the project APE.

In addition, the HRSR includes information about other neighborhoods and development within the study area. Maps and figures in the HRSR on pages 629 through 651 show subdivision boundaries and historic aerials of the APE. TxDOT evaluated other neighborhoods for Criterion A or Criterion C significance, but based on research and fieldwork, determined no other properties within the APE eligible individually or as part of potential historic districts. These included:

- Meadowbrook Terrace Addition properties, Fort Worth, Resources 017–032; potentially eligible based on integrity of resources, but no direct effects. TxDOT does not recommend additional survey work based on limited project effects on neighborhood and the characteristics that potentially contribute to its NRHP eligibility.
- F.E. and Mamie Wolfe Addition, Fort Worth, Resources 060 and 061; neighborhood determined not eligible under 2006 intensive study under the same project CSJ; see current HRSR page 596 for resources within APE.
- Carver Heights East, Fort Worth, Resources 133–169, not part of designated district although contemporary to it; low integrity; see HRSR page 598 for surveyed properties and APE.
- Edgewood Park Addition properties, Fort Worth, Resources 348–351, including Resource 349, Village Creek Park; as discussed on our field visit, this neighborhood, with homes on Wilbarger, Wilhelm, and S. Edgewood Terrace centered on a large green space, was on a short list of mid-century and later neighborhoods of interest to the local preservation office. Based on the lack of structures and objects from the historic period of significance within the park, the HRSR recommends the park and facing houses to be not eligible. The houses appear to have good integrity, though, as is the layout of the homes along a shared green space. Historic aerials also demonstrate the subdivision's development nearly contemporary to the US 287 construction along the southern edge of the neighborhood. Additional research might demonstrate sufficient significance and integrity to be determined eligible for NHRP listing. Per the roadway plans, these properties are no longer in the project APE, but there is a proposed sidewalk along the US 287 frontage road within existing ROW. The resource survey forms are in Appendix H. However, the project noise modeling recommends a noise barrier be constructed along the park, still with no new ROW required. A noise barrier will not change the orientation of the homes to the shared green space, which already features a number of non-historic

components, such as a walking path, playground equipment, covered pavilion, and various other objects. Project plans do not yet include the recommended noise barrier, but TxDOT does not recommend additional survey work based on limited project effects on neighborhood and the characteristics that potentially contribute to its NRHP eligibility.

- Shady Wood and Forest Wood additions, Forest Hill, discussed in both the reconnaissance and intensive Historic Resources Survey Reports (HRSRs), specifically Resources 406, 407, 408, 409, 410, 411, 412A-B, 413A-D, 432, 435, and 438.
    - Through input received at the public meeting in Forest Hill on December 10, 2019, and follow-up at local repositories and with contacts made at the public meeting, TxDOT's consultant found no areas of significance that would qualify the neighborhoods affected by the proposed project for inclusion in the NRHP individually or as districts. Based on this information, TxDOT determined the properties to be not eligible.

Appendix A, on pages 38 through 72, is a table of the surveyed properties within the APE; TxDOT determined no other surveyed properties to be NRHP eligible.

Gaps in numbers in the survey forms and the table in Appendix A reflect properties moved into Appendix H, a section of survey forms for properties no longer in the project APE (pages 668 through 1318). Because the survey team initially surveyed them for this project, the HRSR numbering and maps include these properties. For purposes of future conversations related to this or other projects, we are sharing them for your files. One property in Appendix H, Resource 330 (pp. 1182–83) was noted as not eligible on its survey form. Although it is not within the project APE, TxDOT historians determined that additional information would be needed before determining the property's eligibility.

Determination of No Adverse Effect

- Carver Heights Historic District, Fort Worth:
    - The project poses **no direct effects and no adverse indirect effects**. Historic aerials show the construction of the highway during the development of the neighborhood, which originally had Cravens Road as its eastern boundary. The proposed project includes a sidewalk adjacent to Cravens Road, which serves as the frontage road for IH-820 between Rosedale and Ramey. This sidewalk, built within the ROW for IH-820, will connect the two existing bus stops and will provide connectivity and safety for pedestrians and cyclists. The sidewalk is a key component of the project overall, and not constructing it would pose mobility challenges and may create disparities in environmental justice communities.
    - The local designation for the district cites the lack of sidewalks as an original design feature. The proposed sidewalk is on the outer edge of the designated district and does not detract from the aesthetics of the neighborhood streets, residential scale, community history, or design principles from the district's period of significance. The proposed sidewalk will also be within the existing transportation corridor of IH-820. See Exhibit 2 of this letter and page 5 of the attached schematics.

- The Noise Analysis for the project included two noise receivers in Carver Heights—one at the Plaza Circle Park (Receiver 70) and one near the southeastern edge of the district (Receiver 69). Additionally, Receiver 68 was just south of the Carver Heights district boundary. See Exhibit 3 for maps showing receiver locations. Noise modeling predicts no increase in noise at the Plaza Circle Park memorial feature. However, the noise modeling predicts that between existing noise conditions and those in 2045, there will be an increase in decibels (dB) at Receivers 68 and 69, going from 70 dB to 74 dB (+4) and 68 dB to 74 dB (+6) respectively. These amounts are noise impacts under the National Environmental Policy Act (NEPA). Because of where and how noise barriers would have to be placed in the project area adjacent to Carver Heights, and because the barriers would not sufficiently minimize the noise increase, project plans do not include building them. TxDOT determined that the noise impact under NEPA does not constitute an adverse effect under Section 106, though. The transportation corridor has been in place since the neighborhood's early development, and the quality of noise—or the lack thereof—is not a character-defining feature of the neighborhood or any of its contributing properties.
- For these reasons, TxDOT determined that the project's construction will have **no adverse effect** to the Carver Heights Historic District.
- There is a small ROW acquisition from Resource 132, identified erroneously in the HRSR as part of Carver Heights and determined to be not eligible by TxDOT historians. This is not an effect to a historic property, but we restate it here to avoid confusion with the HRSR's determinations.

- **Hawkins Cemetery, Arlington:**
  - The project includes a sidewalk in front of the Hawkins Cemetery fence within existing ROW. Since the 2004 HRSR, the gate of the Hawkins Cemetery has been changed and the fence replaced. A flower bed at the gate has also been added, displaying the property's Historic Texas Cemetery medallion. See Exhibit 5 of this letter and page 8 of the attached schematics. Because the project proposes a sidewalk within the ROW adjacent to the non-historic fence and gate, and because the sidewalk will not detract from the characteristics that qualify the cemetery for inclusion in the NRHP, TxDOT determined the project will have **no adverse effect** on the Hawkins Cemetery. See Exhibit 4 for images of the property, as well as pages 1307–1310 of the HRSR.

Consulting Parties

Concurrent to coordinating with your office, TxDOT will send a copy of this information to local consulting parties, comprised of the historic preservation officers for the cities of Fort Worth and Arlington and the chair of the Tarrant County Historical Commission, all of which are Certified Local Government contacts. TxDOT will also send information to the neighborhood association for the Carver Heights Historic District and Historic Fort Worth.

In addition to this formal Section 106 consultation, TxDOT conducted meetings with various groups, including driving some of the neighborhoods and properties with you and providing opportunities for the community of Forest Hill to give information about historic properties.

CSJ#: 0008-13-125 "Southeast Connector"

TxDOT also met with the Carver Heights neighborhood leaders and has maintained communication with them about the proposed project components adjacent to their historic district.

Conclusion

In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), I hereby request your signed concurrence with TxDOT's finding of **no adverse effect** to the NRHP-listed/NRHP-eligible properties within the APE.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (512) 416-2770 or linda.henderson@txdot.gov.

Sincerely,

Linda Henderson

thru: Rebekah Dobrasko, Environmental Program Manager Lead: _____

Bruce Jensen, Cultural Resources Management Section Director: _____

Attachments: Reconnaissance and Intensive HRSRs (sent via Dropbox)
ECOS project description
100% Design Schematic Map

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:

HISTORIC PROPERTIES PRESENT:
CARVER HEIGHTS HISTORIC DISTRICT
HAWKINS CEMETERY

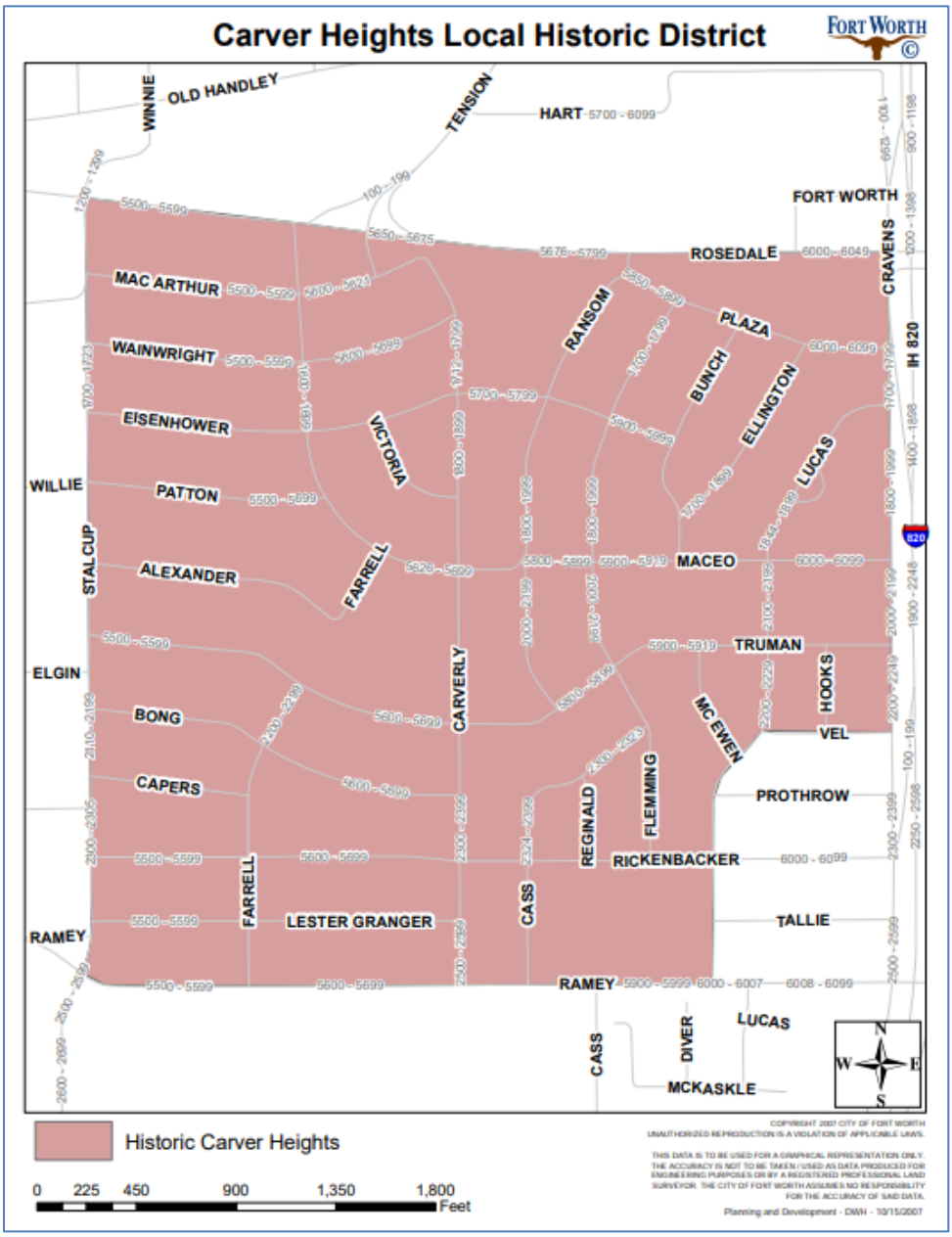
NO ADVERSE EFFECT

NAME: _____ DATE:_____
for Mark Wolfe, State Historic Preservation Officer

CSJ#: 0008-13-125 "Southeast Connector"

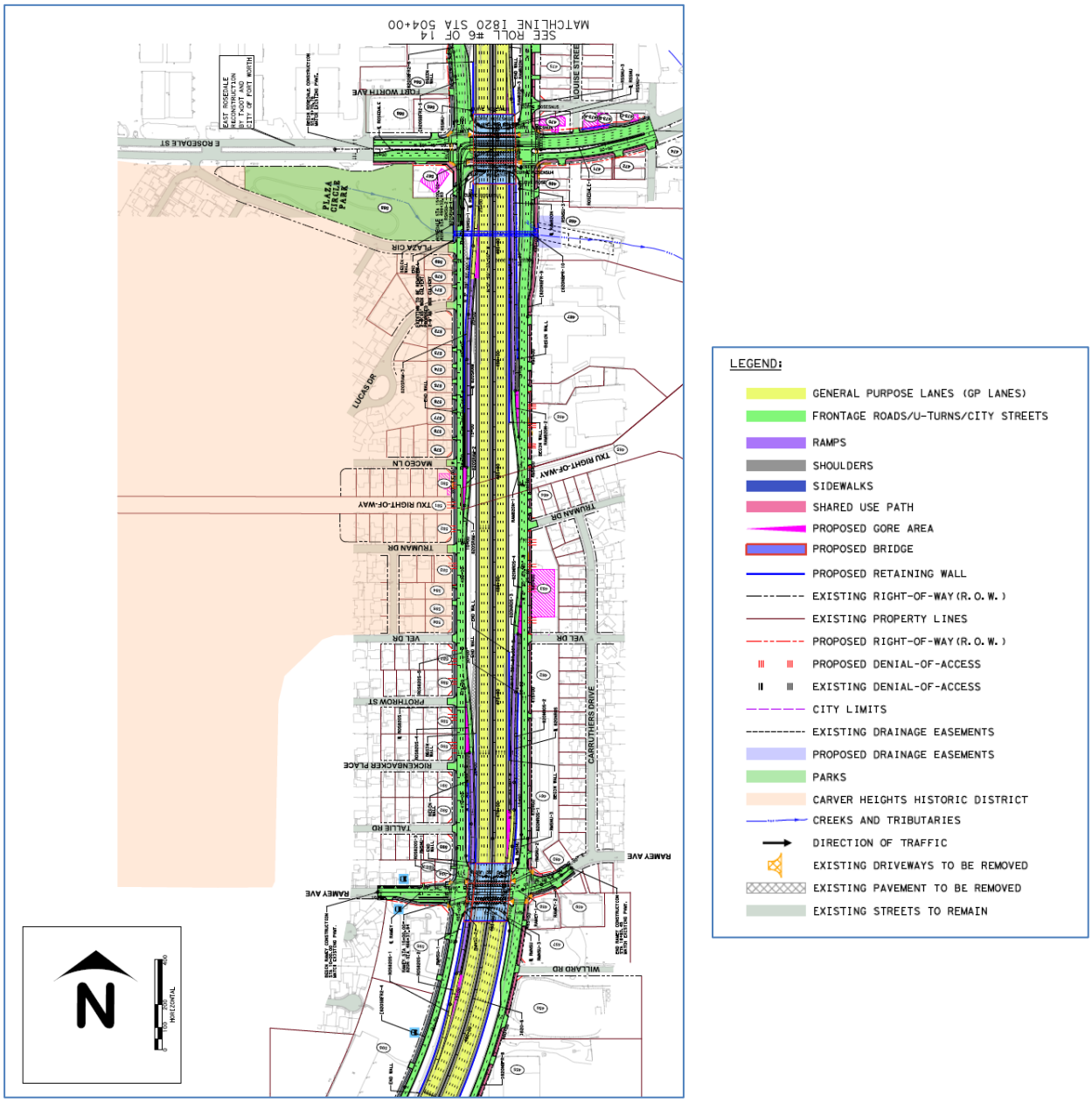
Exhibit 1:
City of Fort Worth historic district map, accessed online March 23, 2020
http://fortworthtexas.gov/uploadedFiles/Planning_and_Development/Perservation_and_Design/Historic_Preservation/Historic_Carver_Heights_Local_HD.pdf.

Sidewalk to be placed along Cravens for length of project, including the entire eastern boundary of the district, all within ROW of road facility.



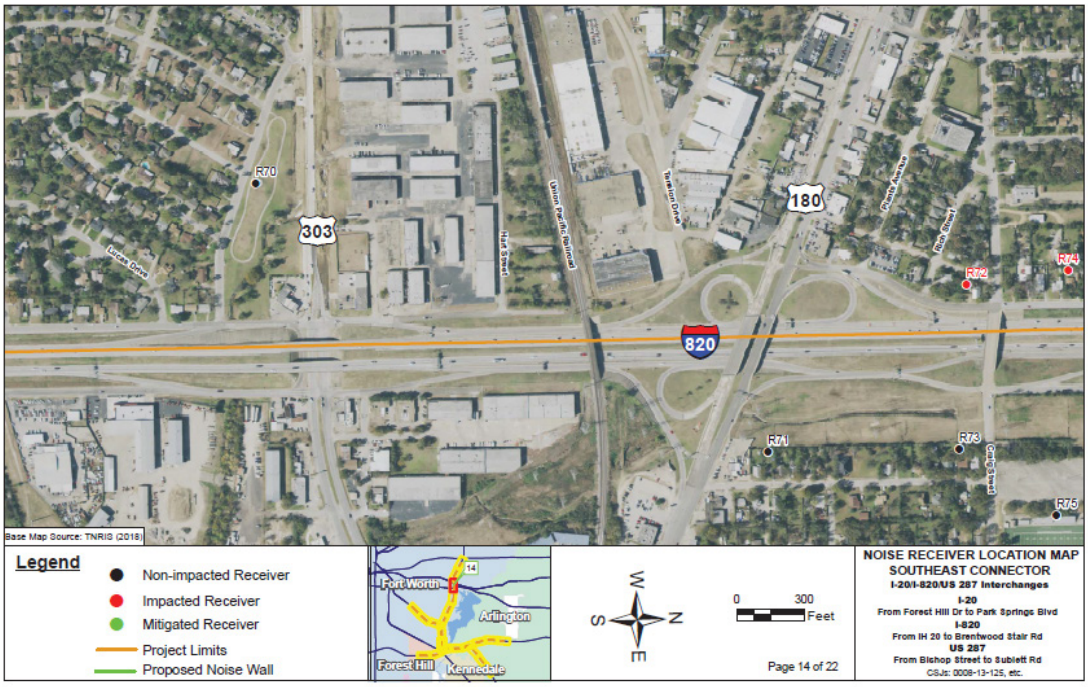
CSJ#: 0008-13-125 “Southeast Connector”

Exhibit 2:
Snips from page 5 of the “100% Design Schematic Map 20200309v2 (0008-13-125, etc.).pdf” file in ECOS, also included with this coordination. Image rotated to demonstrate project relative to historic district map on previous page.



CSJ#: 0008-13-125 “Southeast Connector”

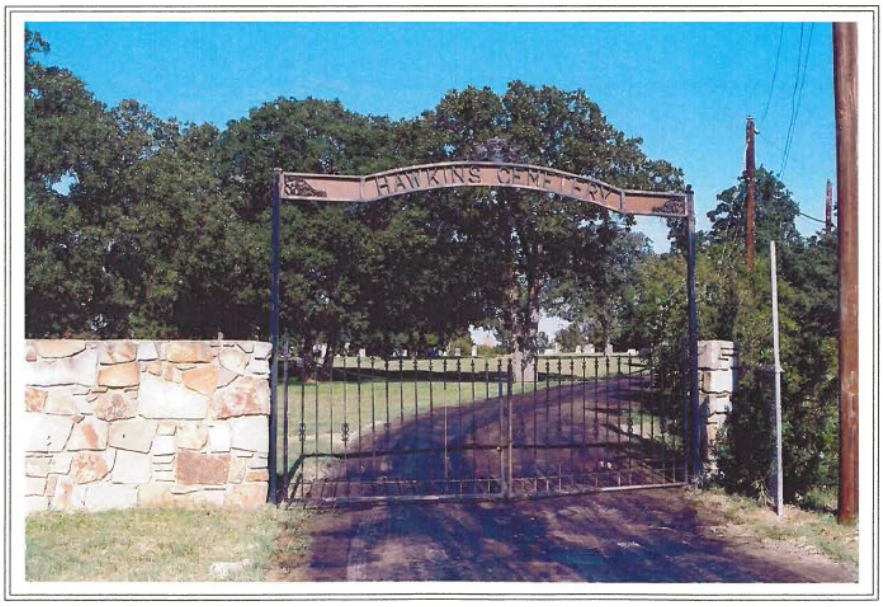
Exhibit 3:
Pages 40 and 41 from the Traffic Noise Tech Report showing location of noise modeling receptors in the Carver Heights area.



CSJ#: 0008-13-125 “Southeast Connector”

Exhibit 4:
Hawkins Cemetery fence and gate, from page 170 of 2004 HRSR (top), and from THC’s Historic Sites Atlas (bottom).

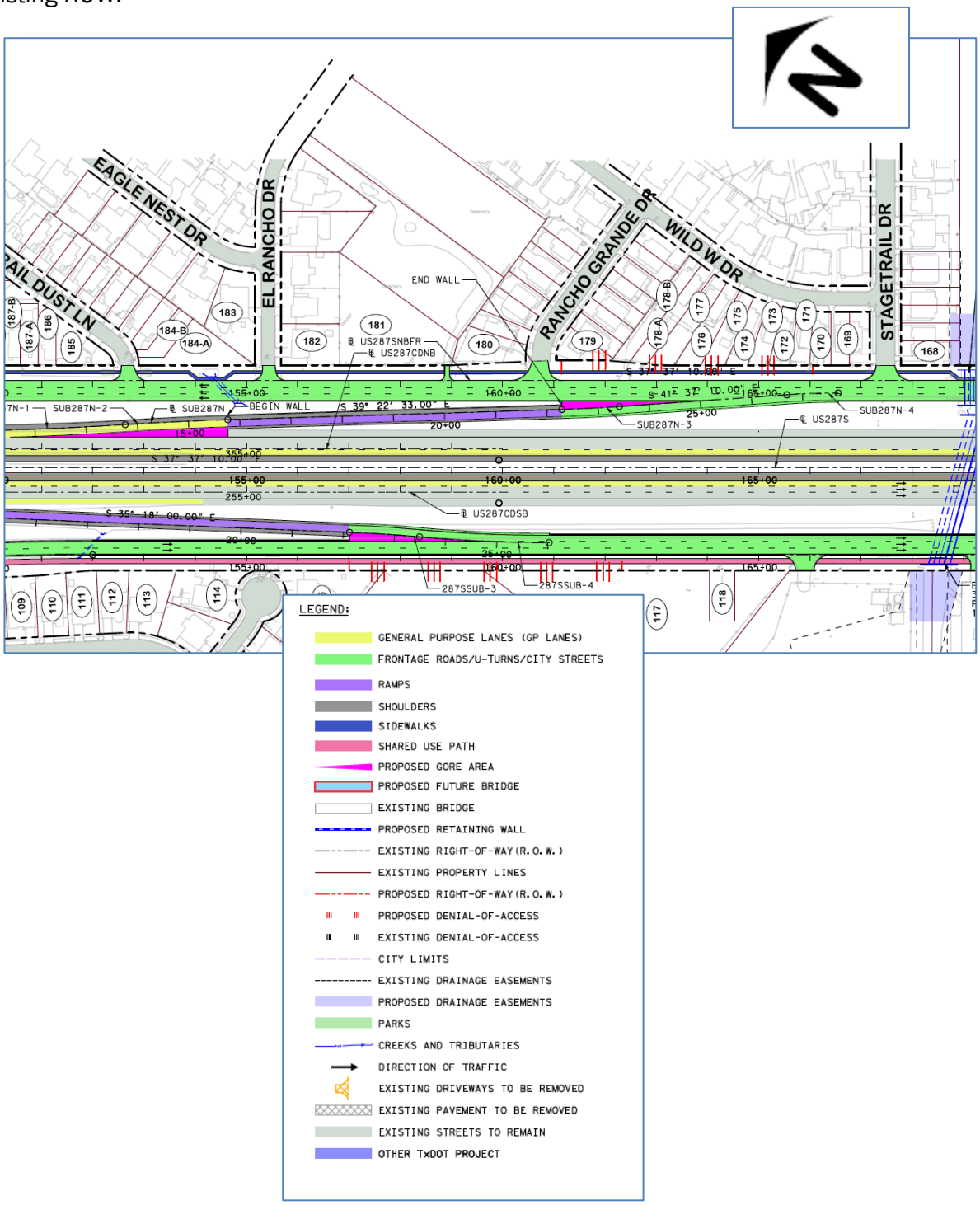
Sidewalk to be constructed between edge of pavement and fence line.



View of entry gate facing northeast.

CSJ#: 0008-13-125 “Southeast Connector”

Exhibit 5:
Snips from page 8 of the “100% Design Schematic Map 20200309v2 (0008-13-125, etc.).pdf” file in ECOS, also included with this coordination. Hawkins Cemetery is between El Rancho Dr. and Rancho Grande Dr. No new ROW required; blue line is sidewalk to be constructed within existing ROW.



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- WPD Section II - Tool
- WPD Section III - Project Work Plan
- WPD Section IV - Findings

Archived WPD I | Print this Page

Project Definition

Project Name: Southeast Connector

CSJ: 0008 - 13 - 125

Anticipated Environmental Classification: EA

No — Is this an FHWA project that normally requires an EIS per 23 CFR 771.115(a)?

Project Association(s)

Auto Associate CSJ from DCIS

Manually Associate CSJ:

CSJ	DCIS Funding	DCIS Number	Env Classification	DCIS Classification	Main or Associate	Doc Tracked In	Actions
CSJ:000813206	Federal,State	NH ( )	---	WF	Associate	Main	
CSJ:237405066	Federal,State	NH ( )	---	WF	Associate	Main	
CSJ:017206080	Federal,State	NH ( )	---	WF	Associate	Main	
CSJ:017209028	Federal,State	NH ( )	---	WF	Associate	Main	

DCIS Project Funding and Location

Funding

DCIS Funding Type:

☑ Federal ☑ State ☐ Local ☐ Private

Location

DCIS Project Number: NH ( )

Highway: IH 820

District: FORT WORTH

County: TARRANT

Project Limit -- From: IH 20

Project Limit -- To: BRENTWOOD STAIR ROAD

Begin Latitude: + 32 . 6731335

Begin Longitude: - 97 . 2405132

End Latitude: + 32 . 7547194

End Longitude: - 97 . 2164884

DCIS & P6 Letting Dates

DCIS District: 06/21

DCIS Approved:

DCIS Actual:

P6 Ready To Let:

P6 Proposed Letting:

DCIS Project Description

Type of Work:

Layman's Description:

RECONSTRUCT EXISTING ROADWAY

DCIS Project Classification: WF - WIDEN FREEWAY

Design Standard: 4R - New Location and Reconstruction

Roadway Functional Classification: 1 - Interstate

Jurisdiction

No — Does the project cross a state boundary, or require a new Presidential Permit or modification of an existing Presidential Permit?

Who is the lead agency responsible for the approval of the entire project?

☑ FHWA - Assigned to TxDOT ☐ TxDOT - No Federal Funding ☐ FHWA - Not Assigned to TxDOT

TXDOT — Who is the project sponsor as defined by 43 TAC 2.7?

No — Is a local government's own staff or consultant preparing the CE documentation, EA or EIS?

Yes — Does the project require any federal permit, license, or approval?

☑ USACE ☐ IBWC ☐ USCG ☐ NPS ☐ IAJR ☐ Other

No — Does the project occur, in part or in total, on federal or tribal lands?

Environmental Clearance Project Description

Project Area

Typical Depth of Impacts: 5 (Feet) Maximum Depth of Impacts: 50 (Feet)

New ROW Required: 24.5 (Acres)

New Perm. Easement Required: 12.6 (Acres) New Temp. Easement Required: 0 (Acres)

Project Description

Describe Limits of All Activities: Spell

The Texas Department of Transportation (TxDOT) is proposing to reconstruct and add capacity to Interstate Highway (I) 20, I-820 and United States Highway (US) 287 including three major interchanges in southeast Tarrant County within the cities of Arlington, Forest Hill, Fort Worth, and Kennedale. The major interchanges are the I-820/US 287 Interchange, the I-20/I-820 Interchange, and the I-20/US 287 Interchange. This project spans approximately 16 miles and would add main lanes and frontage roads to I-20 from Forest Hill Drive to Park Springs Boulevard, I-820 from I-20 to Brentwood Stair Road, and US 287 from Bishop Street to Sublett Road. New frontage roads would be constructed at various locations, and bicycle and pedestrian accommodations would be provided throughout. The project is collectively referred to as the “Southeast Connector.”

Describe Project Setting:

The proposed project is located in Tarrant County. Developed and undeveloped lands are present within the proposed project area. Developed land includes single and multi-family residences, retail, commercial, light industrial, public facilities, and places of worship. Undeveloped lands comprise vacant (not utilized), woodlands, fence row vegetation, streams, and ponds.

One school is located adjacent to the proposed project (Key School at 3947 East Loop 820 South in Fort Worth). Additional ROW or easements would not be required from the school.

There are 16 stream crossings consisting of 19 waterbodies and two adjacent wetlands within the proposed project limits. These streams consist of one tributary to Village Creek, Village Creek and two adjacent wetlands, seven tributaries to Lake Arlington, seven tributaries to Kee Branch, two crossings at Kee Branch, and Wildcat Branch. There are floodplains associated with some of these stream crossings within the proposed project area.

Describe Existing Facility:

See uploaded document, "Project Description (0008-13-125, etc.).pdf"

Describe Proposed Facility: Spell

See uploaded document, "Project Description (0008-13-125, etc.).pdf"

Transportation Planning

No Is the project within an MPO's boundaries?

Yes Does the project meet the definition for a grouped category for planning and programming purposes?

The project is located in Non-Attainment/Maintenance area.

This status applies to:

- [ ] CO - Carbon Monoxide
- [x] O3 - Ozone
- [ ] NO2 - Nitrogen Dioxide
- [ ] PM10 - Particulate
- [ ] PM2.5 - Particulate

Environmental Clearance Information

Environmental Clearance Date:

Environmental LOA Date:

Closed Date:

Archived Date:

Approved Environmental Classification: EA

Project Contacts

Created By: System Admin

Date Created: 04/07/2005

Project Sponsor: (•) TXDOT (Or) ( ) Local Government

Sponsor Point Of Contact: JonathanPutnam -

ENV Core Team Member: Scott A Ford -

District Core Team Member: JonathanPutnam -

Other Point of Contact(s): Spell

Last Updated By: JonathanPutnam

Last Updated Date: 02/24/2020 06:27:19

Historical Resources Survey Report

Reconnaissance Survey

Project Name: Southeast Connector

Project Limits: I-20: Forest Hill Drive to Park Springs Boulevard; I-820: I-20 to Brentwood Stair Road; US 287: Bishop Street to Sublett Road

District(s): Fort Worth

County(s): Tarrant

CSJ Number(s): 0008-13-125, etc.

Prinicipal Investigator: Kurt Korfmacher and Deborah Dobson-Brown

Report Completion Date: November 2019

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 12-16-2014, and executed by FHWA and TxDOT.

This historical resources survey report is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.

Abstract

TxDOT Fort Worth District proposes the reconstruction of Interstate Highway (I) 20, I-820, and United States Highway (US) 287 including three major interchanges (I-20/I-820, I-20/US 287, and I-820/US 287). The project area spans approximately 16 miles and would reconstruct I-20 from Forest Hill Drive to Park Springs Boulevard, I-20 from I-820 to Brentwood Stair Road, and US 287 from Bishop Street to Sublett Road. The project is collectively referred to as the "Southeast Connector." The proposed project would require approximately 32.6 acres of additional right-of-way (ROW) and approximately 12.6 acres of permanent easement (drainage easement).

Project historians surveyed the project area of potential effect in September 2019 and documented 180 properties with historic-age resources within the project area. Following evaluation of the properties, project historians recommend that 42 of the properties are contributing resources to the National Register of Historic Places (NRHP) eligible Carver Heights Historic District. Project historians recommend the proposed undertaking would have no adverse effect on historic properties under Section 106. The proposed undertaking would be considered a transportation use of the Carver Heights Historic District under Section 4(f), and a Section 4(f) analysis would be required. Due to the minimal amount of acreage required for new ROW, a finding of *de minimis* impact under Section 4(f) is recommended.

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Project Identification

- **Report Completion Date:** 11/27/2019
- **Date(s) of Fieldwork:** 09/03/2019 – 09/06/2019
- **Survey Type:** ☐ Windshield ☒ Reconnaissance ☐ Intensive
- **Report Version:** ☒ Draft ☐ Final
- **Regulatory Jurisdiction:** ☒ Federal ☐ State
- **TxDOT Contract Number:** 02-5SDP5014 (4460)
- **District or Districts:** Tarrant
- **County or Counties:** Fort Worth
- **Highway or Facility:** I-20, I-820, US 287
- **Project Limits:**
  - **From:** I-20: Forest Hill Drive
    I-820: I-20
    US 287: Bishop Street
  - **To:** I-20: Park Springs Boulevard
    I-820: Brentwood Stair Road
    US 287: Sublett Road
- **Main CSJ Number** 0008-13-125
- **Report Author(s):** Kurt Korfmacher, Paige Ritter
- **Principal Investigator:** Kurt Korfmacher and Deborah Dobson-Brown
- **List of Preparers:** Kurt Korfmacher and Paige Ritter: Survey; Kurt Korfmacher and Paige Ritter: Report; Deanna Roy: Editing
  Vanessa Cragle: GIS/maps

Project Description

- **Project Type:** Road Reconstruction and Enhancement
- **Proposed Project Activities:**

The Texas Department of Transportation (TxDOT) is proposing to reconstruct and add capacity to Interstate Highway (I) 20, I-820 and United States Highway (US) 287 including three major interchanges in southeast Tarrant County within the cities of Arlington, Forest Hill, Fort Worth, and Kennedale (**Figure 1**). The major interchanges are the I-820/US 287 Interchange, the I-20/I-820 Interchange, and the I-20/US 287 Interchange. This project spans approximately 16 miles and would reconstruct I-20 from Forest Hill Drive to Park Springs Boulevard, I 820 from I 20 to Brentwood Stair Road, and US 287 from Bishop Street to Sublett Road. The project is collectively referred to as the "Southeast Connector." For additional information, please refer to the following document uploaded to TXECOS: Project Description (0008-13-125, etc.).pdf.

- **Total Project Length:** Approximately 16 miles
- **New Right of Way (ROW):** 32.6 acres
- **Permanent Easement Acreage:** Approximately 12.6 acres
- **Temporary Easement Acreage:** Approximately 4.22 acres
- **Area of Potential Effects (APE):**

☒ Existing ROW

☒ 150' from Proposed ROW and Easements

☐ 300' from Proposed ROW and Easements

☐ Custom: <0'> from Proposed ROW and Easements

Custom APE not applicable

- **Historic-Age Survey Cut-Off Date:** 1976
- **Study Area** 1300 feet from edge of existing or proposed ROW and easements (**Figure 2**)

Section 106 Consulting Parties

- **Public Involvement Outreach Efforts:**

A public meeting for the project was held on July 18, 2018. None of the participants expressed concern for historic properties; comments focused primarily on access issues, design suggestions, and general support for the project. Public meetings were held for previous iterations of the project in 2002-2005, but notes and comments from those meetings are unavailable at this time.

- **Identification of Section 106 Consulting Parties:**

Consulting parties were identified through the standard list of interested parties for TxDOT projects. This list includes but is not limited to county historical commissions (CHC), certified local governments, other federal angencies involved in the Section 106 process, and historical societies with a standing expressed interest in the types of historic-age resources likely to be encoutered and identied in the project APE.

Tarrant County Historical Commission
Jim Hodgson, Commission Chair
2621 Kimberly Dr., Grapevine, TX 76051
jhodgson@ftwaviation.com

Tarrant County CLG
Dr. Dawn Youngblood, Tarrant County Historic Preservation and Archives Officer
200 Taylor Street Suite 5200
Fort Worth, TX 76196-0226
817-884-3272
DAYoungblood@tarrantcounty.com

City of Fort Worth
Murray Miller, Historic Preservation Officer
200 Texas Street
Fort Worth, TX 76102
817-392-8574
murray.miller@fortworthtexas.gov

City of Arlington
Sarah Stubblefield, Historic Preservation Officer
PO Box 90231 MS 01-0260
Arlington, TX 76010
817-459-6566
Sarah.Stubblefield@arlingtontx.org

Handley Neighborhood Association
Judy Taylor, President
PO Box 24642,
Fort Worth, TX 76124
817-975-2472
HNAofficers@yahoo.com

Historic Carver Heights Neighborhood Association
Torchy V. White, Registered Agent
1812 Bunch Dr. 76112
Fort Worth, TX
817-451-0909

Historic Fort Worth
Cara Kennemer, Chairman
1110 Penn Street
Fort Worth, TX 76102
817-336-2344
info@historicfortworth.org

Forest Hill Historical Preservation Commission
The Office of the City Secretary
3219 California Parkway
Forest Hill, TX 76119
817-568-3000

Tarrant County Black Historical and Genealogical Society
1020 E. Humbolt Street
Fort Worth, Texas 76104
817-332-6049
info@tarrantcountyblackhistory.org

- **Section 106 Review Efforts:**

The CHCs and Certified Local Governments (CLGs) were contacted by TxDOT District personnel via email in August 2019, requesting information on any known resources within the project area or beneficial sources for information. Neighborhood associations and historic preservation organizations were contacted by TxDOT District personnel via email in November 2019.

- **Summary of Consulting Parties Comments:**

The City of Arlington responded via email on September 3, 2019. The city's only concern was a request to be involved in any coordination for Hawkins Cemetery should the project have any impacts on the historic property. Copies of the correspondence may be found in **Appendix F**.

No other formal responses were received by the CHCs and CLGs. No responses from neighborhood associations or historic preservation groups have yet been received by the District or project historians as of the date of this report. If additional comments are received, future versions will be updated accordingly.

Stakeholders

- **Stakeholder Outreach Efforts:**

N/A

- **Identification of Stakeholder Parties:**

N/A

- **Summary of Stakeholder Comments:**

N/A

Project Setting/Study Area

- Study Area

  - Current Land Use

    Current land use is primarily developed suburban (residential and commercial) with some industrial and open/undeveloped land. The project corridor falls within the city limits of Fort Worth along I-820 and the west half of US 287, Forest Hill along the west half of I-20, Kennedale at the junction of I-820 and I-20, and Arlington along the east halves of I-20 and US 287.

  - Natural Environment

    The natural environment is limited and consists mostly of pockets of native trees, shrubs, and grasses and riparian environment around streams. The project corridor parallels Lake Arlington along I-820, with I-20 crossing Village Creek to the east of US 287.

- Previously Evaluated Historic Resources

A review of the Texas Historical Commission's (THC) Texas Historic Sites Atlas (Atlas), the TxDOT Historic Bridge Survey database, and TxDOT Historic Districts and Properties databases resulted in the identification of one historic district previously determined eligible for NRHP listing, the Carver Heights Historic District (Criterion A: Ethnic Heritage, evaluated 2014).

In 2004, a previous survey of the project area (excluding the section from Brentwood Stair Road to Meadowbrook Drive) resulted in the identification of 202 historic-age properties (built in or before 1955), surveyed in 2001-2003. Two of these properties were recommended eligible: a 1928 bungalow at 3001 Louise Street (Criterion C: Architecture), and the Hawkins Cemetery (Criterion A: Exploration and Settlement). A follow-up intensive survey of the F.E. and Mamie Wolff Addition in 2006 covered a small neighborhood on the north end of the project area consisting of 75 Ranch style homes built between 1955 and 1956. The intensive survey recommended the neighborhood as not eligible for NRHP listing.

- Previously Designated Historic Properties

A review of the THC Atlas and survey files, the National Park Service NRHP database, the TxDOT Historic Districts and Properties database, the list of non-archeological State Antiquities Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) resulted in the identification of no individually listed or designated historic properties. One Official Texas

Historic Marker (OTHM) for the Hawkins Cemetery is within the project study area. Two cemeteries –Henderson Cemetery and Hawkins Cemetery – are within the project study area.

- Previously Designated Historic Districts

A review of the THC Atlas and survey files, the National Park Service NRHP database, the list of non-archeological State Antiquities Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) resulted in the identification of two NRHP-listed historic districts in the project study area, the Central Handley Historic District (Criteria A and C: Commerce, Community Planning and Development, Architecture; listed 2002) and the Masonic Widows and Orphans Home Historic District (Criteria A and C: Social History, Architecture; listed 1992).

Carver Heights is a locally designated historic district for the City of Fort Worth. The historic district is bounded by Rosedale Street on the north, Cravens Road on the east, Ramey Avenue on the south, and Stalcup Road on the west. A small section from Vel Drive to Lucas Drive is technically excluded from the boundaries, although a city-sponsored 2008 survey of Carver Heights recommended its inclusion within the boundaries (Dobson-Brown, et.al., 2008). Street signage for this section retains the "Historic Carver Heights" signage found elsewhere within the district.

- Historic Land Use

Early land use was primarily agricultural with limited commercial and residential development on the outskirts of nearby communities. Prior to World War II, most communities were centered on railroads, existing highways, or interurban lines. Following World War II, suburban growth exploded in the Fort Worth area, with post-war suburbs filling in previously agricultural or undeveloped land. With the construction of the interstates in the 1960s and 1970s, the suburban neighborhoods continued development along these new transportation corridors into the 1980s and beyond.

- Current Land Use and Environment

The entirely of the project area is urban and dominated by suburban residential neighborhoods. Pockets of industrial development and commercial development are located near primary roadways and transportation corridors. A few pockets of undeveloped land remain, but the vast majority of the land has been developed.

- Historic Period(s) and Property Types

Based on the resources identified in the project APE, the historic period stretches from the 1940s to the 1970s. Property types are exclusively urban, dominated by residential properties and supplemented by commercial, industrial, religious, and health care property types. Most of

the resources were built in the post-war period between 1950 and 1970, with only a handful predating the end of World War II.

- Integrity of Historic Setting

The historic setting of the project area was once exclusively rural, with limited development near city and town outskirts. This began changing with the growth of Dallas and the establishment of the interstate highway system, culminating in the construction of IH 20 between Terrell and Mesquite in the 1980s. Since the historic period, the development of the interstate has introduced more suburban style buildings to the landscape, both as strictly residential homes and primary residences on farmsteads. New development, particularly residential neighborhoods, is slowly converting farmland to suburban land uses. Agricultural land is still present, but individual farmsteads have shrunk, gone dormant, or disappeared; much of the cultivated land lacks a farmstead core. As such, the integrity of the historic setting is mixed at best and declining.

Survey Methods

- Methodological Description

As stipulated in the 2015 Programmatic Agreement among the Federal Highway Administration, TxDOT, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings, the APE is 150 feet beyond the proposed ROW boundaries along existing alignment, and limited to existing ROW where no new ROW would be required. The APE includes all parcels of land that are partially or wholly contained within the limits of the APE.

Multiple digital photographs were taken of each resource of historic-age and accessible. When possible, photographs include at least two oblique views of the primary façade and a side façade. Additional photographs were taken when the surveyor felt a property warranted in-depth documentation. Visible modern buildings or intrusions located on properties with historic-age resources were photographed to show their relationships to the historic-age resources, but were not individually recorded. Each historic-age resource was given a map ID number, keyed to a resource location map, and included in a tabular inventory. The address, when available, or location information and latitude/longitude were recorded and provided in the survey report.

To determine the construction date, project historians use field assessment by a professional historian combined with historic mapping and aerial photography. County appraisal district records (where available) were used to assist with dating changes to the property such as additions and sheds. Where appraisal district data matched what historians observed in the field, that information was used for construction date. Data collected in the field included, but was not limited to, style, construction date, and any modifications made to the property. Analysis was

conducted to determine whether the property was individually eligible for listing in the NRHP or whether it contributed to the significance of a potential historic district.

- Comments on Methods

All work was conducted and supervised by individuals meeting the Secretary of Interior's Professional Qualification Standards for history and architectural history. The survey complies with ENV Standards of Submission regarding maps, tables, images and image quality, and geographic information system files. Due to the previous work performed on the project corridor in 2001-2006, it has been determined in consulation with TxDOT historians that for areas where the APE of the previous survey and the current survey overlap, the period for historic-age survey is 1956-1976. All sections of the current APE that were not previously surveyed have the standard survey period up to the cut-off date of 1976. Survey maps and project schematics reflect the current proposed ROW as known to project historians at the time of report authorship. The current proposed design differs from the information presented in the research design and used by historians for field survey. For consistency, all survey information is provided in the photographic inventory forms and maps, although the maps distinguish between properties within the current APE and properties covered by the September survey. Properties previously evaluated in 2004-2006 are also indicated on location maps.

Fieldwork was conducted on September 3-6, 2019. Weather conditions were hot and sunny, with bright sunshine and limited cloud cover. No rights-of-entry (ROE) were pursued for any property, and all photographs were taken from public ROW. Heavy vegetation growth and/or topography was an issue at some locations, obscuring resources from view and providing limited viewing angles. Where necessary, project historians have supplemented survey photographs with aerial imagery. The bright sun occasionally produced unfavorable conditions for photography, particularly in the early morning and evening hours when the sun was low. All effort was made to minimize sunspots on photos, but these efforts may not have resulted in 100 percent sunspot elimination. The accelerated schedule for the project did not allow for delaying fieldwork in hopes of better field conditions.

The September 3-6, 2019 survey efforts identified a total of 456 properties in the project APE with historic-age resources, using the approved APE maps from the research design. On September 25-26, 2019, follow-up modifications to the project design which were made available to historians reduced the number of properties in the APE to 180 due to the design changes (**Appendix A**). The removed properties are still noted on the resource location maps, and photo inventory pages for the removed properties may be found in **Appendix H**. Subdivisions are noted on resource location maps, with a general overview available in **Figure 6**. Only those subdivisions mentioned in the research design with surveyed resources are noted on maps, with additions as warranted. An updated list recently made available by Tarrant County includes other subdivisions not mentioned in the research design; these names were not included on maps due to time constraints. These additional subdivisions are small and/or have few surveyed resources within their boundaries.

The majority of the resources identified consists of domestic properties, with some commercial, industrial, and religious properties present. Per current TxDOT-ENV guidance, this report does not include any bridges or culverts from 1945 and onward previously determined not eligible for NRHP listing.

Survey Results

- Project Area Description

The project area consists of suburban development along the entire length of the project corridors. Suburban neighborhoods dominate the landscape, along with pockets of industrial properties. The project area passes through the cities of Fort Worth, Forest Hill, and Arlington, Texas. Lake Arlington is located due east of the project area. Several historic roadway corridors pass through the project area, including E. Lancaster Avenue (SH 180) and Mansfield Highway (BUS 287).

- Literature Review

Project historians submitted a research design covering the project area and proposed survey methods on August 23, 2019. The research design was approved by ENV historians at the end of August 2019. In preparation of the research design and this report, project historians reviewed several information sources in order to prepare a history of the project area. Sources included general interest websites, historic and current aerial photography, previous survey reports and property surveys, and historic and current maps. In addition, historians consulted the Texas Historic Sites Atlas, and TxDOT-provided Google Earth layer for information regarding existing historic properties located within the project study area which is shown in **Appendix C**. Online resources such as The Handbook of Texas Online gave researchers an overview of the history of Fort Worth communities in the area, plus the cities of Forest Hill and Arlington. Historic road and county highway maps identified highways constructed near or through the project area. S.G. Reed's *A History of the Texas Railroads* provided information about railroad construction and systems that operated near or through the project area. Additional information came from historic aerial photographs (see **Appendix D**) obtained through the U.S. Geological Survey's EarthExplorer website.

Research discovered twenty-five historic-age subdivisions within the APE, sixteen of which consisted of historic-age resources identified in survey efforts. Within the historical context statement, said subdivisions were further evaluated for their historical significance. However, project historians were unable to locate information pertaining most of the neighborhoods and thus equate a lack of information with a lack of historical significance. Aerial imagery was used to gain an understanding of neighborhood development patterns. Additionally, a desktop survey was conducted to further evaluate integrity of historically significant neighborhoods when only a few resources were included in the reconnaissance-level survey efforts.

Historical Context Statement

The project area has been heavily suburban since the mid-twentieth century and the explosive growth of the post-war years. As a result, not many resources survive from the early twentieth century or later. The previous survey notes some examples however, so the preliminary period of significance is 1869-1976, covering the earliest extant settlement of the project area up through the end of the historic period. Important themes likely to be encountered by the survey include transportation (both rail and highway), suburban development (both early twentieth century and post-war), and industry. Given the proposed survey period, emphasis will be placed on contexts impacting development in the mid to late twentieth century.

Early Settlement (1841-1873)

Following General Edward H. Tarrant's expedition in 1841 into what would become the Fort Worth area to clear out Native American tribes, the Texas government entered into treaties with the tribes to divide the territory between them and settlers. Immigrants from states such as Tennessee, Kentucky, and Virginia then settled in the region, purchasing land grants from the Texas Congress. Following statehood, US Army Major Ripley Arnold established a camp on the Clear Fork Trinity River; this was later named Fort Worth in honor of General William Jenkins Worth.

The following decade saw significant growth in the region as the population swelled to over 5,000. The Army evacuated Fort Worth in 1853, and the surrounding community was made the county seat of Tarrant County in 1860 (incorporated 1873). Much of the area east of Fort Worth was only sparsely populated at this time, with scattered communities in the vicinity of what would later become Arlington. To the south, the community of Kennedale was first settled in the 1860s around a mineral well, although a town was not formally established until the 1880s (Schmelzer, 2017). The city of Forest Hill began as a farming community in the 1860s known as Brambleton Station (Forest Hill:1).

Railroad Networks and Subsequent Settlement (1876-1940)

With the growth of the cattle industry in Texas following the Civil War, Fort Worth became a major shipping point for beef. The Texas and Pacific Railway (T&P) built west from Marshall through the project area and to Fort Worth in 1876, linking the city via rail for the first time. Between 1881 and 1890, no less than 12 additional railroads built in or connected to Fort Worth. These included the Santa Fe; the Fort Worth and New Orleans; the Fort Worth and Brownwood; the Fort Worth and Denver City; the Fort Worth, Corsicana, and Beaumont; the Fort Worth and Rio Grande, the Missouri, Kansas, and Texas; the Missouri Pacific; the St. Louis-San Francisco; the St. Louis Southwestern; the Chicago, Rock Island, and Pacific; and the Southern Pacific (Schmelzer, 2017).

As the population grew along with the railroads, electric railway lines appeared to help connect the communities springing up along railway lines with passenger service. These interurbans

were powered by electric lines above the tracks and allowed passengers to get on and off at locations other than specific railway stations. The Northern Texas Traction Company (NTTC) was the second electric interurban in Texas and the first in the project area in 1902. This line, the Dallas/Fort Worth Interurban, connected Fort Worth to Dallas and several communities in between (Handley, Arlington, and Grand Prairie) Page et al., 1985:6; Rieder, 2017). The NTTC built maintenance shops and a power plant south of downtown Handley along the shores of Lake Erie (now Lake Arlington), using the lake water for boiler water and cooling for the power plant. The lake and an entertainment pavilion proved popular stops on the interurban and helped push the population of Handley from 80 in 1900 to over 900 in 1915 (Sullivan 1999). Many employees of the NTTC and T&P lived in Handley; the central downtown core is a listed NRHP historic district.

Stop Six was a large African-American community that developed as the sixth stop on the interurban line out of Fort Worth. Roughly bounded by Rosedale Avenue, I-820, Miller Avenue, and the Fort Worth city limits, the neighborhood encompasses several smaller subdivisions with a variety of building styles and types (Texas Historical Commission 1998:24). The historic core of the area was known as Cowanville, named after the second landowners in the area Alonzo and Sarah Cowan who purchased land in 1902. The first landowner in the area was Amanda Davis, who first purchased land in 1896 (Mitchell et al., 2002).

Polytechnic Heights was a community east of Fort Worth that started around a cotton gin and the T&P tracks in the 1880s. Initially just a few houses and businesses, the community rapidly expanded over the next several decades, with growth encouraged by the railroad tracks and the founding of Polytechnic College in 1891 (now Texas Wesleyan University). Its boundaries were roughly the railroad to the north, Sycamore Creek to the west, Wilbarger Street to the south, and Miller Avenue to the east. By 1906, the community had over 700 residents and its own school district. Fort Worth annexed Polytechnic Heights in 1922 as the city experienced an economic growth period helped by the oil boom and began improving the streets and infrastructure of the community (Korfmacher, 2004:7).

Forest Hill continued to expand in the early twentieth century as development increased along the Mansfield Highway between Fort Worth and Mansfield to the southeast. An interurban line ran through Forest Hill at this time, connecting it to both Fort Worth and Cleburne to the south in Johnson County (this line likely ran down or adjacent to Wichita Street; Forest Hill: 1).

As highways and roadways improved in the area through the 1920s, ridership on the interurban declined rapidly. By the onset of the Depression in the early 1930s, the interurban was abandoned but the railroad continued to be an important source of freight traffic through the 1930s. The communities and neighborhoods formed along the interurban continued to thrive, however, even without the passenger rail service.

Industrial Shifts and World War II (1918-1945)

Fort Worth became a prominent focal point of the Texas oil industry in 1918 with the opening of seven oil refineries in the city following the discovery of large oil fields in northwest Texas. The

new economic prosperity helped drive further growth of the city, and it annexed several adjacent communities in the 1920s such as Stop Six and Polytechnic Heights. The city's extensive railroad connections helped it become a vital petroleum shipping center, and it complimented the railroads with a network of oil pipelines in the 1920 and 30s.

The onset of World War II brought new industries to the Fort Worth area, as defense contractors opened massive factories in Fort Worth, Arlington, and Grand Prairie. The industrial work population around Arlington more than doubled over the war years, from 127,000 in 1939 to 380,000 in 1945 (City of Arlington, 2000). North American Aviation in Grand Prairie and Consolidated Vultee Aircraft Corporation in Fort Worth were the two largest manufacturers, but they encouraged the growth of many smaller companies. The two companies combined accounted for 74,000 workers by the end of the war.

Along with the shift in focus came increased transportation infrastructure. The first Fort Worth City Plan Board (created in 1923) implemented an urban transportation improvement plan that advocated construction of cross-town arterial roadways, underpasses to eliminate at-grade intersections, and cut-through to eliminate dead-end streets. Paved roads made automobile use more efficient, contributing to the demise of the NTTC interurban in 1932.

Post-War Housing Boom and Freeway Development (1946-1976)

With the end of World War II, many Texans who moved to the cities seeking employment stayed within their new urban setting. By 1950, more Texans lived in towns and cities of at least 2,500 in population than in small, rural communities (60 percent vs. 40 percent). Dallas was the second-largest city in the state at the time, only behind Houston (Campbell, 2003: 405). Manufacturing and a nascent technology industry gained a firm foothold in the Dallas-Fort Worth area in the post-war years.

Agriculture took a back seat to these new industries but was itself transforming. The smaller tenant farms of the first half of the century gave way to consolidated agribusiness and modernization. Farms across the state decreased in number by over half from the end of the war to 1974. Correspondingly, their size more than doubled over the same period, increasing from an average of 367 acres to 771 acres (Campbell, 2003: 408). Crops transitioned away from a single crop such as cotton to more diverse cultivation. Feed crops, such as corn, made a significant comeback alongside the ranching market, as cattle were fattened up at feedlots. Overall, the focus of the state's agricultural economy shifted from the eastern counties to the Rio Grande Valley and the plains of the Panhandle (Campbell, 2003: 409).

The housing market, which had come to a near standstill during the war years of 1941 to 1945, exploded with growth in the immediate after years. Thousands of returning soldiers entered into a housing market facing extreme shortages of affordable housing, giving rise to new suburban development. Initial post-war developments were hasty affairs, more concerned with getting roofs over heads. Starting in the late 1940s and early 1950s however, the focus shifted to more innovative homes with modern architectural flair. Developers such as William Levitt pioneered the idea of mass-produced neighborhoods, using a small stable of designs that could be

manufactured quickly and inexpensively with minor variations for variety (Korfmacher and Root, 2006:5).

The 1950s witnessed significant growth in Fort Worth's suburban housing stock and industry. Per aerial imagery, much of Fort Worth's pre and post-war development was concentrated nearest present day I-820 at Lancaster Avenue. Subdivisions span far west, north, and south of this area in the northern portion of the project area, as they would be conveniently located near Fort Worth's industrial areas east of the city. Chance-Vought, a division of United Aircraft, took over North American's plant in 1949, while Consolidated Vultee became part of General Dynamic's Convair Division in 1954 (Kleiner, 2010). General Motors opened a Buick-Oldsmobile-Pontiac assembly plant east of Arlington in 1954, while Bell Helicopter opened a plant in Fort Worth in 1951 (Fort Worth Chamber of Commerce, 1954:21). This manufacturing boom following the war, combined with improved financing options for new homeowners, helped fuel continuing demand for new housing. Newly platted subdivisions in Fort Worth were concentrated south and east of downtown, with the weighted (geographic) center of industrial and commercial development 4.5 miles east of Fort Worth, between Meadowbrook and Lancaster avenues (Fort Worth National Bank, 1958:50). Developers, through the Home Builders Association of Fort Worth, sponsored home tours such as the September 1955 Panorama of Homes, showcasing 17 different suburban neighborhoods in Fort Worth.

Development was less dense the farther east of the project area. Several post-war neighborhoods took residence in previously developed areas. Such is the case with Lakeview Addition and D. S. Ross Addition, in which Craftsman-influenced bungalows are intermixed with ranch style housing. In addition, uniformly platted neighborhoods are evident in 1952 aerials along what is now US 287. Undeveloped land and farmland was still prevalent east of the project area by the early 1950s. It was during this time several surveyed neighborhoods were beginning to be developed, including Carver Heights, Meadowbrook Terrace Addition, and M.L. Cravens Subdivision. Such neighborhoods and additional ones, such as Virgil Adams Subdivision, expanded eastward and others were just being platted by the mid-1950s. Neighborhoods within the project area followed development along present-day I-820 -- which acted as the spine for suburban expansion within the project area -- and were typically built from the mid-1950s to early 1960s. The construction of US 287 in the 1960s bisected neighborhoods in the midst of development. However, the demolition of newly platted land was not thwarted by US 287, and subdivisions continued expanding east.

Neighborhoods within the project area share boundaries, and a general sense of continuity is apparent, particularly in road patterns. However, neighborhoods tend to carry their own sense of style. While most recorded resources are ranch style houses, use of materials, footprint, lot size, and setback are reminders each subdivision is its own entity. Earlier mid-century neighborhoods, as seen in Ella T. Graham, feature little to no masonry features, while examples from the late 1950s to early 1960s are mostly brick.

While many neighborhoods were predominantly white (and advertised as such, given segregation laws at the time), others were marketed to African Americans, such as the NRHP-

eligible Carver Heights neighborhood built out in 1955. Segregation was a fact of life for African Americans in Fort Worth in the 1950s, and housing was one of the most visible manifestations. Denied access to the nicer suburbs and housing developments, African Americans in the area had historically gathered in communities such as Stop Six with substandard, typically rented housing.

In 1956, the Federal Aid Highway Act was signed into law and set the stage for the construction of interstate highways. The Dallas-Fort Worth Turnpike opened in 1957, eventually becoming I-30. Rosedale Avenue was reordered as Spur 303, connecting Fort Worth to Arlington in 1960. I-820 was constructed in 1962-1963, demolishing parts of neighborhoods along its route as existing roadways (such as Cravens Road) were absorbed and widened into the new alignment. A new route for US 287 was in the planning stages by 1960 and finished by 1970. This new alignment did not follow an existing roadway; instead, it divided the Polytechnic neighborhood into two parts.

In the project area I-20 was finished along its existing route in 1964, hooking in to the newly finished I-820 and forming part of the planned loop around the city. Forest Hill Village became the City of Forest Hill in 1949, and the new city quickly adopted new ordinances and organized a police force and volunteer fire department. By 1959, the population was 2,100, and development began in the Forest Wood Addition to the southeast (Forest Hill: 2-3). By 1960, the first phase of Forest Wood Addition west of Anglin Drive was built out. Growth in the area caused the city to adopt a comprehensive development plan that same year. With I-20 under construction in the early 1960s, the second phase to the east of Anglin Drive began filling in. The last houses in the southeast corner were completed by 1970 (Tarrant County Appraisal District).

Pre and Post-War Housing Developments (1920-1976)

Carver Heights

Whites were not the only beneficiaries of improved economic opportunities following the war. African American vets gained access to many of the housing benefits available to their white counterparts, in addition to a general increase in wealth. New housing was in short supply, however, due to segregation. Howard Patterson, a white developer, saw a tremendous business opportunity in providing well-constructed homes to upwardly mobile African Americans. Patterson hired African American real estate agent LV Johnson to help him market and sell lots in Carver Heights, a wooded and picturesque low hill east of Stop Six. With deed restrictions in place to keep home quality high, development began around 1953. Lots were generally offered in the $1,000-$3,000 range, with houses going from $8,500 to $25,000 or more (Dobson-Brown, *et. al*., 2008:24).

Carver Heights was relatively rural at the time. Roads were not paved at first, and sewer, water, and electricity lines were still under construction. The neighborhood had no postal delivery in the early years, and the closest post office was in Polytechnic Heights. Still, a steady stream of professional African Americans made their way to the neighborhood, encouraged by friends and

the high quality of the homes. By the 1960s, the neighborhood was firmly established as an enclave for middle and upper class African Americans, with both custom and "tract" homes located on lots. Physicians, elected officials, teachers, and other educators all called Carver Heights home. The neighborhood association (the Bunche-Ellington Club), worked hard to keep Carver Heights clean and attractive, successfully fighting to keep a motel and prefabricated homes out of the neighborhood (*ibid*., 25-26). Refer to **Appendix D: Figure 7b** and **Map 2** for neighborhood development from 1952 to 1968.

Meadowbrook Terrace Addition

Meadowbrook Terrace Addition is a mid-century neighborhood located north of the project area, east of I-820 and north of Meadowbrook Drive east of Fort Worth. Surveyed resources located within the neighborhood and project APE are **Resource Nos. 017, 025, 026, 027, 028, 029, 030,** and **032**. Additional surveyed resources which fall in the neighborhood but would not be affected by proposed project efforts include **Resource Nos. 018, 019, 020, 021, 022, 023, 024,** and **031**.

Per aerial imagery (**Appendix D: Figure 7a** and **Map 1**), Meadowbrook Terrace Addition was constructed between 1952 and 1956 as an extension of Meadowbrook, an early twentieth century, predominantly white neighborhood constructed in response to the oil industry boom of 1917 and 1918 (Kiss, 2003: 4). Meadowbrook Terrace Addition features mostly single-story, ranch-style houses. Surveyed properties appear to maintain integrity and have potential to contributute to a Meadowbrook Terrace Addition historic district.

M.L. Cravens Subdivision

M.L. Cravens Subdivision is located approximately six miles east of the Fort Worth Central Business District. The neighborhood is east of I-820 bounded by Mc Gee Street to the west, Meadowbrook Drive to the north, Forest Avenue to the east, and Greenlee Street to the south. Survey efforts identified one property within M.L. Cravens Subdivision, **Resource No. 33**, which includes two formerly domestic, commercial buildings. Per aerial imagery (**Appendix D: Figure 7a** and **Map 2**), construction and platting began circa 1952 in the north half of the subdivision, while development in the south half was delayed to the early 1960s. Non-historic age commercial development along Meadowbrook Drive has replaced several domestic properties original to the neighborhood's development. Research for M.L. Cravens subdivision produced no evidence of historical significance.

F.E. and Mamie Wolfe Addition

F.E. and Mamie Wolfe Addition (Wolfe Addition) is located approximately six miles east of the Fort Worth Central Business District. The neighborhood is east of E Loop 820 S bounded by Church Street to the north, Halbert Street to the east, and Rosedale Street to the south. Constructed between 1955 and 1956, the neighborhood is comprised of 1950s-era ranch style houses, featuring mostly red brick facades. Original platting designed by landowners, F.E. and Mamie Wolfe and builder, R.E. Gilley, was altered for the introduction of Loop 217 (I-820). The Wolfe Addition was recommended *not eligible* for NRHP listing in 2006 due to a lack of "vital

character defining features" and significance under Criteria A and B (Korfmacher and Root, 2006). Two commercial resources, **Resource Nos. 060** and **061** are located within neighborhood boundaries, however, they are not associated with the neighborhood's development. Refer to **Appendix D: Figure 7b** and **Map 2** for neighborhood development from 1952 to 1968.

Pollard Estates

Pollard Estates is located approximately six miles east of the Fort Worth Central Business District outside the proposed project APE. The neighborhood is west of I-820 bounded by Putnam Street to the west, Beaty Street to the north, 0.75 miles west of Cravens Rd., and Craig Street to the south. Two domestic resources, **Resource Nos. 41** and **42** are within the neighborhood boundaries. Architectural styles are varied in Pollard Estates, with the earliest examples emerging at the corner of Putnam Street and Craig St in the 1920s. As illustrated in **Appendix D: Figure 7b** and **Map 2**, construction continued along Putnam Street to include ranch style houses by circa 1956. Research for Pollard Estates produced no evidence of historical significance.

West Handley Division

West Handley Division is located approximately 5.5 miles east of the Fort Worth Central Business District. The neighborhood is bounded by Stark Street to the west, Craig Street to the north, I-820 to the east, and Dallas Avenue to the south and includes **Resource Nos. 045, 046, 047, 048, 049, 050, 051, 063, 064, 065, 066,** and **067.** West Handley Division consists of various architectural styles and property types, from early twentieth century Craftsman-influenced bungalows to mid-1950s ranches. Per **Appendix D: Figure 7b** and **Map 2**, the neighborhood's earliest residential development began in the northeast corner of the subdivision boundaries along Craig Street A mix of commercial and contemporary ranches were constructed along Lancaster Avenue by the mid-1950s. Following an election sponsored by the Handley Improvement League, Handley (including West Handley) was annexed by 1947 (Korfmacher, 2004). Research for West Handley Division produced no evidence of historical significance.

Ella T. Graham Addition

Ella T. Graham Addition is located approximately six miles east of the Fort Worth Central Business District. East of I-820, the neighborhood is bounded by Louise Street to the west, Craig Street to the north, Haynie Street to the east, and Routt St, to the south and includes **Resource Nos. 052, 053, and 054**. Surveyed resources consisted of Craftsman-influenced bungalows of the 1920s and 1930s. Per aerial imagery (**Appendix D: Figure 7b** and **Map 2**), the neighborhood was mostly developed by the 1950s. A desktop survey illustrates most properties to be Craftsman-influenced bungalows with mid-century ranch style houses replacing them in few cases. Research for Ella T. Graham Addition produced no evidence of historical significance.

D.S. Ross Addition

D.S. Ross Addition is located approximately six miles east of the Fort Worth Central Business District. East of I-820, the neighborhood is bounded by Louise Street to the west, Routt Street to the north, Haynie Street to the east, and Lancaster Avenue to the south. D.S. Ross Addition is located directly south of Ella T. Graham Addition. **Resource Nos. 055, 056, 057, 058,** and **059**, Craftsman-influenced bungalows circa 1920s and 1930s and commercial properties circa 1970s and 1980s, are located within the neighborhood boundaries. Per aerial imagery (**Appendix D: Figure 7b and Map 2**), the neighborhood was mostly developed by the 1950s with residential properties north of Lancaster Avenue and commercial properties, which appear to be service garages, along Lancaster Avenue. While the neighborhood is named for D.S. Ross, chairman of the Texas Retail Coal Dealers' Association, research for D.S. Ross Addition produced no evidence of historical significance (The Retail Coalman, 1907: 66).

Lakeview Addition

Lakeview Addition is located approximately six miles east of the Fort Worth Central Business District. East of I-820, the neighborhood is bounded by Haynie Street to the west, Church Street to the north, Lumber Street to the east, and Rosedale Street to the south. While project historians did not survey this neighborhood, as no historic-age properties fell within the APE, the neighborhood mostly consists of Craftsman-influenced bungalows circa 1920s and 1930s per a desktop survey. Refer to **Appendix D: Figure 7b** and **Map 2** for neighborhood development from 1952 to 1968.

Wilkes Estates Addition

Wilkes State Addition is located approximately 6.25 miles southeast of the Fort Worth Central Business District. The neighborhood is bounded by I-820 to the west, Baylor Street to the north, Cravens Rd. to the east, and Wilbarger Street to the south and includes **Resource No. 184**, a ranch style house. Per aerial imagery (**Appendix D: Figure 7c** and **Map 4**), domestic properties original to the subdivision's development have since been demolished and replaced with ranch style houses and modern infill, particularly along Whittlesey Rd. By the 1950s, development was somewhat relegated to the south along Whittlesey Rd. and Wilkes Drive Research for Wilkes Estates Addition produced no evidence of historical significance.

Virgil Adams Subdivision

Virgil Adams Subdivision is located approximately 4.5 miles southeast of the Fort Worth Central Business District. The neighborhood is divided by US 287 and is bounded by Vaughn Boulevard and Rufus Street to the west, Grayson Street to the north, Castleman Street to the east, and Hardeman Street to the south. **Resource Nos. 223, 225, 226, 227, 228, 229, 230, 231,** and **232** fall within the neighborhood boundaries. Surveyed resources consist of simplistic, mid-1950s ranch style houses. Per aerial imagery (**Appendix D: Figure 7d** and **Map 5**), ranch style houses on similarly sized, rectangular lots were constructed in the southwest portion of Virgil Adams Subdivision. Development continued northeast, and by 1956, the subdivision is mostly

developed. However, the introduction of US 287 split the neighborhood and demolishing several residential streets. Research for Virgil Adams Subdivision produced no evidence of historical significance.

Sun Valley Addition

Sun Valley Addition is located approximately seven miles southeast of the Fort Worth Central Business District. East of I-820, Sun Valley Addition is bounded by I-820 to the west, David Strickland Rd. to the north, approximately 0.2 miles east of Kay Drive, and Kaltenbrun Rd. to the south. **Resource Nos. 357-371** are located with the subdivision. They are mostly comprised of compact ranch style houses circa 1955 featuring vinyl or wood siding. Per aerial imagery (**Appendix D: Figure 7e** and **Map 6**), in 1952, the land was yet developed, and a single farmstead was located at the southwest corner of the future Sun Valley Addition. By 1957, each street was developed, featuring equal-sized, rectangular lots and ranch style houses. Research for Sun Valley Addition produced no evidence of historical significance.

Forest Wood Addition

Forest Wood Addition is located approximately 7.5 miles southeast of the Fort Worth Central Business District. Anglin Drive divides it into two sections. The older west section is roughly bounded by Wanda Lane on the west, Alandale Drive on the south, Anglin Drive on the east, and Marshal Street on the north. The newer east section is roughly bounded by Anglin Drive on the west, I-20 on the south, and Melinda Drive on the east and north. **Resource Nos. 416-420** and **430-441** are located in the subdivision. More information on the subdivision is found below, but most houses are 1960s Ranch style home (one and two-story) constructed between 1960 for the west side, up through 1968 for the east side. The National Register Eligibility Recommendations section provided an analysis of this neighborhood. Refer to **Appendix D: Figure 7f** and **Map 6** for neighborhood development from 1952 to 1968.

National Register Eligibility Recommendations

- **Eligible Properties/Districts**

Survey efforts identified one previously determined eligible historic district within the project APE, the Carver Heights Historic District. Determined eligible in 2014 by TxDOT under Criterion A for Ethnic Heritage, Carver Heights was one of the first prominent subdivisions constructed for middle and upper middle class African American homeowners in the 1950s, during a time when institutionalized segregation still existed in Texas and opportunities for home ownership among African Americans were scarce.

Of the 50 surveyed properties in the APE located within the Carver Heights neighborhood, 24 (Resource Nos. 075-099) are located within the current boundaries of the NRHP-eligible district. Twenty-six properties (Resource Nos. 100-118, 126-132) are found in a section not officially within the boundaries, demarcated by the south side of Vel Drive on the north, the east side of

Lucas Drive on the west, the north side of Ramey Street on the south, and the west side of S. Cravens Road (I-820 southbound frontage road) on the east. This section includes the entirety of Prothrow Street and Tallie Road. Although this section is not currently in the Carver Heights Historic District boundaries, the 2008 survey performed for the City of Fort Worth recommended the section be added. Project historians agree with this finding and recommend that the boundaries be extended to encompass this small section.

Of the 26 properties surveyed within this section, 20 are recommended eligible as contributing properties to the historic district. While the houses are not ideal examples of the Ranch style and suffer from common modifications such as replacement windows and siding, the contributing properties retain the general Ranch characteristics shared with other contributing properties within the historic district, such as the overall form, room form, fenestration, general detailing, and lack of unsympathetic additions. A few have garages converted to interior living space, but still retain enough of their character-defining traits that they can convey their significance and contribute to the overall appearance of the historic district. Most were constructed in 1955-1956, during the neighborhood's formative period, with two built in 1959 (see **Resource Nos. 120, 132**) or the early 1960s (see **Resource Nos. 100-102**). The remaining six properties (see **Resource Nos. 105, 108, 111, 114, and 127**) have either undergone too great of modification to retain architectural integrity or are modern infill (see **Resource No. 112**).

Of the 24 properties found within the current boundaries of the historic district, only two are considered/recommended as non-contributing. These are **Resource No. 75**, the circa 1963 Zoom-In convenience store and gas station, and **Resource No. 89**, which has had multiple changes and alterations (modified siding, altered windows and fenestration, modified roof line) that detract from its integrity of design, materials, workmanship, and feeling to a degree that it can no longer convey its significance or contribute to the integrity/eligibility of the historic district.

- **Ineligible Properties/Districts**

<u>Domestic Properties</u>

Domestic properties usually refer to residential properties, but also include motels, hotels, hostels, shelters, and other locations where people may sleep. Survey efforts identified 150 domestic properties in the project APE.

A domestic building can be eligible for NRHP listing under Criterion C if it was constructed in or prior to 1976 and it retains a significant amount of its architectural integrity; i.e., it should appear much as it did at the time of construction or when it was sympathetically altered in or prior to the historic survey cut-off date. Significant additions and unsympathetic alterations, such as the application of synthetic siding, replacement of original wood porch supports with metal, and the replacement of wood-sash or steel casement windows with aluminum units, diminish the building's architectural integrity and make it ineligible for NRHP listing. In addition, a domestic building should be clearly associated with one of the significant historic themes listed above.

Buildings eligible under Criteria A or B should have strong historical associations, but can be altered, and do not even have to be particularly noteworthy examples of an architectural style, form, or type.

Ranch Style

The Ranch style (American Ranch, Western Ranch, or California Rambler) originated in the early-1930s in California loosely following the Spanish Colonial precedents in California filtered through Craftsman and Prairie house styles that had been widely popular earlier in the twentieth century. The style remained largely confined to California until after World War II. A combination of factors created a "perfect storm" that led to the wide popularity of the Ranch style in the 1950s and 1960s: the demand for single family housing by World War II veterans starting families; the GI Bill, which provided many different types of loans for returning veterans to buy homes; an increase in automobile ownership, which freed workers from the need to live close to public transportation routes; and the strict FHA-VA guidelines under which developers operated in order to be able to market the houses to buyers using FHA and VA government-subsidized mortgages. Because Ranch houses are very common, the bar of individual architectural significance tends to be high.

Ranch style houses have several notable character-defining features. They are usually horizontally-oriented parallel to the street with asymmetrical facades. The roof is low pitched, either gabled or hipped, with large eaves. Windows tend to be large and plentiful. Fixed picture windows and sliding glass doors are common. The overall form emphasizes the horizontal, accentuated by low walls, horizontal wood, brick, or stone siding, and a long, narrow shape with relatively simple floor plans and an attached garage (McAlester 2013: 597-612).

Ranch style houses or those displaying Ranch influences are the dominant architectural style identified by the survey. Most are common examples of the style, exhibiting the basic characteristics such as orientation to the street, horizontal emphasis, low pitched hipped or gabled roofs with modest overhangs, attached garages, and prominent windows. A few demonstrate specific stylistic flourishes, such as "Swiss Chalet" trim and extended rooflines (**Resource Nos. 085 and 091**). Brick siding is very common and comes in a variety of styles and colors, including shades of red, cream, tan, grey, and mixed; coursing is usually regular except for examples with wavy coursing interspersed with clinker bricks for added texture (see **Resource No. 035**). Other common siding materials include wood, asbestos shingle, vinyl, and fiberboard or composite siding (the latter two often as replacement siding materials). Windows are generally metal sash, often replaced with more modern metal or vinyl sash windows, although original windows are not uncommon. Security bars are a common addition in some areas, while false shutters are a more area-wide decorative addition. Porches tend to be small with a wide variety of support posts, such as decorative metal supports (see **Resource Nos. 028, 408**), turned wood posts (see **Resource 440**), metal poles (see **Resource 026**), and braced wood supports (see **Resource No. 455**). Additions are present on some of the buildings and are typically oriented to the rear. The most common modification outside of replacement materials

is conversion of the attached garage to interior living space (see **Resource 431**), sometimes with a new garage or carport added to replace the function of the original (see **Resource 419**).

Most of the Ranch style houses in the project area are single story, although a few display half-length second stories (often over the garage). Some of these two-story Ranch houses are original (see **Resource 435**), while others appear to be modifications of an existing one-story house (see **Resource 083**). Small sheds – both historic-age and modern, prebuilt models – are common in backyards. Most have limited visibility due to the main house, carport, vegetation, or other visual obstruction.

Resources 076-105, 107-129, and 131-132 are part of the Carver Heights Historic District and are discussed above under **Eligible Properties/Districts**. The remaining domestic Ranch style houses in the project APE are modest examples that individually do not convey any significance or association with important historic events, trends, persons, or architectural movements under Criteria A, B, and C. They are recommended not eligible for NRHP listing.

Minimal Traditional

In the late 1930s, suburban builders introduced a new style of domestic architecture. The "Minimal Traditional" style (as named by Virginia and Lee McAlester in *A Field Guide to American Houses*) was a simplified form of the Tudor Revival and Colonial Revival styles of the 1920s and 1930s. The new, economically built dwellings had reduced ornamentation, scale, and floor space, reflecting the privations of the Great Depression and, later, material shortages during and immediately following World War II. The houses are normally less than 1,000 square feet in size and one story in height with side-gabled roofs. Other character-defining features include facade gables, a small porch at the main entrance, a detached garage, and flush eaves. Exterior wall coverings are normally weatherboard or transite siding. Windows are typically placed as single units. Early examples have double-hung wood sashes, with multi-light glazing, while postwar examples have steel casement windows. Doors are stile-and-rail with small glass panels. Decoration is limited to exterior shutters and ornamental metal porch supports. These houses were the dominant style of suburban domestic architecture from the late 1930s until the early 1950s and are common throughout America.

Survey efforts identified a total of 27 properties with Minimal Traditional style homes. After the Ranch style, Minimal Traditional homes made up the largest grouping of domestic properties in the APE. Early examples include **Resource Nos. 051 and 054**, both built in the early 1930s and featuring replacement siding and windows, partial-length off-center porches with replacement porch posts, and moderate to steep roofs. Later examples are generally post-war homes built in the early 1950s,and include **Resource Nos. 194-196 and 360-370** (with others scattered about). **Resources Nos. 194-196** are part of the many houses forming Polytechnic Heights, with replacement siding and windows. **Resource Nos. 360-370** are part of the 1950s Sun Valley Addition neighborhood, split by I-820 in the 1960s with the west section turning into a large warehouse/industrial area and the east section retaining domestic properties. These homes, all built in the mid-1950s, display the common traits of simpler Minimal Traditional houses with

gabled rooves, flush eaves, modest windows, and small porches. Changes and alterations are ubiquitous, with replacement windows, siding, doors, and added carports common (both on houses within the APE and those further back in the neighborhood).

These houses are modest examples of the Minimal Traditional style that individually do not convey any significance or association with important historic events, trends, persons, or architectural movements under Criteria A, B, and C. They are recommended not eligible for NRHP listing.

Bungalows

Bungalows achieved popularity in America during the first three decades of the twentieth century becoming the dominant style for smaller houses. Vernacular examples were often stripped of the ornamental details of the high style Craftsman bungalow, following more the form and massing with a front porch supported by square columns. Bungalows built after 1930 are typically more modest than those that preceded them as a result of the economic impact of the Great Depression and the introduction of the Minimal Traditional style. While they retain the bungalow massing and form, they lack the character-defining features of the style.

Character-defining features of Craftsman-influenced bungalow are low pitched roofs with deep eaves and exposed rafter tails, knee braces under gables, a full or partial-width front porch, supported by battered square columns resting on masonry piers, and double-hung, wood windows, typically coupled. (McAlester, 1984: 453-454). The "Southern" bungalow is almost exclusively front-gabled with a full width inset or projecting porch. Although most bungalows are front or side-gabled, a few have irregular massing creating unique floor plans (Jakle, 1989: 170-180).

Survey efforts identified six Craftsman-influenced bungalows in the project APE, **Resource Nos. 049, 050, 052, 053 and 056** (plus one house with Craftsman-influence, **Resource No. 055**). The circa 1920s-1930s houses feature original wood siding (see **Resource Nos. 050, 056**), replacement siding (see **Resource Nos. 049, 052, 053, 055**) and a mix of original wood sash windows (see **Resource No. 050**) and replacement metal sash windows (others). Porches are projecting (see **Resource No. 050**) or inset full porches (see **Resource No. 049**) or inset half-width porches. Roof forms are front-gabled or cross-gabled with eaves (some with exposed rafter tails, such as **Resource Nos. 050 and 056**). Small rear additions are common (see **Resource Nos. 049, 050, 053, 055**). The properties have no known association with important historic events, trends, or persons under Criteria A and B. While the houses display Craftsman influence, they are relatively simple interpretations of the style and suffer from numerous small changes and modifications, limiting their architectural significance under Criterion C. As such, they are recommended not eligible for NRHP listing.

No Style and Mixed Style Houses

Two residences identified by survey efforts had no discernable style, **Resource No. 048** and **Resource No. 360**. **Resource No. 048** circa 1945 features horizontal wood siding, replacement

metal sash windows, and a side-gabled roof with no eaves. The small raised concrete projecting porch has simple square wood posts and wood railing. A detached garage is located to the rear of the property. **Resource No. 360** features a shallow-pitch, side-gable roof, stucco siding, replacement windows, and a carport extending from the east façade of the house. Neither property has any known association with important historic events, trends or persons under Criteria A and B, and they both are unremarkable and modified examples of twentieth century architecture under Criterion C. They are recommended not eligible for NRHP listing.

Residential Neighborhoods

Although the project area passes through multiple suburban residential neighborhoods, only a handful are within the project APE. Most of these neighborhoods are either already discussed (such as Carver Heights), have very little impact from the proposed undertaking, or are small, unremarkable groupings of houses with no discernable historical patterns to their development. One exception is the Forest Wood Addition in Forest Hill, which has both a sizeable presence and significant impact from the proposed project activities.

Forest Wood, roughly bounded by the Union Pacific railroad tracks on the north and east, I-20 on the south, and Wanda Lane on the west, began development in the late 1950s west of Anglin Drive as the city of Forest Hill began expanding following incorporation in 1949. The earliest homes were located along Forest Wood and Forest Knoll drives, Richard and Dorsey streets, and Melinda and Alandale drives. Following buildout of these areas, the neighborhood expanded east of Anglin Drive in the mid-1960s, extending Melinda and Alandale and incorporating Suellen Lane, Regal Road, Queen Ann Court, and Scotsdale, Embassy, and Royal Oaks drives. I-20 was completed during this time, and the neighborhood built right up to the westbound frontage road (California Parkway).

Houses in the neighborhood were typical 1960s Ranch houses. Surveyed properties include **Resource Nos. 416-420**, **and 430-441**, and feature brick siding, gabled roofs with shallow pitches and modest eaves, sash windows (often replaced with modern materials), and intact attached garages. A few of the later examples show more contemporary styling, such as **Resource Nos. 436 and 438**.

The neighborhood overall displays a wide collection of Ranch style homes, although few would be considered stand-out examples of the style (see **Figures 5a-e**). Aside from their construction date and basic materials (such as brick siding), they share little in common with one another. Setbacks tend to be uniform, but streetscapes are relatively unadorned, and the neighborhood has no sidewalks. The neighborhood has no park, school, or associated commercial center; it may have once had entry signage, but only the brick frames remain (**Figure 5e**). Project historians uncovered little information on the neighborhood's history outside of a mention of its development in an undated history of Forest Hill.

Overall, Forest Wood has no known association with important historic events, trends, or persons under Criteria A and B outside of standard post-war suburban growth. It has none of the characteristics of significant post-war suburban neighborhoods as defined and provided by the

National Park Service (Ames and McClelland, 2002: 93) or the National Academies of Sciences (2012: 27). While it does possess a collection of houses of similar architectural styling and detailing along curvilinear streets, it does not possess any clear evidence of planning or development that would meet the level of significance required under Criterion C, and it is not a good example of a collection of a particular architectural style (in this case Ranch style homes). As such, it does not meet the requirements under the Criteria for Evaluation and is recommended not eligible for NRHP listing as a historic district or historic suburban neighborhood.

Commercial Properties

Generally, a commercial building is any resource originally built for commercial purposes. The oldest examples and densest concentrations are found in urban settings, typically in central locations, such as downtowns where they form one and two-part commercial blocks. However, other examples of this property type are also found in suburban settings, along principal roadways, at major street/road intersections, or at other hubs of activity. They may be single buildings housing one or two businesses, or large structures supporting dozens of separate commercial enterprises. Later examples often include ample off-street parking in front of or even surrounding the building(s); by the mid-century, parking lots became a primary feature of strip malls, shopping malls, and freestanding commercial buildings.

A commercial building can be eligible for NRHP listing under Criterion C if it was constructed in or prior to 1976 and it retains a significant amount of its architectural integrity; i.e., it should appear much as it did at the time of construction or when it was sympathetically altered in or prior to the historic survey cut-off date. Significant additions and unsympathetic alterations, such as the application of synthetic siding, replacement of original windows, added awnings, and altered facades, diminish the building's architectural integrity and make it ineligible for NRHP listing. In addition, a commercial building should be clearly associated with one of the significant historic themes listed above. Buildings eligible under Criteria A or B should have strong historical associations, but can be altered, and do not even have to be particularly noteworthy examples of an architectural style, form, or type.

The survey identified 32 historic-age commercial resources in the APE, most of which are specialty commercial buildings, gas stations/service garages, and warehouses/distribution centers.

A total of 18 specialty commercial buildings were surveyed, including restaurants, markets, and retail stores. While a variety of commercial buildings were surveyed, several similarities were noted. Original features include large buildings with rectangular plans (*see* **Resource 183**). Often, these buildings are located towards the back of the parcel if there are multiple buildings present on one parcel. They typically have a flat roof and are usually of concrete or metal construction (*see* **Resource 428**). Common facades include concrete masonry units (CMU), roughcast, metal, and brick veneer siding. Several surveyed properties feature original awnings and/or concrete or metal canopies extending across the storefront (*see* **Resource 423**). Few

windows adorn this building type. Original windows are typically very narrow and vertical or large and storefront types (*see* **Resources 182**). Parking lots are in front of the buildings with employee parking and loading stations located between or behind them. Large specialty commercial buildings share characteristics with warehouses/distribution centers (later discussed); however, they are identified as a separate commercial building type due to their function, which is the selling of large products, such as appliances, trailers, etc.

While smaller in scale and differing in purpose from large specialty commercial buildings, smaller specialty commercial buildings are similar to their larger counterparts. They include restaurants, markets, and smaller product retail stores. In some cases, buildings were repurposed to accommodate the newer business. For example, **Resource 060**, a former gas station, was converted into an appliance retailer. These commercial buildings typically feature a rectangular plan, a flat, a tiered-flat, or a parapet roof, brick veneer and/or vinyl siding, large single-pane storefront windows, and a large awning extending around the entire roofline or across the storefront (*see* **Resource 446**). They are typically located towards the front of the parcel and may include a rear machine shed to store product supply. While retail stores feature a parking lot in front of the building, restaurants in the project area often have a parking lot surrounding them (*see* **Resource 062**). In one instance, project historians surveyed a circa 1975 shopping center (see **Resource 037**), in which case the retail building is set back from the road to accommodate a large parking lot.

Surveyed specialty commercial buildings were often altered to accommodate their retail functions. Windows have been replaced and/or removed, additions to house office space have been constructed (*see* **Resource 185**), loading bays have received replacement steel roll doors, replacement awnings have been installed, and new siding materials have been introduced to the buildings' exteriors.

A total of nine gas stations and service garages were surveyed. Supporting similar functions, the nine properties share several characteristics. Gas stations typically consist of two structures: a retail store/office and a canopy (*see* **Resource 075**). Surveyed canopies are either of concrete or metal construction. They are supported by simple, metal or concrete posts. The canopy roof is typically flat or a shallow-pitch, butterfly roof, as seen in **Resource 058**. The accompanying store/office is positioned behind the canopy and features a shallow-pitch, gable or shed roof and is of concrete construction. Large, single-pane, storefront windows adorn the front facades. These commercial properties are typically near the road and may be located at the corner of two intersecting roads for ease-of-access. Their parking lots wrap around the canopy and extend across the front of the retail/office space. Service garages typically consist of a minimum of two connecting structures: an office and one or more machine sheds/service garages. The office may feature a shallow-pitch gable or shed roof, CMU, brick veneer or wood siding, and storefront windows (*see* **Resource 057**). Service garages feature shallow-pitch, gable or shed roofs, metal siding, and steel roll bay doors. Their parking lots are usually sequestered to the front of the office building to not block the service garages.

Surveyed gas stations and service garages were moderately altered. Windows have been replaced and/or removed (*see* **Resource 072**), in few cases, service garages feature replacement steel roll doors, and siding has been updated.

A total of four warehouses/distribution centers were surveyed. The surveyed properties function as storage facilities, and therefore, share several characteristics. They are large, rectangular buildings with flat roofs and are of concrete construction. Several feature a roughcast siding (see **Resource 068**). Simplistic in design, they lack windows; however, large, single-pane, storefront windows are featured on the office building of **Resource 421a**. They have steel roll bay doors along several facades. Somewhat decorative ornamentation includes faux mansard awnings on **Resource 421**. Within the project area, this commercial property type typically features multiple buildings. If an office space is present, it is located nearest the road/at the front of the parcel, while the large warehouses are setback from the road. Designated parking is restricted to beside the office space and additional space is designated near loading bays for large vehicles transporting supplies.

Surveyed warehouses and distribution centers were moderately altered. Windows have been replaced and/or removed, as seen in **Resource 421**. In most cases, steel roll doors have been replaced with newer versions (*see* **Resource 068**).

A total of one office park was surveyed (see **Resource 069**). The property features two buildings, each with a square plan and a central courtyard. Both office buildings have a flat roof with a projecting cedar shake siding and a brick veneer. Large mansard-style awnings accentuate recessed entry points and the single-pane windows. Parking is located between and adjacent to the two office buildings. The surveyed office park is modified. Doors and windows have been replaced.

None of the surveyed commercial properties have any known association with important historic events, trends, or persons under Criteria A and B. They have been modified by way of replacement windows, doors, materials, additions, etc. Therefore, they do not possess integrity of design, materials, or workmanship to convey significance under Criterion C.

<u>Religious Properties</u>

Religious properties must meet the requirements of Criteria Consideration A in order to be considered eligible for NRHP listing. In general, the significance of a religious property must be judged on purely secular ground, specifically on the basis of architectural, artistic, or historic ground, to avoid any appearance of judgment by the government about the validity of a particular religion or belief. As such, only broad religious themes may be applied, with the exception of traditional cultural properties. Association with persons of historic importance and significant architectural design must likewise apply in a secular manner.

Project historians surveyed a total of three religious properties, all churches, including New Victorious Baptist Church, Sun Valley Church, and Forest Hill United Methodist Church.

New Victorious Baptist Church (see **Resource 039**), circa 1967, is a wood-frame, complex, cross-gable church located at 2507 E Loop 820. The church features modern composite siding, modest eaves, and a box-gable portico accentuating the main entrance. Windows include narrow, wood frame single-panes (several with decorative frames), and modern metal sash windows. A simple, wood steeple is located at the ridgeline over the south wing (an addition). Per aerial imagery, the original floor plan included a nearly rectangular plan with a small narthex on the south end (EarthExplorer, 1968).

The church has no known association with important secular events, trends, or persons under Criteria A and B. The church is unremarkable for its architecture under Criterion C and has been modified from its original appearance, and therefore lacks integrity of design, materials, and workmanship. As such, it is recommended not eligible for NRHP listing.

Sun Valley Church (see **Resource 357**) circa 1948, is a wood-frame, gable-front church, located at 5401 David Strickland Rd. The church features original horizontal, wood siding, modest eaves with exposed rafter tails, and a box-gable portico with dentil molding accentuating the main entrance. Modern wood-frame 9/9 and 6/6 sash windows line the four facades. The church features a rectangular floor plan. A simple metal steeple is located at the ridgeline of the church.

The church has no known association with important secular events, trends, or persons under Criteria A and B. The church is unremarkable for its architecture under Criterion C and has been somewhat modified from its original appearance. As such, it is recommended not eligible for NRHP listing.

Forest Hill United Methodist Church (see **Resource 388**), circa 1975, features a shallow-courtyard plan with a cross-gable roof, brick siding, generous eaves at the gable peaks, and modern 2/2 paired, wood-frame windows. A square façade tower with a pointed-arch doorway and pointed arch louver window serves as the church vestibule. A brick and metal steeple extend over the tower. Patchwork brickwork is noticeable beneath modern windows where the original windows were once located.

The church has no known association with important secular events, trends, or persons under Criteria A and B. The church is unremarkable for its architecture under Criterion C and has been modified from its original appearance, therefore lacking integrity of design, materials, and workmanship. As such, it is recommended not eligible for NRHP listing.

- **Recommendations for Further Study**

Meadowbrook Terrace Addition is a mid-century neighborhood located in the north of the project area, east of E Loop 820 S and north of Meadowbrook Drive. Surveyed resources located within the neighborhood and project APE are **Resource Nos. 017, 025, 026, 027, 028, 029, 030,** and **032**. Additional surveyed resources which fall in the neighborhood but would not be affected by proposed project efforts include **Resource Nos. 018, 019, 020, 021, 022, 023, 024,** and **031**.

Per aerial imagery, Meadowbrook Terrace Addition was constructed between 1952 and 1956 as an extension of Meadowbrook, an early twentieth century, predominantly white neighborhood

constructed in response to the oil industry boom of 1917 and 1918 (Kiss, 2003: 4). Meadowbrook Terrace Addition features mostly single-story, ranch-style houses. Surveyed properties appear to maintain integrity and have potential to contributute to a Meadowbrook Terrace Addition historic district. Refer to **Appendix D: Figure 7a** and **Map 1** for historic aerials of Meadowbrook Terrace Addition.

While further survey efforts are not necessary at this time as the proposed project would not currently require additional ROW from Meadowbrook Terrace Addition, the surveyed resources and the additional resources within the neighborhood would require further study should future projects have the potential to impact them. Therefore, surveyed resources within the neighborhood limits which maintain integrity are recommended *undetermined* for NRHP eligiblity.

Determination of Section 106 Effects Recommendations

- Direct Effects

One NRHP-eligible historic district is found within the project APE, Carver Heights Historic District. The proposed undertaking would take small corner clips at the intersections of S. Cravens Road (I-820 southbound frontage road) and Plaza Circle, Lucas Drive, Maceo Lane, Truman Drive, Vel Drive, Prothrow Street, Rickenbacker Place, and Tallie Road. A larger strip of proposed ROW would be taken at the intersection of S. Cravens Road and E. Rosedale Street, and Ramey Avenue. These proposed ROW takes would impact **Resource Nos. 075, 077, 081, 086, 088, 093, 099, 102, 105, 107, 109, 112, 120, 131, and 132. Resource No 075** is recommended as non-contributing to the historic district; the remainder are contributing resources.

In general, the small corner clips would not directly impact the properties themselves, nor substantially alter their relationship with the existing frontage road or neighborhood streets. They would not diminish the integrity of the contributing resources' location, setting, design, materials, workmanship, feeling, or association, and thus would not impact their ability to convey significance and contribution to the historic district.

The larger proposed ROW strips along Ramey Avenue impact **Resource Nos. 131 and 132**. While neither property is a stand-out example of the Ranch style and both suffer from alterations, they nonetheless share a common design language with the historic district. The proposed ROW take would alter the relationship of the houses with Ramey Avenue, impacting the set-back, sidewalk, and amount of front yard available to both properties. This would diminish the integrity of design, setting, and feeling of the two contributing resources to a degree that their borderline contributing status would be pushed to non-contributing to the historic district.

Non-physical impacts include visual intrusions and increased noise. Noise impacts of the proposed undertaking are currently under analysis, and preliminary findings were not available at the time of this report. Visual impacts to two specific resources have been noted above;

overall, the proposed ROW changes (and project in general) would not introduce new visual elements to the suburban freeway setting that is already present. The impacts of I-820 were previously taken into consideration during the initial evaluation of the neighborhood as a historic district in 2008 and 2014. The present proposed improvements would not significantly alter the relationship between the neighborhood and the freeway.

The proposed project would have an impact on the historic district and would likely alter the contributing status of two resources to non-contributing. Overall, however, the impact on the historic district as a whole would be minimal. Although slightly diminished, the overall integrity of the district would not be impacted to a degree that it could no longer convey its significance to an outside observer. As such, the proposed undertaking is recommended as having **No Adverse Effect** on historic properties within the project APE.

- **Indirect, Cumulative or Reasonable Foreseeable Effects**

One eligible historic district is within the project APE. The proposed undertaking is recommended as having no adverse effect on the historic district. The proposed undertaking is not anticipated to increase development in the project corridor (most of the available land has already been developed) or lead to other indirect effects that may impact the historic district. The vicinity of historic-age homes and neighborhoods to local freeways and highways presents the possibility that future projects may impact other neighborhoods not within the present APE of the proposed improvements, but the nature of the proposed improvements is not anticipated to have a detrimental impact on the overall health of historic properties in the project area. The proposed undertaking is thus not anticipated to have cumulative or reasonably foreseeable effects on historic properties in the project area.

U.S. DOT Section 4(f) Applicability Statement

The proposed undertaking would require ROW from within the boundaries of an NRHP-eligible historic district, constituting a use of the historic property by a transportation resource under Section 4(f). While the proposed undertaking would have no adverse effect to the historic district under Section 106, a Section 4(f) analysis of the use of the property by the transportation resource would still be required. The Carver Heights Historic District presently occupies approximately 278 acres, including the small 20 acre southeast section recommended as part of the historic district. The proposed improvements total approximately 0.24 acres, or 0.09 percent of the historic district. As such, a finding of *de minimis* impact would likely apply and a full programmatic Section 4(f) analysis would not be required.

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