



Appendix B

Technical Memoranda and Reports

Disclaimer:

Technical memoranda and reports were prepared as independent documents to support the preparation of the Supplemental Draft Environmental Impact Statement (SDEIS) for the Dallas CBD Second Light Rail Alignment (D2 Subway). Information from these documents was incorporated into the SDEIS to provide information on existing conditions, and in some cases, assess potential impacts to the resources. Information contained in the SDEIS is the most current and supersedes information in the technical memoranda and reports.



B-4

Historic-Age Resource Reconnaissance Survey Report (August 2019)



Historic-age Resource Reconnaissance Survey

DART D2 Subway

Commerce via Victory/Swiss Alignment

Draft

City of Dallas
Dallas County
August 6, 2019



This Report was Prepared for DART
General Planning Consultant Six Managed by HDR



Document Revision Record

Historic-age Resource Reconnaissance Survey— DART D2 Subway (Commerce via Victory/Swiss Alignment)	HDR Report Number: Click here to enter text.
Project Manager: Deborah Dobson-Brown	PIC: Victor Palma

Revision Number: Click here to enter text.	Date: Click here to enter text.
<i>Version 1</i>	<i>Date: August 2, 2019</i>
<i>Version 2</i>	<i>Date: August 6, 2019</i>

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Name: Kay Shelton Firm: DART Date: August 6, 2019	Name: Click here to enter text. Firm: Click here to enter text. Date: Click here to enter text.	Name: Click here to enter text. Firm: Click here to enter text. Date: Click here to enter text.

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TEXAS HISTORICAL COMMISSION
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September 23, 2019

Donald Koski, AICP
Federal Transit Administration, Region VI
819 Taylor Street, Room 14A02
Fort Worth, Texas 76102

Re: *Project Review Under Section 106 of the National Historic Preservation Act, Dallas Area Rapid Transit (DART) D2 Subway, Revised Historic Resources Survey Report, Dallas, Dallas County (DART/FTA/106, THC #202000737)*

Dear Mr. Koski:

Thank you for your correspondence of August 29, 2019, transmitting the revised Historic-Age Resource Reconnaissance Survey, prepared by AmaTerra Environmental on behalf of Dallas Area Rapid Transit (DART) and the Federal Transit Administration (FTA), for the proposed D2 Subway project in downtown Dallas. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

The THC History Programs Division staff, led by Justin Kockritz, has completed its review of the revised report dated August 6, 2019, and we **concur** with your evaluations of non-archeological historic resources within the project's Area of Potential Effect (APE) and your determinations of eligibility for listing in the National Register of Historic Places. A complete inventory of these historic properties is enclosed.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments regarding National Register eligibility, please contact Justin Kockritz at 512-936-7403 or justin.kockritz@thc.texas.gov; for any questions concerning the project's potential effects to historic properties, please contact Christopher Meyers in THC's Division of Architecture at 512-463-6183 or Christopher.Meyers@thc.texas.gov.

Sincerely,



Justin Kockritz, Lead Project Reviewer, Federal Programs
For: Mark Wolfe, State Historic Preservation Officer

Enclosure

cc: Melissa Foreman & Terence Plaskon, FTA Region VI, *via email*
Ernie Martinez & Kay Shelton, DART D2 Project, *via email*
Victor Ibewuike, DART Capital Planning, *via email*
City of Dallas, Historic Preservation Section, *via email*
David Preziosi, Preservation Dallas, *via email*
Tom Shelton & Kristine Lloyd, HDR, Inc., *via email*
Deborah Dobson-Brown, AmaTerra Environmental, Inc., *via email*



For the purposes of compliance with Section 106 of the National Historic Preservation Act, THC concurs that the following properties are *listed* in, and remain eligible for listing in, the National Register of Historic Places under the criteria cited:

- **Dallas Downtown Historic District (DDHD)**—listed in 2006, and expanded in 2009, under Criterion A for commerce and community planning and development, and Criterion C for its architecture, and containing the following properties within the APE as contributing resources:
 - **Hotel Adolphus** (#21, 1321 Commerce Street);
 - **Magnolia Building** (#22, 1401 Commerce Street);
 - **Dallas National Bank Annex** (#23, 1511 Commerce Street);
 - **Dallas Power and Light Annex** (#24, 1508 Commerce Street);
 - **Federal Reserve Bank** (#25, 400 South Akard Street);
 - **Continental Building** (#27, 1810 Commerce Street);
 - **Statler Hilton Hotel** (#28, 1914 Commerce Street);
 - **2008 Commerce Street** (#29);
 - **2014 Commerce Street** (#30);
 - **Bluitt Sanitarium** (#31, 2036 Commerce Street), which was also listed individually in 2006 under Criterion A for commerce, health/medicine, and ethnic heritage, and Criterion B for its association with Dr. Benjamin R. Bluitt;
 - **Purvin-Hexter Building** (#32, 2038 Commerce Street, also known as the R.F. Aspley Building), which was also listed individually in 2006 under Criterion A for social history and commerce and Criterion C for its architecture;
 - **Dallas City Hall and Municipal Building** (#37 and #38, 106 Harwood Street and 2014 Main Street, including the 1914 building and the 1956 addition);
- The **Westend Historic District**—listed in 1978 under Criterion A for community planning and development, industry, politics/government, social history, and transportation, and Criterion C for its architecture and landscape architecture, and containing the following properties within the APE as contributing resources:
 - **Emerson-Brantingham Building** (#52, 800 Pacific Avenue);
 - **Sanger Brothers Building** (#53, 898 Elm Street), which was also listed individually in 1975 under Criterion A for commerce and Criterion C for its architecture;
- **Waples-Platter Coffee Roaster** (#1, 2211 North Lamar Street) and **Grocery House** (#3, 2200 North Lamar Street)—listed in 1978 under Criterion A for commerce and industry;
- **One Main Place** (#15, 1201 Main Street)—listed in 2015 under Criterion C for its architecture, including the sunken plaza as a contributing resource;
- **Santa Fe Terminals No. 1** (#18, 1114 Commerce Street) and **No. 2** (#20, 1122 Jackson Street)—listed in 1997 under Criterion A for transportation and Criterion C for their architecture; and,
- **Grand Lodge of the Colored Knights of Pythias, Texas** (#DE14, 2551 Elm Street)—listed in 2017 under Criterion A for social history and ethnic heritage.

THC also concurs with your determinations that the following properties are *eligible* for listing in the National Register under the criteria cited:

- **Automobile Row Historic District**—Criterion A for commerce and Criterion C for its architecture with the boundaries as shown on Figure C-3, and containing the following properties as contributing resources:
 - **Magnolia Oil Service Station** (#33, 2130 Commerce Street);
 - **2202 Commerce Street** (#34);
 - **2204 Commerce Street** (#35);
 - **2208 Commerce Street** (#36);
 - **2105 Commerce Street** (#39);

- 2107 Commerce Street (#40);
- 2207 Commerce Street (#41);
- 2211 Commerce Street (#42);
- 2215 Commerce Street (#43);
- 2117 Commerce Street (#44);
- 2208 Main Street (#46);
- 2210 Main Street (#47);
- 2214 Main Street (#48);
- **Deep Ellum Historic District (DEHD)**—Criterion A for commerce and Criterion C for its architecture. THC concurs that full delineation of the overall boundary of the DEHD is beyond scope of this project, but at a minimum, the DEHD contains the following properties within the APE as contributing resources:
 - 2556 Elm Street (#DE15);
 - **Fink Paint Company Building** (#DE23, 2605 Elm Street, now Louie Louie’s);
 - **Southern Refrigeration Company** (#DE24, 2609–2613 Elm Street);
 - **American Transfer and Storage** (#DE25, 2615 Elm Street);
 - 2639 Elm Street (#DE26);
 - **Manufacturers Expo Building** (#DE27, 2625 Elm Street, now Uplift Education);
 - 2624 Elm Street (#DE29);
 - 2618 Elm Street (#DE30);
 - 2614 Elm Street (#DE31);
- Former **Magnolia Oil Service Station** (#7, 902 Ross Avenue)—Criterion A for community planning and development;
- **Milliners Supply Company** (#11, 911 Elm Street)—Criterion A for community planning and development;
- **Earle Cabell Federal Building** (#17, 1100 Commerce Street)—Criterion A for law and politics/government;
- **Saint James African Methodist Episcopal (AME) Temple** (#DE16, 624 North Good-Latimer Expressway)—Criterion A for ethnic heritage and Criterion C for architecture, satisfying Criteria Consideration A for religious properties; and,
- **Dallas Floodway**—Criterion A for community planning and development and Criterion C for its engineering, including the Dallas Branch Pressure Sewer.

We concur with your determination that for the purposes of this project, the **Renaissance Tower** (#14, 1201 Elm Street, formerly the First International Building) and **1300 Jackson Street** (#54) will be treated as eligible for listing in the National Register. However, if the D2 Subway alignment or station locations shift significantly, an intensive evaluation may be warranted to fully evaluate their historic significance and to assess their historic integrity.

Based on all available information, THC concurs that the remaining properties evaluated in this report are *not eligible* for listing in the National Register:

- **Hooters Restaurant** (#2, 2201 North Lamar Street);
- **Dallas World Aquarium** (#4 and #5 (former Mohawk Rubber Company), 1801 North Griffin Street);
- **1708 North Griffin Street** (#6);
- **500 North Griffin Street** (#8);
- **KFW Station Building** (#9, 1109 Patterson Street, former KRLD Station Building);
- **Renaissance Tower Parking Garage** (#10, 1201 Pacific Avenue);
- **Crowne Plaza Hotel** (#12, 1015 Elm Street);
- **Homewood Suites** (#13, 1025 Elm Street, former Huey and Philip Building);
- **1217 Main Street** (#16);
- **Manor House** (#19, 1208 Commerce Street);

- **Jackson Street Garage** (#26, 1810 Jackson Street), a non-contributing resource to the DDHD;
- **Southwestern Printing Company Building** (#45, 2108 Main Street);
- **2107–2109 Main Street** (#49);
- **Old Fire Station** (#50, 2121 Main Street);
- **Former Morris Dry Goods Building** (#51, 2202 Elm Street);
- **The Metropolitan** (#54, 1200 Main Street);
- **Four AT&T Plaza** (#56, 311 South Akard Street);
- **Blue Cross-Blue Shield Building** (#57, 2201 Main Street);
- **615 North Good-Latimer Expressway** (#DE01);
- **2411 and 2439 Swiss Avenue** (#DE02);
- **2511 Swiss Avenue** (#DE03, former Red Ball Motor Freight Terminal);
- **505 North Good-Latimer Expressway** (#DE04);
- **2506 Swiss Avenue** (#DE05);
- **Former Gulf Oil Service Station** (#DE06, 2500 Swiss Avenue);
- **404 North Hawkins Street** (#DE07);
- **2424 Swiss Avenue** (#DE08);
- **Former Texas and Pacific Railway Salvage Warehouse** (#DE09, 2441 Pacific Avenue);
- **2501 Pacific Avenue** (#DE10A and #DE10B);
- **Tiled Street Addresses** (#DE11A, #DE11B, and #DE11C, 2400–2500 blocks Pacific Avenue);
- **Former Fry Transfer and Storage Company** (#DE12, 2509 Pacific Avenue);
- **2515 Pacific Avenue** (#DE13);
- **Standard Supply Company** (#DE17, 606 North Good-Latimer Expressway);
- **2613 Swiss Avenue** (#DE18);
- **2614 Swiss Avenue** (#DE19);
- **402 North Good-Latimer Expressway** (#DE20);
- **2601 Gaston Avenue** (#DE21);
- **2615 Gaston Avenue** (#DE22);
- **301 North Crowds Street** (#DE28);
- **2610 Elm Street** (#DE32), a non-contributing resource to the DEHD; and,
- **2608 Elm Street** (#DE33), a non-contributing resource to the DEHD.



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APPENDICES

- A. Coordination and Consultation
- B. Previously Recorded Resources within the Study Area (Prior Forms under Separate Cover)
- C. Historic-Age Resources Documented during Reconnaissance Survey
- D. Site Survey Forms



1 Introduction

1.1 Project Overview

1.1.1 Previous Project Coordination

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), is preparing a Supplemental Draft Environmental Statement (SDEIS) to update data and assess the potential impacts of the D2 Subway project in downtown Dallas, Texas. On September 26, 2017, the DART Board approved the Locally Preferred Alternative (LPA) as Commerce via Victory/Swiss. This D2 Subway LPA is a refinement to a prior LPA approved in 2015.

DART conducted the Downtown Dallas Transit Study and published an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) in March 2010. Four alternatives were included in the AA/DEIS. Due to the economic recession, the project was deferred, no LPA was selected, and a Final EIS was not developed. For that effort, the Texas Historic Commission (THC) concurred (see Appendix A for agency coordination) with an Area of Potential Effect (APE) of 300 feet from the alignments and a resource age of 40 years, which would have been 1969 or prior. Preliminary research was done at that time to support the evaluation of alternatives, but no recommendations for Determinations of Eligibility or Effects were provided to the THC given the range of alternatives under consideration.

In 2013, DART reinitiated the AA process to address changed conditions and new alternatives. On September 22, 2015, the DART Board approved Alternative B4 Lamar/Young/Jackson Street as the LPA, and DART reinitiated the EIS process. On February 22, 2016, DART requested an APE of 300 feet from either side of the LPA alignment and design options, as well as surveying resources with a resource age of 50 years from the anticipated revenue date of 2021 (1971 or prior). The THC concurred with this request on March 31, 2016, recommending a 45-year cutoff date (1977 or prior), a 300-foot APE, examining vibratory effects, cumulative and foreseeable effects, and potential 4(f) on historic properties (see Appendix A).

1.1.2 Current Project Coordination

As DART conducted analysis of the 2015 LPA (B4 Alternative), public and stakeholder concerns with at-grade segments led the DART Board to refine the project as a mostly subway route, approving the Commerce via Victory/Swiss Alignment in September 2017. While the SDEIS effort will focus on the Commerce alignment, two design options along Pacific and Elm may be considered. On June 27, 2018, DART re-initiated the Section 106 process with the THC providing mapping of the proposed Commerce via Victory/Swiss Alternative. DART proposed a revised APE of 300 feet from either side of the Commerce via Victory/Swiss Alternative alignment with an extension to a 600-foot radius around the three subway stations (Metro Center, Commerce and CBD East) to account for potential pedestrian access portals to the stations. The proposed APE will also include 300 feet from either side of the Pacific and Elm design options and recommended a

45-year cutoff date of 1979 or prior to meet the anticipated revenue service date of 2024. The THC concurred on July 16, 2018 (see Appendix A).

1.2 Current Purpose and Need

The existing downtown light rail line is the at-grade Bryan-Pacific Transit Mall. The D2 Subway will help to ensure the sustainability of the DART system by providing needed capacity and improving system reliability and passenger service through downtown Dallas. Reliance upon one single LRT transit route through downtown constrains the ability of both DART and the region to implement additional radial light rail line projects or increase service levels on all existing radial light rail lines. Dependence on one single downtown mall also increases the risk for system wide service disruption due to incidents on the mall, such as traffic accidents and closure of the mall due to fire in adjacent buildings.

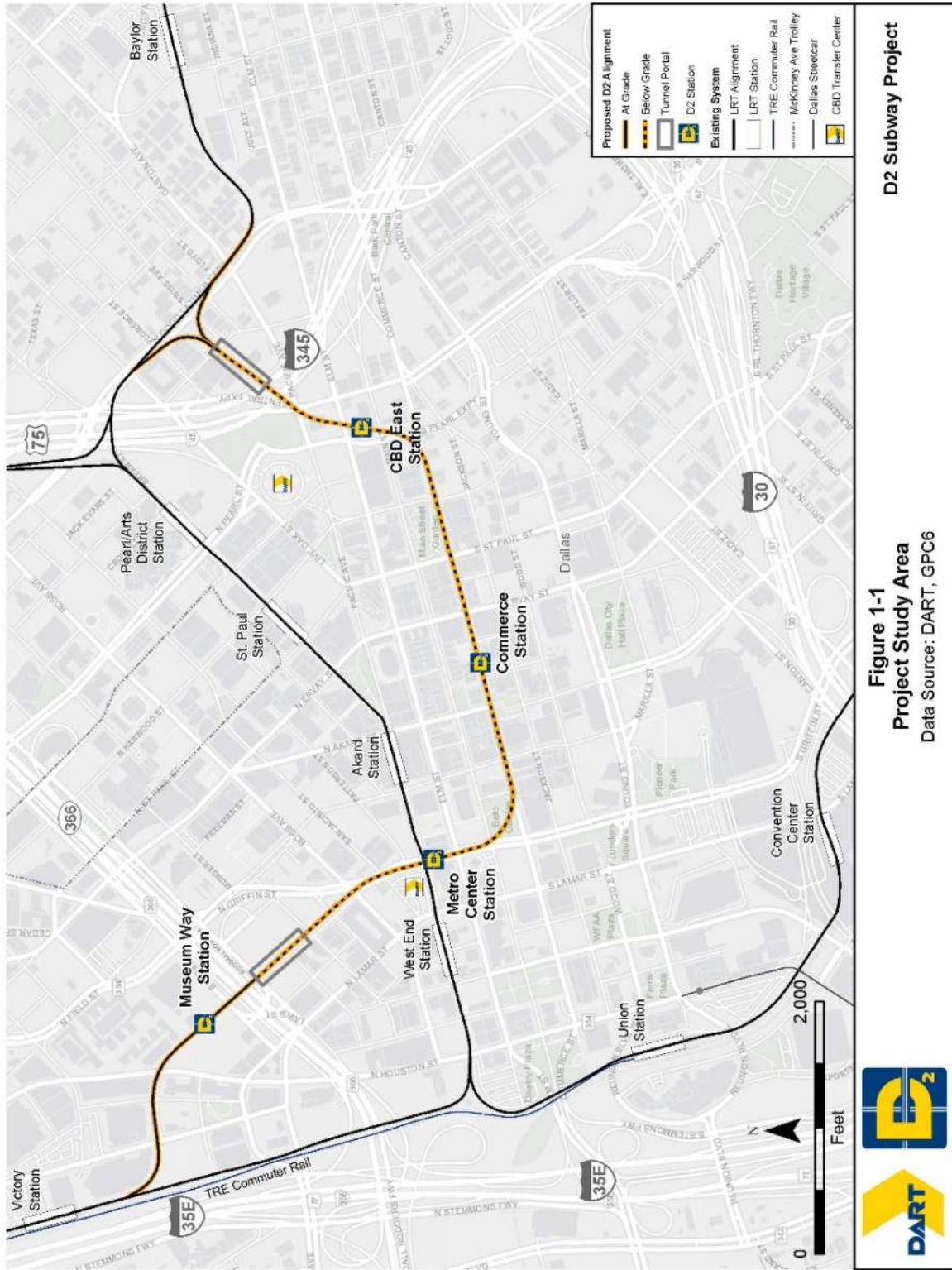
Once in place, DART proposes to reroute the Green and Orange Lines to the D2 Subway. The Red and Blue Lines would remain on the existing Transit Mall. Rerouting the Orange and Green lines will free up capacity on both downtown lines so that DART can insert additional train service to meet increasing ridership demands.

1.3 Current Project Description

Alignment

The D2 Subway alignment (see Figure 1) begins south of Victory Station with a junction from the existing DART Rail alignment. The alignment would then proceed in a southeasterly direction within DART-owned right-of-way in the center of Museum Way and through the parking lot adjacent to the Perot Museum of Nature and Science. Adjacent to the Perot Museum would be an at-grade light rail station (Museum Way Station). After leaving the station, the alignment would cross under Woodall Rodgers Freeway at street level, and then begin its transition underground. The alignment and tunnel portal would be located on a property currently occupied by a parking lot. The alignment remains underground until IH 345. After passing under Hord Street near the Dallas World Aquarium, the alignment continues south under Griffin Street. Between San Jacinto Avenue and Elm Street would be an underground station (Metro Center Station). This station would provide the ability to transfer to the West Transfer Center and the West End and Akard stations.

After crossing under Main Street, the alignment would turn east under Belo Garden and follow under Commerce Street. While under Commerce, another underground station is planned approximately between Akard and Ervay (Commerce Station). Before passing under South Pearl Street, the alignment would begin to turn northeast, crossing diagonally across city blocks. Another underground station (CBD East Station) would be provided between Main Street and Pacific Avenue. This station would provide opportunities to transfer to buses at the East Transfer Center. In late 2018, DART made an alignment adjustment in this area to avoid passing under two major parking garages and minimize roadway and parkland impacts. This adjustment is within the APE.



After passing under Cesar Chavez Boulevard the alignment would begin the transition back to the surface in a tunnel portal. This transition area would be under IH 345 and along Swiss Avenue. Immediately after getting back to the surface the alignment would come to a full wye junction that would allow trains to move either north or south along rebuilt Good Latimer tracks.

Stations

The D2 Subway alignment would introduce four new stations, one surface station (Museum Way) and three underground stations (Metro Center, Commerce, and CBD East). The underground stations would be accessed by stairs, elevators and potentially escalators. Two or more station access points would be provided for underground stations. The access points could be provided in open spaces downtown, within the sidewalks or incorporated into existing buildings. The underground station infrastructure would also include emergency egress and ventilation shafts.

2 Methodology

2.1 Methods of Survey Documentation

2.1.1 Previous Documentation

Prior to fieldwork, a study area which extends 1,300-feet beyond the proposed project corridor was reviewed for previously recorded historic properties or areas of interest. Appendix B contains a summary table and maps of these properties and districts, as well as previously completed forms of resources encountered within the project APE. A search of the Texas Historic Sites Atlas (THSA) was conducted to identify any known recorded resources within or near the proposed station location APEs, including Recorded Texas Historic Landmarks (RTHLs), State Antiquities Landmarks (SALs), National Register of Historic Places (NRHP) properties or historic districts, Official Texas Historic Markers, and cemeteries. In addition, existing reports, records, maps, and aerial photographs were examined. Information collected during the records search was obtained from sites, including, but not limited to:

- THSA;
- Previous survey reports, including the 2010 reconnaissance survey conducted by Parsons Brinkerhoff for the Draft Environmental Impact Statement and the 2001 determination of effects report conducted by Myra L. Frank for the Southeast Corridor study;
- City of Dallas Historic Preservation Office records;
- Preservation Dallas site survey records;
- The Handbook of Texas online;
- Online records of Dallas County appraisal districts; and
- City of Dallas Historic Preservation website.

There are three historic districts within the 1,300-foot study area (see Table 2-1). The proposed project alignment APEs crosses through three districts, The Dallas Downtown Historic District and



the Westend Historic District (NRHP), and the City of Dallas Landmark District – Harwood Street Historic District.

Table 2-1. Historic Districts Within Project Area of Potential Effect (APE)

Historic Name	Address	Designation
Dallas Downtown Historic District	Roughly bounded by Federal, N. St. Paul, Pacific, Harwood, S. Pearl, Commerce, S Ervay, Akard, Commerce and Field Streets	National Register District
Westend Historic District	Bounded by Lamar, Griffin, Wood, Market, and Commerce Streets, Plus MKT Railroad	National Register District; City Landmark District
Harwood Street Historic District	Various addresses along Harwood and Elm Streets	City Landmark District

Within the Dallas Downtown Historic District NRHP, there are 81 resources within the 1,300-foot study area. Contributing resources are those resources which aid the district in telling its story or significance. Non-contributing resources are resources which do not contribute to the historic significance of the district. Table 2-2 lists these resources, including if they are contributing resources to the district.

Table 2-2. Dallas Downtown Historic District – Identified Contributing and Non-Contributing Resources

Historic and/or Current Name	Address	Contributing	Non-Contributing
Southwestern Bell Building	308 South Akard Street	X	
Former Federal Reserve Bank	400 South Akard Street	X	
Adolphus Garage	1301 Commerce Street		X
Adolphus Hotel and Tower	1321 Commerce Street	X	
Magnolia Building	1401 Commerce Street	X	
Vacant	1505 Commerce Street	X	
Dallas Power & Light Building	1506 Commerce Street	X	
Continental Supply/Texaco/DP&L	1512 Commerce Street	X	
Neiman Marcus Café	1525 Commerce Street	X	
Neiman-Marcus Parking Garage /Dalpark	1600 blk Commerce Street		X
Irwin Keasler/1700 Commerce	1700 Commerce Street	X	
Vaughn/Mercantile Commerce Building	1712 Commerce Street	X	
Continental Building	1810 Commerce Street	X	
Statler Hilton Hotel	1914 Commerce Street	X	
Dallas Public Library	1954 Commerce Street	X	
Doug's Gym	2008-2010 Commerce Street	X	
Pick-n-Go	2012-2014 Commerce Street	X	
Waters Building	2024 Commerce Street	X	
Vacant	2026 Commerce Street	X	
Bluitt Sanitarium	2036 Commerce Street	X	



Historic and/or Current Name	Address	Contributing	Non-Contributing
Purvin Hexter Building	2038 Commerce Street	X	
Metropolitan Parking Garage	1302-1324 Elm Street		X
Mayfair Department Store	1414 Elm Street		X
Kirby Parking Garage	1500 blk Elm Street		X
Dallas Federal Savings and Loan	1505 Elm Street	X	
Tower Garage	1507-1517 Elm Street		X
Beauty Supply	1512 Elm Street	X	
Unknown	1514 Elm Street	X	
Lane Bryant	1516 Elm Street	X	
Woolworth's	1520 Elm Street	X	
Thanksgiving Tower	1601 Elm Street		X
Titche-Goettinger Department Store	1900 Elm Street	X	
Tower Petroleum Building	1901-1907 Elm Street	X	
Titche's Annex	1908-1910 Elm Street	X	
Titche-Goettinger Addition	1911 Main Street	X	
Plaza	1900 blk Elm Street		X
Parking Garage	1920 Elm Street		X
Majestic Theatre	1923 Elm Street	X	
Park	1900 blk Elm Street		X
Hart Building	1933 Elm Street	X	
211 North Ervay	211 North Ervay Street	X	
Republic Bank	300-325 North Ervay Street	X	
Former U.S. Post Office	400 North Ervay Street	X	
Dallas Gas/Lone Star Gas Co.	301 South Harwood Street	X	
Parking Garage	1410 Jackson Avenue		X
Interurban Building	1500 Jackson Avenue	X	
Parking Garage (Interurban)	1500 blk Jackson Avenue		X
Dallas Title	1301 Main Street		X
Republic Bank Building (Davis Building)	1309 Main Street	X	
Vacant	1400 Main Street	X	
Mariano's	1402 Main Street	X	
Zodiak Restaurant	1404 Main Street	X	
Corrigan/Adolphus Tower	1412 Main Street	X	
Marvin/Cullom Building	1415 Main Street	X	
Busch/Kirby Building	1509 Main Street	X	
Pegasus Plaza	1500 blk Main Street		X
A. Harris Annex	1511 Main Street	X	
Jas K. Wilson	1515 Main Street	X	
Retail	1517 Main Street	X	
Vacant	1519 Main Street		X
John R. Thompson Restaurant/Iron Cactus	1520-1522 Main Street		X
Saint Jude Chapel	1521 Main Street		X
Stone Place Pedestrian mall	1500 blk Main/Elm Street		X
Sumpter/Leggett Building	1525 Main Street	X	



Historic and/or Current Name	Address	Contributing	Non-Contributing
Dallas National Bank Building (SPG Mall)	1530 Main Street	X	
Vacant	1600 Main Street		X
Vacant	1602 Main Street	X	
Sumpter Building/Great National Life Building	1604 Main Street	X	
Vacant	1608 Main Street		X
Everts Jewelers Building	1615 Main Street	X	
Neiman Marcus	1618 Main Street	X	
Wilson Building	1620-1624 and 1623 Main Street	X	
Mercantile National Bank Building	1700-1704 Main Street	X	
Bank One Center	1717 Main Street		X
Hilton Hotel	1933 Main Street	X	
Dallas City Hall and Municipal Building	2014 Main Street	X	
Tannehill/Western Union	2030 Main Street	X	
LTV Tower	1600 Pacific Avenue	X	
1700 Pacific Building	1700 Pacific		X
Corrigan Tower	1900 Pacific Avenue	X	
Pacific Place	1910 Pacific Avenue		X

Within the Westend Historic District NRHP, there are 57 resources within the 1,300-foot study area. Contributing resources are those resources which aid the district in telling its story or significance. Non-contributing resources are resources which do not contribute to the historic significance of the district. Table 2-3 lists these resources, including if they are contributing resources to the district.

Table 2-3. Resources Listed Within the Westend Historic District

Historic and/or Current Name	Address	Contributing	Non-Contributing
Home Furniture Building	603 Munger Street	X	
Coca-Cola Building	2019 N. Lamar Street	X	
Oilwell Building	2001 N. Lamar Street	X	
City Sewing Machine Building	1911 N. Lamar Street	X	
Nick's BBQ	1907 N. Lamar Street		X
Allis-Chalmer Building	NE Corner of Market Street and Corbin	X	
Old Spaghetti Warehouse	1815 N. Market Street	X	
MKT Freight Station	555 Ross Avenue	X	
Fairbanks-Morse Building	1713 N. Market Street	X	
Howell Building	1709 N. Market Street	X	
Higginbotham-Pearlstone Building	1701-1707 N. Market Street	X	
General Electric Building	1801-1811 N. Lamar Street	X	
Big D Sewing Machine	701 Ross Avenue	X	
Old City Jail Building	705 Ross Avenue	X	



Historic and/or Current Name	Address	Contributing	Non-Contributing
Tom's Café	700 Ross Avenue		X
Andy's Auto Center	310 N. Market Street		X
Texas Moline Building	302 N. Market Street	X	
Briggs-Weaver Building	SW Corner of Market Street and Ross Avenue	X	
Interstate Forwarding Building	301, 307 Market Street	X	
Haddock Engraving Building	602 Ross Avenue		X
MKT Freight Station	NW Corner of Pacific Avenue and Record Street	X	
B.J. Avery & Sons Building	208 N. Market Street	X	
Emerson-Brantingham Building	800 Pacific Avenue	X	
Kingman-Texas Building	209 -211 Record Street	X	
Southern Rock Island Building	Corner of Pacific Avenue and Record Street	X	
John Deere Building	501 Elm Street	X	
Unknown	509 Elm Street	X	
Record Grill	605 Elm Street		X
Parlin and Orrendorff Building	601 Elm Street	X	
El Centro Building	NE Corner of Market Street and Elm Street		X
Unknown	807 Elm Street	X	
Dallas County Community College	SE Corner of Elm and Market		X
John Neeley Bryan Cabin	Founder's Plaza	X	
County Records Building	500 Main Street	X	
Sangar Brothers Building	834 Elm Street	X	
Criminal Courts Addition	500 Main Street		X
Criminal Courts Building	500 Main Street	X	
Unknown	711 Commerce Street	X	
Dealey Plaza	Dealey Plaza	X	
Old Dallas County Courthouse	Houston Street and Commerce Street	X	
JFK Memorial	Courthouse Plaza	X	
MKT "Katy" Building	701 Commerce Street	X	
Texas News Building	706 Main Street		X
Unknown	800-804 Main Street		X
Dallas County State Bank	810 Main Street	X	
Parking Garage	NE Corner of Austin Street and Commerce Street		X
Unknown	712 Commerce Street	X	
Unknown	800-802 ½ Commerce Street	X	
Greyhound Bus Station	SW Corner of Commerce Street and Lamar Street		X
Texas Drug Building	900-904 Lamar Street	X	
Wholesale Merchants Building	906-918 Commerce Street	X	
Baron Building	915 Jackson Street	X	
Higginbotham-Bailey Building	914 Jackson Street	X	
Office Equipment Building	800 Jackson Street	X	
States General Life Building	714 Jackson Street	X	



Historic and/or Current Name	Address	Contributing	Non-Contributing
Railroad Switch Control Station	Near Western District Boundary	X	
Railroad Related Structure	Near Western District Boundary	X	

The Harwood Street Historic District is located mostly within the Downtown Dallas Historic District and has fourteen resources. Table 2-4 lists these resources.

Table 2-4 Resources Listed Within the Harwood Street Historic District

Historic and/or Current Name	Address	Contributing	Non-Contributing
Statler Hilton Hotel	1914 Commerce Street	X	
Dallas Public Library	1954 Commerce Street	X	
Doug's Gym	2008-2010 Commerce Street	X	
Pick-n-Go	2012-2014 Commerce Street	X	
Titche-Goettinger Department Store	1900 Elm Street	X	
Tower Petroleum Building	1901-1907 Elm Street	X	
Titche's Annex	1908-1910 Elm Street	X	
Titche-Goettinger Addition	1911 Main Street	X	
Plaza	1900 blk Elm Street		X
Parking Garage	1920 Elm Street		X
Majestic Theatre	1923 Elm Street	X	
Park	1900 blk Elm Street		X
Hart Building	1933 Elm Street	X	
Dallas Gas/Lone Star Gas Co.	301 South Harwood Street	X	

Along with the City Landmark listing of the Harwood Street Historic District, there are 31 additional individual city landmark listings which are within the 1,300-foot study area. Table 2-5 lists these city landmarks.

Table 2-5 Individually Listed City Landmarks

Historic and/or Current Name	Address
Former Federal Reserve Bank	400 South Akard Street
Adolphus Hotel and Tower	1321 Commerce Street
Magnolia Building	1401 Commerce Street
Dallas Power & Light Building	1954 Commerce Street
Irwin Keasler/1700 Commerce	1700 Commerce Street
Doug's Gym	2008-2010 Commerce Street
Pick-n-Go	2012-2014 Commerce Street
Bluitt Sanitarium	2036 Commerce Street
Purvin Hexter Building	2038 Commerce Street
Woolworth's	1520 Elm Street
Titche-Goettinger Department Store	1900 Elm Street
Tower Petroleum Building	1901-1907 Elm Street
Majestic Theatre	1923 Elm Street



Historic and/or Current Name	Address
Park	1900 blk Elm Street
Hart Building	1933 Elm Street
Former U.S. Post Office	400 North Ervay Street
Dallas Gas/Lone Star Gas Co.	301 South Harwood Street
Interurban Building	1500 Jackson Avenue
One Main Place	1201 Main Street
Republic Bank Building (Davis Building)	1309 Main Street
Busch/Kirby Building	1509 Main Street
Sumpter/Leggett Building	1525 Main Street
Mercantile National Bank Building	1700-1704 Main Street
Hilton Hotel	1933 Main Street
Dallas City Hall and Municipal Building	2014 Main Street
Tannehill/Western Union	2030 Main Street
Corrigan Tower	1900 Pacific Avenue
Dallas Power & Light Building	1506 Commerce Street
Knights of Pythias	2551 Elm Street
Fidelity Union Life Insurance	1511 Bryan Street
Santa Fe Terminals 1&2	1114 Commerce Street/1122 Jackson Avenue

There are 25 NRHP individually listed resources within the 1,300-foot study area. Table 2-6 lists these resources.

Table 2-6 Resources Listed Individually on the National Register of Historic Places Within Project Study Area

Historic and/or Current Name	Address
Mayflower Building	411 N. Akard Street
Dallas High School	2218 Bryan Street
Fidelity Union Life Insurance	1511 Bryan Street
Harlan Building	2018 Cadiz Street
Republic National Bank	300 N. Ervay Street
Adolphus Hotel and Tower	1321 Commerce Street
Magnolia Building	1401 Commerce Street
Bluitt Sanitarium	2036 Commerce Street
Purvin Hexter Building	2038 Commerce Street
Santa Fe Terminals 1 & 2	1114 Commerce Street/ 1122 Jackson Avenue
First National Bank Tower	1401 Elm Street
Titche-Goettinger Department Store	1900 Elm Street
Majestic Theatre	1923 Elm Street
Knights of Pythias	2551 Elm Street
Dallas Scottish Rite Temple	500 S Harwood Street
Sanger Bros Complex	N. Lamar Street (801 Main Street)
Waples-Platter Coffee Grocery	2200 N. Lamar Street
Waples-Platter Coffee Roaster	2211 N. Lamar Street
One Main Place	1201 Main Street
Republic Bank Building (Davis Building)	1309 Main Street
Busch/Kirby Building	1509 Main Street
Dallas National Bank Building (SPG Mall)	1530 Main Street
Neiman Marcus	1618 Main Street
Dallas City Hall & Municipal Building	2014 Main Street



Historic and/or Current Name	Address
Wilson Building	1620-1624 and 1623 Main Street
Hilton Hotel	1933 Main Street
Santa Fe Terminal No. 4	1033 Young Street

As shown in Table 2-7, there are six Registered Texas Historic Landmarks (RTHL) within the 1,300-foot study area.

Table 2-7 Resources Listed as Registered Texas Historic Landmarks Within the Study Area

Historic Name	Address
Adolphus Hotel	1321 Commerce Street
Magnolia Building	1401 Commerce Street
Majestic Theatre	1923 Elm Street
John Neel Bryan Cabin	SE corner Elm and Record Streets
Dallas Scottish Rite Temple	500 S. Harwood Street
Higginbotham-Bailey Building	900 Jackson Street
Busch/Kirby Building	1509 Main Street
Hilton Hotel	1933 Main Street
Dallas City Hall and Municipal Building	2014 Main Street
Higginbotham-Pearlstone Building	1701 Market Street

As shown in Table 2-8, there are two State Archeological Landmarks within the study area.

Table 2-8 Resources Listed as State Archeological Landmarks Within the Study Area

Historic Name	Address
Majestic Theatre	1923 Elm Street
Dallas City Hall and Municipal Building	2014 Main Street

Infrastructure Historic Resources

In November 2010, The U.S. Army Corps of Engineers (USACE) conducted a final intensive engineering inventory and analysis of the Dallas Floodway in Dallas County, Texas. The findings of the report contained a cultural resources inventory and evaluation of the engineering components associated with the Dallas Floodway Project. The recommendations were that the Dallas Floodway is a single engineering system for flood control and reclamation, and has a local significance relating to the flood control for the City of Dallas, both in city planning and community development. In addition, it is a significant example of a statewide engineering system designed for flood control. The period of significance was determined to span from 1928 to 1959. While the USACE was not required to make determinations under the National Historic Preservation Act, the NEPA language used corresponds to the Dallas Floodway being eligible for listing in the National Register under Criterion A for community planning and development and Criterion C for engineering. The Dallas Branch Pressure Sewer, which was built circa 1932 and roughly follows McKinney Street, from the Trinity River to Field Street (northwest portion of project study area and APE), was identified as an element of the Floodway that “supported” its historic significance (USACE 2014).



2.1.2 Field Effort

A reconnaissance survey was performed in 2018 and 2019 by architectural historians for DART. The 2018-2019 field effort focused on the proposed rail alignment and the station locations, as well as, verifying the locations and conditions of the previously NRHP-listed and newly recommended eligible properties. It is anticipated that all station portal access locations, the two tunnel portals, and limited sections of at-grade alignment will be constructed within newly acquired right-of-way (ROW). The below-grade Metro Center and Commerce Stations will be located below street right-of-way. Museum Way and CBD East Stations will require new ROW. Through coordination with the Texas State Historic Preservation Officer (THC), the Area of Potential Effects (APE) was set at 300-feet beyond the proposed alignment and a 600-foot radius around each of the proposed station locations. During the field survey, focus was made along Commerce Street with regards to photographing the streetscapes near the proposed Commerce Station. Photography was not conducted on resources on the blocks on either side of Commerce Street as those resources have already been listed within the Downtown Dallas Historic District. After coordination was held with the THC and the September 2018 fieldwork was conducted, the proposed alignment was adjusted in the CBD East area in order to avoid impacting a garage and city park. The adjustment was still within the approved APE as the shift in alignment moved upward at a slant. All resources located within 300-feet of the proposed alignment and the 600-foot extension around the proposed station locations were identified on a Google Earth layer, as well as in table format.

Property records which are held at the Dallas County Appraisal District; as well as, historic mapping and aerial photography, were consulted prior to going out into the field to guide field efforts. The date of construction for each resource was determined during the field assessment by surveyors using professional knowledge of style, materials, design, and construction methods. Data that was collected in the field included, but was not limited to, style, form/plan, construction date, and any modifications made to the property. Once the information was gathered, analysis of integrity and significance of each property was conducted to determine whether individual properties are eligible for listing in the National Register or whether they contribute to the significance of a potential historic district. When applicable, resources were given a unique identification number, which is keyed to a resource location map. Maps, found in Appendix C, include the location of each historic-age resource, and specific Building or Platform Exterior Perimeter Shape of each station platform location. The maps in Appendix C also include those known resources and districts that were identified in Section 2.1.1 and that fall within the APE.

The field work was conducted by architectural historians meeting the Secretary of the Interior's professional qualifications (as defined in 36 CFR Part 61). Physical inspection of a historic-age property consisted of a site inspection, photographic documentation, and recording relevant construction materials and character-defining features. All information was recorded on field notes and maps. All resources were recorded using a property data sheet, which are in Appendix D, and prepared by the architectural historian based on the Texas Historical Commission (THC) survey forms. Streetscapes were also photographed around the areas of the proposed pedestrian stations.



Field work was conducted on September 17-19, October 25, and on November 20, 2018. Follow-up field work was conducted on May 17 and June 13, 2019. Weather conditions during the field efforts was sunny throughout the day. Many resources are along busy city streets. This made photographing resources difficult due to heavy traffic. Photographic documentation included at least two photos of the property from oblique angles to capture all visible sides, and any pertinent architectural detailing observed on the building. Some buildings, being strictly utilitarian and regular in form, did not warrant additional photographic documentation beyond the minimum in order to capture all relevant details. Where surveyors felt the properties warranted in-depth documentation additional photographs were taken.

Field data gathered included the property numerical designation; Universal Transverse Mercator (UTM) coordinates if not already provided; historic and current name, use, and function, if discernable; construction date (estimated, if unknown); architect or builder, if known; style, as applicable; property type and subtype; architectural details and features; and overall condition of the property.

The proposed project alignment designs indicate that the project will be primarily below ground, resulting in no visual impacts to most of the above-ground resources. At this early stage in development, it is unknown what, if any, effects to the historic resources may occur as a result of vibration, noise, and environmental. Therefore, during the field survey, the architectural historians focused on the areas around the station location footprints to identify any NRHP-listed resources or recommended NRHP resources. Since current designs of the above-ground station entrances are not developed at the present time, photographs were taken of adjacent buildings and the streetscapes, primarily within the established Historic Districts to identify all historic resources which may be affected by the proposed station portal access designs. This data will be used during future development stages to determine if any visual effects may occur during future design of the four station locations.

3 Historic Overview

3.1 Dallas County

Dallas County is in north-central Texas and is bordered by Denton and Collin counties to the north, Ellis County to the south, Kauffman and Rockwell counties to the east, and Tarrant County to the west. Dallas County comprises 902 square miles of mostly flat, heavy Blackland Prairie soils. The County was included in the 16,000 square miles that the Texas Land and Emigration Company of St. Louis (known as the Peters Colony) received through a contract with the Republic of Texas (Maxwell 2010).

Dallas County was formed by the Texas Legislature in 1846. It remained primarily rural and agricultural through 1920, although manufacturing and industries became more important to the County's economy during this time period. Cotton production was at its peak in 1900; while wheat and oats had their largest crops in 1920. The year 1820 also saw the largest number of farms in the county (Maxwell 2010).



The absence of rail slowed Dallas County's growth. From 1843 to 1850 goods were shipped by road to the nearest markets of Houston, Texas, and Shreveport, Louisiana. The county was at the crossroads of two roads: the Military Road from Austin (south) to the Red River (north), which was completed in 1842, and Preston Road. Preston Road was laid out in 1840 by Colonel W.G. Cooke and the First Texas Infantry Regiment Texas soldiers. It served as a military road, beginning in Austin and terminating at the Coffee trading post, adjacent to a fort established by Captain William Preston. The road was part of the Central National Road of the Republic of Texas that had been authorized by the Eight Congress of the Republic of Texas (Cowling 1936:13). Between 1850 and 1870, the road was heavily utilized for freight, immigration, and as a trail for driving cattle (Dunn 2000:15). Preston Road remains a primary transportation route today, although it has been paved and designated as SH 289 (Dunn 2000:14-15).

By 1846, Dallas County approved building of roads to surrounding counties. In 1872 the first railroad, the Houston and Texas Central (H&TC), was built through Dallas County from the south to the north and passed through Hutchins, Oasis, Wilmer, and Richardson. A year later the Texas and Pacific Railway (T&P) ran through the county and many communities along the railroad prospered, including Coppel, Carrollton, Dallas, Addison, and Richardson (Maxwell 2010).

The Dallas Branch Pressure Sewer, constructed in 1932, roughly follows McKinney Street, from the Trinity River to Field Street. This resource was identified as an element of the Floodway that supported the Dallas Floodway's significance.

3.1.1 City of Dallas

The initial settlement of Dallas was founded on the eastern bank of the Trinity River by John Neely Bryan in November of 1841. This land was also included in the 16,000 square miles that the Texas Land and Emigration Company of St. Louis (known as the Peters Colony) received through a contract with the Republic of Texas. The townsite was laid out in 1844 and in 1846, the Texas Legislature formed Dallas County. The town of Dallas became the temporary county seat and then the permanent county seat in 1850 (McDonald 1978:10). By the 1850s, the town included a newspaper, a hotel, dry-goods stores, brickyards and two livery stables (McDonald 1978:10).

By 1860, the population of the town had reached 678. However, the advent of the Civil War meant that economic growth in the town and surrounding area came to a standstill. Additionally, transportation in the area was impacted: stagecoach schedules were interrupted, there was no maintenance or construction of new roads and railroad construction was halted for seven years (Quimby and Singleton 2008). During the 1870s, the City of Dallas began a decade of expansion and development. Anticipating the arrival of the railroad, Dallas extended its city limits to the east by one mile in 1871 (McDonald 1978:19).

During the 1870s to the early 1900s, Dallas became one of the largest inland cotton exchanges in the country. Almost half of the state's cotton acreage was located within a 100-mile radius of the city. The cotton was warehoused, traded and shipped through Dallas. Dallas also became the distribution center for farm and ranch equipment (Quimby and Singleton 2008).

The population of the city boomed from 3,000 in 1872 to 7,000 in 1874 and 10,285 by 1880. Manufacturing, banking and finance were the major industries in Dallas well into the early 1900s. The city continued to annex more areas including East Dallas and Oak Cliff. The first decades of



the 20th century saw the development of the interurban system and additional rail lines. By 1913, Dallas had experienced tremendous growth. The population had increased from 92,105 in 1910 to 120,594 in 1913 (Babcock 1913: 18). Like many cities, growth in Dallas ceased during World War I. By the end of the war, Dallas remained the largest inland cotton market in the nation and had a population of 158,976. During the 1920s, Dallas expanded its physical size from 23.4 square miles to 45.09 square miles (Quimby and Singleton 2008). The advent of the Great Depression once again halted the growth of the city, but the city soon received an influx of federal dollars for relief and public projects. Dallas was also chosen to host the Texas Centennial celebration which brought additional dollars and jobs into the city.

World War II brought growth, prosperity and new industries, especially related to aircraft manufacturing, to Dallas. The City physically grew from 45 square miles in 1945 to 198 square miles in 1955. In the post war years, Dallas continued to grow. Stemmons Freeway (IH 35 North) opened in 1959. By 1960, the population was 679,684 and the city encompassed approximately 282 square miles (Quimby and Singleton 2008). Dallas experienced a building boom in the 1970s and 1980s which impacted the downtown and north Dallas. The population during this time had grown to 844,401 represented the continued expansion and development of the City.

3.2 Transportation

Transportation was an integral part in the development and growth of North Texas. As settlers migrated to Texas in the early years of independence and statehood, travel was limited due to the absence of roads, unreliable terrain, and the slow pace of long-distance travel by ox cart or stagecoach lines. Before the railroads spread to the west, stagecoach lines were the main outlet of transportation. Stagecoaches carried mail and people connecting the east coast across to the west coast. The stage lines were also used as freight lines. Teams of Oxen pulled wagons over the stagecoach lines to deliver goods to towns and settlements across the state (Potts 1909: 16). Counties opened roads as the population in their areas increased. Private stage lines were established between principal towns. Owners of the stagecoach lines laid out the routes and roads, but the counties maintained them. The stage lines routes eventually became the railroad routes (Potts 1909: 14).

Railroads, and the companies who owned them, eventually became the largest industrial force in the economic growth of north Texas, as well as the rest of the state. The development of municipal and international airports within Tarrant, Dallas, and Collin County also aided in the growth and expansion of communities such as Grapevine.

3.2.1 Railroad Development

After the 1836 Battle of San Jacinto when Texas achieved independence, there were only 1,273 miles of railroads within the United States; none were west of the Mississippi and none were in the southern United States. Roads and canals were thought as being more reliable than the steam locomotives. Within six months after the Battle of San Jacinto, the First Congress of Texas met and decided that an examination should be made regarding transportation conditions within the state of Texas. It also granted a charter to the Texas Railroad Navigation and Banking Company for a railroad, as well as for the improvement of the waterways, rivers, bays, and canals in order to

connect the railroads to these already established modes of transportation. This charter became the first granted for a railroad west of the Mississippi and was unanimously approved by Senate vote in 1836. However, the charter was viewed as a betrayal to the people, jeopardizing their rights, property and liberty, and was rescinded (Reed 1981:1- 10).

In 1838, the Brazos and Galveston Railroad Company was granted the right to improve transportation between Galveston and Houston. The charter specified the use of turnpikes instead of canals, the use of public lands, and that men and munitions for the Army and Navy would be transported for free. This charter failed as well. With the commercial competition between Galveston and Houston at hand, the City of Houston petitioned for their own rail charter for the Houston and Brazos Railroad Company. By 1840, laborers had been hired to start grading for ten miles. With a threatened Mexican invasion, the grading was abandoned and there is no record of the railroad being built (Reed 1981:32-33). Harrisburg resident, Andrew Briscoe, a pioneer in planning the laying out of towns in advance of the rail line construction, believed strongly in the development in the rail lines between the Brazos and Harrisburg. He secured several lots of land within Harrisburg for the sole purpose of grading for a new rail line. In 1841, he secured a charter under the name of The Harrisburg Railroad and Trading Company. Briscoe and his engineers planned a route for a transcontinental railroad. Even with all of Briscoe's preplanning efforts for construction, the country was still under the threats of a Mexican invasion and all male citizens were expected to be able to report for war duty. With the lack of labor, this charter rail line never began (Reed 1981:36-37). None of the early Republic's chartered railroads were developed, but the efforts and ideas planted seeds for future development.

The first railroad in Texas was chartered in 1847 beginning on Buffalo Bayou between Houston and Lynchburg. It extended to a point on the Brazos between Richmond and Washington. The lots originally purchased by Andrew Briscoe in Harrisburg would be used, provided that the rail charter could complete and have in operation, 20 miles of rail within two years (Reed 1981:56). In 1851 a survey of the area was conducted to locate the termini of the route. Harrisburg was selected as the starting point and Richmond as the point crossing the Brazos. Work began in 1852 when the contract for grading was awarded to W.J. Kyle and Frank Terry. In August of 1853, 20 miles was completed from Harrisburg to Stafford's Point. The rail did not officially open until September 7, 1853 and boasted two mixed trains daily, one each way. By the end of December 1855, the railroad to Brazos was completed extending the line to 32 miles. By March 1859, the rail was extended another 18 miles to the San Barnard River; an additional 15 miles to Eagle River was completed by November 1859; and in the fall of 1860 an additional 15 miles of rail reached Alleyton. Total rail line constructed in the six-year time period totaled 80 miles, at which time construction ceased until after the Civil War (Reed 1981:59-61). The total cost to construct the first rail line in Texas amounted to \$1,490,847.02 or \$18,400 per mile.

By 1860 the future of railroads in Texas was very promising and plans were made to build northward towards Houston, Austin, and the eastern boundary of Texas along the Red River (Reed 1981:63-65). Three railroads had been completed by the beginning of the Civil War: the Texas and New Orleans, the Easter Texas, and the Washington County railroads (Werner 2012). Other railroad companies had started or were about to begin construction when the Civil War broke out. They did not resume construction until after the war. The existing railroads suffered from lack of maintenance as well as having materials pilfered for other uses. It was not until the 1870s that



railroad construction resumed in earnest. The H&TC continued building north through Corsicana (1871) and Dallas (1873). Coming from the north into Texas was the MKT Railroad, which reached Denison in 1872. The following year the H&TC also reached Denison, giving the state a link to the nationwide railroad system (Werner 2012). The Houston and Great Northern Railroad constructed a line from Houston to East Texas in 1870. Other rail lines were constructed and completed during the 1870s. Acquisition and consolidation of lines also occurred. T&P Railway acquired the Southern Pacific and the Memphis, El Paso, and Pacific Railways and completed a line from Texarkana through Dallas to Fort Worth. By the end of the 1870s, Texas had 2,440 miles of track.

From the 1870s through the 1880s, more than 6000 miles of railroad track was constructed in Texas. Acquisition and consolidation of various lines continued. Jay Gould acquired control of the T&P and the MKT rail lines, as well as others. Issues with the railroads including high rates, traffic pools, and other abuses lead to several court cases filed by the State Attorney General James Hogg. His successes in these cases lead to significant changes to Gould's railroad empire in Texas. Hogg made a successful bid for governor and established the Texas Railroad Commission during his tenure (Werner 2012).

In 1870, H&TC Railway announced plans to build a rail line near Dallas. The line would be located approximately eight miles east of the courthouse, therefore bypassing the city. Captain William Gaston, along with many of local business leaders, donated \$5,000 in cash and land for a right-of-way through Gaston's property to entice the railroad to come through Dallas. The line ran along what is now known as Wood Street, Marilla Street and South Cesar Chavez Streets (McDonald 1978:19; John F. Worley & Co. 1900) The first train pulled into town on July 16, 1872.

The T&P Railway announced that the railroad line would skirt Dallas, passing 50 miles to the south of the town. Once again civic leaders acted. They convinced their State Representative to attach a rider to the bill that granted right of way allotments to the railroads. The rider required the T&P to pass within on mile of Browder Springs (approximately one mile southeast of the courthouse). When the railroad realized what had occurred, they threatened to run their line south of the town. However, once again, business leaders donated land for the right of way, cash and bonds. On February 22, 1873, the T&P arrived in Dallas. The T&P ran along what is now known at Pacific Avenue (John F. Worley & Co. 1900). The Missouri-Kansas-Texas Railway (MKT) was completed in 1873 and provided a link to St. Louis via the connection with the Houston T&P Railway line. The MKT ran along the west side of the downtown passing north of the city along Turtle Creek, providing access to communities immediately adjacent to the downtown area (John F. Worley & Co. 1900).

The early 1870s also brought streetcar service to the city. In 1873, the first streetcar was added heading north of downtown. A streetcar system was proposed, and the Dallas City Railroad Company introduced two mule-driven streetcars, which ferried passengers back-and-forth up Main Street. In 1889, this mode of transit was given a further boost as electrification began to be added to Dallas' streetcar lines. By the 1920s and 1930s, multiple trolley lines were serving downtown Dallas, predominately located along Lamar, Commerce, Main, Elm, and Ervay Streets (John F. Worley & Co. 1900).

At the turn of the century, there were still large areas of the state that had little or no rail service including West Texas, The Panhandle, and Southwest Texas. However, by 1911, Texas became the



state with the most railway trackage. Between 1900 and 1932, almost 45 percent of the mileage in the state was constructed, bringing the total to 17,078 miles. Consolidation and reorganization of railroad companies continued through the 1930s. Three railroad companies, the Southern Pacific, Missouri Pacific, and the Santa Fe owned more than 70 percent of the mileage in Texas (Werner 2012).

Passenger trains reached their zeniths during the 1930s and 1940s. Many of the Texas lines ordered streamlined passenger equipment and new diesel engines. However, with the construction of the interstate highway system, as well as the development of airlines, passenger trains were phased out. The railroads were deregulated in 1980 and led to reconfiguration of the major freight lines. They abandoned unprofitable lines and routes and focused on consolidation and profitable routes. New companies acquired and successfully operated on secondary lines (Werner 2010).

3.2.2 Highway Transportation

The development of the highway system in Texas coincided with the burgeoning purchase and use of automobiles in the early 1900s. Road improvements were necessary for drivers to be able to traverse even the shortest distances let alone a trip across the state. In 1903, like many other states, Texas saw the formation of “good road” associations to promote improvements. The Federal Highway Act of 1916 provided for the establishment of state highway departments. In that year, Texas had 194,720 cars registered in the state. In 1917, the state legislature established the State Highway Department (now the Texas Department of Transportation [TxDOT]). In these early years, the primary responsibility of the department was to give financial aid to the counties for highway construction and maintenance.

In the early 1920s, there were several changes that furthered the development of highways in Texas. The Federal Road Act of 1921 provided matching funds for states to build roads. Texas imposed a gasoline tax in 1923 to fund highway construction and the Texas Highway Department assumed the responsibility for constructing and maintaining the state highways. The state also adopted a “pay-as-you go” system to construct the roads and developed a road marking and numbering system. By 1929, Texas had 18,728 miles of highways, 9,271 of which were hard surfaced. During the Great Depression, the state sought funds for highway construction as a way of providing employment to those who were without work. By 1939, there were over 1.5 million registered cars in Texas and more than 21,000 miles of roadways (Kite 2010).

Tremendous growth in the development of highways across the United States occurred in the post-war years. In 1945, the Texas state highway commission authorized the construction of 7,500 miles of rural roads to be financed by federal and state funds. The Colson-Briscoe Act of 1949 appropriated \$15 million a year to form the Omnibus Tax Clearance Fund to the state highway department. This money was earmarked for the construction of rural roads that did not have enough traffic to warrant their construction or maintenance. In 1962, the amount was increased to \$23 million a year for new farm to market roads. By 1990, there were over 41,750 miles of secondary roads in the state, the most in the world (Kite 2010).

In 1956, the US Congress established the National System of Interstate and Defense Highways, which had the goal of linking nearly every major population center in the nation. The system was



to consist of 42,000 miles of highways across the country. The law established a trust fund under which the states would pay ten percent of the cost of the system and the federal government would pay 90 percent. The states had to pay for the construction and be reimbursed by the federal government. As a result, by the 1990s Texas had completed over 3,000 miles of interstate highway mileage (Kite 2010).

Transportation highways in the Dallas supported the population boom of the 1950s. Central Expressway opened in 1950 to funnel population growth to the north of the city and by 1956, extended southward for a length of 20 miles. Stemmons Freeway, to the west of the City was constructed in 1959. IH345 was constructed in 1970 and is overlaid by the southernmost section of US75 along the Central Expressway between the central business district of Dallas and Deep Ellum (Singleton 1998). Woodall Rodgers (Spur 366) was constructed in 1983 and is located to the north of the commercial downtown area of Dallas. IH345 connects to Woodall Rodgers via an exit. Good-Latimer Expressway is an extension of Routh Street within the Deep Ellum area and proceeds south-southeast through south Dallas. It was constructed underneath IH345 (US75/IH45 connection) and was part of the US Highway 75 until 1987 where upon it connected the two freeway sections of the Central Expressway. It is known referred to Spur 559 (DFW Freeways 2014). The construction of the four freeways around the perimeter of the commercial area of Dallas resulted in the City becoming isolated from the adjacent neighborhoods, and Deep Ellum to the east.

3.2.3 Automobile Transportation

City Streets

The main transportation surface streets within the City of Dallas were set in a grid pattern (N-S; E-W). Main thoroughfares were Elm, Main, and Commerce running east to west. Main north to south thoroughfares were Lamar, Akard, St. Paul. Griffin Street was widened, sometime between 1974 and 1982 (according to USGS Topographic Maps), in order to relieve congestion towards the convention center to the southwest area of the city.

Automobile Row

The automobile was invented in the late 1800s and by the turn of the century Dallas had its first automobile dealership, Lipscomb & Garret at 301 Main Street. (Bowen 2000: Sec 8 p.9) Several other dealerships quickly followed and located in the area. The availability and use of automobiles grew quickly and with it the need for products and services to maintain and operate the vehicle such as service stations, and auto mechanics. By 1910 the east side of Dallas developed an automotive center or “automobile row” by 1910 with 37 auto-related companies, such as tire companies and dealerships located throughout the area. (Bowen 2000: Sec 8 p.9, 10) Growth of the auto industry continued when Ford opened in assembly plant in Deep Ellum in 1914 and Chevrolet Motor Company built in Deep Ellum in 1923.

The Magnolia Oil Service Station, 2130 Commerce Street, is a prime example of an automobile related business. Located on a corner with access from two streets the building form was designed to specifically accommodate vehicles to pass underneath the second story to receive gasoline, tire repairs and other such services.



4 Historic Resources Survey Results

4.1 2018-2019 Survey Results

On September 18-19, 2018, November 20, 2018, May 17 and June 13, 2019, a historic resources reconnaissance survey was conducted to document any historic-age resources found within the 300-foot APE from the footprint for the proposed alignment and within a 600-foot radius APE for each of the proposed station locations. Previously recorded resources were re-evaluated and confirmed of their status to the NRHP. Any newly documented resources were evaluated for listing in the NRHP, either individually, or for their potential as a cohesive unit as a historic district. Historic resources within the APEs consist of commercial, municipality, religious, and transportation property types. In addition to individual resources, development patterns indicating the boundaries for a potential historic district within or abutting the project area APEs were also sought.

A total of ninety historic-age resources were identified within the project alignment and the four station location APEs. Twenty-two resources were previously determined eligible to the NRHP as individual resources; contributing resources to one of the three National Register Districts; contributing resources to the Dallas City Landmark (City of Dallas labels their districts "landmarks"); or a Recorded Texas Historic Landmark. Sixty-seven historic-age resources which were not previously documented were recorded within the proposed project APEs. Table 4-1 includes the historic-age resources located within the proposed project APEs that were previously documented and field verified as well as newly recorded historic-age resources.

Table 4-1 Recorded Resources Within 300-feet of the Proposed Rail Alignment and Within 600-Feet of each of the Proposed Station Location APEs

Resource Number	Historic Name	Address	Street	Westend Historic District		Downtown Dallas Historic District		Harwood Street Historic District	NRHP Individually Listed	Dallas City Landmark	RTHL	New Resources Documented in 2018
				Contributing Resource	Non-Contributing Resource	Contributing Resource	Non-Contributing Resource	Contributing Resource				
1	Waples-Platter Coffee Roaster	2211	N Lamar Street									
2	Unknown (Hooters Restaurant)	2201	N Lamar Street									X
3	Waples-Platter Coffee Grocery	2200	N Lamar Street									
4	Unknown (Dallas World Aquarium)	1801	N Griffin Street									X
5	Mohawk Rubber Co (Dallas World Aquarium)	1801	N Griffin Street									X
6	Unknown	1708	N Griffin Street									X
7	Magnolia Gas Station	902	Ross Avenue									X
8	Unknown	500	N Griffin Street									X
9a & b	KFW Station and LTV tower	1109	Patterson Street									X
		1600	Pacific Avenue			9b						X
10	Renaissance Tower parking garage	1201	Pacific Avenue									X
11	Millner Supply Company	911	Elm Street									X
12	Unknown (Crowne Plaza Hotel)	1015	Elm Street									X
13	Huey and Philip	1025	Elm Street									X
14	First International Bancshares	1201	Elm Street									X
15	One Main Place	1201	Main Street									
16	Unknown (Commissary)	1217	Main Street									X
17	Earle Cabell Federal Building	1100	Commerce Street									X
18	Santa Fe Terminal 1	1114	Commerce Street (1201 Jackson)									
19	Unknown (Manor House)	1208	Commerce Street									X
20	Santa Fe Terminal 2	1122	Jackson Street									
21	Adolphus Hotel and Tower	1321	Commerce Street									
22	Magnolia Petroleum Building	1401	Commerce Street (108 S Akard)									
23	Dallas National Bank Annex	1511	Commerce Street (1530 Main)									
24	Dallas Power & Light Building	1508	(1506) Commerce Street									
25	Federal Reserve Bank	400	S Akard Street									
26	Jackson Street Garage	1810	Jackson Street									
27	Mercantile National Bank/Continental Building	1810	Commerce Street									
28	Statler Hilton Hotel	1914	Commerce Street									

Resource Number	Historic Name	Address	Street	Westend Historic District		Downtown Dallas Historic District		Harwood Street Historic District	NRHP Individually Listed	Dallas City Landmark	RTHL	New Resources Documented in 2018
	Central Business District			Contributing Resource	Non-Contributing Resource	Contributing Resource	Non-Contributing Resource	Contributing Resource				
29	Unknown (Doug's Gym/7 Eleven)	2008	(2010) Commerce Street									
30	Unknown (Guns and Roses)	2014	(2012) Commerce Street									
31	Bluitt Sanitarium	2036	(2034) Commerce Street									
32	Purvin Hexter Building (RF Aspley Building)	2038	Commerce Street									
33	Magnolia Oil Service Station	2130	(2116) Commerce Street									X
34	Unknown (vacant)	2202	(2204) Commerce Street									X
35	Unknown (vacant)	2204	(2210) Commerce Street									X
36	Unknown (vacant)	2208	(2216) Commerce Street									X
37	Old City Hall	106	Harwood Street									
38	Dallas Municipal Building	2014	Main Street									
39	Unknown	2105	Commerce Street									X
40	Unknown	2107	Commerce Street									X
41	Unknown (vacant)	2207	Commerce Street									X
42	Unknown (vacant)	2211	Commerce Street									X
43	Unknown (vacant)	2215	Commerce Street									X
44	Waters Building	2117	Commerce Street									X
45	Unknown (South Print)	2108	Main Street									X
46	Unknown (vacant)	2208	Main Street									X
47	Unknown (vacant)	2210	Main Street									X
48	Unknown (vacant)	2214	Main Street									X
49	Unknown (South Print)	2107	(2109) Main Street									X
50	Old Central Fire Station	2121	Main Street									X
51	Morris Dry Good	2202	Elm Street (108 Pearl)									X
52	Emerson-Brantingham Building	800	Pacific Avenue									
53	Sangar Brothers Building	838	Elm Street									
54	The Metropolitan	1200	Main Street									X
55	Unknown	1300	Jackson Street									X
56	Four AT&T Plaza	311	South Akard Street									X
57	Blue Cross Blue Shield	2201	Main Street									X
Deep Ellum Resources												
DE 01	Unknown	615	N Good Latimer Exp									X
DE 02	Buell & Co (1952)	2411	Swiss Avenue (2439)									X
DE 03	Unknown	2511	Swiss Avenue									X

Resource Number	Historic Name	Address	Street	Westend Historic District		Downtown Dallas Historic District		Harwood Street Historic District	NRHP Individually Listed	Dallas City Landmark	RTHL	New Resources Documented in 2018
	Central Business District			Contributing Resource	Non-Contributing Resource	Contributing Resource	Non-Contributing Resource	Contributing Resource				
DE 04	Unknown	505	N Good Latimer Exp									X
DE 05	Unknown	2506	Swiss Avenue									X
DE 06	Unknown (Gas Station)	2500	Swiss Avenue									X
DE 07	Unknown	404	Hawkins Street									X
DE 08	Unknown (Lizard Lounge)	2424	Swiss Avenue									X
DE 09	Unknown	2441	Pacific Avenue									X
DE 10 A & B	Unknown	2501	Pacific Avenue									X
DE 11 A, B & C	Tiled Street Address	2400 and 2500	Pacific Avenue									X
DE 12	"...son Fire Proof Storage & ... Co."	2509	Pacific Avenue									X
DE 13	Unknown	2515	Pacific Avenue									X
DE 14	Grand Lodge of the Colored Knights of Pythias	2551	Elm Street									
DE 15	Unknown	2556	Elm Street									X
DE 16	St. James AME Temple	624	N Good Latimer Exp									
DE 17	Standard Supply	606	N Good Latimer Exp (2601 Swiss)									X
DE 18	Unknown	2613	Swiss Avenue									X
DE 19	Unknown	2614	Swiss Avenue									X
DE 20	Unknown	402	N Good Latimer Exp									X
DE 21	Unknown	2601	Gaston Avenue									X
DE 22	Unknown	2615	Gaston Avenue									X
DE 23	Unknown	2605	Elm Street									X
DE 24	Southern Refrigeration Co.	2613	Elm Street (2609)									X
DE 25	American Transfer & Storage Co.	2615	Elm Street									X
DE 26	North American Van Lines	2639	Elm Street									X
DE 27	Unknown	2625	Elm Street									X
DE 28	Unknown	301	N Crowdus Street									X
DE 29	Unknown	2624	Elm Street									X
DE 30	Agrovitz Dry Goods	2618	Elm Street									X
DE 31	Allen's Drug Store	2614	Elm Street									X
DE 32	Unknown	2610	Elm Street									X
DE 33	Santa Fe Paint	2608	Elm Street									X



Within the 600-foot APE for the four proposed station locations, there were 43 historic-age resources identified, evaluated, and recommended as to their current NRHP status, and/or future NRHP eligibility (see Appendix C: Figures 1 - 3, Table 4-2).

Table 4-2 Identified Historic-Age Resources Within the Four Proposed Station Location APEs

Resource Number	Name	Address	Museum Way Station	Metro Center Station	Commerce Station	CBD East Station
1	Waples-Platter Coffee Roaster	2211 N Lamar	X			
2	Hooters Restaurant	2201 N Lamar	X			
3	Waples-Platter Coffee Grocery	2200 N Lamar	X			
7	Magnolia Gas Station	902 Ross Avenue		X		
8	Unknown	500 N Griffin		X		
9a and b	KFW Station and LTV Tower	1109 Patterson 1600 Pacific Avenue		X		
10	Renaissance Tower Paring Garage	1201 Pacific Avenue		X		
11	Millner Supply Company	911 Elm Street		X		
12	Crowne Plaza Hotel	1015 Elm Street		X		
13	Huey and Philip	1025 Elm Street		X		
14	First National Bancshares	1201 Elm Street		X		
15	One Main Place	1201 Main Street		X		
16	Commissary	1217 Main Street		X		
21	Hotel Adolphus	1321 Commerce Street			X	
22	Magnolia Petroleum Building	1401 Commerce Street			X	
23	Dallas National Bank Annex	1511 Commerce Street			X	
24	Dallas Power & Light Building	1508 Commerce Street			X	
25	Federal Reserve Bank	400 S Akard Street			X	
26	Jackson Street Garage	1810 Jackson Street			X	



Resource Number	Name	Address	Museum Way Station	Metro Center Station	Commerce Station	CBD East Station
27	Mercantile National Bank/ Continental Building	1810 Commerce Street			X	
29	Doug's Gym/7-Eleven	2008 Commerce Street				X
30	Guns and Roses	2012 Commerce Street				X
31	Bluitt Sanitarium	2036 Commerce Street				X
32	Purvin Hexter Building	2038 Commerce Street				X
33	Magnolia Oil Service Station	2130 Commerce Street				X
34	Vacant	2202 Commerce Street				X
37	Old City Hall	106 Harwood Street				X
38	Dallas Municipal Building	2014 Main Street				X
39	Unknown	2105 Commerce Street				X
40	Unknown	2107 Commerce Street				X
41	Vacant	2207 Commerce Street				X
42	Vacant	2211 Commerce Street				X
43	Vacant	2215 Commerce Street				X
44	Waters Building	2117 Commerce Street				X
45	South Print	2108 Main Street				X
46	Vacant	2208 Main Street				X
47	Vacant	2210 Main Street				X
48	Vacant	2214 Main Street				X
49	South Print	2109 Main Street				X
50	Old Central Fire Station	2121 Main Street				X



Resource Number	Name	Address	Museum Way Station	Metro Center Station	Commerce Station	CBD East Station
51	Morris Dry Goods	2202 Elm Street				X
52	Emerson-Brantingham Building	800 Pacific Avenue		X		
53	Sangar Brothers Building	838 Elm Street		X		
54	The Metropolitan	1200 Main Street		X		
56	Four AT&T	311 S. Akard			X	
57	Blue Cross-Blue Shield Building	2201 Main Street				X

During the historic resources’ reconnaissance survey, architectural historians focused on the areas immediately adjacent to each of the four proposed station locations in order to identify resources which may be impacted, either visually or structurally by the future station access portal designs. Historians identified ten resources immediately adjacent to the streets where the four stations are proposed. These resources are also discussed below and are identified in Table 4-3. In addition, one station, Commerce Street, is within the NRHP-listed Downtown Dallas Historic District.

Table 4-3 Historic-Age Resources Located Immediately Adjacent to Proposed Station Locations

Resource Number	Name	Address	Museum Way Station	Metro Center Station	Commerce Street Station	CBD East Station
11	Millner Supply Company	911 Elm Street		X		
12	Crowne Plaza Hotel	1015 Elm Street		X		
13	Huey and Philip	1025 Elm Street		X		
22	Magnolia Petroleum Building	1401 Commerce Street			X	
23	Dallas National Bank Annex	1511 Commerce Street			X	
24	Dallas Power & Light Building	1508 Commerce Street			X	
45	South Print	2108 Main Street				X
49	South Print	2109 Main Street				X



Resource Number	Name	Address	Museum Way Station	Metro Center Station	Commerce Street Station	CBD East Station
50	Old Central Fire Station	2121 Main Street				X
51	Morris Dry Goods	2202 Elm Street				X
54	The Metropolitan	1200 Main Street		X		
56	Four AT&T	311 S. Akard Street			X	
57	Blue Cross-Blue Shield Building	2201 Main Street				X

4.1.1 Museum Way Station APE Resources

The Museum Way Station (see Appendix C, Figure 1; Table 4-2), is proposed to be an at-grade station located on Museum Way near the Perot Museum. There were three resources identified within the station APE. Two resources (Resources 1 and 2) are listed on the NRHP. These resources are three city blocks southwest of the proposed station location and not within view of the proposed at-grade facility. There are no resources recorded immediately adjacent to the Museum Way Station location.

Resource 1, identified as the Waples-Platter Coffee Roaster, located at 2211 N Lamar, was previously designated a NRHP-listed resource in 1978 under Criterion A and C. The four-story bricked-faced, steel frame building has an irregularly shaped plan with three facades pierced by large multi-paned windows and one solid brick façade. The resource retains integrity of location, setting, workmanship, feeling, and association and continues to meet the NRHP Criteria for listing under A and C (see Appendix C, Figure 1; Appendix D: Resource 1).

Resource 2 located at 2201 N Lamar is commonly known as the Hooters Restaurant. This resource is a single-story, red brick building in a stretcher bond pattern, with stone coping and a concrete foundation. The resource, while retaining integrity of location, setting, workmanship, feeling, and association, does not meet the criteria for listing on the NRHP (see Appendix C, Figure 1; Appendix D: Resource 2).

Located at 2200 N. Lamar, Resource 3 is known as the Waples-Platter Coffee Grocery House and was constructed in approximately 1915. The resource was designated as a NRHP-listed resource in 1978 under Criterion A and C. The rectangular, two-story brick building measures 100' x 200'. A raised basement is partially exposed on the southwest and southeast elevations where the grade drops to its lowest point. The resource retains integrity of location, setting, workmanship, feeling, and association and continues to meet the NRHP Criteria for listing under A and C (see Appendix C, Figure 1; Appendix D: Resource 3).

4.1.2 Metro Center Station APE Resources

The Metro Center Station (see Appendix C, Figure 2; Table 4-2), is proposed to be a below grade station located under N. Griffin Street between San Jacinto Avenue and Elm Street. There were thirteen historic resources identified within the station APE. Two were previously listed on the NRHP (Resources 52 and 53). One resource (Resource 15) is listed as a City of Dallas Individual Landmark. Four resources (Resources 11, 12, 13, and 54) are immediately adjacent to N Griffin Street near the Metro Center Station (see Table 4-3). Resources 7, 8, 9, 10, 14, 15, and 16 are within the APE but not located near the proposed station footprint (see Appendix C, Figure 2; Tables 4-2 and 4-3).

Resources Immediately Adjacent to the Metro Center Station

Resource 11 located at 911 Elm Street is known as the Milliner Supply Company. This two-part, two-story, one bay brick building has a flat roof, large first windows and a full façade glassed storefront. The entrance has black-and-white tiles that spell out the name “Milliner’s Supply Company”. In 1925, Mr. and Mrs. Martin Weiss moved their Milliner’s Supply business into this location. The Weiss’ were philanthropists and supported the Oak Cliff area of Dallas. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C, Figure 2; Appendix D: Resource 11; Table 4-3). The building is associated with a pattern of early community development in downtown Dallas, and therefore is recommended as eligible for listing for the NRHP under Criterion A.

Resource 12 located at 1015 Elm Street, is the circa 1972 Crowne Plaza Hotel. The 23-story hotel has a covered circular driveway to allow for the dispatch of guests. The first part of the tower has a mix of breeze blocks and solid walls. While the resource retains integrity of location, setting, workmanship, feeling, and association, it does not meet the Criteria for listing for the NRHP (see Appendix C, Figure 2; Appendix D: Resource 12; Table 4-3).

Located at 1025 Elm Street, Resource 13 is commonly known as the Homewood Suites. The four-story building built in 1913 was designed in brick and stone by architects Lang and Witchell. Six stories were added in 1918. In 1959, the brick and stone were covered with beige aluminum and enamel siding. In 2013, the building was modernized again by the Lowen Hospitality Group. The resource retains its integrity of location and setting. Since there have been numerous modernizations to the original 1913 structure, it does not meet the criteria for listing for the NRHP (see Appendix C, Figure 2; Appendix D: Resource 13; Table 4-3).

Located at 800 Pacific Avenue, Resource 52, historically known as the Emerson-Brantingham Building, but now commonly known as Antioch Church. The five-story brick building has a three-story addition and was constructed in 1900. The first floor has been modified with flushed, storefront plate glass windows and entry doors. The building is a contributing resource to the Westend National Register District and still retains its integrity for listing (see Appendix C, Figure 2, Appendix D: Resource 52; Table 4-3).

Resource 53 located at 898 Elm Street, is the 1924 Sangar Brothers Building. The 1924 eight-story building is constructed out of cast-iron and masonry. The building is highly decorated with Fleur-de-lis, fans, and keystones. A simple entablature with an extended frieze and cornice dentils caps the composition. The building is both a contributing resource to the Westend National Register

District, and is individually listed to the NRHP under Criterion A and C. The building retains its integrity for both listings (see Appendix C, Figure 2, Appendix D: Resource 53; Table 4-3).

Resource 54, located at 1200 Main Street, is currently known as “The Metropolitan” and was constructed in 1972. The building is twenty-three stories in height and houses privately owned condominiums. The exterior is constructed of metal, glass, and concrete, and has recessed balconies set in a grid pattern. The first level on Main Street focuses on entryways to both the commercial and residential. While the building retains its integrity of materials, setting, place, and workmanship, it does not meet the criteria for listing for the NRHP (see Appendix C, Figure 2, Appendix D: Resource 54; Table 4-3).

Additional Resources Within the Metro Center Station APE

Resource 7 located at 902 Ross Avenue is historically known as the Magnolia Gas Station. The building was built in 1923 and is a single-story brick building set in the stretcher bond pattern. The end pilasters are capped with a dome using the darker brick and have a “square and dagger” pattern. The building was renovated in 2012 and received a Preservation Dallas award for preservation. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 2; Appendix D: Resource 7). The building is associated with a pattern of early community development in downtown Dallas, and therefore is recommended as eligible for listing for the NRHP under Criterion A at the local level.

Resource 8 is located at 500 N Griffin Street and is a single-story stucco building (see Appendix C: Figure 2; Appendix D: Resource 8). The fenestration of the building has been greatly altered with three vertically oriented, single pane windows. While the resource retains integrity of location, setting, workmanship, feeling, and association, it does not meet the NRHP Criteria for listing for the NRHP.

Resource 9, known as the KFW Station Building, is located at 1109 Patterson Street. The resource was constructed in 1966 and is a two-story commercial block building with granite block on three of the elevations (see Appendix C: Figure 2; Appendix D: Resource 9). While the resource retains integrity of location, setting, workmanship, feeling, and association, it does not meet the Criteria for listing for the NRHP. Associated with the KFW Station, is the LTV Tower, located at 1600 Pacific Avenue. This resource is listed as a contributing resource to the Dallas Downtown Historic District with a period of significance of 1964 (See Appendix C: Figure 2). The resource was added to the Dallas Downtown Historic District in 2013.

The Renaissance Tower Parking Garage, located at 1201 Pacific Avenue, was documented as Resource 10. The vertical tower parking is composed of a reinforced concrete frame with breeze blocks and was constructed in 1974 (see Appendix C: Figure 2; Appendix D: Resource 10). While the resource retains integrity of location, setting, workmanship, feeling, and association, it does not meet the Criteria for listing for the NRHP.

Resource 14, located at 1201 Elm Street, is commonly known as the Renaissance Tower and was constructed in 1974 and designed by the architectural firm of Hellmuth, Obata and Kassabaum. The 56-story, vertical block, glass-wall skyscraper has a flat roof and windows which are darkened to create an “X” pattern on the side facades when lit up at night (see Appendix C: Figure 2; Appendix D: Resource 14). The building was renovated in 1986 which included re-glazing the

exterior. The resource retains integrity of location, setting, workmanship, feeling, and association, and meets the Criteria for listing for the NRHP under Criterion A and C at the local level for its prominence attached to the City's commerce, its architectural design and engineering.

Resource 15 commonly known as The Westin Hotel, and historically known as One Main Place, is located at 1201 Main Street and was constructed in 1964 and designed by the architectural firm of Skidmore, Owings and Merrill, with Gordon Bunshaft as the lead designer. The building is of the International Style, but the use of a massive concrete structural frame is a significant departure from the more light-weight materials commonly associated with this style. The building includes a lower-level plaza. The building was listed on the NRHP in 2015 and was designated a Dallas Landmark in 2017 (see Appendix C: Figure 2; Appendix D: Resource 15). The resource retains integrity of location, setting, workmanship, feeling, and association and continues to meet the NRHP Criteria for listing under C.

1217 Main Street, recorded as Resource 16, is currently known as the Commissary and was constructed in 1960. This five-story vertical tower is rectangular in plan and has protruding glass windows and multi-colored walls which were added in 2017 (see Appendix C: Figure 2; Appendix D: Resource 16). While the resource retains integrity of location, setting, workmanship, feeling, and association, it does not meet the Criteria for listing for the NRHP.

4.1.3 Commerce Street Station APE

The Commerce Street Station (see Appendix C, Figure 2; Table 4-2), is proposed to be a below grade station located under Commerce Street between Browder Street and S. Ervay Street (see Appendix C: Figure 2). There were eight historic-age resources identified within the station APE. Three resources (Resource 21, 22, and 23) are individually listed on the NRHP. Resource 24 is listed as a contributing resource to the NRHP listed Downtown Dallas Historic District. Three resources are immediately adjacent to the proposed station on Commerce Street (see Table 4-3). Four resources are within the station APE but not adjacent to it (Resources 21, 25, 26 and 27). Resources 25 and 27 are listed as contributing resources to the NRHP listed Downtown Dallas Historic District. Resource 25 is also listed as a City of Dallas Landmark (see Table 4-1). Resources 26 and 56, while located within the Downtown Dallas Historic District, are non-contributing resources. The Commerce Street Station is surrounded by the NRHP listed Downtown Dallas Historic District (see Appendix C: Figure 2).

Resources Immediately Adjacent to the Commerce Street Station

Resource 22, located at 1401 Commerce Street, is known as the Magnolia Hotel. The resource was constructed in 1922 and is a two-part vertical tower of 29 stories clad in tan-colored Indiana limestone. The building was listed in the NRHP in 1978 and was also designated a Dallas Landmark in 1978. The building is also a contributing resource to the NRHP-listed Dallas Downtown Historic District (see Appendix C: Figure 2; Appendix D: Resource 22). The resource retains integrity of location, setting, workmanship, feeling, and association and continues to meet the NRHP and Dallas Landmarks Criteria designations under A and C.

The Dallas National Bank Annex, located at 1511 Commerce Street (1530 Main Street), was recorded as Resource 23. The building was constructed in 1933 and is two-stories in height with a basement which expands the building's lobby on the first floor, providing more office and vault



space in the basement. The building is clad in smooth limestone. The resource was listed in the NRHP in 2005 and is a contributing resource to the NRHP-listed Dallas Downtown Historic District (see Appendix C: Figure 2; Appendix D: Resource 23). The resource retains integrity of location, setting, workmanship, feeling, and association and continues to meet the NRHP Criteria under A and C.

Resource 24, known as the Dallas Power & Light Annex, is located at 1508 Commerce Street. The Art Deco influenced building was built in 1931 and is constructed out of brick without any fenestration or openings. The Lang and Witchell designed Art Deco north facade has a central door opening with three brass framed glass entry doors. The building is a contributing resource to the Dallas Landmark Nomination (2003) and is a contributing resource to the NRHP-listed Dallas Downtown Historic District. The resource retains integrity of location, setting, workmanship, feeling, and association and continues to meet the NRHP Criteria under A and C (see Appendix C; Figure 2; Appendix D: Resource 24).

Additional Resources Within the Commerce Street Station APE

Hotel Adolphus was identified as Resource 21 and is located at 1321 Commerce Street. The three-part vertical block, 19-story building, is designed in the Beaux Arts style which has bronze and granite ornamentation. The Hotel was listed in the NRHP in 1983 and was listed as a Dallas Landmark in 2015. The resource retains integrity of location, setting, workmanship, feeling, and association and continues to meet the NRHP Criteria for listing under A and C (see Appendix C, Figure 2; Appendix D: Resource 21).

Resource 25, located at 400 S Akard, is known as the Federal Reserve Bank. The 1920 building was listed as a Dallas Landmark in 1976 and is a contributing resource to the NRHP-listed Dallas Downtown Historic District. The seven-story building, designed in the Neo-Classical Revival Style by Graham, Anderson, Probst and White of Chicago, has a temple front and four Doric columns which frame the entrance, and support a central medallion. The resource retains integrity of location, setting, workmanship, feeling, and association and continues to meet the NRHP Criteria under A and C (see Appendix C; Figure 2; Appendix D: Resource 25).

The Jackson Street Garage, located at 1810 Jackson Street, was recorded as Resource 26. The eight story, parking garage is clad with square breeze blocks and has a flat roof which serves as parking space. The building is a non-contributing resource to the NRHP-listed Downtown Historic District (Boundary Increase) in 2007. The resource retains integrity of location, setting, workmanship, feeling, and association but does not meet the NRHP Criteria for individual listing (see Appendix C; Figure 2; Appendix D: Resource 26).

Resource 27, located at 1810 Commerce Street, is commonly known as the Continental Building. The building was constructed in two phases c. 1950 and 1958. The building was designed by Walter W. Ahlschlager featuring four-and-a-half stories of underground parking and three-stories of box office/storefront above ground. In 1958, eight additional stories were added for a total of 11 stories in height. The building is a contributing resource to the NRHP-listed Dallas Downtown Historic District. The resource retains integrity of location, setting, workmanship, feeling, and association and continues to meet the NRHP Criteria under A and C (see Appendix C; Figure 2; Appendix D: Resource 27).

Resource 56, located at 311 South Akard Street, is commonly known as “Four AT&T Plaza”. The resource is a twenty-storied in height, five-bay wide, building, constructed out of brick. The first floor has recessed entryways consisting of glass plate windows and doorways. The windows on the facades are paired in groups of five until the fourteenth floor. Floors fifteen through 21 are paired in the central locations, as a result of the stepped pattern of the exterior. Building has no decorative features on exterior. A pedestrian skyway was constructed on the twelfth floor connecting the building to “Three AT&T” 398 S. Akard. The resource retains integrity of location, setting, workmanship, feeling, but does not meet the NRHP Criteria for eligibility (see Appendix C: Figure 3; Appendix D: Resource 56).

4.1.4 CBD East Station APE Resources

The CBD East Station (see Appendix C, Figure 3; Table 4-2), is also proposed to be a below grade station. There were 22 historic resources identified within the station APE. Two resources (Resource 31 and 32) are individually listed on the NRHP, are both Dallas City Landmarks, and are both contributing resources to the NRHP-listed Downtown Dallas Historic District, and the City of Dallas Harwood Street Historic District. Four resources, 29, 30, 37, and 38, are Dallas City Landmarks, and are contributing resources to the NRHP-listed Downtown Dallas Historic District, and the City of Dallas Harwood Street Historic District. Resources 37 and 38 are also Recorded Texas Historic Landmarks.

Four resources (Resources 45, 49, 50, 51), which were not previously documented or NRHP-listed, are not recommended for listing to the NRHP are immediately adjacent to the proposed below-grade subway station (see Appendix C: Figure 3; Table 4-3).

Resources Immediately Adjacent to the CBD East Station

The Southwestern Printing Company building, located at 2108 Main Street, was recorded as Resource 45. The building was constructed circa 1958 in the Modernist style of architecture. The building is a two-part, three-bay, brick building, whose front façade has been greatly altered with a change of material, design and fenestration pattern. The resource retains its integrity of location and setting but does not meet the NRHP Criteria for eligibility (see Appendix C: Figure 3; Appendix D: Resource 45).

Resource 49 located at 2107-2109 Main Street, is a one-part, two-bay brick building constructed circa 1935. The original windows and doors have been replaced. The western façade has some advertising painted on the brick. The building retains integrity of location only and does not meet the NRHP Criteria for eligibility (see Appendix C; Figure 3; Appendix D: Resource 49).

The Old Fire Station located at 2121 Main Street was recorded as Resource 50. The building was constructed circa 1929 and was modified in 1982. The original style of architecture is Italianate. The building is three-stories in height and has multiple bays. The upper stories are flanked by tower-like facades linked by a mansard roof which is supported by decorative brackets. The bay openings have been enclosed by modern windows. In 1982, the original fire station building was topped with a two-story black-glass block and side and back additions were added. The building retains integrity of location only and does not meet the NRHP Criteria for eligibility (see Appendix C; Figure 3; Appendix D: Resource 50).

The Morris Dry Goods Building was recorded as Resource 51 and is located at 2202 Elm Street. The building was constructed in 1900 as a brick building typical of small commercial buildings constructed at the turn of the twentieth century. Decorative characteristics are still visible on the front façade and include a raised parapet, recessed brick notches, corbel bricks, dentil band and two pilasters atop stone. The building has been painted and the front façade window and door pattern have been completely altered. An addition has changed the overall massing of the building. The building retains integrity of location only and does not meet the NRHP Criteria for eligibility (see Appendix C; Figure 3; Appendix D: Resource 51).

Additional Resources Within the CBD East Station APE

Resource 29 located at 2008 Commerce was constructed in 1925 and is a two-story brick building in a rectangular plan. The first floor enframes three, door and storefront windows with multi-paned transom windows topped with soldier bricks which are topped with dentil bricks. The building is listed as “compatible” in the City of Dallas Harwood Street Historic District in 1988 and as a contributing resource to the NRHP-listed Dallas Downtown Historic District in 1990. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C; Figure 3; Appendix D: Resource 29). The resource retains its integrity as a contributing resource to the NRHP Dallas Downtown Historic District and the City of Dallas Harwood Street Historic District.

Resource 30, located at 2014 Commerce Street, was constructed in 1910 and is a two-bay, two-story brick building in the Victorian style. The decorative frieze tops the horizontal band of windows in a 3/4/3 pattern offset from the double bay established by the parapet and first-floor. The façade was rehabilitated in 2004. The building is listed as “compatible” in the City of Dallas Harwood Street Historic District in 1988 and as a contributing resource to the NRHP-listed Dallas Downtown Historic District in 1990. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C; Figure 3; Appendix D: Resource 30). The resource retains is integrity as a contributing resource to the NRHP Dallas Downtown Historic District and the City of Dallas Harwood Street Historic District.

The Bluit Sanitarium, located at 2036 Commerce Street, was recorded as Resource 31. The resource is a vernacular two-part commercial block masonry building constructed in 1904 in the Victorian style of architecture. The building was listed on the NRHP in 1990 as well as designated a Dallas Landmark in 2000. The building is also a contributing resource to the NRHP-listed Dallas Downtown Historic District. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C; Figure 3; Appendix D: Resource 31). The resource retains integrity for listing in the NRHP and Dallas Landmark as an individual resource, and as a contributing resource to the NRHP Dallas Downtown Historic District.

The R.F. Aspley Building, located at 2038 Commerce Street, was recorded as Resource 32. The two-story, single-bay brick building was construction circa 1901. The building features a simple frieze that is defined by a concrete cornice and is supported by decorative concrete brackets. The building was listed on the NRHP in 1990 as well as designated a Dallas Landmark in 2000. The building is also a contributing resource to the NRHP-listed Dallas Downtown Historic District. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C; Figure 3; Appendix D: Resource 32). The resource retains integrity for its individual listing in the

NRHP and as a Dallas Landmark as an individual resource, and as a contributing resource to the NRHP Dallas Downtown Historic District.

Resource 33 located at 2130 Commerce Street is historically known as the Magnolia Oil Service Station. The two-story, two-part, multi-bay, automobile service station has a triangular footprint. The first floor is an arcade block with a series of arched openings. The AIA book, *Guide to Dallas Architecture*, described the building as “commercial Gothic with Prairie-esque flourished. The building was remodeled in 2018. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 33) and is linked to the automobile era in downtown Dallas, therefore being recommended for NRHP listing under Criterion A at the local level.

Resource 34 located at 2202 Commerce Street, was constructed in approximately 1925. It is a two-story, two-part, commercial block, red-brick building with two-bay storefront windows, which are boarded up. The building is part of a commercial block of buildings. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 34) and is linked to the automobile era in downtown Dallas, therefore being recommended for NRHP listing under Criterion A at the local level.

The middle building within the three-part block of the 2000 block of Commerce Street is identified as Resource 35. 2204 Commerce Street is the middle building of a two-story, two-part, commercial block, constructed out of brown-brick. The first floor has an off-center door which abuts a large store window. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 35) and is linked to the automobile era in downtown Dallas, therefore being recommended for NRHP listing under Criterion A at the local level.

The last building within the two-part commercial block of the 2000 block of Commerce Street is identified as Resource 36. 2208 Commerce Street displays three bays which are divided by two columns with a single door and window on either side of the larger middle bay. Each column has a decorative capital underscored by four architectural elements of stone/concrete. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 36) and is linked to the automobile era in downtown Dallas, therefore being recommended for NRHP listing under Criterion A at the local level.

Resource 37 located at 106 Harwood Street, is historically known as Old City Hall, currently called the Dallas Municipal Building. The building was constructed in 1914 in the Beaux-Arts style of architecture. The building was designed by local architect C.D. Hill, with Barnett, Hayes and Barnett of St. Louis and Mauran; Russell and Crowell also of St. Louis was the consulting architect. The building is built from Texas Grey Granite with Indiana Limestone film and is adorned with Corinthian columns and topped with a Mansard roof. The building was listed as a Dallas Landmark in 1982 and is a contributing resource to both the NRHP-listed Dallas Downtown Historic District, and the City of Dallas Landmark Harwood Street Historic District. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 37). The resource retains integrity for its individual listing as a Dallas Landmark as an individual resource, and as a contributing resource to the NRHP Dallas Downtown Historic District

and the City of Dallas Harwood Street Historic District. The resource is also being recommended as an individual NRHP resource under Criterion A and C.

Resource 38 is the Dallas Municipal Building Annex and was constructed in 1954. Located at 2014 Main Street, the building was designed in the Art Deco style of architecture. The five-story, central tower, is flanked by two wings, each three stories in height. The building is a contributing resource to both the NRHP-listed Dallas Downtown Historic District, and the City of Dallas Landmark Harwood Street Historic District. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 38). The resource retains integrity as a contributing resource to the NRHP Dallas Downtown Historic District and the City of Dallas Harwood Street Historic District.

2105 Commerce Street was recorded as Resource 39 and is a two-part, two-bay commercial building constructed circa 1930. The three-story building has a horizontal emphasis starting with the cornice line detail. Underneath the cornice is a row of decorative medallions, followed by a ribbon of six windows in each bay on the third and second floor. A plain belt course creates a visual break between the first and second floors. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 39) and is linked to the automobile era in downtown Dallas, therefore being recommended for NRHP listing under Criterion A at the local level.

Resource 40 located at 2107 Commerce Street was constructed circa 1910 in the Victorian style of architecture. The two-part, two-bay, two-story brick commercial building has decorative elements on the front façade which includes a central medallion at the top of the parapet, a decorative “shell” cornice line and is supported by dentil molding and a large entablature. Alterations include a change in the first-floor fenestration pattern by adding windows which set back from the original front façade. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 40) and is linked to the automobile era in downtown Dallas, therefore being recommended for NRHP listing under Criterion A at the local level.

Resource 41, currently known as the Ghost Sign Development Company Building, is located at 2207 Commerce Street and was constructed circa 1915. The two-story, one-part, commercial block is constructed out of brick and has two bays. A white concrete/stone archway begins atop a pilaster base, from the first-floor, then arches over the windows of the second-floor, back to a pilaster base on the first floor, reflective of the enframed typology. The original central entrance has been modified. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 41) and is linked to the automobile era in downtown Dallas therefore being recommended for NRHP listing under Criterion A at the local level.

The middle building of the three-part 2200 block of Commerce Street was recorded as Resource 42. The building owned by the Ghost Sign Development Company is located at 2211 Commerce Street. The first floor consists of two-bays with a storefront window topped with four transom windows. A belt course tops the first floor. The building was constructed circa 1915 in the Craftsman style of architecture. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 42) and is linked to the

automobile era in downtown Dallas therefore being recommended for NRHP listing under Criterion A at the local level.

The third building of the three-part 2200 block of Commerce Street was recorded as Resource 43. The building is also owned by the Ghost Sign Development Company and is located at 2215 Commerce Street. The first-floor windows have been boarded up and the second-floor windows have been replaced with modern windows. The columns capital on either side of the building are embellished with a leaf motive underscored with three squares and two smaller squares. In the center of the frieze is a square with the name "JUANITA" which as the leaf motive and short horizontal bands repeated on either side of the square. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 43) and is linked to the automobile era in downtown Dallas therefore being recommended for NRHP listing under Criterion A at the local level.

Resource 44 located at 2117 Commerce Street was constructed circa 1908 in the Victorian style of architecture. The two-story, two-part, three-bay brick building is flanked by surface parking on the west and east elevations. All the windows in the building have been boarded up, but the second story has nine spaces for windows divided by brick columns. The slightly arched parapet tops the front façade and has a rectangular space with the word "WATERS". The original brick has been painted white. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 44) and is linked to the automobile era in downtown Dallas therefore being recommended for NRHP listing under Criterion A at the local level.

Resource 46 located at 2208 Main Street, is the first building located on the 2200 block of Main Street. The building was constructed circa 1915 and is a five-story, two-part vertical bock, three-bay brick building. The first-floor windows have been modified in fenestration and style. The windows on floors two through four have been changed but they still reflect their original fenestration. The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 46) and is linked to the automobile era in downtown Dallas therefore being recommended for NRHP listing under Criterion A at the local level.

The second (middle) building within the 2200 block of Main Street is Resource 47 and is located at 2210 Main Street. The three-story, two-bay brick building was constructed circa 1915. The first-floor windows have been changed and perma-stone has been added as a kickplate. The windows have been replaced but reflect their triple pattern with a brick column dividing the windows. The exterior elements of this building match those of Resource 46 (2208 Main Street). The resource retains integrity of location, setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 47) and is linked to the automobile era in downtown Dallas therefore being recommended for NRHP listing under Criterion A at the local level.

The third building within the 2200 block of Main Street is Resource 48 and is located at 2214 Main Street. The two-story, two-part red brick commercial was constructed circa 1910. The first-floor windows have been replaced and sit on top of a kickplate and are capped by a belt course. The center entrance is marked by two columns and a recessed door. The second-floor windows are coupled in sets of three on either side of the center. The resource retains integrity of location,



setting, workmanship, feeling, and association (see Appendix C: Figure 3; Appendix D: Resource 48) and is linked to the automobile era in downtown Dallas therefore being recommended for NRHP listing under Criterion A at the local level.

Resource 57, located at 2201 Main Street, was previously known as the Blue Cross-Blue Shield Building and was originally constructed in 1959. Currently, the building houses various tenants. The exterior of the building has been modified in the 1980s consisting of the entire building being covered with tinted glass. The glass has been placed to mimic towers in the reflection. The resource retains its integrity of location and setting but does not meet the NRHP Criteria for eligibility due to its extensive renovations. Therefore, the building is not recommended for listing to the NRHP (see Appendix C: Figure 3; Appendix D: Resource 57).

4.1.5 Project Alignment APE Resources Not Within Station APEs

The project alignment APE was coordinated as 300-feet from the proposed project alignment. Several resources were recorded, which were not within any of the four, station location 600-foot APEs. These resources are listed in Table 4-4 and discussed below.

Table 4-4 Resources Identified Within the Project Alignment APE Not Within the Station APEs

Resource Number	Name	Address
4	Dallas World Aquarium	1801 N. Griffin Street
5	Dallas World Aquarium	1801 N. Griffin Street
6	Unknown	1708 N. Griffin Street
17	Earle Cabell Federal Building	1100 Commerce Street
18	Santa Fe Terminal 1	1114 Commerce Street
19	Unknown	1208 Commerce Street
20	Santa Fe Terminal 2	1122 Jackson Street
28	Statler Hilton Hotel	1914 Commerce Street
55	Unknown	1300 Jackson Street
DE01	Unknown	615 N. Good Latimer Exp.
DE02	Buell & Co	2411 Swiss Avenue
DE03	Unknown	2511 Swiss Avenue
DE04	Unknown	505 N. Good Latimer Exp.
DE05	Unknown	2506 Swiss Avenue
DE06	Unknown (Gas Station)	2500 Swiss Avenue
DE07	Unknown	404 Hawkins Street
DE08	Unknown (Lizard Lounge)	2424 Swiss Avenue
DE09	Unknown	2441 Pacific Avenue
DE10 A & B	Unknown	2501 Pacific Avenue



Resource Number	Name	Address
DE11 A, B & C	Tiled Street Addresses	2400 Pacific Avenue and 2500 Pacific Avenue
DE12	"...son Fire Proof Storage & ... Co."	2509 Pacific Avenue
DE13	Unknown	2515 Pacific Avenue
DE14	Grand Lodge of the Colored Knights of Pythias	2551 Elm Street
DE15	Unknown	2556 Elm Street
DE16	St. James AME Temple	624 N. Good Latimer Exp.
DE17	Standard Supply	606 N. Good Latimer Exp.
DE18	Unknown	2613 Swiss Avenue
DE19	Unknown	2614 Swiss Avenue
DE20	Unknown	402 N. Good Latimer Exp.
DE21	Unknown	2601 Gaston Avenue
DE22	Unknown	2615 Gaston Avenue
DE23	Unknown	2605 Elm Street
DE24	Southern Refrigeration Co.	2613 Elm Street
DE25	American Transfer & Storage Co.	2615 Elm Street
DE26	North American Van Lines	2639 Elm Street
DE27	Unknown	2625 Elm Street
DE28	Unknown	301 N. Crowdus Street
DE29	Unknown	2624 Elm Street
DE30	Agrovitz Dry Goods	2618 Elm Street
DE31	Allen's Drug Store	2614 Elm Street
DE32	Unknown	2610 Elm Street
DE33	Santa Fe Paint	2608 Elm Street

Resource 4, commonly known as the Dallas World Aquarium, is located at 1801 N. Griffin Street. The brick building was constructed in 1929 and was originally constructed as a warehouse. The original length of the windows appeared to be shortened as a set of rowlock bricks are located about two-feet under the windows. The current windows have stone lintels and stone sills. The west façade has been completely covered by a new addition of metal siding, after the Dallas World Aquarium purchased the property in 1996. A skywalk joins this resource with Resource 5, increasing the size of the aquarium. While the resource retains integrity of location and setting, it does not meet the NRHP Criteria for listing (see Appendix C: Figure 1; Appendix D: Resource 4).

Resource 5 is the second building associated with the Dallas World Aquarium and shares the same address as Resource 4. The two-story, brick building was constructed in 1924 and was originally known as the Mohawk Rubber Company. All the windows have been replaced but the soldier

lintels and rowlock sills remain, indicating that the original fenestration is intact. Prior to The Dallas World Aquarium purchasing the building in 1982, the building was used as a warehouse. While the resource retains integrity of location and setting, it does not meet the NRHP Criteria for listing (see Appendix C: Figure 1; Appendix D: Resource 5).

Resource 6 located at 1708 N. Griffin Street, is a two-story, two-part red brick commercial building constructed circa 1952. Visible are raised bricks which form a horizontal rectangle in the frieze. The second-floor windows have been replaced however, the original rowlock lintels and sills remain. Modifications to the building include windows, awnings, doors and the fenestration pattern of the front façade, and new windows on the south façade. While the resource retains integrity of location and setting, it does not meet the NRHP Criteria for listing (see Appendix C: Figure 1; Appendix D: Resource 6).

The Earle Cabell Federal Building was recorded as Resource 17 and is located at 1100 Commerce Street. The building was constructed in 1971 and designed by Dallas architect, George Dahl in the Formalism style of architecture. The first-floor exterior wall is encased with red granite and a glass wall setback from the façade. The middle section contains vertical ribbons of alternating windows and white marble tiles. The case of *Roe v. Wade* was filed in Dallas in this building and is perhaps the most nationally-recognized case that originated in the Northern District Court. The resource retains all seven elements of integrity – location, setting, workmanship, association, feeling, materials and design and meets the NRHP Criteria for listing under Criterion A at the federal and state level for social and cultural events (see Appendix C: Figure 2; Appendix D: Resource 17).

Resource 18 historically known as the Santa Fe Terminal #1, is located at 1114 Commerce Street and was designed by Lloyd R. Whitson and constructed in 1924. The building is twenty stories tall and is built of light tan and grey face brick with light tan cast concrete detailing. The north-facing building sits on a one-story base of light brown cast stone cut to resemble smooth ashlar, which is pierced by deeply recessed steel-level window openings. Above the central double door entrance is a signed which reads “Sana Fe”. The building is currently listed on the NRHP (1997) with the Santa Fe Terminal #2 Building. Additionally, the buildings were designated as Dallas Landmarks in 1988. The resource retains all seven elements of integrity – location, setting, workmanship, association, feeling, materials and design and meets the NRHP Criteria for listing under Criterion A and C at the federal and state level for social and cultural events (see Appendix C: Figure 2; Appendix D: Resource 18).

1208 Commerce Street was recorded as Resource 19 and is commonly known as the Manor House. The building was constructed in 1965 and is a three-part, vertical block, 24-story, 252-apartment unit building. It was built as Dallas’ first residential downtown high-rise. The address is connected to the two buildings – apartment building and its attached garage. The ground floors of the apartment tower and garage are set on square pillars, while the next three stories are covered with smoothed concrete blocks, which is solid on the front façade and interspersed with vertical bands of windows on the east façade. While the resource retains all seven elements of integrity – location, setting, workmanship, association, feeling, materials and design, it does not meet the NRHP Criteria for listing to the NRHP (see Appendix C: Figure 2; Appendix D: Resource 19).

Resource 20 is historically known as the Santa Fe Terminal #2 and is located at 1122 Jackson Street. The building was designed by Dallas architect Lloyd R. Whitson and his associate F. Cowderie-Dale

in 1925. The building covers the entire block from Jackson Street to Wood Street and is part of the much larger, multi-building complex for the Santa Fe Company (four buildings). All four buildings were connected by a below-grade tunnel which was supported by massive concrete columns with bell capitals and bases. The Jackson façade was stuccoed at the ground floor level before 1997. The building is currently listed on the NRHP (1997) with the Santa Fe Terminal #2 Building. Additionally, the buildings were designated as Dallas Landmarks in 1988. The resource retains all seven elements of integrity – location, setting, workmanship, association, feeling, materials and design and meets the NRHP Criteria for listing under Criterion A and C at the federal and state level for social and cultural events (see Appendix C: Figure 2; Appendix D: Resource 20).

The Statler Hotel was recorded as Resource 28 and is located at 1914 Commerce Street. The building was designed by William Tabler of New York in 1956 and features a structural system using a cantilevered flat-slab design which allows for more spacing between the support columns. The building is 18-stories in height and has a ‘Y’-shaped footprint. The building was listed as a contributing resource to the NRHP-listed Dallas Downtown Historic District in 1990. The resource retains all seven elements of integrity – location, setting, workmanship, association, feeling, materials and design. The building meets the NRHP Criteria for listing under Criterion C at the state level for architecture and is recommended for individual listing to the NRHP (see Appendix C: Figure 2; Appendix D: Resource 28).

Resource 55, located at 1300 Jackson Street, is a four-storied brick building set in the common bond pattern. The building has decorative lintels, sills and circular appliques between the floors. Decorative pediment, consisting of spindles and corbels. The main entrance has a recessed storefront at street level with a curved “balcony” overhand with concrete spindles. The east façade has similar balconies projecting outward from the second and fourth floor windows. First floor entryways on east façade are modern, glass-plate windows and doorways. The resource retains all seven elements of integrity – location, setting, workmanship, association, feeling, materials and design. The building meets the NRHP Criteria for listing under Criterion C at the local level for architecture and is recommended for individual listing to the NRHP (see Appendix C: Figure 2; Appendix D: Resource 55).

Historic Resources Identified in Deep Ellum/Good Latimer Area APE

East of IH 345, the proposed project includes a tunnel portal and connection with the existing Green Line, including rebuilding tracks within Good Latimer. Several historic-age resources are within this area. The following discussion focuses on resources in this Deep Ellum/Good Latimer (DE) area.

In 2001 – 2002, a historic resources survey was conducted for the DART Southeast Corridor light rail project (Myra L. Frank, 2001). In the report it was recommended that the area known as Deep Ellum was eligible for listing in the NRHP. In 2002, the THC concurred with the determination of eligibility under Criteria A and C. However, the APE for the Southeast Corridor only included a small portion of Deep Ellum and a complete evaluation of the historic district’s full extent was not performed for the Southeast Corridor project. Furthermore, no studies have been conducted since that time to formally list the Deep Ellum District to the NRHP nor have any boundaries been created for the district. In 2001, several resources were recommended as contributing resources to the district. During the 2018-2019 survey for the D2 Subway project, several of those resources

overlap with the Southeast Corridor rail project. That information is provided with the appropriate resource in the discussions below.

Resource DE01 is a vernacular warehouse located at 615 N. Good Latimer. The legal property description now encompasses three buildings which all appear to be connected. One building is a three bay, brick warehouse with a square parapet and clerestory roofs above each bay. The fenestration pattern has been changed with new windows, awnings and roll-up garage doors. The brick has been painted. The other two buildings are single-story, rectangular plan with flat-roofs. The buildings have been painted and have new windows. The east facade has a mural covering the entirety of the building's wall. The resource retains its integrity of location, setting, and material but based on the alterations the resource does not meet the Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE01).

Resource DE02 is a series of three vernacular warehouses located at 2411 and 2439 Swiss Avenue. According to Sanborn Maps, three buildings have comprised this structure since 1952. The front entrance was added after 2001. Alterations include a change to the fenestration patterns, new windows, stucco and/or painted brick plus a metal "coping" added to the front and side facades. The resource retains integrity of location and setting but, based on the alterations, the resource does not meet the Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE02).

Resource DE03, 2511 Swiss Avenue, is a single-story, one-part, three-bay, rectangular plan, brick building. The multi-colored brick is laid in a stretcher bond pattern. Stone coping tops the parapet and sits above a brick soldier course outlining the three bays. The four pilasters have decorative stone capitals and stone bases. Divided transom windows, under the brick soldier course, are trimmed in wood. The side facades have windows of various sizes and locations. Resource DE 03 retains the seven aspects of integrity but does not meet the Criteria for listing for the NRHP, for being associated with a major event, important person, or being of a unique or representative architectural style or design (see Appendix C: Figure 4; Appendix D: Resource DE03).

The Bottled Blond Restaurant occupies a 1950s building at 505 N. Good Latimer. Resource DE04 is a single-story, flat roof, rectangular plan, brick building. The original front facade has been significantly set back and changes have been made to windows to make space for an outdoor covered dining space. Additions to the front facade include a tower entrance to the south and stairs to the north. The resource retains integrity of location. Based on the alterations the resource does not meet the Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE04).

Resource DE05, 2506 Swiss Avenue, is single-story, one-part commercial block, brick building which has been gutted and the roof replaced with a gable metal truss covered with a metal roof and open skylights. The original fenestration pattern has been greatly altered (see Appendix C: Figure 4; Appendix D: Resource DE05). The resource retains integrity of location and setting. Based on the alterations resource DE05 does not meet the Criteria for listing for the NRHP.

The Spanish Colonial Revival gas station, 2500 Swiss Avenue, was built around 1929 (see Appendix C: Figure 4; Appendix D: Resource DE06). This single-story, flat roof, brick gas station has an office area and an enclosed canopy. The original tile, mansard roof and pillar finials are intact. Concrete

urns top two corners. Resource DE06 retains the integrity of location, workmanship and association but does not meet the Criteria for listing for the NRHP.

Resource DE07, 404 Hawkins, is a one-part, four-bay, commercial block, brick building which has been converted to a residential fourplex with a single-story, gable roof addition on top of the original flat roof. The brick has been painted and the fenestration pattern changed when the front facade store windows were changed to garage doors. Based on mailboxes, this appears to hold four residential units. (see Appendix C: Figure 4; Appendix D: Resource DE07). The resource retains integrity of location, workmanship, materials, and design but, based on the alterations the resource does not meet the Criteria for listing for the NRHP.

The Lizard Lounge, resource DE08 at 2424 Swiss Avenue, was built about 1900. The resource appears to be two buildings. It is a two-story, two-part, red brick building with a flat roof. The second-floor windows have a slight arch. The first-floor fenestration pattern is covered, and a modern “barrel” canopy denotes the entrance. The second building is a single-story, red brick building with four columns and four brackets visible on the front façade. Any remaining details have been covered by wood. The resource retains integrity of location, setting, and materials but, based on the alterations the resource does not meet the Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE08).

Resource DE09 is a Victorian style commercial building located at 2441 Pacific Avenue. This single-story, brick building, with an irregular plan, has a flat roof with corbel and dentil molding at the parapet plus flat arched windows. Alterations include a roll-up garage door and new entrance door. The resource retains integrity of location, setting, workmanship, association, feeling, materials, and design, but does not rise to the level of Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE09).

Resources DE10A and DE10B are located at 2501 Pacific Avenue (see Appendix C: Figure 4; Appendix D: Resource DE10A and DE10B). Currently occupied by Stars and Spirits. This property contains two separate buildings. Resource DE 10A is a small single-story, flat roof building in triangular plan with a truncated entrance facing the intersection of Pacific and Hawkins streets. New stucco siding has covered up the windows and any original architectural features and material. Resource DE 10 B is a single-story, flat roof building in a rectangular plan. The original brick is visible through the stucco. The windows and original entrance are covered by stucco. A new entrance has been added to the west facade and a rear addition patio added. Both buildings only retain the integrity of location and do not meet the Criteria for listing for the NRHP.

Resources DE11A, DE11B and DE11C are three, blue and white tiles located on the concrete curbs on 2400 Pacific Avenue and 2500 Pacific Avenue. The blue tiles spell out “2400 PACIFIC AVE’ and “2500 PACIFIC AVE” (see Appendix C: Figure 4; Appendix D: Resource DE11). Although the resources retain all seven aspects of integrity, they do not meet the Criteria threshold for listing for the NRHP.

Resource DE12 is located at 2509 Pacific Avenue. The building is a three story, one-part commercial, rectangular plan building with large three-story cinder block addition on the front facade. There is a ghost image on rear facade that reads “...son Fire Proof Storage & Co.” The rear facade has steel casement windows. Alterations include replacement windows on front facade, front facade addition and fabric awning (see Appendix C, Figure 4; Appendix D: Resource

DE12). The resource retains integrity of location, setting and design. Based on the alterations the resource does not meet the Criteria for listing for the NRHP

Located at 2515 Pacific Avenue, resource DE13 is a small vernacular building is a single-story, flat roof, rectangular plan, cinder block building with metal casement windows (see Appendix C: Figure 4; Appendix D: Resource DE13). The resource retains integrity of location, setting, workmanship, association, feeling, materials, and design, but does not rise to the level of Criteria for listing for the NRHP

The Grand Lodge of the Colored Knights of Pythias, Resource DE14, is located at 2551 Elm Street. This building was designed by William Sidney Pittman, Dallas' first African-American. It was built in 1916 for the fraternal order The Knights of Pythias. The eclectic Beaux-Arts style is characterized by dramatic movements in scale and form, with classical ornament applied for theatrical effect. Box dentil and egg-and-dart motifs on the second cornice, a foliated scroll detail on the parapet and pilaster wall and arched windows ending with dentil details on the first cornice are classical elements in the structure. The resource retains the seven aspects of integrity and is a City of Dallas landmark and listed on the NRHP under Criterion A at the state level (see Appendix C: Figure 4; Appendix D: Resource DE14). It is currently being restored for use as a hotel as part of the Epic development.

Resource DE15, 2556 Elm Street is a one-part, two bay, two-story, red brick commercial building with a truncated corner entrance. The stepped parapet is decorated with cast coping with inlays of cast stone in its brickwork and a cast stone globe at one of its corners. Constructed about 1930, the building was altered in 1995 with new aluminum windows, changing the pattern of storefront windows and their transoms (see Appendix C: Figure 4; Appendix D: Resource DE15). The resource retains integrity of location, setting, workmanship, association, feeling, and design, and meets the level of Criteria A and C for listing as a contributing resource to the Deep Ellum District.

Saint James AME Temple, resource DE16 at 624 N. Good Latimer Exp, is a Neoclassical church constructed between 1919 and 1921 and designed by African American architect William Sidney Pittman. Three stories in height and faced with yellow brick that has been laid in seven course common bond, the west (front) facade is dominated by a large, gabled portico with four massive white concrete columns that form a Tetrastyle. They are symmetrically placed on an elevated masonry platform or podium. The church retains integrity as a City of Dallas Landmark (see Appendix C: Figure 4; Appendix D: Resource DE16). The church was also found eligible for the National Register of Historic Places (NRHP) under Criterion A – religious association, and Criterion C – Architecture, under the 2002 DART Southeast Environmental Impact Statement.

Resource DE17, the Standard Supply Company, located at 606 N. Good Latimer Exp, is a warehouse constructed around 1946. Attached to this building is a single-story warehouse building, 2601 Swiss, which is of the same white brick and has a flat roof. The warehouse has a single row of windows on the west and south facades that are new, non-operable single panes. While the resource retains integrity of location, setting, workmanship, association, feeling, material, and design it does not meet the Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE17).

Resource DE18, 2613 Swiss Avenue is a single-story warehouse in a rectangular plan with the short-end, oriented to the street, and has a recessed door. The east façade faces a parking lot, has

an entrance covered with a new blue canvas awning, horizontal, fixed windows, plus other simplistic doors. The resource retains integrity of location, setting, association, and design, however it does not meet the Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE18).

Four buildings, identified as “The Club” comprise the address of 2614 Swiss Avenue, Resource DE19. All four structures are one-story with flat roofs. All four buildings and their original architectural features, windows and fenestration pattern, have been covered in stucco. The new, fixed-windows vary in shape and size. All four buildings have a rectangular plan with three buildings “short end” oriented to and abutting the sidewalk. One building is located at the back of the lot with parking space between two buildings (see Appendix C: Figure 4; Appendix D: Resource DE19). resource DE19 retains the integrity of location and setting and does not meet the Criteria for listing for the NRHP.

Resource DE20 is a single-story, commercial brick building with a central, recessed entrance flanked by windows. The triple round molding surrounding entrance and the steel casement windows reflect the Art Deco style. Alterations include painted brick, new windows on the front facade and a new residential, “Victorian” style front door (see Appendix C: Figure 4; Appendix D: Resource DE20). The resource retains integrity of location, setting, and workmanship, and design but does not meet the Criteria for listing for the NRHP.

Resource DE21, 2601 Gaston Avenue is a single-story, one-part, commercial block building clad in perma-stone. The round corner, concrete string course, metal canopy and ribbon windows all add to the horizontal emphasis of the building and show its Art Deco influence (see Appendix C: Figure 4; Appendix D: Resource DE23). The resource retains integrity of location, setting, workmanship, association, feeling, materials, and design, but does not meet the Criteria for listing for the NRHP.

Resource DE22 is a single-story, one-part commercial block, brick building located at 2615 Gaston Avenue. Alterations include the horizontal ribbon of aluminum windows on the front façade and the painted brick. (see Appendix C: Figure 4; Appendix D: Resource DE23). The resource retains integrity of location, setting, association, feeling, and design. Resource DE22 does not meet the Criteria for listing for the NRHP.

Louie Louie’s at 2605 Elm Street, Resource DE23, is a one-part, three bay, single-story, brick commercial building with two entrances. The original windows have been changed and the brick painted. The resource retains integrity of location, setting, association, and design, and continues to meet NRHP Criteria A and C as a contributing resource to the Deep Ellum district (see Appendix C: Figure 4; Appendix D: Resource DE23).

Resource DE24, 2613 Elm Street, is a one-part, four-bay, single-story, brick commercial building (see Appendix C: Figure 4; Appendix D: Resource DE24). Alterations include: change in fenestration pattern on the far east bay, new window materials, and painted brick. The resource retains integrity of location, setting, association, and design, and continues to meet NRHP Criteria A and C as a contributing resource to the Deep Ellum district.

Resource DE25, 2615 Elm Street, is a two-part, two-story, red brick, building constructed circa 1920. The stepped parapet is capped with stone coping which is capped with new metal coping. Beneath the coping is a shallow stone or concrete awning over a decorative brick band. The upper

story has three, cast stone medallions plus two arched windows capped with a keystone. A stone belt course divides the two floors. While the resource retains integrity of location, setting, workmanship, association, feeling, materials, and design, it continues to meet NRHP Criteria A and C as a contributing resource to the Deep Ellum district (see Appendix C: Figure 4; Appendix D: Resource DE25).

North American Van Lines, resource DE26, is located at 2639 Elm Street is a three-story, two-part three-bay, red brick building designed in the Classical/Beaux Arts style. The first floor has three entrances flanked by windows and topped with multi-paned transom windows, which are then topped with soldier bricks. The central entrance has a stone sign which reads "AGENTS". The first and second floor are divided by a painted "ghost" sign which reads "NORTH AMERICAN VAN LINES". The windows on the second and third story are identical with coupled windows in the center flanked by two, single windows on either side. The resource retains integrity of location, setting, workmanship, feeling, materials, and design and currently meets the NRHP Criteria under A and C as a contributing resource to the Deep Ellum district (see Appendix C: Figure 4; Appendix D: Resource DE26).

Constructed in 1924, this Classical/Beaux Arts building, Resource DE27, is located at 2625 Elm Street. It is a two story, two-part, commercial block building, with multiple bays. The front façade has a series of wood framed windows set in a horizontal ribbon pattern. The central bay entrance has a slightly arched parapet. While the resource retains integrity of location, setting, workmanship, feeling, materials, and design it continues to meet the NRHP Criteria A and C as a contributing resource to the Deep Ellum district (see Appendix C: Figure 4; Appendix D: Resource DE27).

Resource DE28 is two attached buildings on one lot addressed as 301 N. Crowds Street. The western building (ca. 1969) is a single-story, red brick building with a modern, black-brick addition on the west facade acting as the entrance. The non-operable, single pane windows are new. The eastern building (ca. 1954) is a two-story, red brick building with flat roof. The stepped parapet is oriented to Indiana Street, while the entrance, with a new canopy and door, is on the east facade oriented to the parking lot. The double hung windows are new (2711 Indiana Street is the parking lot address). The resource retains integrity of location, setting, feeling, materials and design but does not meet the Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE28).

Resource DE29 at 2624 Elm Street, is a single-story, one-part, single-bay brick building with stepped parapet topped with stone coping. The front façade has been covered in tile and the central entrance recessed with new windows added. The one-story addition on the east façade was added in 2015 and technically sits on a separate lot (2626 Elm Street). While the resource retains integrity of location, setting, workmanship, and feeling, it meets the NRHP Criteria A and C as a contributing resource to the Deep Ellum district (see Appendix C: Figure 4; Appendix D: Resource DE29).

Located at 2618 Elm Street is Resource DE30. The building is a single-story, one-part, single-bay commercial block, brick building. The front facade has a row of bricks in a dentil pattern over a row of bricks in corbelled triangles, plus a stone string course. The transom windows have six panes and appear to be a casement style. The original storefront windows and materials have



been altered. While the resource retains integrity of location, setting, workmanship, association, feeling, and materials, it meets the NRHP Criteria A and C as a contributing resource to the Deep Ellum district (see Appendix C: Figure 4; Appendix D: Resource DE30).

Resource DE31, 2614 Elm Street, was built circa 1924 as a one-part, three-bay, single-story commercial block building in red brick. The flat roof is capped with a stone coping, below that are three, horizontally oriented rectangles. The wood-framed transom windows have three panes each. The pattern of the storefront windows appears to be original (see Appendix C: Figure 4; Appendix D: Resource DE31). While the resource retains integrity of location, setting, workmanship, association, feeling, materials, and design, it meets the NRHP Criteria A and C as a contributing resource to the Deep Ellum district.

Resource DE32 located at 2610 Elm Street is a single-story, one-part commercial block building. The front facade has been completely remodeled from its original design which includes changing; the fenestration pattern to an arcade with planters on the first floor, adding round windows to the second floor, adding stucco cladding on the entire facade, and adding a cantilevered second-floor balcony. Resource DE32 retains the integrity of location and setting and does not meet the Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE32).

Resource DE33 is a one-part, one-bay, single-story, flat roof, brick, commercial building built circa 1929. Alterations include new windows, new fenestration pattern, new canopy, plus painted brick on the front facade. The resource retains integrity of location, setting, and association, but does not meet the Criteria for listing for the NRHP (see Appendix C: Figure 4; Appendix D: Resource DE33).

The Deep Ellum Historic District boundaries were not established during the 2001 survey for the DART Southeast Rail Corridor project, and therefore, were not established during this project as the overall boundaries for the District are beyond the scope of this project. If the project boundaries changes substantially, then coordination would be recommended with the THC.

4.2 Resources Recommended as Eligible for the National Register of Historic Places

4.2.1 Individual Resources Recommended

NRHP Resources Documented and Listed as Eligible Prior to 2017

Twelve previously listed NRHP resources (see Table 4-5) were field checked and it is recommended that the resources retain their integrity and no changes be made with regards to their designation.

Table 4-5 NRHP Individual Resources Previously Documented Retaining Eligibility

Resource	Name	Address
1	Waples-Platter Coffee Roaster	2211 N. Lamar
3	Waples-Platter Coffee Grocery	2200 N. Lamar
15	One Main Place	1201 Main Street



18	Santa Fe Terminal #1	1114 Commerce Street
20	Santa Fe Terminal #2	1122 Jackson Street
21	Adolphus Hotel and Tower	1321 Commerce Street
22	Magnolia Petroleum Building	1401 Commerce Street
23	Dallas National Bank Annex	1511 Commerce Street
31	Bluitt Sanitarium	2036 Commerce Street
32	Purvin Hexter Building	2038 Commerce Street
53	Sangar Brothers Building	838 Elm Street
DE14	Grand Lodge of the Colored Knights of Pythias	2551 Elm Street

City of Dallas Landmarks Documented and Recommended as Eligible Prior to 2017

Fourteen previously listed City of Dallas Landmark designations (see Table 4-6) were field checked, and it is recommended that the resources retain their integrity and no changes are to be made with regards to their designation

Table 4-6 City of Dallas Landmarks Previously Documented Retaining Eligibility

Resource	Name	Address
15	One Main Place	1201 Main Street
18	Santa Fe Terminal #1	1114 Commerce Street
20	Santa Fe Terminal #2	1122 Jackson Street
21	Adolphus Hotel and Tower	1321 Commerce Street
22	Magnolia Petroleum Building	1401 Commerce Street
24	Dallas Power & Light Building	1508 Commerce Street
25	Federal Reserve Bank	400 S Akard Street
29	Unknown (Doug’s Gym/7-Eleven)	2008 Commerce Street
30	Unknown (Guns & Roses)	2014 Commerce Street
31	Bluitt Sanitarium	2036 Commerce Street
32	Purvin Hexter Building	2038 Commerce Street
37	Old City Hall	106 Harwood Street
38	Dallas Municipal Building	2014 Main Street
DE16	St. James AME Temple	624 N Good Latimer Exp

Resources Documented and Recommended as Eligible in 2018-2019

Six newly recorded historic-age resources were documented and recommended as being eligible for listing to the NRHP having met the NRHP Criteria.

Table 4-7 NRHP Recommended Individual Resources

Resource	Name	Address
7	Magnolia Gas Station	902 Ross Avenue
11	Milliner Supply Company	911 Elm Street
14	Renaissance Tower	1201 Elm Street
17	Earle Cabell Federal Building	1100 Commerce Street
28	Statler Hilton Hotel	1914 Commerce Street
37	Old City Hall	106 Harwood Street
55	Unknown	1300 Jackson Street

4.2.2 Historic Districts Recommended

Districts Documented and Listed Prior to 2017

The listed National Register District – Downtown Dallas Historic District with the Downtown Dallas Historic District Expansion, still retains its’ integrity under Criterion A for commerce and community planning and development, and Criterion C for its architecture, and it is recommended no changes be made to the nomination form. All contributing resources identified during the survey retain their integrity for the district.

The listed National Register Westend Historic District, listed in 1978 under Criterion A for community planning and development, industry, politics/government, social history, and transportation, and under Criterion C for its architecture and landscape architecture, contains two properties within the project APE as contributing resources – Emerson-Brantingham Building, and the Sanger Brothers Building. It is recommended no changes be made to the nomination form. The contributing resources within the project APE retain their integrity for the district.

One City of Dallas Historic District - The Harwood Street Historic District still retains its’ integrity and it is recommended no changes be made to the nomination form. All contributing resources identified during the survey retain their integrity for the district.

The Deep Ellum Historic District, while recommended for eligibility in 2001, was never formally listed in the NRHP nor were boundaries for the district established. However, the THC concurred with the findings of the 2001 recommendations, at recommended that several resources were contributing resources to the District. The APE for the DART D2 Commerce via Victory/Swiss Alignment had nine resources which were considered contributing resources to the District. The full boundary of the Deep Ellum Historic District may extend further to the east and south of the project APE, however a complete evaluation of the District and its boundaries are beyond the scope of this project.



Table 4-8 Resources Recommended as Contributing Resources to the Deep Ellum Historic District

Resource	Name	Address
15	Unknown	2556 Elm Street
23	Fink Paint Company Building	2605 Elm Street
24	Southern Refrigeration Company	2609-2613 Elm Street
25	American Transfer and Storage	2615 Elm Street
26	North American Van Lines	2639 Elm Street
27	Manufacturers Expo Building	2625 Elm Street
29	Unknown	2624 Elm Street
30	Agrovitz Dry Goods	2618 Elm Street
31	Allen’s Drug Store	2614 Elm Street

Districts Documented and Recommended as Eligible in 2018

Within the CBD East Station APE, thirteen resources are recommended as a result of the survey, to be a cohesive group of buildings which are linked to the automobile era and development of Downtown Dallas and are recommended as a historic district under Criterion A for commerce and Criterion C for its architecture at the local level (Table 4.8). These resources convey enough elements of integrity in a group to recommend a listing to the National Register as a historic district for its social and cultural significance at the local level. The proposed boundary for the district is recommended to be – N Pearl Expy to the west; Jackson Street on the south to S. Cesar Chavez Blvd; S. Cesar Chavez Blvd on the west, cutting behind Resources 34, 35, and 36 to the east; the alley to the east of S. Cesar Chavez Blvd upwards north to Main Street; Main Street west to S. Cesar Chavez Blvd; then between the alley of resources 39, 40, and 41, back to N. Pearly Expy (see Appendix C; Figure 3)

The automobile was invented in the late 1800s and by the turn of the century Dallas had its first automobile dealership, Lipscomb & Garret at 301 Main Street. (Bowen 2000: Sec 8 p.9) Several other dealerships quickly followed and located in the area. The availability and use of automobiles grew quickly and with it the need for products and services to maintain and operate the vehicle such as service stations, and auto mechanics. By 1910 the east side of Dallas developed an automotive center or “automobile row” by 1910 with 37 auto-related companies, such as tire companies and dealerships located throughout the area. (Bowen 2000: Sec 8 p.9, 10) Growth of the auto industry continued when Ford opened in assembly plant in Deep Ellum in 1914 and Chevrolet Motor Company built in Deep Ellum in 1923.

Table 4-7 Resource Recommended as Eligible Within the Automobile Row Historic District

Resource	Name	Address
33	Magnolia Oil Service Station	2130 Commerce Street



34	Unknown (Vacant)	2202 Commerce Street
35	Unknown (Vacant)	2204 Commerce Street
36	Unknown (Vacant)	2208 Commerce Street
39	Unknown	2105 Commerce Street
40	Unknown	2107 Commerce Street
41	Unknown (Vacant)	2207 Commerce Street
42	Unknown (Vacant)	2211 Commerce Street
43	Unknown (Vacant)	2215 Commerce Street
44	Waters Building	2117 Commerce Street
46	Unknown (Vacant)	2208 Main Street
47	Unknown (Vacant)	2210 Main Street
48	Unknown (Vacant)	2214 Main Street

5 Review of Noise and Vibration Studies

After completion of the historic-age reconnaissance survey, the Noise and Vibration Technical Report, conducted by Cross-Spectrum Acoustics, Inc. in December of 2018 was reviewed by the architectural historians. This review was performed in order to review if there would be any potential for any indirect effects on historic-age resources as a result of noise and vibration during the construction of the subway tunneling. The noise and vibration impact assessments were carried out in accordance with the guidelines specified by the U.S. Federal Transit Administration (FTA) in support for the SEIS for the D2 Subway. The noise study area for the project was typically within 350 feet of the alignment. The vibration study area for the project was limited to within 150 feet of the alignment, with the exception for highly vibration-sensitive land uses where facilities within about 450 feet of the alignment were considered (Cross-Spectrum 2018). According to the report,

“the noise impact assessment identified a total of 230 moderate noise impacts from light rail operation, including residential units at the W Dallas Residences, the Vista Apartments, the Northend Apartments and the Live Oak Lofts. Because the noise increases are projected to be less than 3 dB at all these locations, noise mitigation is not required based on DART policy. However, there is the potential for additional noise impact from wheel squeal at sensitive receptors near curves in the D2 alignment and therefore wheel/rail lubrication measures should be considered at such locations. There is also the potential for additional noise impact at locations above the subway portions of the alignment due to fan noise and train noise transmitted to the surface through ventilation shafts and gratings. Noise from these sources will be evaluated during project design when detailed

information becomes available, and mitigation measures will then be developed as appropriate.” (Cross-Spectrum 2018:2)

Cross-Spectrum’s report further states that any vibration during construction of the D2 Project is a specific concern of the THC, particularly with regards to potential damage to historic buildings along Commerce Street. Therefore, it was recommended that blasting be avoided during project construction if possible (Cross-Spectrum 2018).

Other than blasting, any tunnel boring machine (TBM) operations and the potential use of muck trains for spoils removal would be expected to generate the highest vibration levels. An assessment of tunneling vibration indicated that there is the potential for ground-borne vibration impact at the KDFW FOX4 TV Studio from both TBM and muck train operations. In addition, 173 ground-borne noise impacts are anticipated due to muck train operations, including spaces in nearly all the sensitive buildings adjacent to the proposed tunnel. However, the projected vibration levels from TBM and muck train operations are all well below the most stringent FTA damage criteria for historic buildings that are extremely susceptible to vibration damage (Cross-Spectrum 2018).

For a complete analysis of impacts and possible mitigation for noise and vibration, please refer to the Cross-Spectrum Acoustics, Inc. report of 2018.

6 Summary

Dallas Area Rapid Transit (DART), on behalf of the FTA, has determined the proposed project constitutes an undertaking as defined by 36 Code of Federal Regulations (CFR) Part 800.16(y) and is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

The DART D2 Subway Project’s primary purpose is to add capacity, enhance reliability, provide operational flexibility and open new downtown markets to transit, benefitting the entire DART Service Area.

The 2018 effort documented 90 historic-age resources along the proposed DART D2 Subway project. These resources included transportation, municipality, commercial, and religious facilities. Of the 90 resources, twelve remain eligible for individual listing on the NRHP; fourteen remain eligible as Dallas Landmarks; and three remain eligible as NRHP-listed District and Dallas Historic Districts (see Appendix B for previous resource documentation).

Six newly documented historic-age resources were recommended eligible for listing in the NRHP as individual resources.

Thirteen resources were recommended as a historic district in the National Register as being a cohesive group of buildings related to the Automobile Era in Downtown Dallas for a historic district under Criterion A for significance in social and cultural trends at the local level.

Section 3.0 of the report discusses the Dallas Floodway Project as a NRHP eligible historic and cultural resource. One contributing resource to the floodway project is the Dallas Branch Pressure Sewer. While there are no concerns about any potential indirect effects from the D2 Subway

project, the Dallas Branch Pressure Sewer is located near the proposed Metro Center Station and could possibly be affected by tunnel construction and/or operation. Also related to the Dallas Floodway is the Woodall Rodgers Pressure Sewer, which roughly follows the westbound Woodall Rodgers frontage road (Broom Street), but this sewer was constructed circa 1979 and was found to “not support” the Floodway’s historic significance. As such, since the pressure sewer is an underground resource, any further examination of the resources (if impacted), will be addressed by any future archaeological surveying and/or monitoring.

A quantitative assessment of construction noise and vibration impacts from tunneling and other activities as analyzed by Cross-Spectrum Acoustics, Inc. will be conducted during the design phase of the Project when detailed construction scenarios are available. Potential construction-related impacts to historic-age resources will be considered, and, specific construction noise and vibration mitigation measures will be developed as appropriate, and requirements for noise and vibration monitoring will be evaluated and coordinated with the THC (Cross-Spectrum 2018).

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Appendix A: Coordination and Consultation

TEXAS HISTORICAL COMMISSION

real places telling real stories

April 12, 2019

Donald Koski, AICP
Federal Transit Administration, Region VI
819 Taylor Street, Room 14A02
Fort Worth, Texas 76102

Re: *Project Review Under Section 106 of the National Historic Preservation Act, Dallas Area Rapid Transit (DART) D2 Subway, Draft Historic Resources Survey Report, Dallas, Dallas County (DART/FTA/106, THC #201906003)*

Mr. Koski:

Thank you for your correspondence of March 14, 2019, transmitting the draft *Historic-Age Resources Reconnaissance Survey*, prepared by AmaTerra Environmental on behalf of Dallas Area Rapid Transit (DART) and the Federal Transit Administration (FTA), for the proposed D2 Subway project in downtown Dallas. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

The THC staff, led by Justin Kockritz, has completed its review of the draft report and we largely concur with your findings regarding non-archeological historic properties as presented. However, we have several concerns to address before the potential effects of the project on historic properties can be fully taken into account.

The project's area of potential effect (APE) includes several buildings in the Deep Ellum area and the survey report only evaluates the eligibility of these properties for listing in the National Register of Historic Places individually, rather than as a potential historic district. In 2001–2002, THC reviewed FTA's determinations of eligibility for the DART Southeast Corridor light rail project, and concurred that the Deep Ellum Historic District was *eligible* for listing in the National Register under Criteria A and C. THC recommends that this historic district remains eligible today.

The survey report does not consider the Westend Historic District, which was listed in the National Register in 1978. Portions of this historic district, including at least two contributing resources it contains, are in the project's APE since they are within 600 feet of the proposed Metro Center Station.

Has the survey report been transmitted to other consulting parties, including, but not limited to, the City of Dallas Historic Preservation Section and Preservation Dallas? They should be given the opportunity to comment on the survey report and provide any information they may have on the project's potential to affect historic properties.

We appreciate the inclusion of the *Noise and Vibration Technical Report*, prepared by Cross-Spectrum Acoustics. We have no comments about its findings and recommendations at this time. The report provides good background information and technical analysis that we will take it into consideration as plans for the proposed construction and operation of the D2 Subway are further developed.

Attached please find additional comments on the National Register eligibility of properties within the project's APE and general comments on the draft survey report. We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any

questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or justin.kockritz@thc.texas.gov.

Sincerely,



Justin Kockritz, Lead Project Reviewer, Federal Programs
For: Mark Wolfe, State Historic Preservation Officer

cc: Melissa Foreman, FTA, Region VI, *via email*
Ernie Martinez, DART, D2 Project Manager, *via email*
Kay Shelton, DART, D2 EIS Manager, *via email*
Victor Ibewuike, DART, Capital Planning, *via email*
Tom Shelton, HDR, Inc., *via email*
Kristine Lloyd, HDR, Inc., *via email*
Deborah Dobson-Brown, AmaTerra Environmental, Inc., *via email*



For the purposes of compliance with Section 106 of the National Historic Preservation Act, THC concurs that the following properties are *listed* in, and remain eligible for listing in, the National Register of Historic Places under the criteria cited:

- **Dallas Downtown Historic District** (DDHD), which was listed in 2006, and expanded in 2009, under Criterion A for commerce and community planning and development, and Criterion C for its architecture, and containing the following properties within the APE as contributing resources:
 - **Hotel Adolphus** (#21, 1321 Commerce Street);
 - **Magnolia Building** (#22, 1401 Commerce Street);
 - **Dallas National Bank Annex** (#23, 1511 Commerce Street);
 - **Dallas Power and Light Annex** (#24, 1508 Commerce Street);
 - **Federal Reserve Bank** (#25, 400 South Akard Street);
 - **Continental Building** (#27, 1810 Commerce Street);
 - **Statler Hilton Hotel** (#28, 1914 Commerce Street);
 - **2008 Commerce Street** (#29);
 - **2014 Commerce Street** (#30);
 - **Bluitt Sanitarium** (#31, 2036 Commerce Street): also listed individually in the National Register in 2006 under Criterion A for commerce, health/medicine, and ethnic heritage, and Criterion B for its association with Dr. Benjamin R. Bluitt;
 - **R.F. Aspley Building** (#32, 2038 Commerce Street);
 - **Dallas City Hall and Municipal Building** (#37 and #38, 106 Harwood Street and 2014 Main Street, including the 1914 building and the 1956 addition); and,
 - Numerous other buildings identified as contributing resources to the DDHD in Table 2-2 (with the exception of the **LTV Tower**, see below), but not individually identified elsewhere.
- The **Westend Historic District**: listed in 1978 under Criterion A for community planning and development, industry, politics/government, social history, and transportation, and Criterion C for its architecture and landscape architecture, and containing the following properties within the APE as contributing resources:
 - **Emerson-Brantingham Building** (800 Pacific Avenue); and,
 - **Sanger Brothers Building** (southwest corner of Elm and Lamar Streets).
- **Waples-Platter Coffee Roaster** (#1, 2211 North Lamar Street) and **Grocery House** (#3, 2200 North Lamar Street): listed in 1978 under Criterion A for commerce and industry;
- **One Main Place** (#15, 1201 Main Street): listed in 2015 under Criterion C for its architecture, and including the sunken plaza as a contributing resource;
- **Santa Fe Terminals No. 1** (#18, 1114 Commerce Street) and **No. 2** (#20, 1122 Jackson Street): listed in 1997 under Criterion A for transportation and Criterion C for their architecture; and,
- **Grand Lodge of the Colored Knights of Pythias, Texas** (#DE14, 2551 Elm Street): listed in 2017 under Criterion A for social history and ethnic heritage.

THC also concurs with your determinations that the following properties are *eligible* for listing in the National Register under the criteria cited:

- **Automobile Row Historic District**: Criterion A for commerce—and we recommend that it is also eligible for listing under Criterion C for its architecture—with boundaries as shown on Figure C-3, containing the following properties as contributing resources:
 - **2202 Commerce Street** (#34)
 - **2204 Commerce Street** (#35)
 - **2208 Commerce Street** (#36)
 - **2105 Commerce Street** (#39)
 - **2107 Commerce Street** (#40)
 - **2207 Commerce Street** (#41)
 - **2211 Commerce Street** (#42)
 - **2215 Commerce Street** (#43)
 - **2117 Commerce Street** (#44)
 - **2208 Main Street** (#46)
 - **2210 Main Street** (#47)
 - **2214 Main Street** (#48)

- **Magnolia Oil Service Station** (#33, 2130 Commerce Street)
- Former **Magnolia Oil Service Station** (#7, 902 Ross Avenue): Criterion A for community planning and development;
- **Milliners Supply Company** (#11, 911 Elm Street): Criterion A for community planning and development; and,
- **Earle Cabell Federal Building** (#17, 1100 Commerce Street): Criterion A for law and politics/government.

At this time, THC does *not* concur with your proposed determinations of eligibility for the following properties:

- In 2001–2002, THC reviewed FTA’s determinations of eligibility for the DART Southeast Corridor light rail project, and concurred that the **Deep Ellum Historic District** (DEHD) was *eligible* for listing in the National Register under Criteria A and C. The APE for the Southeast Corridor included only a small portion of Deep Ellum and a complete evaluation of the historic district’s full extent was **not performed**. See the Southeast Corridor *Final Environmental Impact Statement* for more information. At that time, the following properties were identified as contributing resources to the DEHD, each of which appear to retain sufficient historic integrity to remain eligible today:
 - **Fink Paint Company Building** (#DE23, 2605 Elm Street, now Louie Louie’s);
 - **Southern Refrigeration Company** (#DE24, 2609–2613 Elm Street);
 - **American Transfer and Storage** (#DE25, 2615 Elm Street); and,
 - **Manufacturers Expo Building** (#DE27, 2625 Elm Street, now Uplift Education).

The APE for the D2 Subway project includes several other properties in the vicinity that THC recommends as eligible as additional contributing resources to the DEHD:

- **2556 Elm Street** (#DE15);
- **2639 Elm Street** (#DE26);
- **2624 Elm Street** (#DE29): although the storefront has been altered, the upper glazed tile appears to read “MWB 1946.” If this tile does date to the period of significance, THC recommends this property be considered a contributing resource to the DEHD;
- **2618 Elm Street** (#DE30); and,
- **2614 Elm Street** (#DE31).

The full boundary of the DEHD may extend further to the east and south, but we believe that a complete evaluation of the DEHD and its boundaries are beyond the scope of this project and no further evaluation is recommended unless the proposed project changes substantially.

- Although the **LTV Tower** (1600 Pacific Avenue) is listed as non-contributing in Dallas Downtown Historic District National Register nomination, in 2012 the National Park Service determined that the property does contribute to the historic district—with an extended period of significance to 1964—as part of a federal historic rehabilitation tax credit project. An amendment to the existing National Register nomination was added in 2013 supporting this period of significance and is attached.
- Given the building’s prominence, architectural design, and unique engineering, THC believes **Renaissance Tower** (#14, 1201 Elm Street, formerly the First International Building) may potentially be eligible for listing in the National Register. Although as you note, the building was altered in the 1980s, for the purposes of this project, we recommend treating Renaissance Tower as eligible for listing in the National Register. However, if the D2 Subway alignment shifts significantly closer to the property or if the entrance to the Metro Center Station is proposed within or adjacent to Renaissance Tower, an intensive evaluation may be warranted to fully evaluate the property’s potential historic significance and to assess its historic integrity.

The following properties do not appear to have been documented or evaluated in this report, despite being within the APE and being of historic age:

- **1200 Main Street**, the “Metropolitan,” which was constructed in 1972;
- **1300 Jackson Street**, which was constructed circa 1909;

- **311 South Akard Street**, “Four AT&T Plaza,” which was constructed circa 1948; and,
- **2201 Main Street**, which was constructed circa 1959 but was extensively remodeled in the 1980s.

As part of the Dallas Floodway Project, the U.S. Army Corps of Engineers (USACE) determined that the **Dallas Floodway** was a “historic and cultural resource with locally significant historical associations with flood control/city planning/community development and is a significant statewide example of an engineering system designed for flood control and development enhancement” and considered the project’s potential impacts to the Floodway under the National Environmental Policy Act (NEPA). As a result of the 2010 Supplemental Disaster Relief and Summer Jobs Act (Public Law 111-212), USACE was not required to make determinations under the National Historic Preservation Act, but the NEPA language used corresponds to the Dallas Floodway being eligible for listing in the National Register under Criterion A for community planning and development and Criterion C for engineering. The **Dallas Branch Pressure Sewer**, which was built circa 1932 and roughly follows McKinney Street, from the Trinity River to Field Street, was identified as an element of the Floodway that “supported” its historic significance. As such, we recommend that the Dallas Branch Pressure Sewer be treated as a contributing resource to the Dallas Floodway. We have no concerns about any potential indirect effects from the D2 Subway project, but the Dallas Branch Pressure Sewer is located near the proposed western portal and could possibly be affected by tunnel construction and/or operation. Also related to the Dallas Floodway is the Woodall Rogers Pressure Sewer, which roughly follows the westbound Woodall Rogers frontage road (Broom Street), but this sewer was constructed circa 1979 and was found to “not support” the Floodway’s historic significance; we recommend that it be considered a non-contributing resource to the Dallas Floodway. For more information, see USACE’s 2014 *Dallas Floodway Project Final Environmental Impact Statement*.

Based on all available information, THC concurs that the following properties are *not eligible* for listing in the National Register:

- **Hooters Restaurant** (#2, 2201 North Lamar Street);
- **Dallas World Aquarium** (#4 and #5 (former Mohawk Rubber Company), 1801 North Griffin Street);
- **1708 North Griffin Street** (#6);
- **500 North Griffin Street** (#8);
- **KDFW Station Building** (#9, 1109 Patterson Street, formerly KRLD Station Building);
- **Renaissance Tower Parking Garage** (#10, 1201 Pacific Avenue);
- **Crowne Plaza Hotel** (#12, 1015 Elm Street);
- **Homewood Suites** (#13, 1025 Elm Street, former Huey and Philip Building);
- **1217 Main Street** (#16);
- **Manor House** (#19, 1208 Commerce Street);
- **Jackson Street Garage** (#26, 1810 Jackson Street): a non-contributing resource to the DDHD;
- **Southwestern Printing Company Building** (#45, 2108 Main Street);
- **2107–2109 Main Street** (#49);
- **Old Fire Station** (#50, 2121 Main Street);
- Former **Morris Dry Goods Building** (#51, 2202 Elm Street);
- **615 North Good-Latimer Expressway** (#DE01);
- **2411 and 2439 Swiss Avenue** (#DE02);
- **2511 Swiss Avenue** (#DE03, former Red Ball Motor Freight Terminal);
- **505 North Good-Latimer Expressway** (#DE04)
- **2506 Swiss Avenue** (#DE05);
- Former **Gulf Oil Service Station** (#DE06, 2500 Swiss Avenue);
- **404 North Hawkins Street** (#DE07);

- **2424 Swiss Avenue** (#DE08);
- Former **Texas and Pacific Railway Salvage Warehouse** (#DE09, 2441 Pacific Avenue);
- **2501 Pacific Avenue** (#DE10A and #DE10B);
- **Tiled Street Addresses** (#DE11A, #DE11B, and #DE11C, 2400–2500 blocks Pacific Avenue);
- Former **Fry Transfer and Storage Company** (#DE12, 2509 Pacific Avenue);
- **2515 Pacific Avenue** (#DE13);
- **Standard Supply Company** (#DE17, 606 North Good-Latimer Expressway);
- **2613 Swiss Avenue**(#DE18);
- **2614 Swiss Avenue** (#DE19);
- **402 North Good-Latimer Expressway** (#DE20);
- **2601 Gaston Avenue** (#DE21);
- **2615 Gaston Avenue** (#DE22);
- **301 North Crowds Street** (#DE28); and,
- **2610 Elm Street** (#DE32): a non-contributing resource to the DEHD.

Page	Line/Section	Comments
5	Lines 1–2	The Westend Historic District , which was listed in the National Register in 1978 is within 600' of the proposed Metro Center Station, as shown on Figure B-5. Revise this section as necessary. Include any contributing resources within the historic district that also fall within the area of potential effect, such as the Emerson-Brantingham Building (800 Pacific Avenue) and the Sanger Brothers Building (southwest corner of Elm and Lamar Streets).
6	Table 2-2	Although the Titche-Goettinger Addition (1911 Main Street) is not specifically identified in the Dallas Downtown Historic District National Register nomination text, it is shown as contributing on the map in the nomination. Please revise as necessary.
6–7	Table 2-2	The Majestic Theater (1923 Elm Street) and Dallas City Hall and Municipal Building (2014 Main Street) are also designated as a State Antiquities Landmarks (SAL).
7	Table 2-2	Although the LTV Tower (1600 Pacific Avenue) is listed as non-contributing in Dallas Downtown Historic District National Register nomination, in 2012 the National Park Service determined that the property does contribute to the historic district—with a period of significance extending to 1964—as part of a federal historic rehabilitation tax credit project. Additional documentation was added to the existing National Register nomination in 2013 supporting this period of significance. Please revise as necessary; it may be helpful to include a short explanatory note for this property.
8	Table 2-5	The table of individual properties within the 1300' study area that are listed in the National Register is incomplete. Please add the following properties to the table: Dallas High School (listed 1996, 2218 Bryan Street); First National Bank Tower (listed 2017, 1401 Elm Street); Dallas Scottish Rite Temple (listed 1980, 500 South Harwood Street); Mayflower Building (listed 2015, 411 North Akard Street); Harlan Building (listed 2004, 2018 Cadiz Street); Republic National Bank (listed 2005, 300 North Ervay Street); Sanger Brothers Complex (listed 1975, Lamar Street between Elm and Main Streets); and, Santa Fe Terminal Building No. 4 (listed 2011, 1033 Young Street). The Dallas City Hall and Municipal Building (2014 Main Street) and Neiman Marcus (1618 Main Street) are contributing resources to the Dallas Downtown Historic District, but are <i>not</i> individually listed in the National Register.
9	Table 2-6	The table of properties within the 1300' study area that are designated as Recorded Texas Historic Landmarks (RTHL) is incomplete. Please add the following properties to the table: John Neel Bryan Cabin (designated 1962, southeast corner of Elm and Record Streets); Dallas Scottish Rite Temple (designated 1978, 500 South Harwood Street); Higginbotham-Bailey Building (designated 1984, 900 Jackson Street); and, Higginbotham-Pearlstone Building (designated 1986, 1701 Market Street).
11	3.1	In the last paragraph of this section, use “Texas and Pacific Railway (T&P)” on the first use.
11	3.1	Use “H&TC” here and throughout for the Houston and Texas Central Railroad instead of “HT&C.”
12	3.1.1	In the second full paragraph of this page, use “Missouri–Kansas–Texas Railway (MKT)” on the first use.
12	3.1.1	The third sentence of the last paragraph reads, “By 1955 the population hit 795,000.” Was this the metropolitan population? The 1960 census count for the City of Dallas was only 679,684. Please clarify as needed.

Page	Line/Section	Comments
12	3.1.1	Is there a citation for Stemmons Freeway being the “first freeway completed under the 1956 Federal Highway Act?” Information from the Federal Highway Administration’s website (www.fhwa.dot.gov/infrastructure/50interstate.cfm) indicates that the first “expressway” and the first construction activities overall were in Missouri.
14	3.2.1	In the first paragraph, the phrase “a pioneer in planning...” is repeated twice.
14	3.2.1	In the first sentence of the second paragraph use another word other than “chartered.” This may have been the first railroad developed or constructed, but other charters were issued earlier.
13–15	3.2.1	This section offers a very broad overview of railroad development in the state, but little that is specifically relevant to the development of downtown Dallas (though pages 11–12 have some general local context). Where did the T&P, H&TC, and MKT lines run through downtown? Were there interurban or streetcar lines in the area?
15–16	3.2.2	Likewise, this section offers a broad overview of state highway development, but little that is specifically relevant to the development of downtown Dallas. Perhaps most relevant for this project, when were Spur 366 (Woodall Rogers) and IH 345 constructed? When was Griffin Street connected through downtown? When was the Good-Latimer Expressway developed? What impact did these projects have on the area?
31	Resource #40	Revise to read, “Resource 40 located at 2107 <u>Commerce Street...</u> ”
38–39	Saint James African Methodist Episcopal (AME) Temple	Although the report notes that the Saint James African Methodist Episcopal (AME) Temple (#DE16, 624 North Good-Latimer Expressway) is a City of Dallas Landmark, please also make a determination of eligibility for listing in the National Register. THC recommends that the Temple is eligible under Criterion A for ethnic heritage and Criterion C for architecture, and that it satisfies Criteria Consideration A for religious properties. We also note that the Temple was previously determined eligible during consultation for the DART Southeast Corridor.
46	7	The bibliography entry for Bowen’s Chevrolet Motor Company Building National Register nomination gives a date of 2000, but the parenthetical citations throughout give a date of 1990. Please confirm and revise as necessary.
	Survey Form #9	This was originally the studios for KRLD (TV and radio), but is now the studio for KDFW. Please revise the historic and current name fields as necessary.
	Maps	It would be helpful to include a map of the contributing/non-contributing resources for the Dallas Downtown Historic District.

Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

8. Statement of Significance

Applicable National Register Criteria

<input checked="" type="checkbox"/>	A	Property is associated with events that have made a significant contribution to the broad patterns of our history.
<input type="checkbox"/>	B	Property is associated with the lives of persons significant in our past.
<input checked="" type="checkbox"/>	C	Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
<input type="checkbox"/>	D	Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations: NA

Areas of Significance: Commerce; Architecture

Period of Significance: 1888-1958 in original nomination; period added in this amendment: 1961-1964

Significant Dates: 1964

Significant Person (only if criterion b is marked): NA

Cultural Affiliation (only if criterion d is marked): NA

Architect/Builder: Smith, Harwood K.; Foster, Dales Young

Form Prepared By

Name/title: Adam Jones and Gregory Smith (National Register Coordinator)

Organization: Merriman Associate Architects

Street & number: 300 N. Field St.

City or Town: Dallas

State: Texas

Zip Code: 75202

Email: adamj@merriman-maa.com

Telephone: 214-347-7060

Date: February 12, 2013

Additional Documentation

Additional items (See figures on pages 10-14)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

Photographs

Name of Property: 1600 Pacific
Dallas, Dallas County, Texas
Photographed by Julianna Turner, February 2013

Photo 1
Northeast elevation from across Pacific
Camera facing southeast

Photo 2
North elevation
Camera facing south

Photo 3
Northeast podium elevation
Camera facing southeast

Photo 4
North tower curtainwall
Camera facing south

Photo 5
East podium elevation on Pacific
Camera facing southeast

Photo 6
North podium elevation along Pacific
Camera facing east

Photo 7
East elevation down Pacific
Camera facing west

Photo 8
Northwest elevation
Camera facing southeast

Photo 9
South elevation along Elm Street
Camera facing northwest

Photo 10
South podium elevation along Elm Street
Camera facing northeast

Photo 11
South elevation, Elm Street entrance
Camera facing north

Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

Summary of Previous Nomination Efforts and the Goal of this Amendment

The purpose of this nomination amendment is to establish the significance of the building at 1600 Pacific (LTV Tower and Bank of Commerce Building, hereafter "1600 Pacific") within the Downtown Dallas Historic District (NR 2006; boundary increase 2009). The period of significance for the district ends in 1958, and this amendment proposes to add an additional period (1961-1964) to reflect the planning, design, construction, and completion of the LTV Tower. The building is one of only two extant buildings in the district constructed during the period 1959-1964, and it is by far the most significant (the other being the altered Dallas Title Co. building at 1301 Main). It contributes to the significance of the district due to the quality of its design, composed as a glass curtain wall tower set back on a 3-story base (Criterion C, area of Architecture). As the headquarters for Ling-Temco-Vought Inc. and the National Bank of Commerce, 1600 Pacific contributes to the Dallas Downtown Historic District under Criterion A for its association with downtown Dallas' role as a national center for banking and business. Criteria Consideration G is not claimed, because the building was designed in 1961 and placed into service in 1964.

The building is being rehabilitated using federal preservation tax credits, and the documentation within this amendment is partially derived the Part 1 tax credit application, approved by the NPS in August 2012. Downtown Dallas is currently continuing a period of revitalization that has seen a vast amount of rehabilitation within the urban core. 1600 Pacific will play a critical role in the continued revitalization of the central core of Dallas.

Description

1600 Pacific features a thirty-three floor concrete superstructure with a cast-in place concrete core, concrete ribbed pan joist slab system, and reinforced concrete columns spaced to create 30'x30' open bays for shell design flexibility. The overall building height is 434 feet. The tower structure is anchored by a three-story rectangular box structure comprised of a series of reinforced concrete columns and rectangular ribbed pan joist slab plates.

The site is approximately rectangular and occupies approximately a quarter of the block between Pacific St./Bryan St. and Thanksgiving Square to the north, Elm Street on the south, Akard St. to the west, and Ervay to the east. The building sits between the 1511 Elm Parking Garage to the west and Thanksgiving Tower (1601 Elm) on the east. The site is approximately 0.69 acres (30,000 sq. ft), and slopes from the north to the south. The building's main entrance was originally located on Pacific Ave. but was moved to Elm Street during a remodel in the early 1980s. Because the building extends the full north/south width of the block, the building allows pedestrian circulation through the building's main lobby from Pacific to Elm and also provides direct interior access to the Dallas underground pedestrian mall and tunnel system. At the east side of the building at street level is a breezeway which originally served as a drive-through teller lane for the National Bank of Commerce. Shipping, service, and parking entrances for the sub-level parking garage are located at street level off Elm Street towards the southwestern corner of the site.

Exterior

1600 Pacific is among the largest and most significant midcentury buildings in central Dallas, and the majority of the exterior elements remain intact. The building's overall form is a vertically stretched rectangular tower perched atop an elevated three-story shoe box base which appears to hover above the double volume first floor entrances. The shoebox portion of the structure is clad in a dark-blue glass curtain wall with aluminum mullions positioned evenly to create a large open repetition across the façade. The west side of this box is butted against the existing 1511 Elm parking garage. The east side is comprised of brick masonry covered by a living green wall of ivy that compliments the existing pedestrian green space between it and its neighbor to the east, Thanksgiving Tower. Atop the base and located at the fifth floor are two exterior rooftop plazas, one to the north and one to the south of the

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tower volume. The rectangular aluminum and glass tower extrudes twenty-eight floors from the base. Its north and south façades are clad in a dark-blue glass curtain wall. Thin, elegant anodized aluminum mullions are positioned closer together than those of the base, increasing the rhythm of repetition across the skin of glass and providing an illusion of greater verticality. The west and east side of this tower are clad with a cream color brick veneer spanning the entire height of the tower with four equally spaced cream colored vertical spandrel panels. These spandrels were later replaced with dark navy-blue metal panels. These vertical bands break the mass of masonry while complimenting and reinforcing the strength of the vertical mullion design featured on the north and south façades.

Interior

1600 Pacific was designed by Dales Y. Foster and HKS to to accommodate rapidly evolving tenant spaces by providing a modular design and floor plate system that would allow adaption to constant manipulation of interior office space for the changing needs of current and future tenants. The double-volume ground floor was intended to serve as the grand lobby for the office tower, a pedestrian passageway from Pacific to Elm, interior access to ground floor retail, and 24-hour entry to the underground Dallas pedestrian mall and tunnel system. The lobby features a pair of escalators which allowed patrons direct access to the second floor National Bank of Commerce banking lobby. The ground floor lobby was constructed with marble and granite paneled floors and walls. The building was renovated in the 1980s to include a new colonnade on the south side of the building in order to re-orient the building's main entry from the Pacific Ave. side to the Elm St. side of the building. The tower portion was designed on a rectilinear 30x30 column grid system to allow LTV and their future tenants to have maximum rapid adaptability to manipulate their lease spaces with ease and flexibility. The original plans and construction called for the upper office floors to be open shell spaces, with the finish out of the elevator lobbies and offices to be performed at a later date by LTV and the future tenants. These lease finishes typically included painted gypsum partitions, carpet or vinyl tile, and acoustical ceiling grid systems. Spatial organization is simple and methodical with main core elements being located directly in the center of the floor plate, giving interior spaces maximum flexibility. Columns are located primarily along the interior core as well as the exterior perimeter, aiding in the flexible aspects of the building.

Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

Statement of Significance

Downtown Dallas in the early 1960s¹

Between 1956 and 1961, a planning effort undertaken by the eleven-member Dallas Master Plan Committee (under the supervision of Planning Department Director Marvin Springer) addressed a wide series of topics concerning the city's central business district. Known as the "Hulcy Reports" (after committee chairman D. A. Hulcy, president of Lone Star Gas Company), the plan proposed remedies for alleviating some of the problems associated with the city's rapid expansion after World War II, a ten-year period during which the city annexed nearly 150 square miles. By the late 1950s, Dallas shifted its attention in planning from the metropolitan whole back to the city's core as it began rehabilitating areas close to the downtown area as part of a larger program to encourage development in and around the Central Business District. The continued emphasis on the central business district is reflected in statements such as that made by the CEO of Procter and Gamble on a visit to Dallas: "The core of the metropolitan area must not be forgotten. It's a problem of getting everyone to realize that the continued good health of the core area is absolutely inseparable from the health and growth of the metropolitan area."²

The population of Dallas in 1960 reached 679,684, and the city occupied approximately 282 square miles. By the early 1960s, development pressure to the north and in the surrounding suburbs continued to draw people and traffic away from the Central Business District. Many of the highways, constructed to relieve congestion in the downtown area, served as funnels for this traffic to the outlying areas. Major department stores began serving suburbanites in more convenient locations in suburban shopping centers. The opening of NorthPark Shopping Mall on Northwest Highway in 1965 represented the end of the dominance of the downtown area for retail shopping. Henceforth, retail would be fragmented across the metropolis in such large malls to better serve the suburbs with downtown retail stores merely branch stores serving the downtown populace.

A new comprehensive planning effort, *Goals for Dallas*, commenced in 1965. Unlike all previous efforts, this new undertaking utilized an entirely different approach that focused on a sector approach to the city, providing for special interest or neighborhood issues to be heard for the first time. Planning was no longer in the hands of a select few, but rather hundreds of citizens became involved in the process for the first time. Moreover, this planning effort did not focus on the CBD, but rather the entire city and its regions were considered on an equal basis for the first time. While the Central Business District had previously been the focus for Dallas' banking industry for decades, the construction of the First National Bank Building in 1965 represented the last gasp for the banking industry in the downtown area. Subsequently, the banking industry expanded outside the boundaries of the downtown area into other areas of the burgeoning "metroplex" area. This was a trend followed by other entities as well, including retail merchants, insurance companies, and oil companies. The Central Business District no longer stood as the singular symbol of the commercial spirit of Dallas.

LTV Tower and the National Bank of Commerce Building

1600 Pacific was conceived and constructed during a boom time, when Dallas was a national center of banking and business. The building was designed in 1961 by architects Dales Young Foster and Harwood K. Smith, and opened in 1964 as the fifth tallest building in Dallas. Banking facilities for the National Bank of Commerce were located on the second and third floors. The twenty-eight story tower portion of the building contained the executive headquarters for LTV (Ling-Temco-Vought), Electro-Science Investors, and American Life Insurance Company. The tower also included additional future tenant leasable space.

¹ Adapted from the draft Downtown Dallas MPDF by Lila Knight (2002), on file with the Texas Historical Commission.

² Doug Johnson, "Multi-Million Dollar Downtown Projects Give Vital Center for City's Growth,"

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The LTV Corporation grew from the Ling Electric Company, an electrical construction and engineering firm established in 1947 by James “Jimmy” Ling (1922-2004) in Dallas. After incorporating and taking his company public in 1955, Ling marketed his company’s stock through a series of innovative methods, including door-to-door soliciting and selling from a booth at the State Fair of Texas. A series of corporate mergers and name changes soon followed. In 1956 Ling bought L.M. Electronics of California, and changed the name of the company Ling Electronics. The company merged with Altec Electronics in 1959, and with Temco Electronics and Missile Company of Dallas in 1960, becoming a major defense company. In 1961 the company merged with the Chance Vought Aircraft Company, and the name was changed to Ling-Temco-Vought (LTV). Ling believed in corporate diversification, leading to the 1967 acquisition of Wilson Foods, which produced not only fresh meat, but also animal byproducts, sporting goods, and pharmaceuticals. At that time, LTV was listed at number fourteen in the Fortune 500, with annual sales of over \$1 billion. In 1968 the company acquired the Greatamerica Corporation, which was the parent company for Braniff Airways, National Car Rental, and a number of insurance companies. The company purchased a majority interest in the Jones & Laughlin Steel Corporation of Pittsburgh later that year.

When the LTV building opened in 1964, the National Bank of Commerce occupied the second and third floors and LTV occupied the majority of the tower, with many floors available for tenant lease. The building was sold in 1968 to Arlen Realty & Development of New York, due in part to losses in the falling stock market. In 1975, the building was sold to Dresser Inc. (a main rival to Halliburton at the time) for use as its new headquarters. Dresser undertook a major interior renovation during the 1980s. In 1996, the building was sold to Dallas-Minnesota LLC. Throughout the following sixteen years the building went through a series of successive owners with intentions to convert the building into residences which failed due to economic conditions.

Architectural significance

Surrounded by other high-rise buildings of the 1955-1965 period, 1600 Pacific easily fits within the midcentury context of postwar Dallas, and represents local developers’ continued embrace of the modern curtain wall form. Dallas buildings designed in this fashion feature curtain-wall exterior cladding, horizontal or ribbon windows, balance and regularity in the building form, absence of ornamentation (or ornamentation through materials), flat roof, smooth and uniform wall surfaces, and windows set flush with walls. Often the design and materials at the first floor relate to the activity at this level, while the materials at the upper levels are different. Other notable curtain wall buildings listed as contributing properties in the Dallas Downtown Historic District include the Statler Hilton Hotel (1956) at 1914 Commerce, and the Dallas Federal Savings and Loan building (1957), at 1505 Elm, on the same block as 1600 Pacific. To the north of 1600 Pacific (just outside of the district boundary) is the individually-listed Fidelity Union Building, built in 1952 with a major addition in 1960 that dwarfs the original building. To the west (and also just outside the district) is the First National Bank (1961-65), designed by George Dahl and Thomas Stanly.

1600 Pacific is notable for its tower-on-base composition, which reflects the influence of Skidmore, Owings & Merrill’s Lever House in New York, and which served as the introduction of this form to downtown Dallas. The building was also the first tower in Dallas to be primarily clad with an all-glass curtain wall system, the first tower to incorporate an innovative large-scale message board integrated into the curtain wall, and the first building in Dallas to feature a drive-through automated banking teller window. The building’s facade was covered with 125,000 square feet (11,600 m²) of dark glass with strips of aluminum molding. The curtain wall featured an innovative lighting system, incorporated into the mullions to allow clear vision through the curtain wall during the day. Each of the windows was individually controlled to create unique messages or images, including “LTV” and images of a boat, a bell, and – during the Texas State Fair – a rough image of fair icon “Big Tex.” Access to the two levels of basement parking is located at Elm St. at the southwest corner of the building, and the east side of the building originally featured a drive through vehicular lane from Elm to Pacific for banking. The bank used an

Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

innovative system called “Teller-Vision” which allowed communication with drive-thru customers through a closed circuit television system. The building is also significant as a key contribution to the body of work in downtown Dallas by architects Dales Y. Fosters and the firm of Harwood K. Smith (HKS). These firms designed many significant buildings throughout Dallas and the downtown core.

Architect Harwood K. Smith, FAIA (1913-2002)

Harwood K. Smith was born in Chicago in 1913 and attended the Art Institute of Chicago in his youth. His family moved to the Lower Rio Grande Valley in South Texas in 1926, where his father established an orchard business near San Benito. Smith graduated from Texas A&M University in 1936 and immediately moved to Dallas, where he worked with a succession of established architecture firms to round out his skills and experience in residential, commercial, and institutional architecture. He established his own practice in 1939 in a small office in the Highland Park Shopping Village. During the immediate postwar period his firm earned numerous high-profile commissions, including the high-rise Crestpark Apartments and the first office and manufacturing facility for Texas Instruments, both in 1946. He also designed the new Georgian Style campus for Ursuline Academy in 1948. In the 1950s, Smith designed numerous schools for the Dallas Independent School District, along with apartments and housing projects, several large shopping centers, office buildings, and industrial facilities. His work in the 1960s bore many of the hallmarks of postwar modernism derived from the International Style, as practiced by Mies van der Rohe and Skidmore, Owings and Merrill, including large expanses of glass on curtain wall structural systems. Smith’s firm, now known as HKS, grew through the 1970s and 1980s to become one of the largest and most successful in Texas. Smith served on the Dallas Planning Commission, served as the president of the Dallas chapter of the American Institute of Architects. He received the Dallas AIA “Lifetime Achievement Award” and a national AIA “Presidential Citation.”

Architect Dales Young Foster (1922-2009)

Dales Young Foster was born in St. Paul Minnesota in 1922 and grew up in Asheville, N.C. He earned a bachelor’s degree in architecture from the University of Georgia Technical Institute. After serving in the navy during World War II, Foster received a M. Arch. from MIT and in 1950, relocated to Dallas. He began work as a draftsman for Tatum and Quade, a notable architecture firm in Dallas at that time. In the late 1950s, Foster founded his own firm, Dales Y. Foster Architects, which soon became Foster-Meier Architects after partnering with Frank Meier. Foster created a design legacy of notable Dallas buildings, including schools and fire stations, and two downtown skyscrapers. Beyond Dallas, he designed the 124-acre Mary Kay cosmetics facility in Steamboat Springs, Colorado. His most notable achievements in downtown Dallas are the LTV Tower and National Bank of Commerce Building and the 1966 Manor House high-rise apartment building, the first of its kind in the central business district (1222 Commerce, not within the district). Upon his retirement in the late 1970s, Foster sold his portion of the firm to partner Frank Meier.

Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

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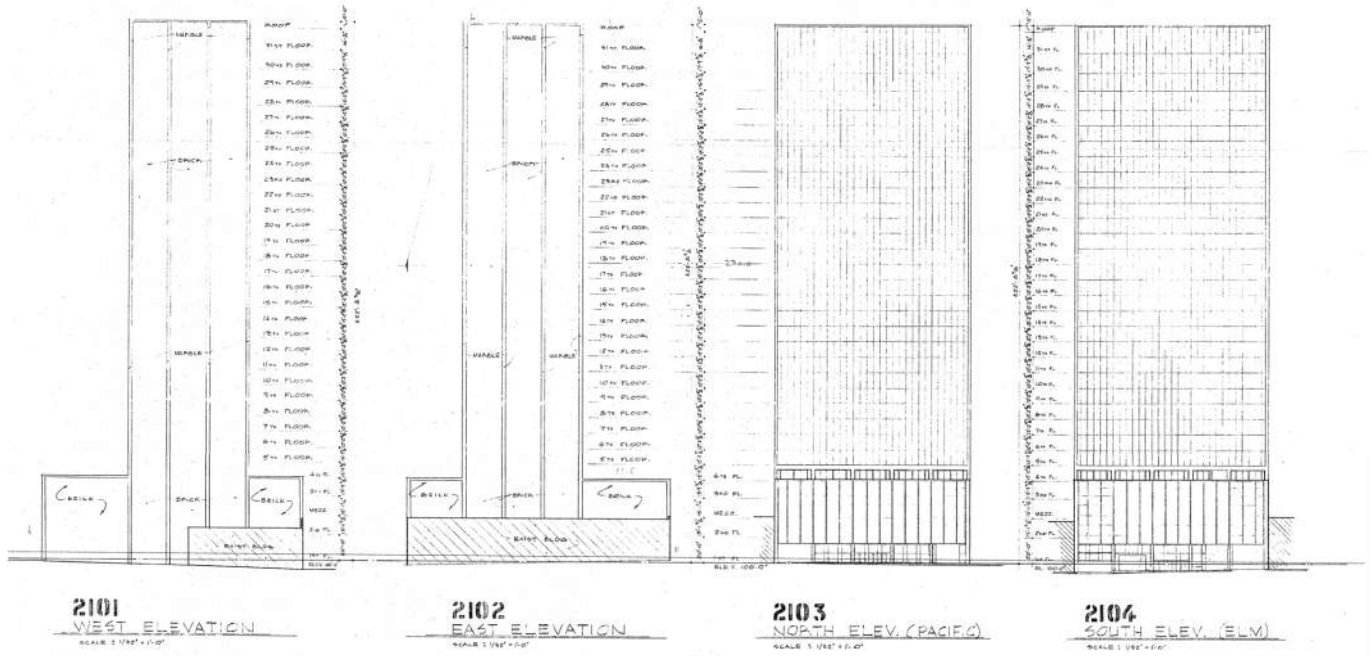
Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

Figure 1
Historic Rendering, c.1961



Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

Figure 2
Elevations from original drawings, 1961.



Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

Figure 3
1600 Pacific in its current context.



North

Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

Figure 4

View southwest across Thanksgiving Square at North façade on Pacific Avenue. No date.



Dallas Downtown Historic District (amendment for 1600 Pacific), Dallas, Dallas County, Texas

Figure 5

Photograph depicting lighting scheme figure of a sailboat, c. 1965.



-fin-



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

Log TP

June 27, 2018

Mark Wolfe
Executive Director
Texas Historic Commission
P.O. Box 12276
Austin, TX 78711



Attn: Justin Kockritz, Historian

Re: Section 106 Review of the Dallas Area Rapid Transit (DART) Dallas D2 Subway Commerce via Victory/Swiss Alternative - Request for Concurrence on Area of Potential Effects (APE)

Dear Mr. Wolfe,

The Federal Transit Administration (FTA), in cooperation with DART, is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) to update data and assess the potential impacts of the D2 Subway project in downtown Dallas, Texas. On September 26, 2017, the DART Board approved the Locally Preferred Alternative (LPA) as Commerce via Victory/Swiss (see Appendix A for project information). This D2 Subway LPA is a refinement to a prior LPA approved in 2015. The purpose of this letter is to provide background on prior coordination with your office and to request concurrence on the proposed APE for the D2 Subway project.

Background

DART conducted the Downtown Dallas Transit Study and published an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) in March 2010. Due to the economic recession the project was deferred, no LPA was selected, and a Final EIS was not developed. For that effort, THC concurred (February 2, 2009) with an APE of 300 feet from the alignments and a resource age of 40 years, which would have been 1969 or prior. Preliminary research was done at that time to support the evaluation of alternatives, but no recommendations for Determinations of Eligibility or Effects were provided to your office given the range of alternatives under consideration.

In 2013, DART reinitiated the AA process to address changed conditions and new alternatives. On September 22, 2015 the DART Board approved Alternative B4 Lamar/Young/Jackson Street as the LPA. On February 22, 2016, DART requested an APE of 300 feet from either side of the LPA alignment and design options, as well as surveying resources with a resource age of 50 years from the anticipated revenue service date of 2021 (1971 or prior). THC concurred with this request on March 31, 2016, recommending a 45-year cutoff date (1977 or prior), a 300-foot APE, examining vibratory effects, cumulative and foreseeable effects, and potential 4(f) on historic properties (see Appendix B for 2016 Coordination). As DART conducted analyses of the B4 Alternative, public and stakeholder concerns with at-grade segments led the DART Board to refine the project as a mostly subway route, approving the Commerce via

Victory/Swiss alignment in September 2017 (see Appendix A). While the SDEIS effort will focus on the Commerce alignment, two design options along Pacific and Elm will also be considered.

Proposed APE and Resource Age

The proposed APE for the new D2 Subway LPA using Commerce via Victory/Swiss Alternative overlaps some of the previously coordinated 2016 APE, primarily in the northern segment. The attached maps (Appendix C) illustrate the proposed 2018 APE for the new Commerce via Victory-Swiss Alternative and design options, as well as the overlay map of the coordinated 2016 APE.

FTA and DART are proposing a revised APE of 300 feet from either side of the Commerce via Victory/Swiss alignment with an extension to a 600-foot radius around the three subway stations (Metro Center, Commerce and CBD East) to account for potential pedestrian access portals to the stations. The proposed APE will also include 300 feet from either side of the Pacific and Elm design option alignments. We also propose to survey resources with a resource age of 45 years from the anticipated revenue service date of 2024 (1979 or prior).

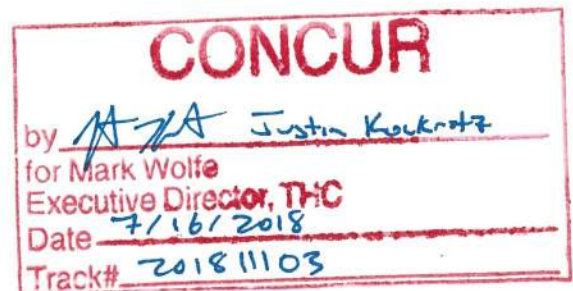
Following your concurrence, DART will move forward with cultural resources documentation described in 36 CFR 800.4(a). This will include examination of local, State, and federal lists of historic properties and surveys, including but not limited to, the National Register of Historic Places and the Texas Historical Commission Site Atlas. DART will also coordinate with the City of Dallas and local historical organizations to help identify an historic buildings, districts, site, objects or archaeological sites of significance. In addition, FTA will be providing project information to Indian Tribes to determine any issues or sites of significance.

Thank you for your review and please do not hesitate to contact FTA Region VI Community Planner Melissa Foreman at Melissa.Foreman@dot.gov or 817-978-0554. DART will also be hosting an agency information meeting soon and will inform you when the date is set. Additional project information is available on www.DART.org/D2. DART has also established a project email D2@DART.org for any electronic correspondence.

Sincerely,



Donald Koski, AICP
Director of Planning & Program Development



Attachments:

- Appendix A – Project Information and May 2018 Newsletter
- Appendix B – 2016 Coordination Letters
- Appendix C – APE Maps

- C: Melissa Foreman, FTA Region VI, Community Planner
Ernie Martinez, DART D2 Project Manager
Kay Shelton, DART D2 EIS Manager
Victor Ibewuike, DART Capital Planning
Tom Shelton, HDR, Inc. DART GPC VI Manager
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D2 Project File, GPC6 Task 39



U.S. Department
of Transportation
Federal Transit
Administration

REGION VI
Arkansas, Louisiana,
New Mexico,
Oklahoma, Texas

819 Taylor St. Room 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

July 13, 2018

Reid Nelson
Director
Advisory Council on Historic Preservation
401 F Street, NW, Suite 308
Washington, DC 20001-2637

RE: *Dallas Area Rapid Transit (DART) D2 Subway Project, Dallas County, Texas*

Dear Director Nelson:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), have recently reinitiated the D2 Subway Project, including Preliminary Engineering and preparation of a Supplemental Draft Environmental Impact Statement (SDEIS). FTA may provide funding to complete the project through the Capital Investment Grant (CIG) program. The approximately two-mile project would establish an additional light rail transit (LRT) line through downtown Dallas and include four new rail stations (three of which are subway stations), extending from the existing Victory Station to Good Latimer in the Deep Ellum area (see attached project map and information at www.DART.org/D2). The SDEIS will be prepared in accordance with the National Environmental Policy Act (NEPA) and related Federal legislation, including the National Historic Preservation Act.

In 2007 through 2010, a combined Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) was prepared. Based on DEIS comments and changed conditions, additional alternatives were developed. A mostly at-grade Locally Preferred Alternative (LPA) was adopted in 2015, and subsequently refined as the D2 Subway in 2017. Federal, State, and regional agencies were invited to provide comments regarding potential impacts of the proposed project in 2015. With the change in project definition to the D2 Subway, FTA and DART are reinitiating agency consultation. If you have any new concerns, please notify us within 30 days of receiving this letter.

FTA and DART invite you or your representative to attend an interagency coordination meeting, scheduled for **Friday, July 27, 2018 from 9:00 to 10:30 a.m.** at DART Headquarters Conference Room 1C (1401 Pacific Avenue, Dallas, TX 75202). At this meeting, we will review the project, schedule, key engineering, environmental, and urban design issues, and provide an opportunity for open discussion. Your agency is being asked to reinitiate coordination with DART as the SDEIS will update the original DEIS and examine a variety of potential impacts under NEPA including those potentially under your agency's responsibility. If

you cannot attend the meeting and would like to join via webinar, please email D2@DART.org and we will provide a link prior to the meeting.

DART will be conducting the bulk of the analysis for the project and would be most familiar with details including engineering and environmental issues. Consequently, we encourage you to interact directly with Ernie Martinez, DART Project Manager at (214) 749-2501 regarding any questions you may have related to the project. You may also submit any comments in writing to the attention of Ernie Martinez, DART Capital Planning, 1401 Pacific Avenue, Dallas, TX 75202 or at D2@DART.org.

If you have any questions regarding this letter, please contact Melissa Foreman, FTA Community Planner at (817) 978-0554 or melissa.foreman@dot.gov.

Sincerely,

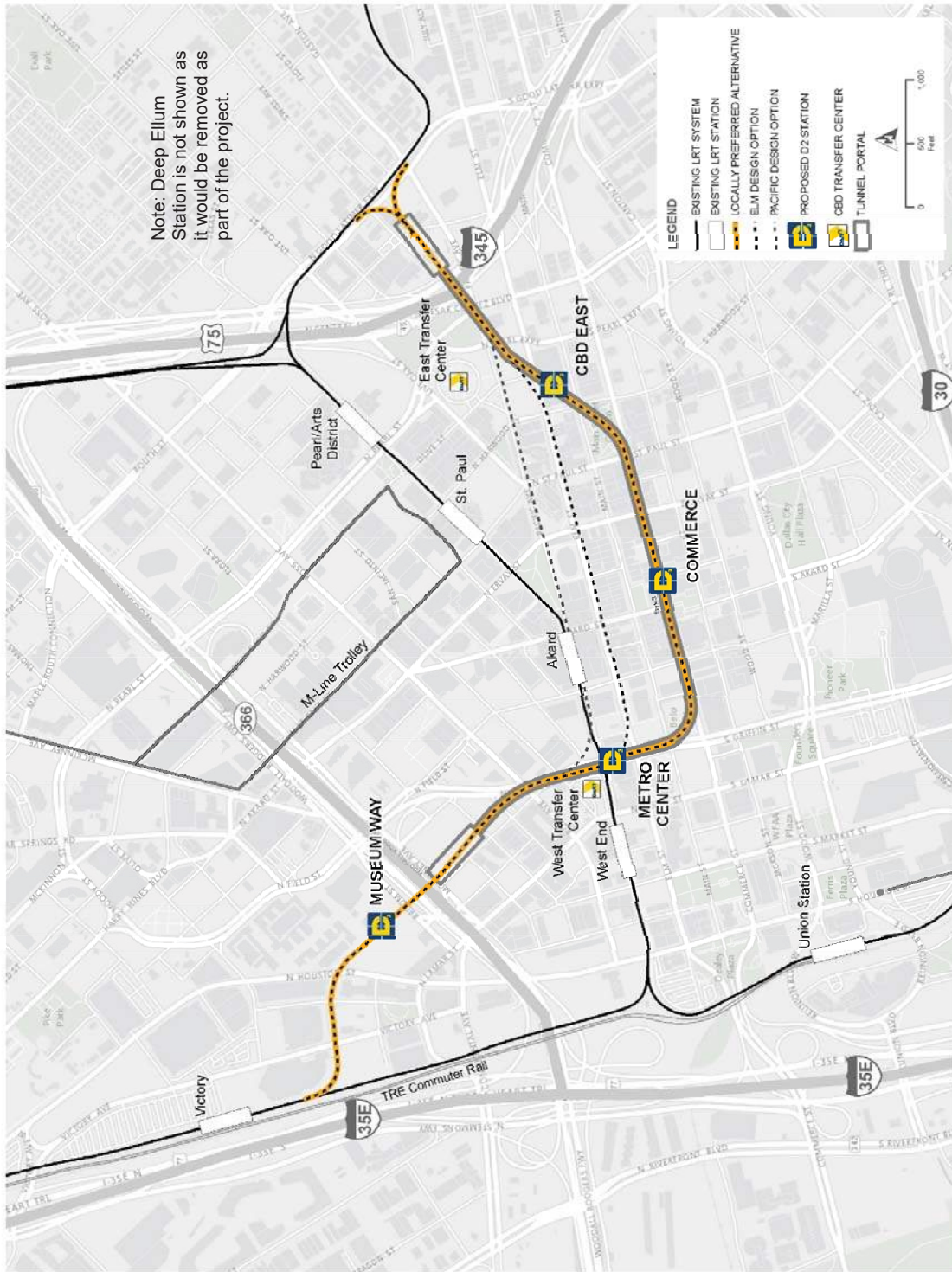
A handwritten signature in blue ink that reads "Donald R. Koski". The signature is written in a cursive style.

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachment

cc: Chad Edwards, DART
Ernie Martinez, DART
Kay Shelton, DART

D2 Subway – Commerce via Victory/Swiss





U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

June 27, 2018

Mark Wolfe
Executive Director
Texas Historic Commission
P.O. Box 12276
Austin, TX 78711

Attn: Justin Kockritz, Historian

Re: Section 106 Review of the Dallas Area Rapid Transit (DART) Dallas D2 Subway Commerce via Victory/Swiss Alternative - Request for Concurrence on Area of Potential Effects (APE)

Dear Mr. Wolfe,

The Federal Transit Administration (FTA), in cooperation with DART, is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) to update data and assess the potential impacts of the D2 Subway project in downtown Dallas, Texas. On September 26, 2017, the DART Board approved the Locally Preferred Alternative (LPA) as Commerce via Victory/Swiss (see Appendix A for project information). This D2 Subway LPA is a refinement to a prior LPA approved in 2015. The purpose of this letter is to provide background on prior coordination with your office and to request concurrence on the proposed APE for the D2 Subway project.

Background

DART conducted the Downtown Dallas Transit Study and published an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) in March 2010. Due to the economic recession the project was deferred, no LPA was selected, and a Final EIS was not developed. For that effort, THC concurred (February 2, 2009) with an APE of 300 feet from the alignments and a resource age of 40 years, which would have been 1969 or prior. Preliminary research was done at that time to support the evaluation of alternatives, but no recommendations for Determinations of Eligibility or Effects were provided to your office given the range of alternatives under consideration.

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Following your concurrence, DART will move forward with cultural resources documentation described in 36 CFR 800.4(a). This will include examination of local, State, and federal lists of historic properties and surveys, including but not limited to, the National Register of Historic Places and the Texas Historical Commission Site Atlas. DART will also coordinate with the City of Dallas and local historical organizations to help identify historic buildings, districts, sites, objects or archaeological sites of significance. In addition, FTA will be providing project information to Indian Tribes to determine any issues or sites of significance.

Thank you for your review and please do not hesitate to contact FTA Region VI Community Planner Melissa Foreman at Melissa.Foreman@dot.gov or 817-978-0554. DART will also be hosting an agency information meeting soon and will inform you when the date is set. Additional project information is available on www.DART.org/D2. DART has also established a project email D2@DART.org for any electronic correspondence.

Sincerely,



Donald Koski, AICP
Director of Planning & Program Development

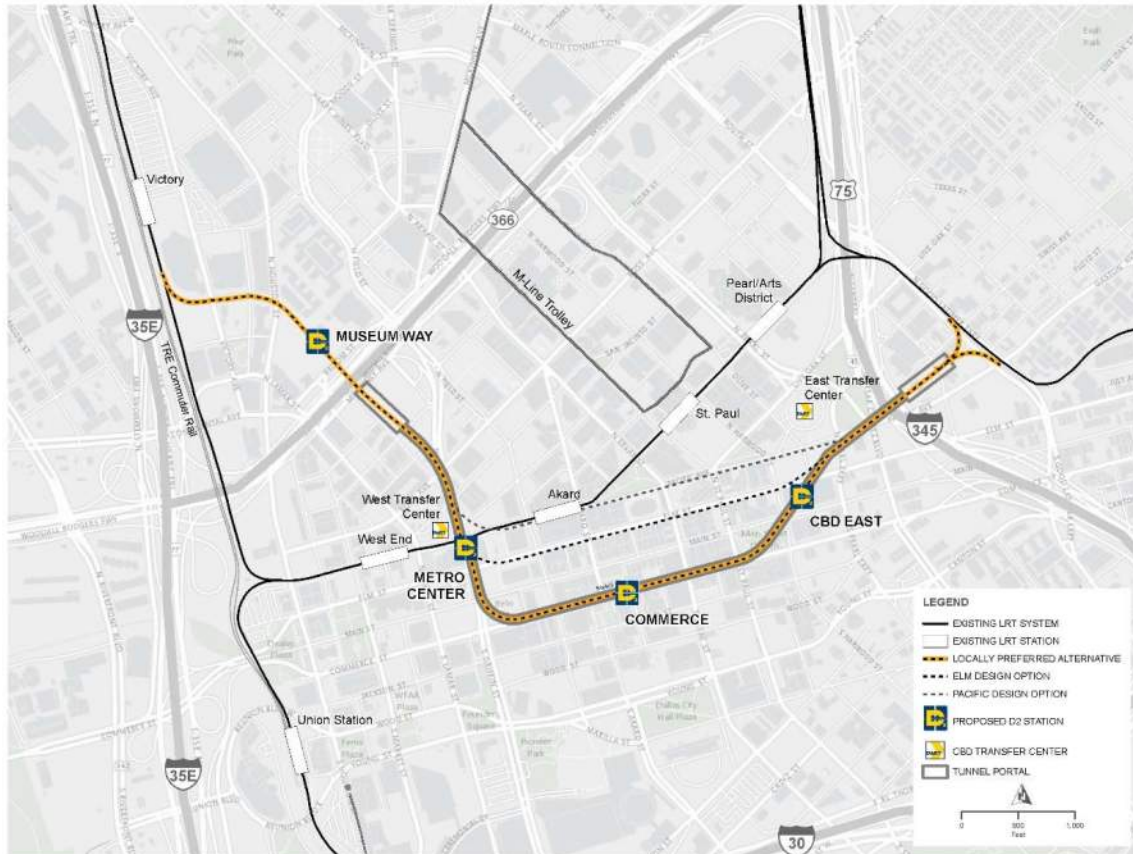
Attachments:

Appendix A – Project Information and May 2018 Newsletter
Appendix B – 2016 Coordination Letters
Appendix C – APE Maps

C: Melissa Foreman, FTA Region VI, Community Planner
Ernie Martinez, DART D2 Project Manager
Kay Shelton, DART D2 EIS Manager
Victor Ibewuike, DART Capital Planning
Tom Shelton, HDR, Inc. DART GPC VI Manager
Kristine Lloyd, HDR, Inc. D2 Environmental Task Manager
Deborah Dobson-Brown, AmaTerra
D2 Project File, GPC6 Task 39

Appendix A – Project Information

The following is a map and description of the D2 Subway LPA. The attached May 2018 newsletter provides additional background.



Commerce-Victory-Swiss Alternative

The Commerce via Victory/Swiss Alternative begins south of Victory Station. It moves through a switch off the existing alignment and then proceeds in a southeasterly direction within DART-owned right-of-way in the center of Museum Way and through the parking lot adjacent to the Perot Museum of Nature and Science. Adjacent to the Perot Museum will be an at-grade light rail station (Museum Way Station). After leaving the station, the alignment crosses under Woodall Rodgers Freeway at street level, and then begins its transition underground. The alignment enters a property currently occupied by a parking lot and descends into a tunnel. The alignment remains underground until IH 345. After passing under Hord Street near the Dallas World Aquarium, the alignment turns under Griffin Street. Between San Jacinto Avenue and Elm Street would be an underground station (Metro Center Station). This station would provide the ability to transfer to the West Transfer Center and the West End and Akard light rail stations.

After crossing under Main Street, the alignment would turn east under Belo Garden and follow under Commerce Street. While under Commerce another underground station is planned approximately between Akard and Ervay (Commerce Station). After passing under St. Paul Street, the alignment turns northeast under Main Street Garden Park. The alignment crosses diagonally across city blocks and there would

another underground station (CBD East Station) between Main Street and Pacific Avenue. This station would provide opportunities to transfer to buses at the East Transfer Center.

After passing under Cesar Chavez Boulevard the alignment would begin the transition back to the surface. This transition would be under IH 345 and parallel to Swiss Avenue. Immediately after getting back to the surface the alignment would come to a switch that would allow trains to move either north or south along rebuilt Good Latimer tracks. The existing Deep Ellum Station would be removed as part of this new junction, with access improvements for the Deep Ellum area provided from the proposed CBD East Station and existing Baylor Station.

Stations

The Commerce via Victory/Swiss Alternative would introduce four new stations, one surface station (Museum Way) and three underground stations (Metro Center, Commerce, and CBD East). The underground stations would be accessed by stairs, elevators and potentially escalators. The location and number of the access points will be evaluated as Project Development continues during more detailed preliminary engineering efforts. The access points could be provided in open spaces downtown, within the sidewalks or incorporated into existing buildings. The underground station infrastructure will also include emergency egress and ventilation shafts.

Routing Options

While the LPA is identified as Commerce, the DART Board of Directors resolution indicates that routing options along Pacific and Elm will continue to be examined.



DALLAS CBD SECOND LIGHT RAIL ALIGNMENT



MAY 2018

D2 SUBWAY ALIGNMENT APPROVED

In Fall 2016, DART initiated a Locally Preferred Alternative (LPA) refinement process to redefine the D2 project as a subway alignment based on direction from the DART Board of Directors and Dallas City Council. Working with technical staff and downtown Dallas stakeholders, a range of alternatives were developed and evaluated. In September 2017, two key actions took place to advance the D2 Subway as the Commerce alignment (see map next page):

- Dallas City Council approved a resolution on September 13, 2017 recommending the D2 Subway using the Commerce via Victory/Swiss alignment; and,
- DART Board of Directors approved the Commerce via Victory/Swiss alignment on September 26, 2017.



Visit www.DART.org/D2 to learn more about the project and how it will help sustain the transit system into the future.

PROJECT HISTORY

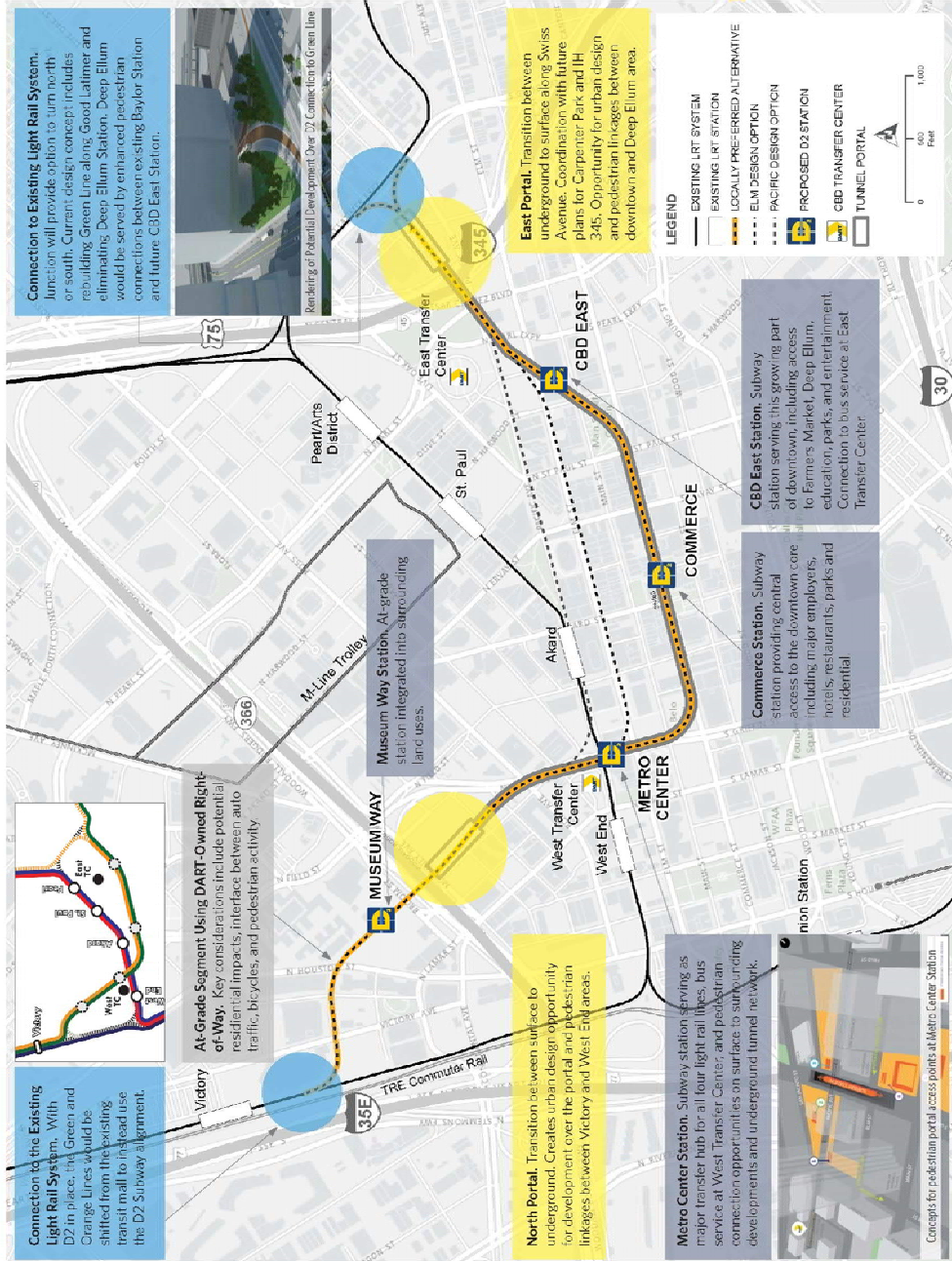
Planning for D2 began in 2007 and has continued over time to respond to changing conditions and stakeholder input. The graphic below illustrates where we've been and where we are now.



DART is conducting PD locally for the subway as the original two-year Federal timeline requirement was not met given the change in project definition in 2017.



PROJECT OVERVIEW



WHAT'S NEXT?

Now that a refined LEA has been approved, DART is finalizing the Project Development phase for the D2 Subway. Project Development is an approximately 18-24-month effort (see schedule on back page) that includes:

- Development of Preliminary Engineering (PE) plans to provide additional details on the alignment design, tunnel portal concepts, and station locations/access points.
- Preparation of an Environmental Impact Statement (EIS) to assess the potential impacts of the project and recommend mitigation.

The EIS serves as a decision-making document and informs the public of potential environmental, social, and economic impacts of the project compared to a "no-build" option. Key issues that will be important for this project include noise, vibration, accessibility, safety/security, socio-economic effects, real estate acquisitions, visual/aesthetic resources, historic resources, parks, and traffic (for street level sections of the project).

While much of the project will be underground and out of sight, there will still be several surface level features that will need to be designed to fit within the urban context of downtown Dallas. These urban design elements will be a focus for the next several years, beginning with concepts and preliminary designs in this phase of Project Development, and ending with detailed design including materials, finishes and colors during more in-depth design-build efforts, also called engineering.

- 1.1** Miles of Subway
- 1** At-Grade Station (Museum Way)
- 2** Tunnel Portals (North & East)
- 3** Subway Stations (Metro Center, Commerce, CBD East)

Visit www.DART.org/D2 for a more detailed project description.



GET INVOLVED!

Throughout Project Development, the public and stakeholders will have several opportunities to engage with DART and the D2 Subway Study Team to stay informed, ask questions, and provide comments including:



SIGN UP FOR PROJECT UPDATES AT WWW.DART.ORG/D2 TO BE SURE YOU GET ALERTS FOR NEW INFORMATION OR UPCOMING MEETINGS



VISIT WWW.DART.ORG/D2 TO STAY UP TO DATE



EMAIL D2@DART.ORG WITH COMMENTS AND QUESTIONS



REQUEST A PROJECT BRIEFING FOR YOUR GROUP OR ORGANIZATION BY CONTACTING DART COMMUNITY ENGAGEMENT REPRESENTATIVE CARLOS HUERTA AT 214-749-2721 OR CHUERTA@DART.ORG



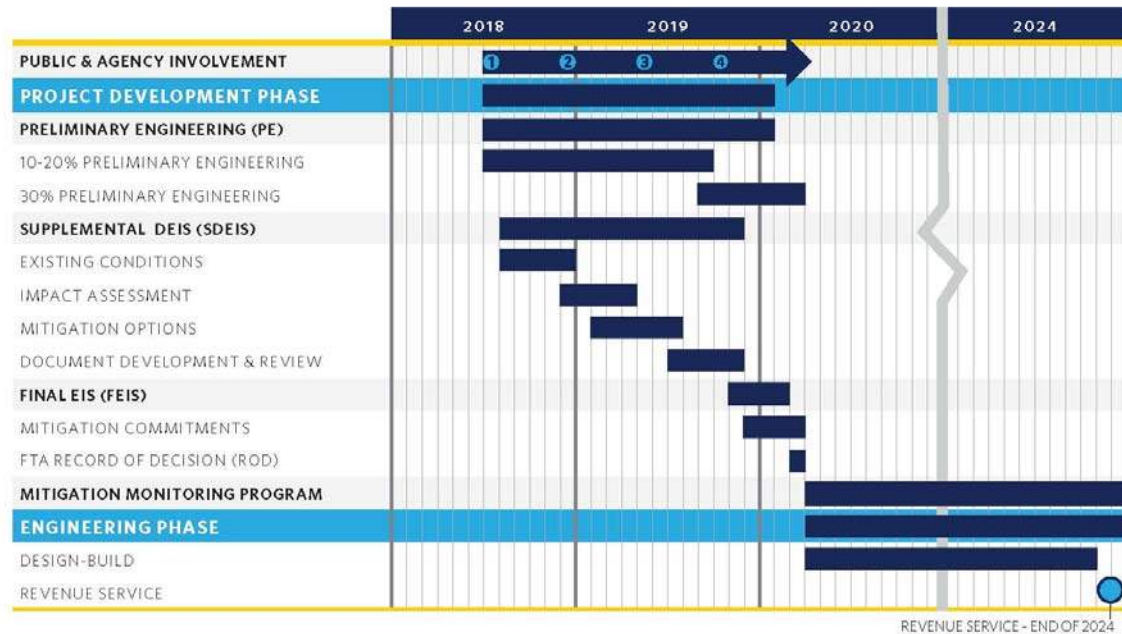
ATTEND PROJECT MEETINGS



SEND COMMENTS TO:
ERNIE MARTINEZ, D2 SUBWAY PROJECT MANAGER
DART CAPITAL PLANNING
P.O. BOX 660163
DALLAS, TX 75266

PROJECT SCHEDULE

The schedule below highlights key milestones over the next 18-24 months. After this phase of Project Development, the D2 Subway will enter the Engineering phase when a design-build team will advance the project into construction. Based on the Final EIS, a mitigation monitoring program will be in place to during design-build to ensure the commitments in the EIS are implemented. The FEIS/ROD is expected to be approved by early 2020.



ANTICIPATED KEY MILESTONE MEETINGS



KICKOFF MEETINGS



EXISTING CONDITIONS/ISSUE IDENTIFICATION/10% PE



IMPACT ASSESSMENT FINDINGS/ MITIGATION OPTIONS/20% PE



PUBLIC HEARING FOR SDEIS



Appendix B – 2016 Coordination



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

February 22, 2016

Mark Wolfe
Executive Director
Texas Historic Commission
P.O. Box 12276
Austin, TX 78711

Attn: Justin Kockritz, Historian

Re: Section 106 Review of the Dallas Area Rapid Transit (DART) Dallas CBD Second Light Rail Alignment (D2) Concurrence on Area of Potential Effects (APE)

Dear Mr. Wolfe,

Dallas Area Rapid Transit (DART) conducted the Downtown Dallas Transit Study and published an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) in March 2010. The AA/DEIS was intended to support selection of a Locally Preferred Alternative (LPA) at that time. However, due to the financial recession the project was deferred. No LPA was selected and a Final EIS was not developed. In 2013, DART reinitiated the AA process to address changed conditions and new alternatives. On September 22, 2015 the DART Board approved Alternative B4 Lamar/Young with a Jackson Street alignment modification in the eastern segment as the LPA. The LPA decision also included a recommendation to examine design options in the eastern segment as well as the feasibility of a tunnel spur from D2 towards the Dallas Convention Center. The attached booklet describes the project and illustrates the LPA, design options and potential tunnel spur. DART, with the Federal Transit Administration (FTA) is advancing the project under the FTA Capital Investment Grant program for Core Capacity funding.

On December 16, 2015 DART hosted an Interagency Meeting to reinitiate the EIS process under the original Notice of Intent (NOI). Based on direction from FTA, DART is preparing a Supplemental Draft EIS to update data and address new alignments in the eastern segment.

During the original AA/DEIS effort when multiple alternatives were under consideration, THC concurred with an APE of 300 feet from the alignments and a resource age of 40 years (which would have been 1969 or prior) (concurrence dated February 2, 2009). Preliminary research was done at that time to support the evaluation of alternatives but no recommendations for Determinations of Eligibility or Effects were provided to you given the range of alternatives under consideration.

For this SDEIS effort, DART is proposing to retain the APE of 300 feet from either side of the LPA alignment, design options and tunnel spur. In addition, a resource age of 50 years from the anticipated revenue service date of 2021 is proposed (1971 or prior). In accordance with 36 CFR 800.4(a)(1), DART is seeking SHPO concurrence on the APE and resource age.

Following your concurrence, DART will move forward with cultural resources documentation described in 36 CFR 800.4(a). This will include examination of local, State, and federal lists of historic properties and surveys, including but not limited to, the National Register of Historic Places and the Texas

Historical Commission Site Atlas. DART will also coordinate with the City of Dallas and local historical organizations to help identify historic buildings, districts, sites, objects or archaeological sites of significance. In addition, FTA has provided information to Indian Tribes to determine any issues or sites of significance.

Thank you for your review and please do not hesitate to contact the D2 Project Manager Ernie Martinez at 214-749-3201 with any questions. Additional project information is available on www.DART.org/D2. DART has also established a project email D2@DART.org for any electronic correspondence.

Sincerely,



Stephen L. Salin, AICP
Vice President, Capital Planning

Attachment

C: Ronisha Hodge, FTA Region VI, Community Planner
Ernie Martinez, DART Project Manager
Victor Ibewuikwe, DART Capital Planning
Michelle Dippel, HDR, Inc. D2 Environmental Task Manager
Deborah Dobson-Brown, AmaTerra
D2 Project File, GPC6 Task 16



DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2)

DART D2 Project Development Phase

PROJECT BACKGROUND

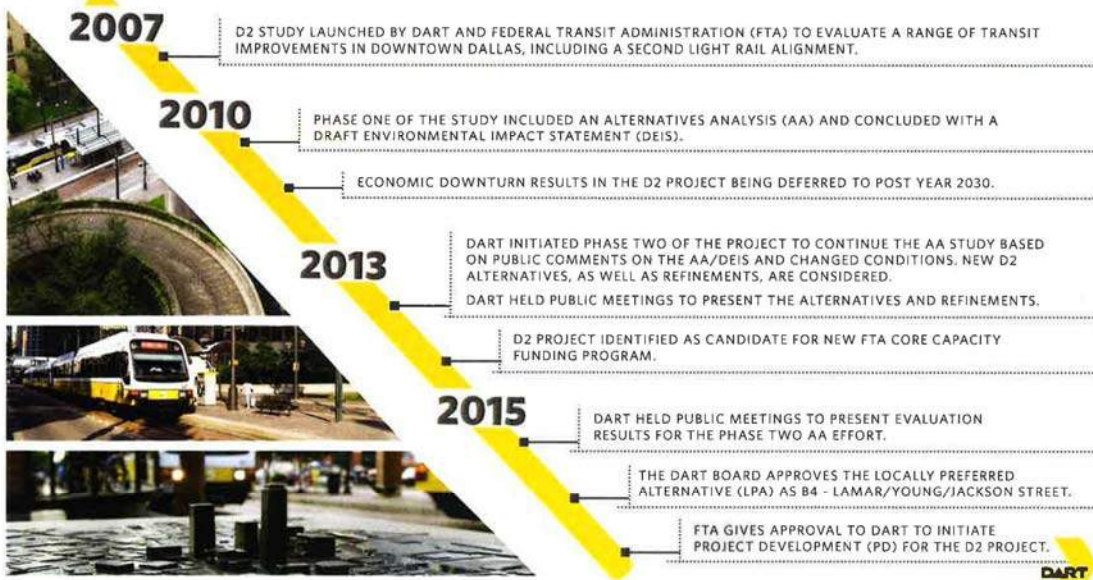
DART launched the D2 Study in 2007 to identify and evaluate a range of transit improvements in the Dallas Central Business District (CBD). The D2 Study focused on identifying the second phase of major transit improvements in Downtown Dallas. The improvements will ensure high quality transit service as the DART system expands to meet growing needs by providing additional capacity and operational flexibility in the Central Core. In addition, it is about improving mobility and circulation to, through and within the CBD, serving local and regional mobility needs.

The D2 Study was advanced and completed in two phases. Phase One of the study included an Alternatives Analysis (AA) and four alternatives were selected for further study and included in a Draft Environmental Impact Statement (DEIS). The AA/DEIS effort was completed in May 2010 after a 45-day comment period on the DEIS. Phase Two continued the AA effort due to public and agency comments on the AA/DEIS and changed conditions in downtown Dallas. These changed conditions include the new Dallas Streetcar and the proposed High Speed Rail, which led to new and refined alternatives. The Phase Two effort culminated with the selection of a Locally Preferred Alternative (see Page 2) after an evaluation process and public comment.



DECEMBER 2015

PROJECT HISTORY



OVERVIEW OF PROJECT CORRIDOR

The DART Board of Directors approved the Locally Preferred Alternative for the Second CBD Light Rail Alignment (D2) on September 22, 2015. The LPA is Alternative B4 Lamar-Young with a Modified Jackson Alignment (see figure below), which incorporates an alignment shift from the original B4 Alternative east of Dallas City Hall to address potential impacts along Young Street. The resolution passed by the Board states that:

- DART will continue to examine LPA routing options and station locations as required by the federal funding process.
- DART will continue to review feasibility for an extension of D2 (a tunnel spur to the south), as well as other options, to provide access to the Dallas Convention Center and High Speed Rail.
- DART staff will advance these elements into Project Development including Preliminary Engineering (PE) and Supplemental Draft Environmental Impact Statement (SDEIS) documentation.

For this effort, the study area will be divided into three segments: West, Central, and East. The SDEIS will address a no build alternative to serve as a baseline, the full project corridor, and design options in the East segment. A description of each segment is below:

WEST SEGMENT | VICTORY STATION TO METRO CENTER STATION

This segment includes the alignment between Victory Station and the proposed Metro Center Station. The alignment follows the DART owned right-of-way to the proposed Museum Way Station immediately north of Woodall Rodgers Freeway and then generally follows Lamar Street in a below-grade alignment to the proposed Metro Center Station in the vicinity of the existing West End Station.

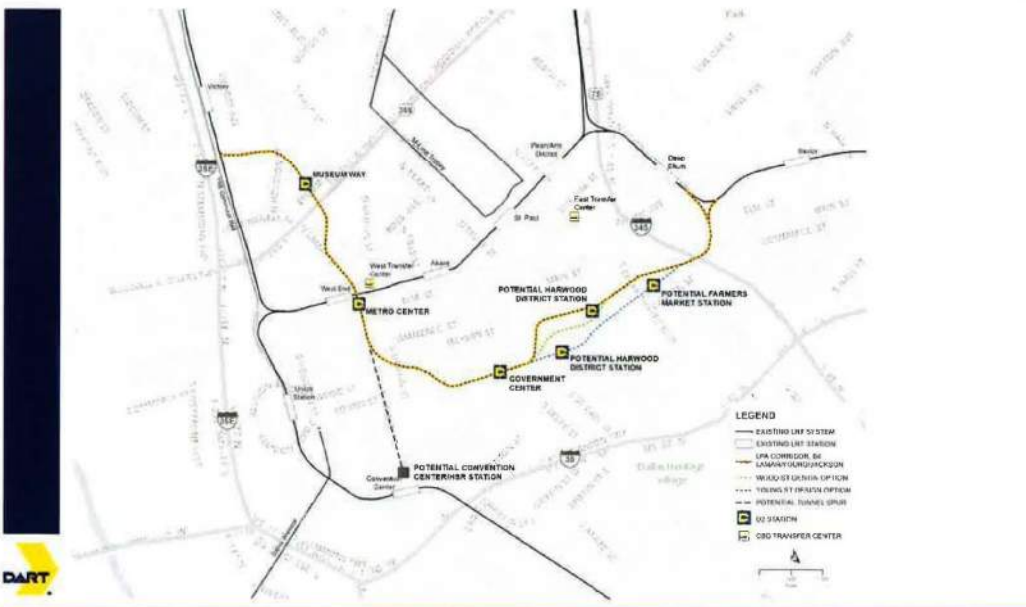
CENTRAL SEGMENT | METRO CENTER STATION TO GOVERNMENT CENTER STATION, INCLUDING THE CONVENTION CENTER TUNNEL SPUR

This segment continues under Lamar and transitions back to the surface in the vicinity of Field and Young and ends at the proposed Government Center Station near Dallas City Hall. This segment also includes the proposed below-grade light rail connection under Lamar to the existing Convention Center Station and proposed High Speed Rail.

EAST SEGMENT | GOVERNMENT CENTER STATION TO DEEP ELLUM STATION

This segment is the longest and includes the LPA corridor and two design options. From the Government Center Station, the at-grade LPA alignment transitions Jackson Street and continues to IH 345. The two design options between Ervay Street and IH 345 include Wood Street and Young Street. The SDEIS will evaluate all three corridors and the inclusion of up to two potential stations between Government Center Station and the Deep Ellum junction.

DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2) | DALLAS, TX



WHAT IS PROJECT DEVELOPMENT?

Now that an LPA has been approved, DART has been authorized by the FTA to enter the Project Development phase. Project Development is an approximately 24-month effort and will include preparation of the SDEIS to assess the benefits, impacts and costs of the project and of routing options in the eastern end of downtown. The SDEIS will be made available to the public for review and comment, during which time DART will hold public meetings and a formal public hearing on the project. Based on the SDEIS and public input a single project will be documented in a Final EIS/Record of Decision (ROD). The Final EIS/ROD will outline mitigation commitments to address identified impacts, and following approval from FTA, the environmental process will conclude. A mitigation monitoring program will be established and incorporated into Engineering and Construction as the project proceeds.

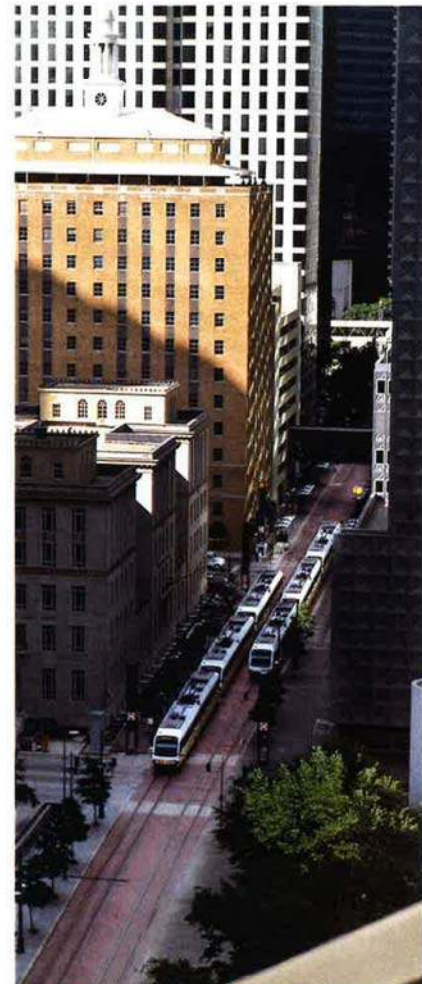
The FTA Process is shown below:



WHY ARE WE DOING A SDEIS?

The original Draft EIS identified the need and purpose of the project, a range of alternatives to be considered, and the potential social, economic and environmental impacts of the alternatives. Positive, negative and temporary impacts were evaluated. The DEIS was an initial assessment of the project and key issues - such as noise impacts, economic effects, historic resources, air quality, parks, and traffic.

FTA and DART are initiating the development of a SDEIS for two primary reasons. First, based on comments received from the public and stakeholders, additional alternatives analysis has been conducted and as a result, new design options on the east end of the project as well as a potential connection to the Convention Center need to be considered and evaluated. Second, the AA/DEIS was published over five years ago and the project area conditions have changed since that time. The data used to analyze the impacts identified in the AA/EIS may need to be updated and incorporated into the SDEIS.



PUBLIC PARTICIPATION

Project Development will be kicked-off through a round of public meetings in December. Project updates will be provided as well as details regarding the Project Development phase and the proposed schedule for D2.

Project Development Kick-Off Meetings
 Thursday December 17, 2015
 12:00pm - 1:30pm | DART Headquarters, Board Room, 1401 Pacific Ave
 6:30pm - 8:00pm | Downtown Dallas First Presbyterian Church, Byrd Hall, 1835 Young Street

In addition to Public Meetings, DART will be holding regular meetings with a Stakeholder Working Group. This group consists of agency and city staff, property owners, and developers, as well as others with a specific interest in the project. An inter-agency meeting focused on the issues to be assessed in the SDEIS will also be held in December.

HOW CAN I PROVIDE COMMENTS?

Anyone who has an interest in the D2 Project is encouraged to participate in Project Development. DART will use your input to refine the LPA and analyze the potential impacts and benefits of the proposed project. Please submit written information and comments to:

COMMENTS
 Attention: Ernie Martinez
 DART Planning
 P.O. Box 660163
 1401 Pacific Avenue
 Dallas, Texas 75202-7232
 D2@DART.org

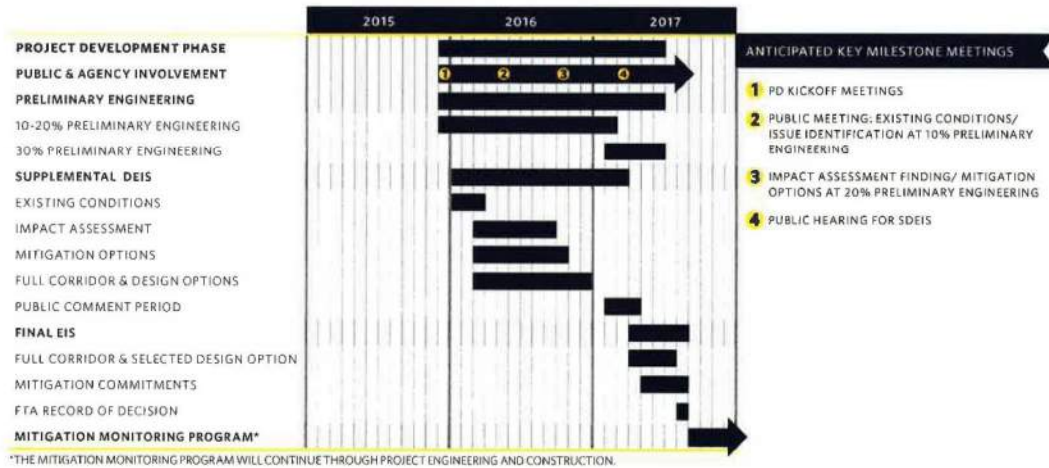


WHAT HAPPENS NEXT?

Additional meetings and opportunities for public and stakeholder comment will be provided throughout the process. Project Development will focus on developing more detailed Preliminary Engineering (PE) to support the SDEIS. The PE/SDEIS effort will refine the preferred alternative, as well as evaluate additional routing options along Young, Wood and Jackson Streets within the EIS process.

PROJECT DEVELOPMENT SCHEDULE?

The FEIS/ROD is expected to be approved in the Summer of 2017.



If you prefer, you can e-mail comments to D2@DART.org or visit www.DART.org/D2 for more information.

TEXAS HISTORICAL COMMISSION
real places telling real stories

31 March 2016

Stephen L. Salin
DART Capital Planning
PO Box 660163
Dallas, Texas 75266-0163

Re: *Project review under Section 106 of the National Historic Preservation Act of 1966 and Texas Antiquities Code
DART CBD Second Light Rail Alignment, D2, APE; and survey methodology, Dallas, Dallas County, Texas (PFA)
THC tracking no. 201604995*

Dear Mr. Salin,

Thank you for providing information on upcoming survey work for the D2 light rail line proposed for downtown Dallas. This letter serves as official comment on the proposed undertaking from Texas' State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff led by Linda Henderson reviewed the proposed methodology and Area of Potential Effect (APE) for the project. We have the following recommendations:

- Please use a 45-year cutoff date for surveying properties rather than a 50-year date given that the project may take longer to begin than anticipated.
- Using 300 feet is sufficient for visual effects, but the project's indirect effects will also include vibration and noise. Please perform analysis in support of sufficient APE(s) that demonstrates what the existing and projected noise contours are. Please consider vibratory effects both above and below ground, including during construction and during rail operations. You can provide this information and documentation with the survey materials, although we are happy to talk or meet with project personnel to discuss this before the survey work begins.
- Remember to consider cumulative and foreseeable effects, including loss of access and utility for downtown businesses in historic buildings, which could constitute a constructive use under Section 4(f).
- Be mindful in general of Section 4(i) and the need to provide evidence that no prudent or feasible alternatives exist to adverse effects on historic properties.

Thank you again for your coordination and for your commitment to protecting the state's irreplaceable architectural and cultural heritage. Please contact us with any questions: 512/463-5851 or linda.henderson@thc.state.tx.us

Sincerely,



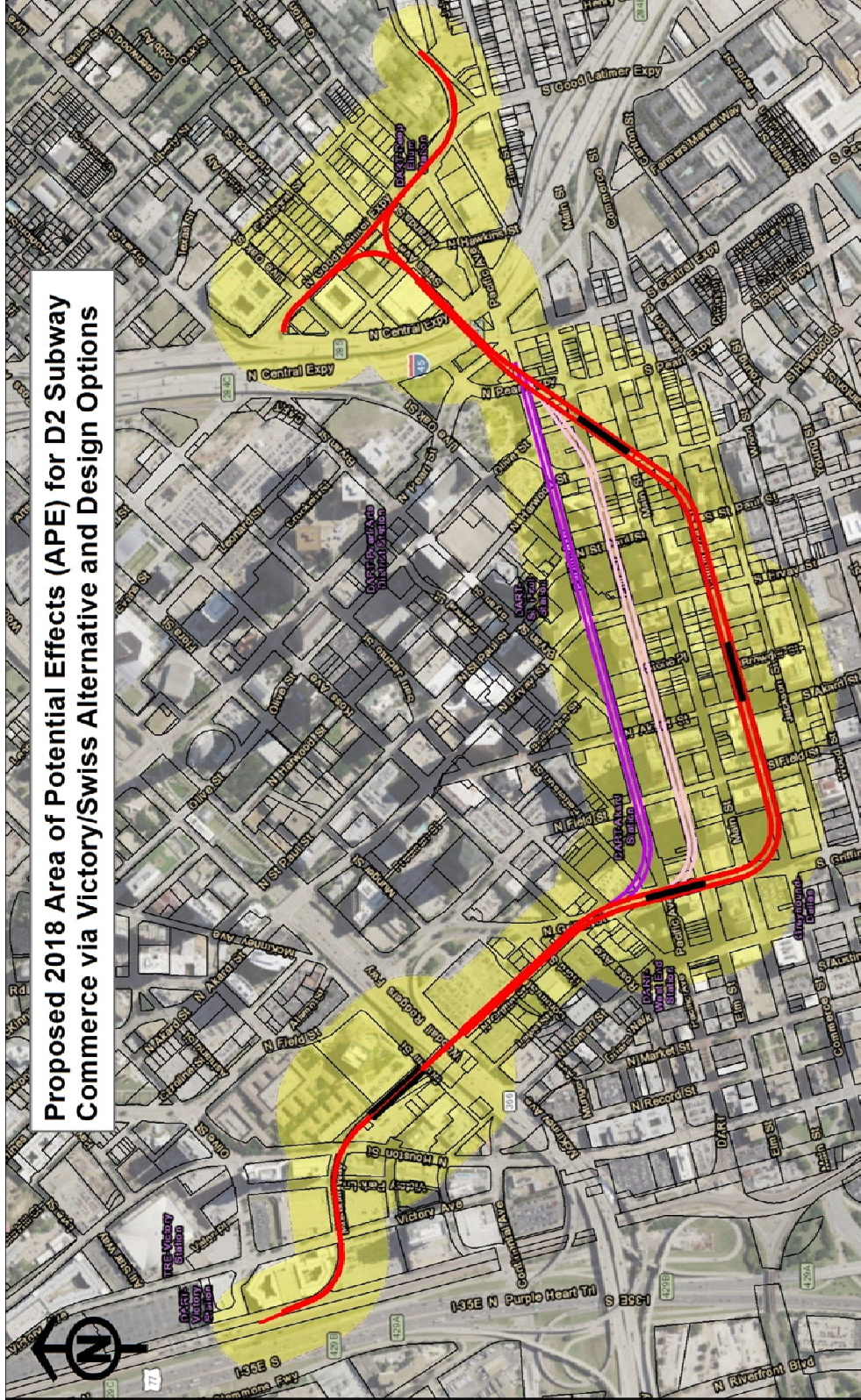
Linda Henderson, Historian
For: Mark Wolfe, State Historic Preservation Officer

Cc: Fred Durham, Chair, Dallas County Historical Commission
David Preziosi, Executive Director, Preservation Dallas
Ernie Martinez, D2 Project Manager, DART



**Appendix C – Overlay Map with 2016 Coordinated APE and
2018 Proposed APE for D2 Subway Project**

Proposed 2018 Area of Potential Effects (APE) for D2 Subway Commerce via Victory/Swiss Alternative and Design Options

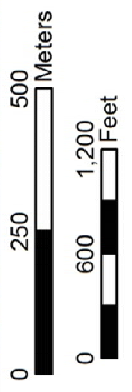
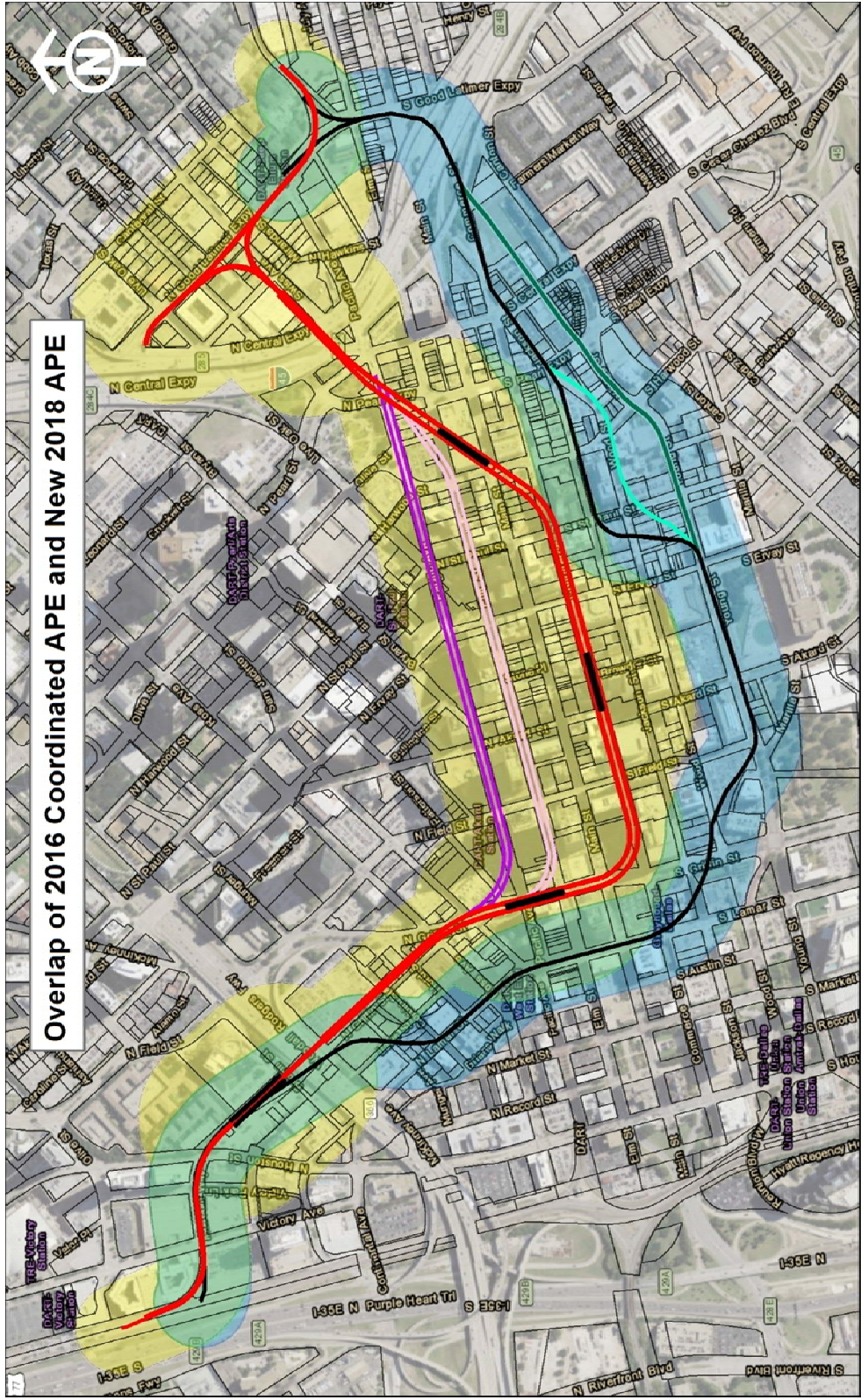


— **Commerce-Victory-Swiss Alternative (2018)** **Proposed Station Location**
— **Elim-Victory-Swiss Option** **Parcel Boundary**
— **Pacific-Victory-Swiss Option** **2018 APE**

0 250 500 Meters
 0 600 1,200 Feet

Document Path: S:\EComm\Projects\106 HDR\106-071-17A DART D2 Subway\GIS_Data\projects\His_LAPE_6_15_2018.mxd
 Source: ESRI World Imagery and Streetmap
 Date: 6/15/2018

Overlap of 2016 Coordinated APE and New 2018 APE



- Elm-Victory-Swiss Option
- Pacific-Victory-Swiss Option
- Commerce-Victory-Swiss Alternative (2018)
- B4 Alternative (2016)
- Wood St Alternative (2016)
- Young St Alternative (2016)
- Parcel Boundary
- 2016 Coordinated 300-foot APE
- 2018 APE
- Proposed Station Location

Source: ESRI World Imagery and Streetmap
Date: 6/15/2018

Document Path: S:\EComm\Projects\106\HRR\106-071-17A\DATA\22-Subway\GIS_Data\Projects\Hist_all_previous_5_31_2018.mxd

TEXAS HISTORICAL COMMISSION
real places telling real stories

31 March 2016

Stephen L. Salin
DART Capital Planning
PO Box 660163
Dallas, Texas 75266-0163

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DART CBD Second Light Rail Alignment, D2, APE and survey methodology, Dallas, Dallas County, Texas (FTA)
THC tracking no. 201604995*

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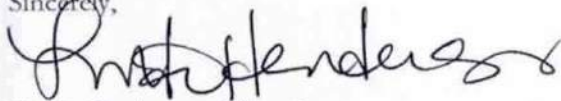
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Sincerely,



Linda Henderson, Historian
For: Mark Wolfe, State Historic Preservation Officer

Cc: Fred Durham, Chair, Dallas County Historical Commission
David Preziosi, Executive Director, Preservation Dallas
Ernie Martinez, D2 Project Manager, DART





Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

February 22, 2016

Mark Wolfe
Executive Director
Texas Historic Commission
P.O. Box 12276
Austin, TX 78711

Attn: Justin Kockritz, Historian

Re: Section 106 Review of the Dallas Area Rapid Transit (DART) Dallas CBD Second Light Rail Alignment (D2) Concurrence on Area of Potential Effects (APE)

Dear Mr. Wolfe,

Dallas Area Rapid Transit (DART) conducted the Downtown Dallas Transit Study and published an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) in March 2010. The AA/DEIS was intended to support selection of a Locally Preferred Alternative (LPA) at that time. However, due to the financial recession the project was deferred. No LPA was selected and a Final EIS was not developed. In 2013, DART reinitiated the AA process to address changed conditions and new alternatives. On September 22, 2015 the DART Board approved Alternative B4 Lamar/Young with a Jackson Street alignment modification in the eastern segment as the LPA. The LPA decision also included a recommendation to examine design options in the eastern segment as well as the feasibility of a tunnel spur from D2 towards the Dallas Convention Center. The attached booklet describes the project and illustrates the LPA, design options and potential tunnel spur. DART, with the Federal Transit Administration (FTA) is advancing the project under the FTA Capital Investment Grant program for Core Capacity funding.

On December 16, 2015 DART hosted an Interagency Meeting to reinitiate the EIS process under the original Notice of Intent (NOI). Based on direction from FTA, DART is preparing a Supplemental Draft EIS to update data and address new alignments in the eastern segment.

During the original AA/DEIS effort when multiple alternatives were under consideration, THC concurred with an APE of 300 feet from the alignments and a resource age of 40 years (which would have been 1969 or prior) (concurrence dated February 2, 2009). Preliminary research was done at that time to support the evaluation of alternatives but no recommendations for Determinations of Eligibility or Effects were provided to you given the range of alternatives under consideration.

For this SDEIS effort, DART is proposing to retain the APE of 300 feet from either side of the LPA alignment, design options and tunnel spur. In addition, a resource age of 50 years from the anticipated revenue service date of 2021 is proposed (1971 or prior). In accordance with 36 CFR 800.4(a)(1), DART is seeking SHPO concurrence on the APE and resource age.

Following your concurrence, DART will move forward with cultural resources documentation described in 36 CFR 800.4(a). This will include examination of local, State, and federal lists of historic properties and surveys, including but not limited to, the National Register of Historic Places and the Texas

Historical Commission Site Atlas. DART will also coordinate with the City of Dallas and local historical organizations to help identify historic buildings, districts, site, objects or archaeological sites of significance. In addition, FTA has provided information to Indian Tribes to determine any issues or site of significance.

Thank you for your review and please do not hesitate to contact the D2 Project Manager Ernie Martinez at 214-749-3201 with any questions. Additional project information is available on www.DART.org/D2. DART has also established a project email D2@DART.org for any electronic correspondence.

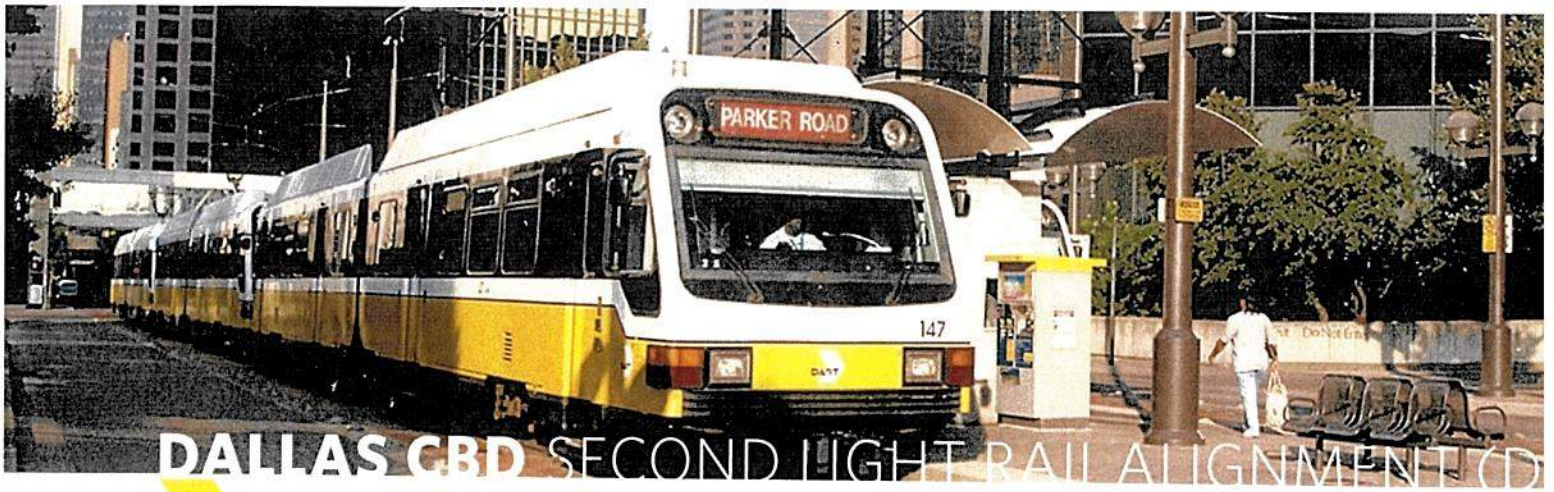
Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Salin', with a stylized flourish at the end.

Stephen L. Salin, AICP
Vice President, Capital Planning

Attachment

C: Ronisha Hodge, FTA Region VI, Community Planner
Ernie Martinez, DART Project Manager
Victor Ibewuike, DART Capital Planning
Michelle Dippel, HDR, Inc. D2 Environmental Task Manager
Deborah Dobson-Brown, AmaTerra
D2 Project File, GPC6 Task 16



DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2)

DART D2 Project Development Phase

PROJECT BACKGROUND

DART launched the D2 Study in 2007 to identify and evaluate a range of transit improvements in the Dallas Central Business District (CBD). The D2 Study focused on identifying the second phase of major transit improvements in Downtown Dallas. The improvements will ensure high quality transit service as the DART system expands to meet growing needs by providing additional capacity and operational flexibility in the Central Core. In addition, it is about improving mobility and circulation to, through and within the CBD, serving local and regional mobility needs.



DECEMBER 2015

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PROJECT HISTORY

- 2007**
 - D2 STUDY LAUNCHED BY DART AND FEDERAL TRANSIT ADMINISTRATION (FTA) TO EVALUATE A RANGE OF TRANSIT IMPROVEMENTS IN DOWNTOWN DALLAS, INCLUDING A SECOND LIGHT RAIL ALIGNMENT.
- 2010**
 - PHASE ONE OF THE STUDY INCLUDED AN ALTERNATIVES ANALYSIS (AA) AND CONCLUDED WITH A DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS).
 - ECONOMIC DOWNTURN RESULTS IN THE D2 PROJECT BEING DEFERRED TO POST YEAR 2030.
- 2013**
 - DART INITIATED PHASE TWO OF THE PROJECT TO CONTINUE THE AA STUDY BASED ON PUBLIC COMMENTS ON THE AA/DEIS AND CHANGED CONDITIONS. NEW D2 ALTERNATIVES, AS WELL AS REFINEMENTS, ARE CONSIDERED.
 - DART HELD PUBLIC MEETINGS TO PRESENT THE ALTERNATIVES AND REFINEMENTS.
- 2015**
 - D2 PROJECT IDENTIFIED AS CANDIDATE FOR NEW FTA CORE CAPACITY FUNDING PROGRAM.
 - DART HELD PUBLIC MEETINGS TO PRESENT EVALUATION RESULTS FOR THE PHASE TWO AA EFFORT.
 - THE DART BOARD APPROVES THE LOCALLY PREFERRED ALTERNATIVE (LPA) AS B4 - LAMAR/YOUNG/JACKSON STREET.
 - FTA GIVES APPROVAL TO DART TO INITIATE PROJECT DEVELOPMENT (PD) FOR THE D2 PROJECT.



OVERVIEW OF PROJECT CORRIDOR

The DART Board of Directors approved the Locally Preferred Alternative for the Second CBD Light Rail Alignment (D2) on September 22, 2015. The LPA is Alternative B4 Lamar-Young with a Modified Jackson Alignment (see figure below), which incorporates an alignment shift from the original B4 Alternative east of Dallas City Hall to address potential impacts along Young Street. The resolution passed by the Board states that:

- DART will continue to examine LPA routing options and station locations as required by the federal funding process.
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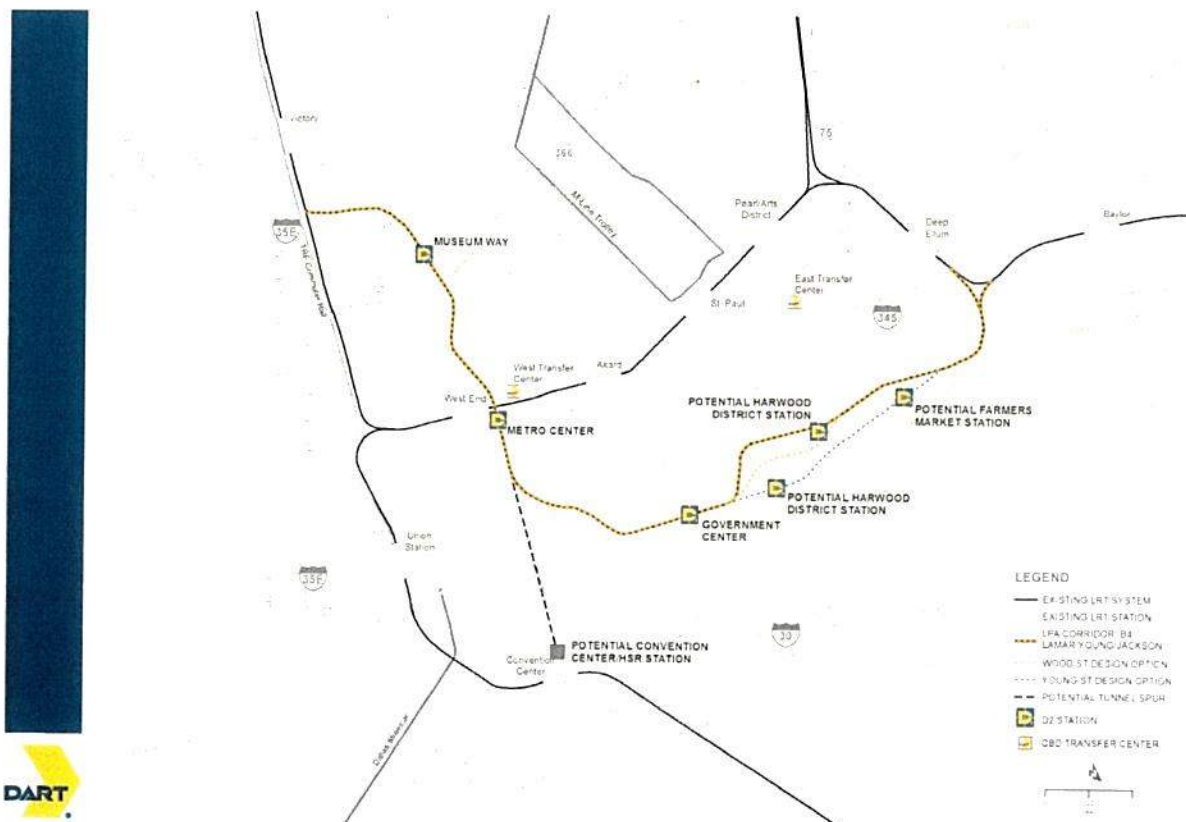
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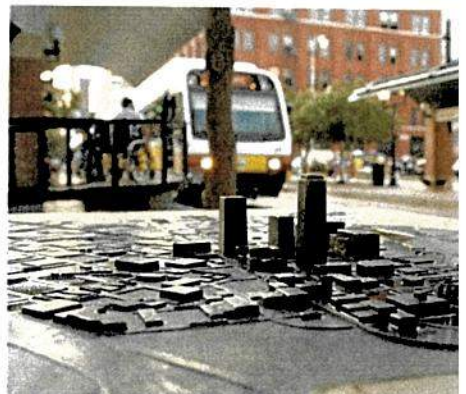
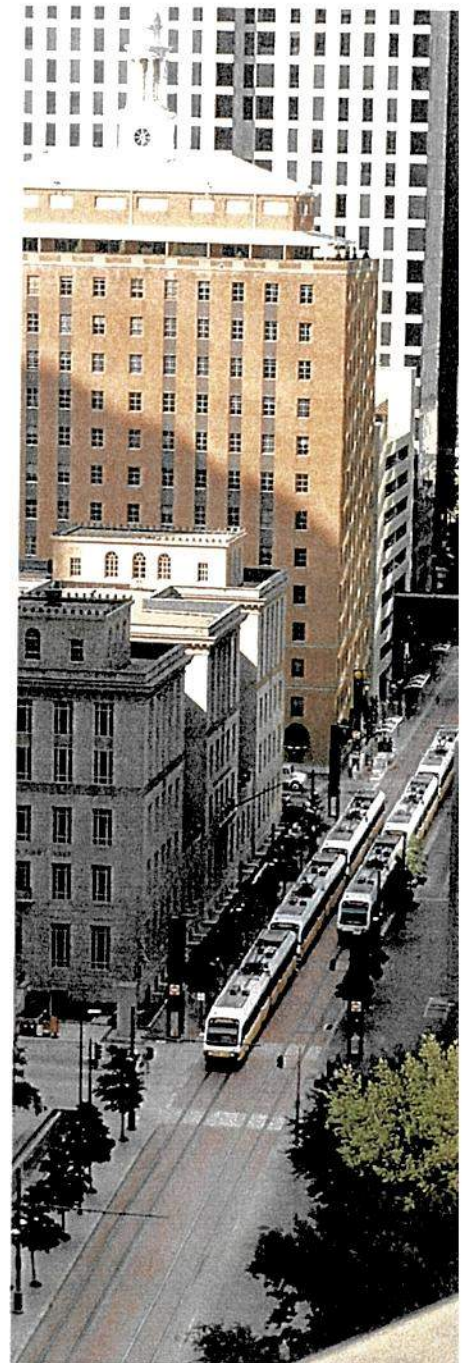
DALLAS CBD SECOND LIGHT RAIL ALIGNMENT (D2) | DALLAS, TX



WHAT IS PROJECT DEVELOPMENT?

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WHY ARE WE DOING A SDEIS?

The original Draft EIS identified the need and purpose of the project, a range of alternatives to be considered, and the potential social, economic and environmental impacts of the alternatives. Positive, negative and temporary impacts were evaluated. The DEIS was an initial assessment of the project and key issues - such as noise impacts, economic effects, historic resources, air quality, parks, and traffic.

FTA and DART are initiating the development of a SDEIS for two primary reasons. First, based on comments received from the public and stakeholders, additional alternatives analysis has been conducted and as a result, new design options on the east end of the project as well as a potential connection to the Convention Center need to be considered and evaluated. Second, the AA/DEIS was published over five years ago and the project area conditions have changed since that time. The data used to analyze the impacts identified in the AA/EIS may need to be updated and incorporated into the SDEIS.

PUBLIC PARTICIPATION

Project Development will be kicked-off through a round of public meetings in December. Project updates will be provided as well as details regarding the Project Development phase and the proposed schedule for D2.

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HOW CAN I PROVIDE COMMENTS?

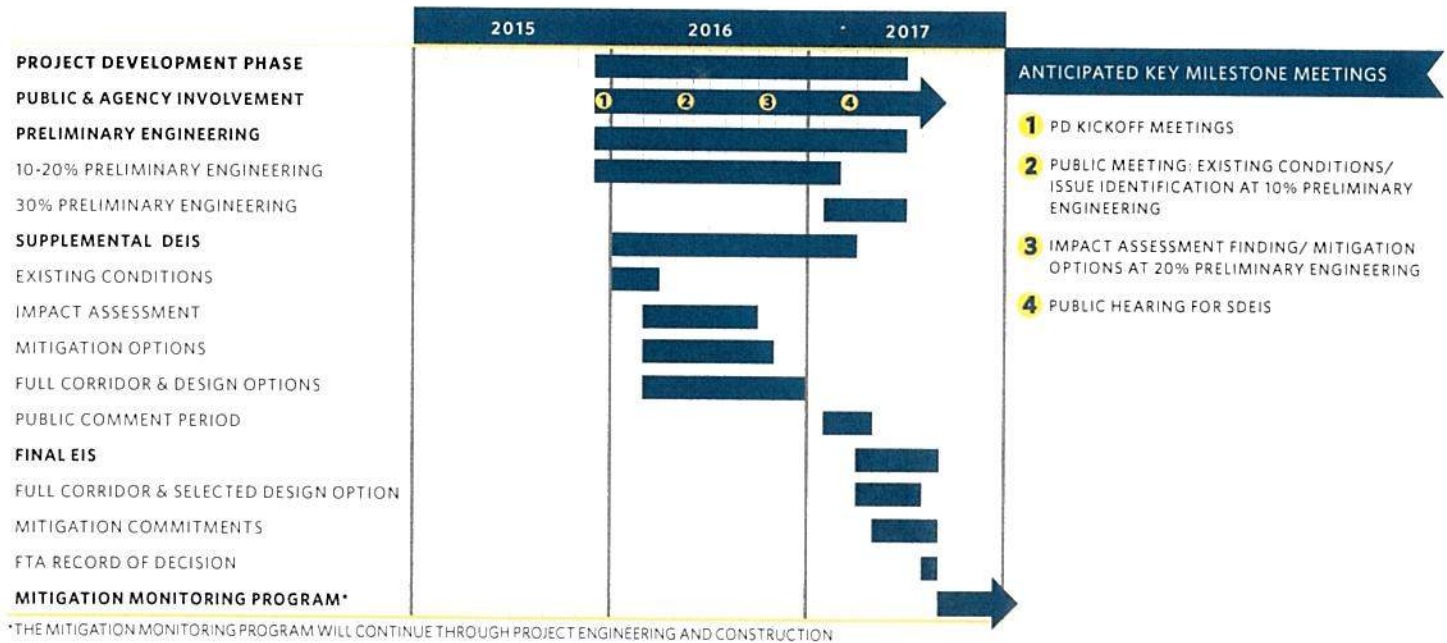
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COMMENTS
 Attention: Ernie Martinez
 DART Planning
 P.O. Box 660163
 1401 Pacific Avenue
 Dallas, Texas 75202-7232
 D2@DART.org



PROJECT DEVELOPMENT SCHEDULE?

The FEIS/ROD is expected to be approved in the Summer of 2017.



If you prefer, you can e-mail comments to D2@DART.org or visit www.DART.org/D2 for more information.

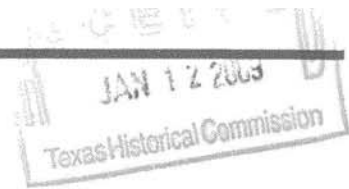


Downtown Dallas Transit Study
Dallas CBD AA/DEIS



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

January 6, 2009



DALLAS AREA RAPID TRANSIT
CAPITAL PLANNING & DEVELOPMENT

FEB 05 2009
RECEIVED

Mr. F. Lawrence Oaks
State Historic Preservation Officer
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711-2276

Attn: Adam Alsobrook

Re: Section 106 Review of Dallas Area Rapid Transit D2 Study
Concurrence on Area of Potential Effects (APE)

Dear Mr. Oaks,

Dallas Area Rapid Transit (DART) is conducting an Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS) for transit improvements in downtown Dallas. The study, known as D2, is examining a range of transit improvements, including several potential alignments for light rail transit (LRT). The study assumes federal funding for future implementation of study recommendations and therefore, it is subject to compliance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800).

Enclosed for your review is a description of the D2 Study, remaining LRT alternatives under evaluation, and a map identifying the proposed Area of Potential Effects (APE). The proposed APE is defined as 300 feet from the remaining alternatives. In accordance with 36 CFR 800.4(a)(1), DART is seeking SHPO concurrence on the extent of the APE.

Following your concurrence, DART will move forward with cultural resources documentation described in 36 CFR 800.4(a). This will include examination of local, state, and federal lists of historic properties and surveys, including but not limited to, the National Register of Historic Places and the Texas Historical Commission Sites Atlas. DART will also coordinate with local historical organizations and Indian tribes to help identify any historic buildings, districts, sites, objects or archeological sites of significance.

Thank you for your review and please do not hesitate to contact D2 Project Manager Ernie Martinez at 214-749-3201 should you have any questions.

Sincerely,

Stephen L. Salin, AICP
Vice President, Rail Planning

C: Ernie Martinez, DART
Kay Shelton, DART
Ron Bixby, PB

CONCUR
by
for F. Lawrence Oaks
State Historic Preservation Officer
Date FEB 2, 2009



D2 Study Overview

Background

The purpose of the D2 Study is to ensure the sustainability of the DART transit system by providing needed capacity and system reliability through downtown Dallas. More specifically, once the future DART Green (2009-2010) and Orange Lines (2011-2013) are open, the existing LRT Transit Mall will be operating at capacity. This operating scenario does not allow the addition of service over time or allow future projects envisioned in the DART 2030 Transit System Plan to operate through downtown. As a result, DART is evaluating a No Build, Transportation System Management (TSM), and LRT as alternatives to accommodate future travel needs to, through and within downtown.

Process

The D2 Study is following Federal Transit Administration's project development and New Starts Alternatives Analysis (AA) process. To date, the process has identified and considered a range of alternatives, including light-rail (LRT), streetcar and bus solutions. After screening through 16 possible new transit alignments through downtown Dallas, the D2 Study Team has identified two LRT candidates and two additional LRT options for detailed analysis. It is anticipated that one or more of these LRT alternatives will be fully evaluated within the Draft Environmental Impact Statement (DEIS). A detailed evaluation is currently in progress. Streetcar options are being coordinated with the D2 study, but are being developed in a separate effort.

Build Alternatives

All proposed alternatives extend from Victory Station on the DART Northwest line, utilizing existing DART right-of-way in an at-grade configuration through the new Victory Development. The alternatives pass under the Woodall Rodgers Freeway at-grade and then would enter a tunnel portal that turns southwest from Griffin Street to Lamar Street. The alternatives would then continue underground following Lamar Street. Two proposed stations would be located in this common segment: one north of Woodall Rodgers Freeway at the future Museum of Nature and Science site, and one under Lamar Street just south of the existing transit mall. This latter station will allow for interface with the West End Station and West Bus Transfer Center. In the vicinity of Lamar and Main Streets, the alternatives separate into different alignments.

The B7 Lamar-Commerce Street alternative turns directly east and would run underground beneath Commerce Street through the central business district. At a tunnel portal immediately west of I-45, it surfaces and continues at-grade to a connection with the DART Southeast line. Two additional underground stations would be located east of Akard and Harwood Streets.

The B4 Lamar-Young alternative continues underground on Lamar Street before turning southeast to a tunnel portal northwest of the intersection of Young and Field Streets. It then follows Young Street east at-grade, passing under I-45 to a connection with the DART Southeast line. Stations would be located along Young Street at City Hall, and in the vicinity of the Farmers Market.

Two alignment options were developed for the B4 Lamar-Young alternative in coordination with the City of Dallas and project stakeholders in order to examine options that could provide more direct access to a planned convention center hotel at the southwest corner of Lamar and Young. These options are described below:

- The B4 Lamar-Marilla option would continue underground to Marilla Street rather than turn onto Young at-grade. The alignment would utilize an excavated cavity in the third sub-level of City Hall, and then would become at-grade via a tunnel portal on Marilla east of Ervay Street. The option would remain at-grade on Marilla Street, turning northeast to travel parallel to and north of Canton Street or returning to the Lamar-Young alignment in order to connect with the Southeast

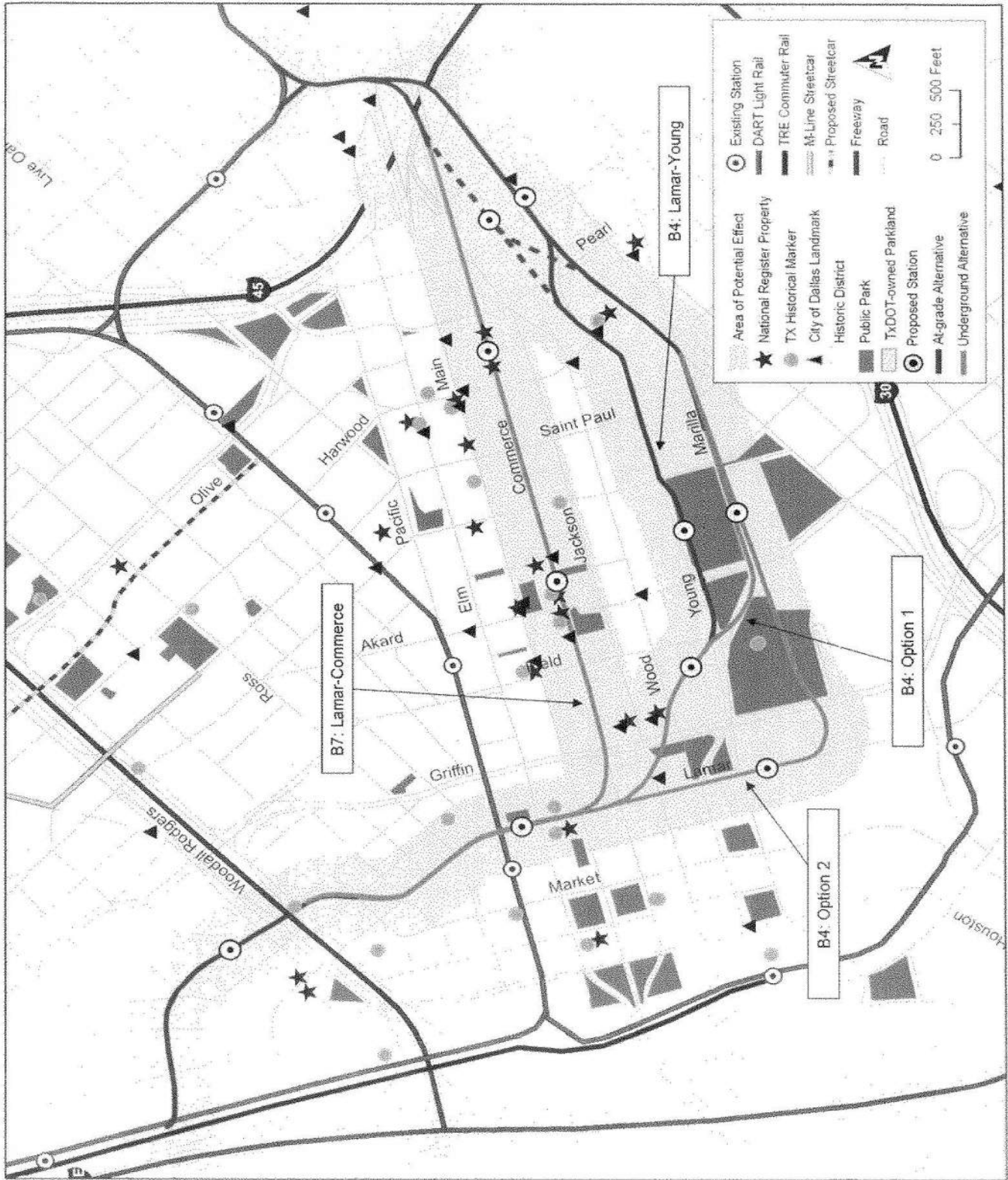


Corridor line. The proposed APE is wider in this location to account for alignment options north of Canton Street. Stations would be located below the Hamilton property site northwest of Field and Young, and near the Farmers Market area.

- The other option, known as B4 Lamar-Convention Center, continues south under Lamar Street before turning east adjacent to the future convention center hotel site. It would remain underground passing below the Pioneer Plaza and Cemetery and the third sub-level of City Hall. This option also becomes at-grade at a tunnel portal on Marilla east of Ervay Street and would connect back to the Southeast Corridor line as described above. Stations would be located adjacent to the convention center hotel site under Lamar, at City Hall in the third level cavity, and near the Farmers Market area.

Next Steps

DART is in the process of defining all alternatives in detail in order to complete the evaluation of alternatives. It is anticipated that the DART Board will select a Locally Preferred Alternative in late Spring/early Summer 2009 after completion of the Draft EIS.





Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

February 10, 2009

Mr. F. Lawrence Oaks
Executive Director
Texas Historical Commission
PO Box 12276
Austin, Texas 78711-2276

Attn: Adam Alsobrook

RE: Dallas Area Rapid Transit D2 Study
Concurrence on Approach to Section 106/Historic Resources Evaluation Process

Dear Mr. Oaks:

Dallas Area Rapid Transit (DART) is conducting an Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS) for transit improvements in downtown Dallas. The study, known as D2, is examining a range of transit improvements, including several potential alignments for light rail transit (LRT). The study assumes federal funding for future implementation of study recommendations and therefore, it is subject to compliance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing regulations (36 CFR 800).

Per your concurrence letter dated February 2, 2009, DART will conduct the historic resources analysis within the approved Area of Potential Effects (APE), defined as 300 feet from the remaining alternatives.

DART is now initiating documentation for the Preliminary Draft Environmental Impact Statement (DEIS) for the D2 project pursuant to NEPA. The immediate purpose of this preliminary document is to support the DART Board of Directors in a decision to select a Locally Preferred Alternative (LPA) from the remaining four LRT build alternatives.

In order to maintain the proposed project schedule and avoid potentially unnecessary intensive-level efforts and costs related to the full assessment of all four alternatives, the DART Study Team led by Parsons Brinkerhoff (PB) proposes the following approach to the architectural history component of the Section 106/ Historic Resources Evaluation process:

- PB will gather information on the historic designation/evaluation status of resources more than 40 years of age within the APE of the four alignments. This information will identify properties (and their appropriate historic boundaries) that have been formally listed in the National Register of Historic Places; determined to be eligible for listing in the National Register (although not formally listed); and designated as City of Dallas landmarks.
- PB's architectural historian will walk the alignments with staff from DART, the City of Dallas, and the Texas Historical Commission (THC), if available, to become aware of any important information on resources that may not be readily apparent during this preliminary evaluation phase, and to discuss any potential concerns that agency staff may have about historic resources.



Mr. F. Lawrence Oaks
February 10, 2009
Page 2 of 2

- Remaining resources that are 40 years of age or more that have not been evaluated for National Register eligibility will be evaluated using a form similar to those recently used by DART on other projects. These forms will have an appropriate level of detail to make preliminary Determinations of Eligibility, but will not include intensive-level information. cursory research efforts and visual evaluations, along with information provided by the above-mentioned agency staff, will inform this process. Each resource will also be photographed and mapped.
- PB will complete the forms and an accompanying map showing the status of resources, including proposed preliminary Determinations of Eligibility. Text and tables explaining this process and outlining findings with respect to the four alternatives will be included in a draft report. The THC and City of Dallas will be asked to comment on these preliminary findings.
- These preliminary Determinations of Eligibility, coupled with existing designations, can be used with information from other disciplines to inform the selection of the LPA. Formal THC concurrence on eligibility will not be sought at this level, but will occur during the intensive-level documentation process following selection of the LPA. Determination of Effects would be requested only on the LPA as well.

DART is requesting the THC and City of Dallas agree to this process. We welcome your input or ideas to streamline this process while still meeting all local and state requirements. Thank you for your consideration, and please feel free to contact D2 Project Manager Ernie Martinez at 214-749-3201 should you have any questions.

Sincerely,

Stephen L. Salin, AICP
Vice President
Rail Planning

C: Ernie Martinez, DART Project Manager
Kay Shelton, DART
Victor Ibewuike, DART
Ron Bixby, PB
Mark Doty, City of Dallas – Historic Preservation
Lynn Hayes, FTA Region VI
File



TEXAS
HISTORICAL
COMMISSION

The State Agency for Historic Preservation

RICK PERRY, GOVERNOR
JOHN L. NAU, III, CHAIRMAN
F. LAWRENCE OAKS, EXECUTIVE DIRECTOR

DALLAS AREA RAPID TRANSIT
CAPITAL PLANNING & DEVELOPMENT

March 11, 2009

MAR 18 2009
RECEIVED

Stephen L. Salin, AICP
Vice President, Rail Planning
Dallas Area Rapid Transit
P O Box 660163
Dallas, Texas 75266-0163

Re: *Project review under Section 106 of the National Historic Preservation Act of 1966, as amended,*
Proposed DART D2 Study, Alternative Analysis/Draft Environmental Impact Statement, Dallas,
Dallas County, Texas (FTA)

Dear Mr. Salin:

With regard to the above referenced project, this letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC History Programs Division review staff has reviewed your research design proposal for the Alternative Analysis/Draft Environmental Impact Statement (AA/DEIS) for transit improvements in downtown Dallas and **concurs** with your proposed research methodology for the four alignments as described in your letter dated 10 February 2009. We acknowledge that architectural historians from Parsons Brinkerhoff will be conducting this archival and field research, and we look forward to reviewing the completed DEIS for the four alignments in the near future.

If you have any questions, please contact historian Rachel Leibowitz at (512) 463-6046 or by e-mail at rachel.leibowitz@thc.state.tx.us. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas.

Sincerely,

Rachel Leibowitz, Ph.D., Historian
for F. Lawrence Oaks, Executive Director
State Historic Preservation Officer



Appendix B: Previously Recorded Resources Within Study Area

Area

(Prior forms provided under separate cover as Appendix B: Prior Forms)

TABLE B-1. Previously Recorded Historic Resources (Resources Indicated on Accompanying Figures in Yellow Dots)

Historic and/or Common Name	Address	Downtown Dallas Historic District		Harwood Street Historic District		Westend District		NRHP Listed	City Landmark	RTHL	SAL
		Contributing	Non-Contributing	Contributing	Non-Contributing	Contributing	Non-Contributing				
Waples-Platter Coffee Roaster	2211 N Lamar Street										
Waples-Platter Coffee Grocery	2200 N Lamar										
Sanger Bros. Complex	Lamar Street between Elm and Main streets										
Southwestern Bell Building	308 S. Akard Street										
Mayflower Building	411 N. Akard Street										
Former Federal Reserve Bank	400 S. Akard Street										
Dallas High School	2218 Bryan Street										
Harlan Building	2018 Cadiz Building										
Adolphus Garage	1301 Commerce Street										
Adolphus Hotel and Tower	1321 Commerce Street										
Magnolia Building	1401 Commerce Street										
Vacant	1505 Commerce Street										
Dallas Power & Light Building	1506 Commerce Street										
Continental Supply/Texaco/DP&L	1512 Commerce Street										
Neiman Marcus Café	1525 Commerce Street										
Neiman-Marcus Parking Garage /Dalpark	1600 blk Commerce Street										
Irwin Keasler/1700 Commerce	1700 Commerce Street										
Vaughn/Mercantile Commerce Building	1712 Commerce Street										
Continental Building	1810 Commerce Street										
Statler Hilton Hotel	1914 Commerce Street										
Dallas Public Library	1954 Commerce Street										

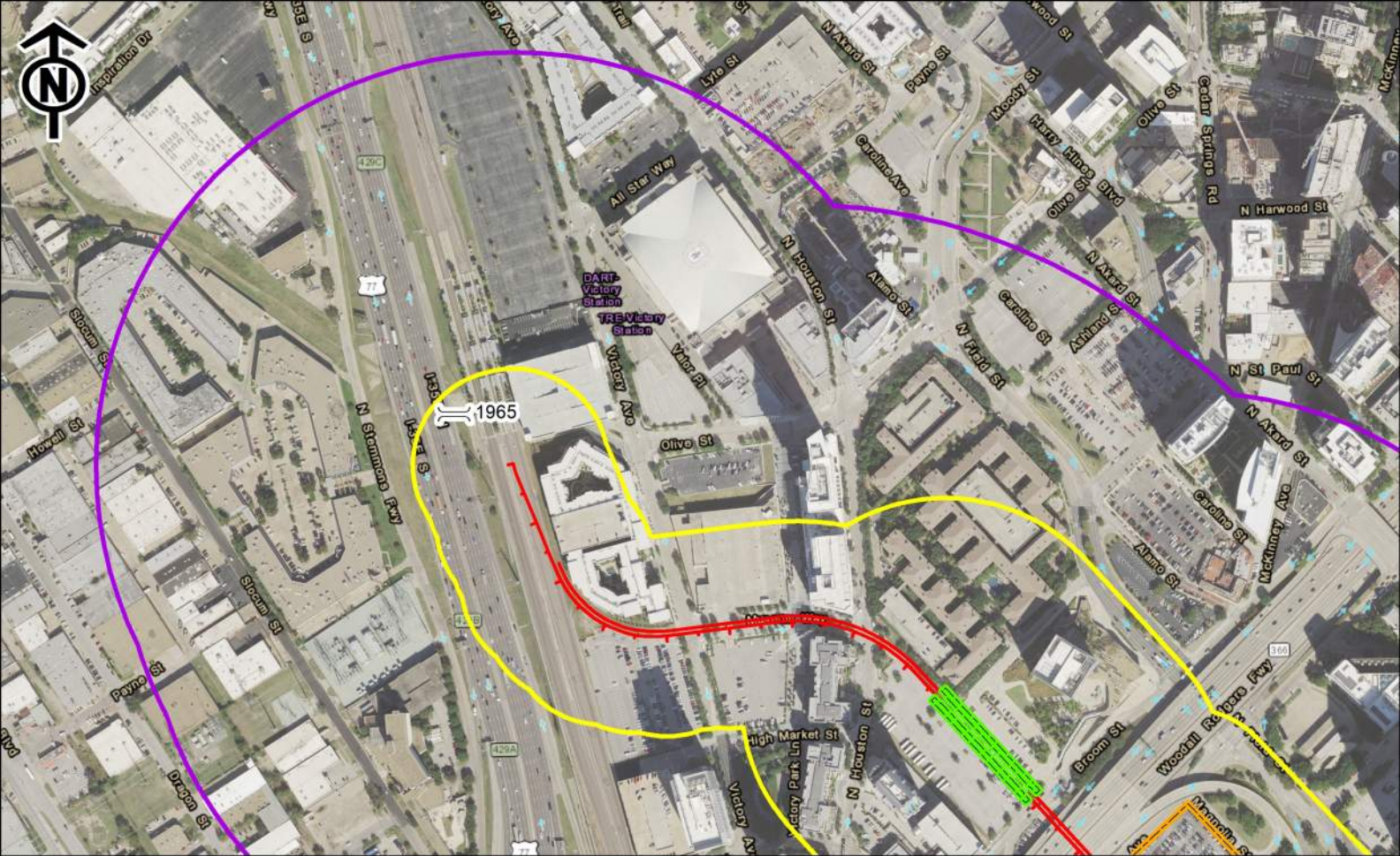








Figure B- 1 Previously Recorded Historic Resources

-  Historic Bridge
-  Historic APE
-  1300 Foot Study Area
-  Building or Platform Exterior Perimeter Shape
-  Limits of Construction
-  Commerce-Victory-Swiss Alternative (2018)



0 250 500
 Feet

Source: 2015 USGS High Resolution Orthoimagery
 Date: 8/1/2019

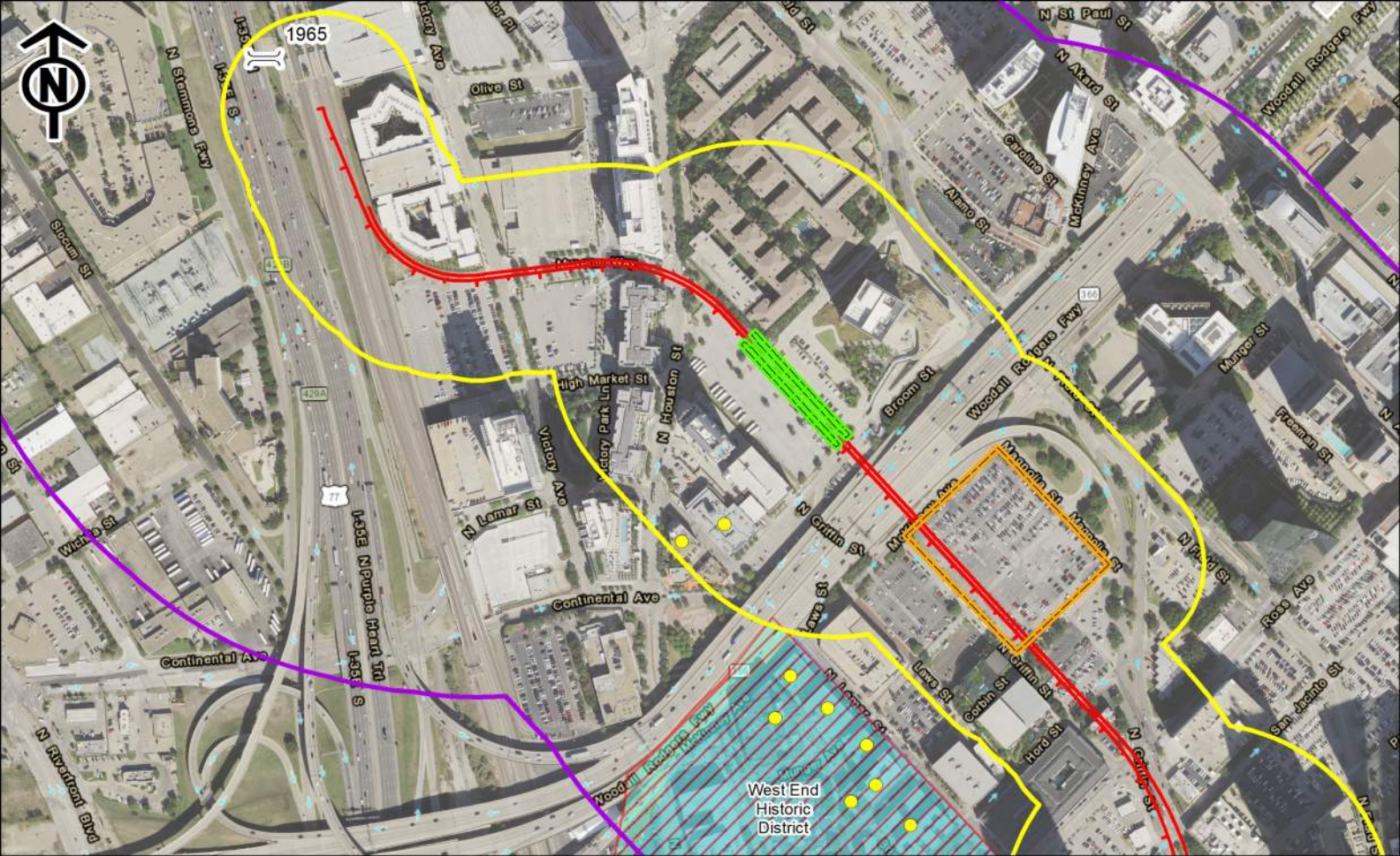


Figure B- 2 Previously Recorded Historic Resources

- Historic-Age Resources
- Commerce-Victory-Swiss Alternative (2018)
- Historic Bridge
- City of Dallas Historic District
- Historic APE
- 1300 Foot Study Area
- Building or Platform Exterior Perimeter Shape
- NRHP District
- Limits of Construction



Source: 2015 USGS High Resolution Orthoimagery
Date: 8/1/2019

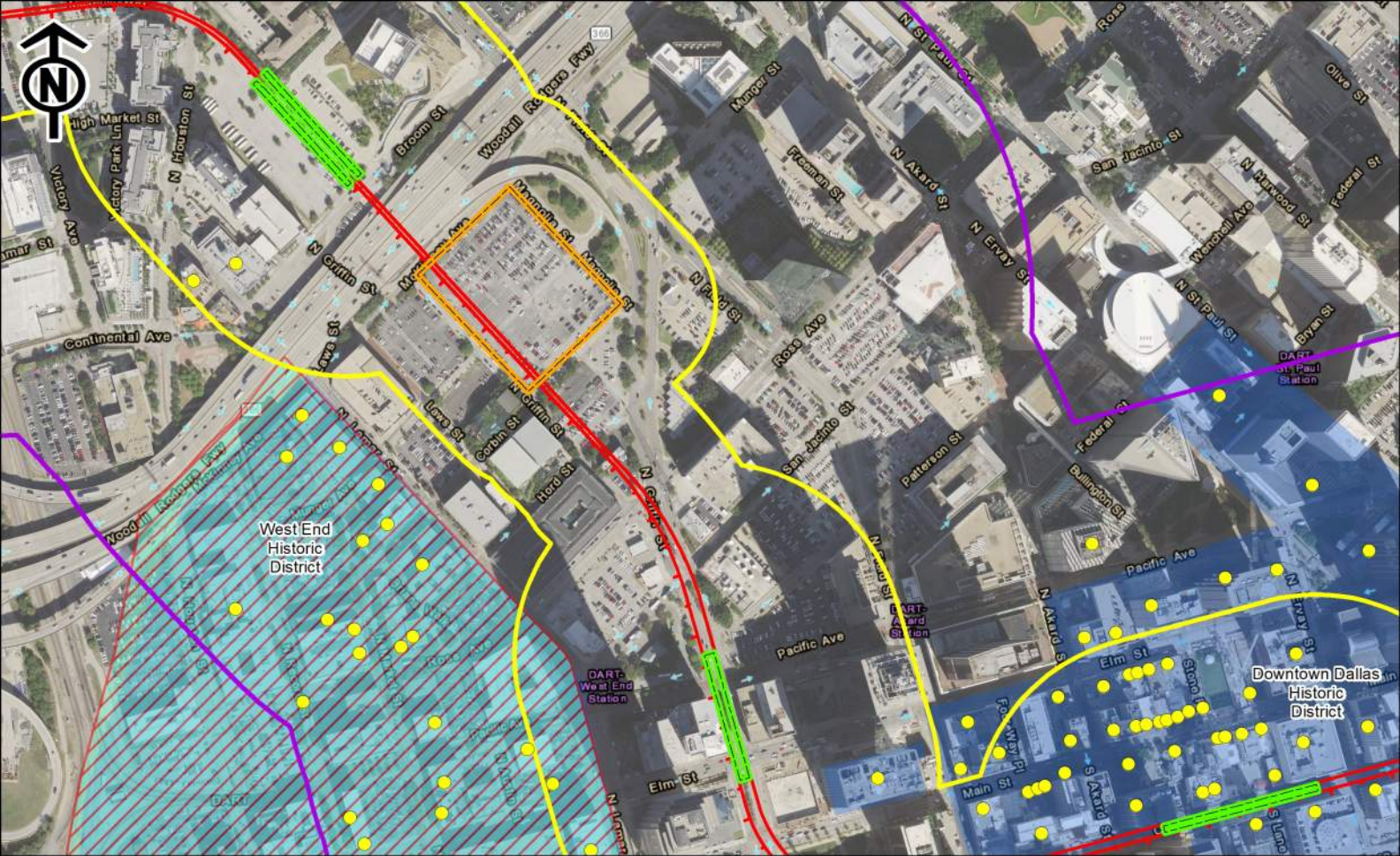


Figure B- 3 Previously Recorded Historic Resources

- Historic-Age Resources
- Historic APE
- 1300 Foot Study Area
- Building or Platform Exterior Perimeter Shape
- Limits of Construction
- Commerce-Victory-Swiss Alternative (2018)
- City of Dallas Historic District
- NRHP District



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 Feet

Source: 2015 USGS High Resolution Orthoimagery
 Date: 8/1/2019

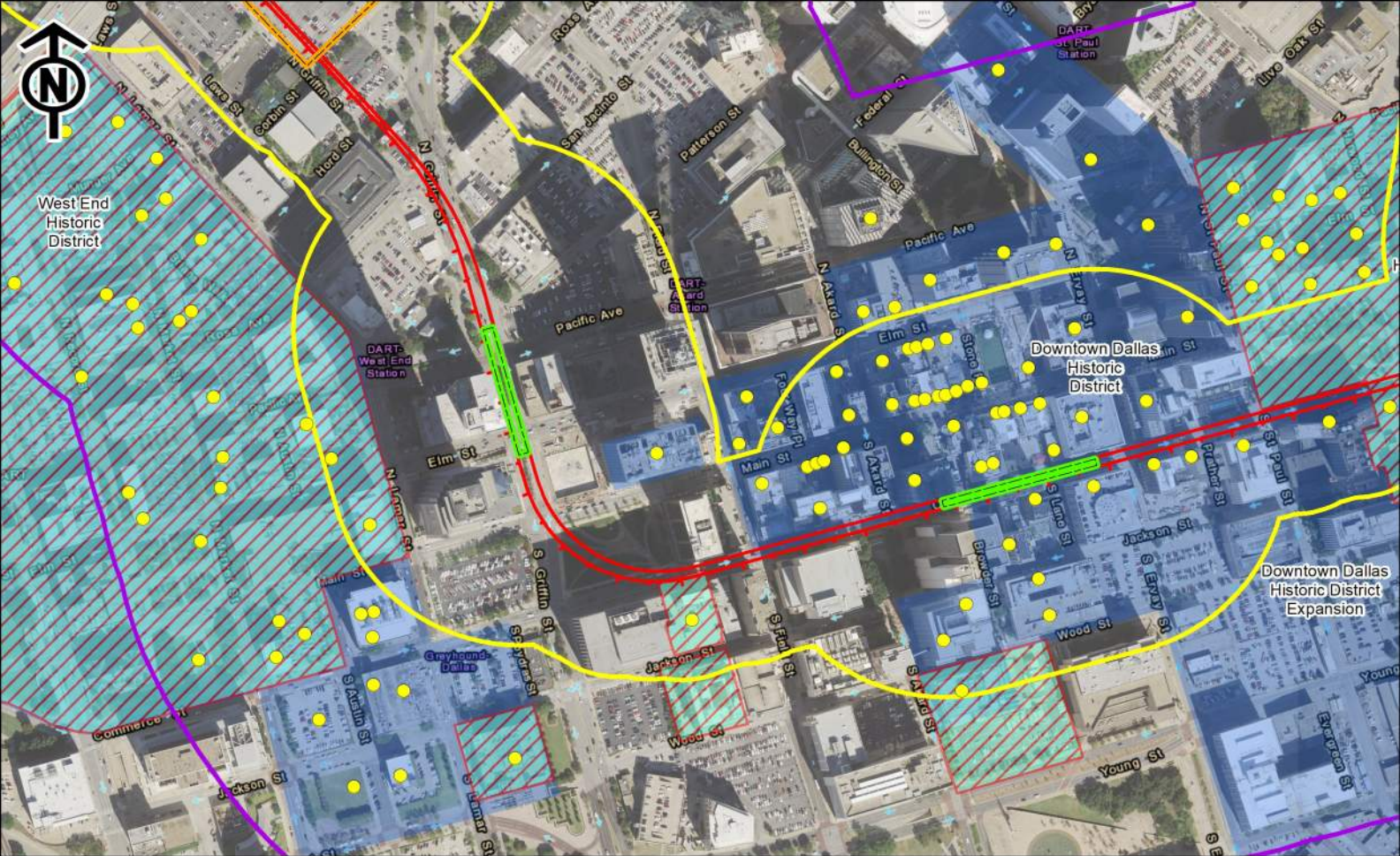


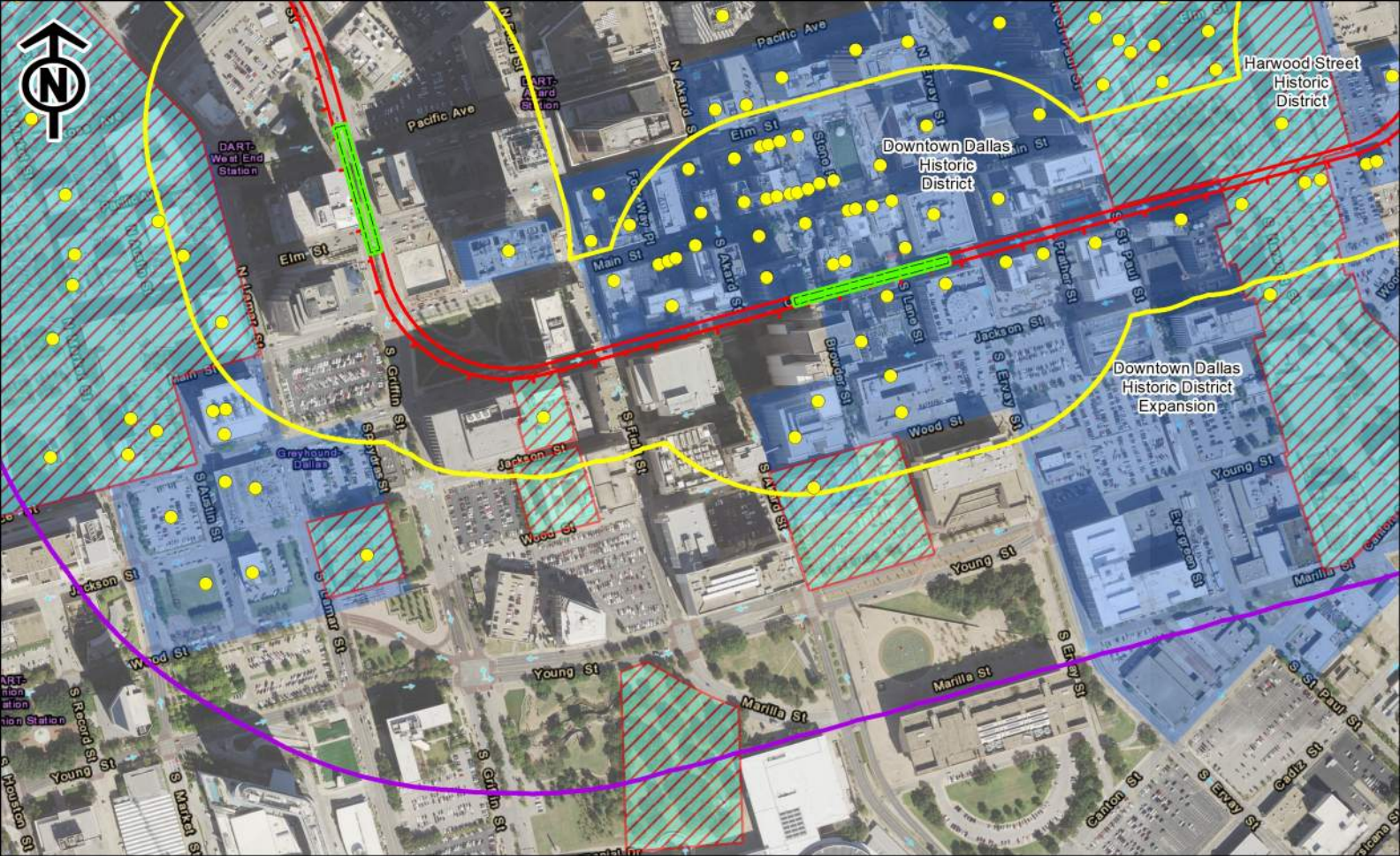
Figure B- 4 Previously Recorded Historic Resources

- Historic-Age Resources
- Historic APE
- 1300 Foot Study Area
- Building or Platform Exterior Perimeter Shape
- Limits of Construction
- Commerce-Victory-Swiss Alternative (2018)
- City of Dallas Historic District
- NRHP District

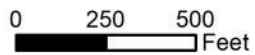


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 Feet

Source: 2015 USGS High Resolution Orthoimagery
 Date: 8/1/2019



- Figure B- 5 Previously Recorded Historic Resources**
- Historic-Age Resources
 - Historic APE
 - 1300 Foot Study Area
 - Building or Platform Exterior Perimeter Shape
 - Commerce-Victory-Swiss Alternative (2018)
 - City of Dallas Historic District
 - NRHP District



Source: 2015 USGS High Resolution Orthoimagery
Date: 8/1/2019

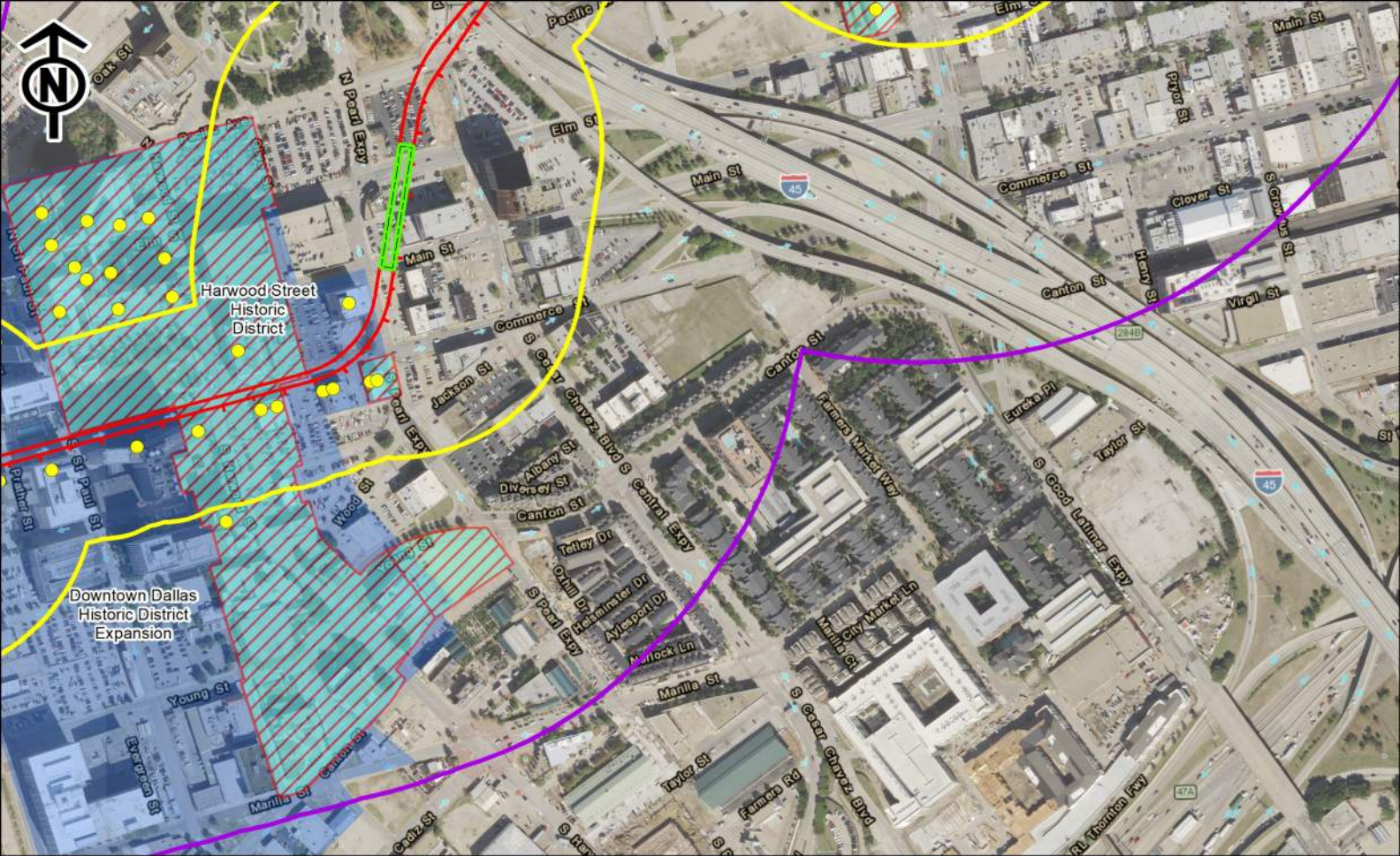


Figure B- 6 Previously Recorded Historic Resources

- Historic-Age Resources
- Historic APE
- 1300 Foot Study Area
- Building or Platform Exterior Perimeter Shape
- Commerce-Victory-Swiss Alternative (2018)
- City of Dallas Historic District
- NRHP District

0 250 500
 Feet



Source: 2015 USGS High Resolution Orthoimagery
 Date: 8/1/2019

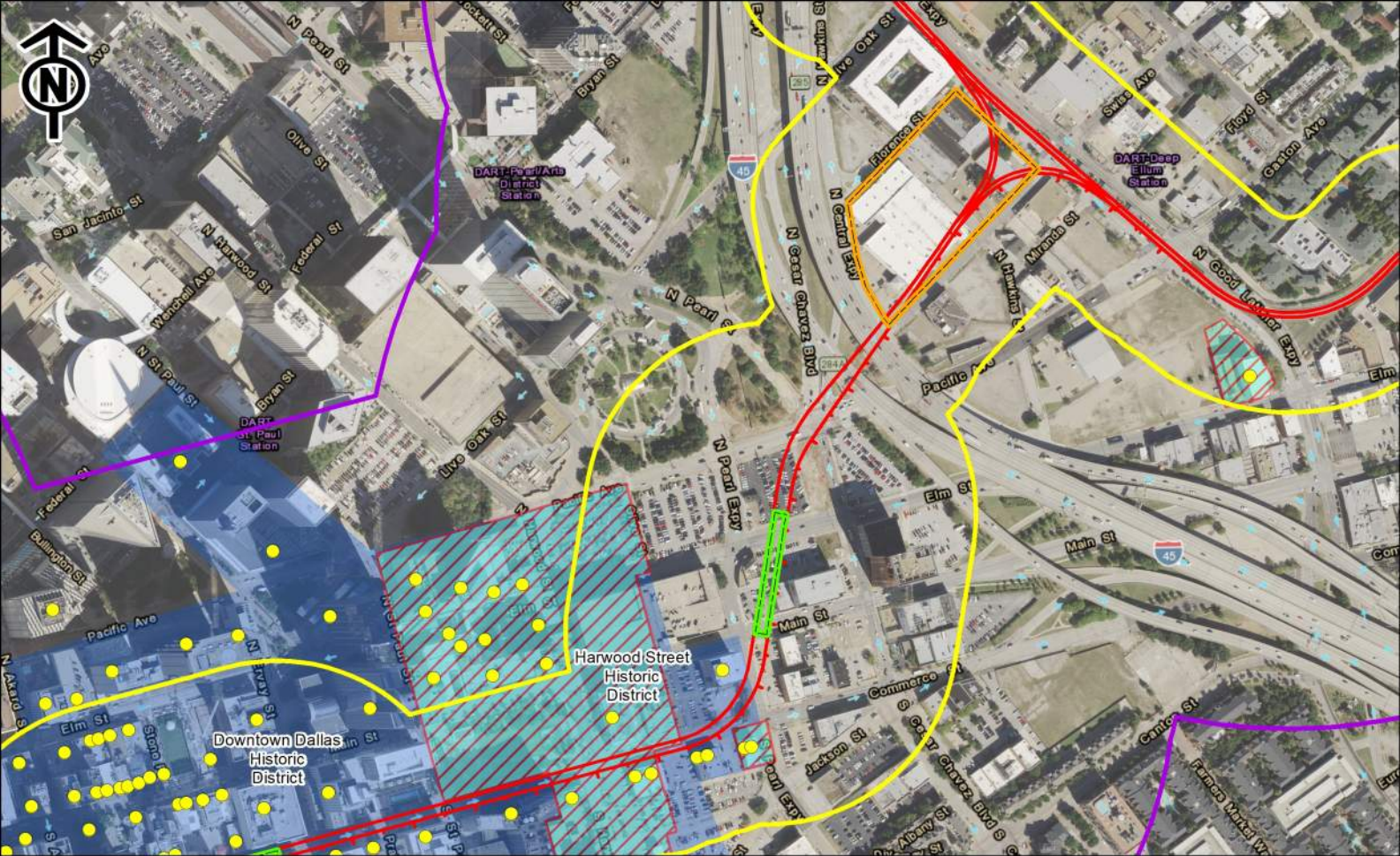


Figure B-7 Previously Recorded Historic Resources

- Historic-Age Resources
- Historic APE
- 1300 Foot Study Area
- Building or Platform Exterior Perimeter Shape
- Limits of Construction
- Commerce-Victory-Swiss Alternative (2018)
- City of Dallas Historic District
- NRHP District



0 250 500 Feet

Source: 2015 USGS High Resolution Orthoimagery
Date: 8/1/2019

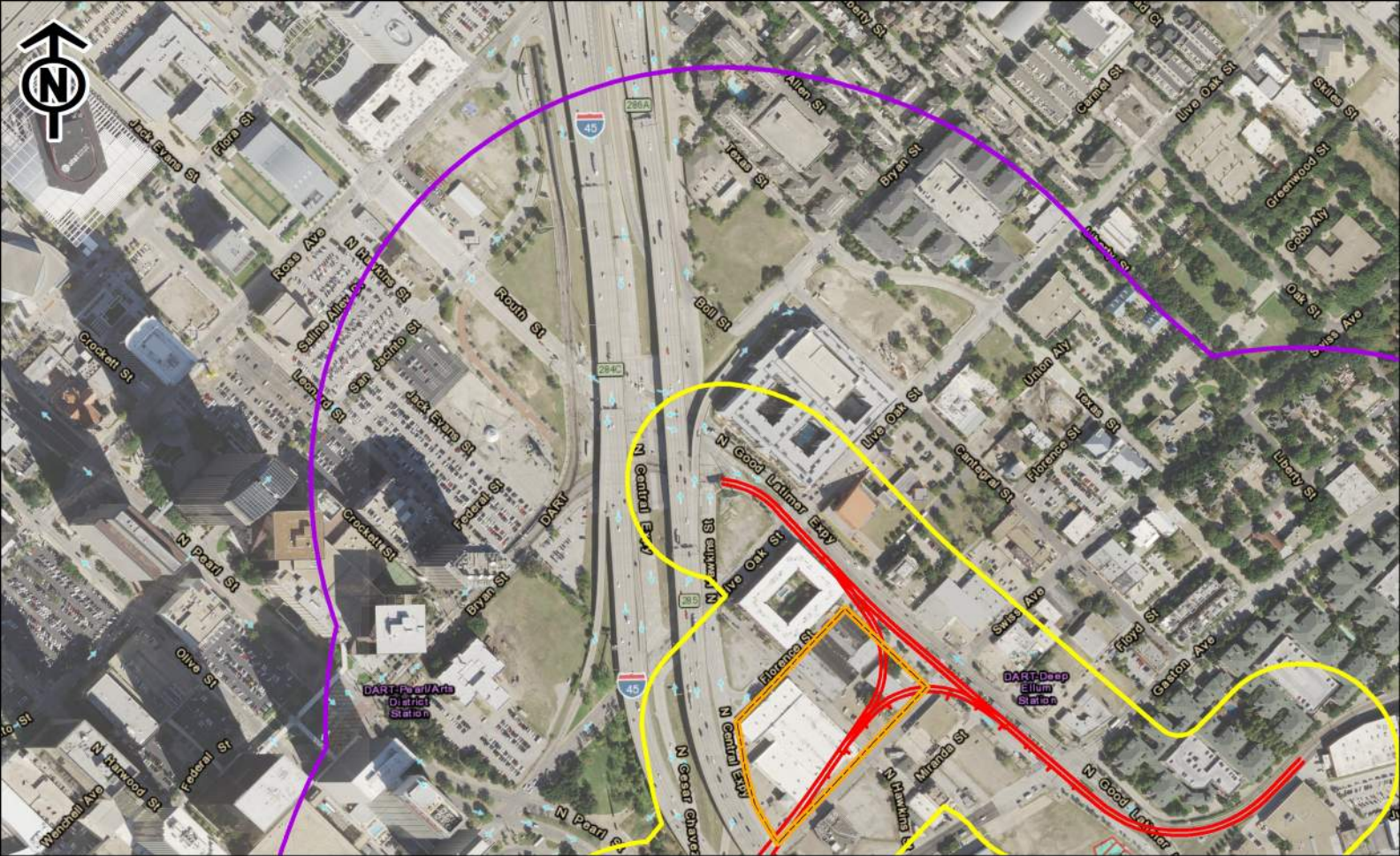








Figure B- 8 Previously Recorded Historic Resources

-  Historic APE
-  1300 Foot Study Area
-  Limits of Construction
-  Commerce-Victory-Swiss Alternative (2018)
-  City of Dallas Historic District



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 Feet

Source: 2015 USGS High Resolution Orthoimagery
 Date: 8/1/2019

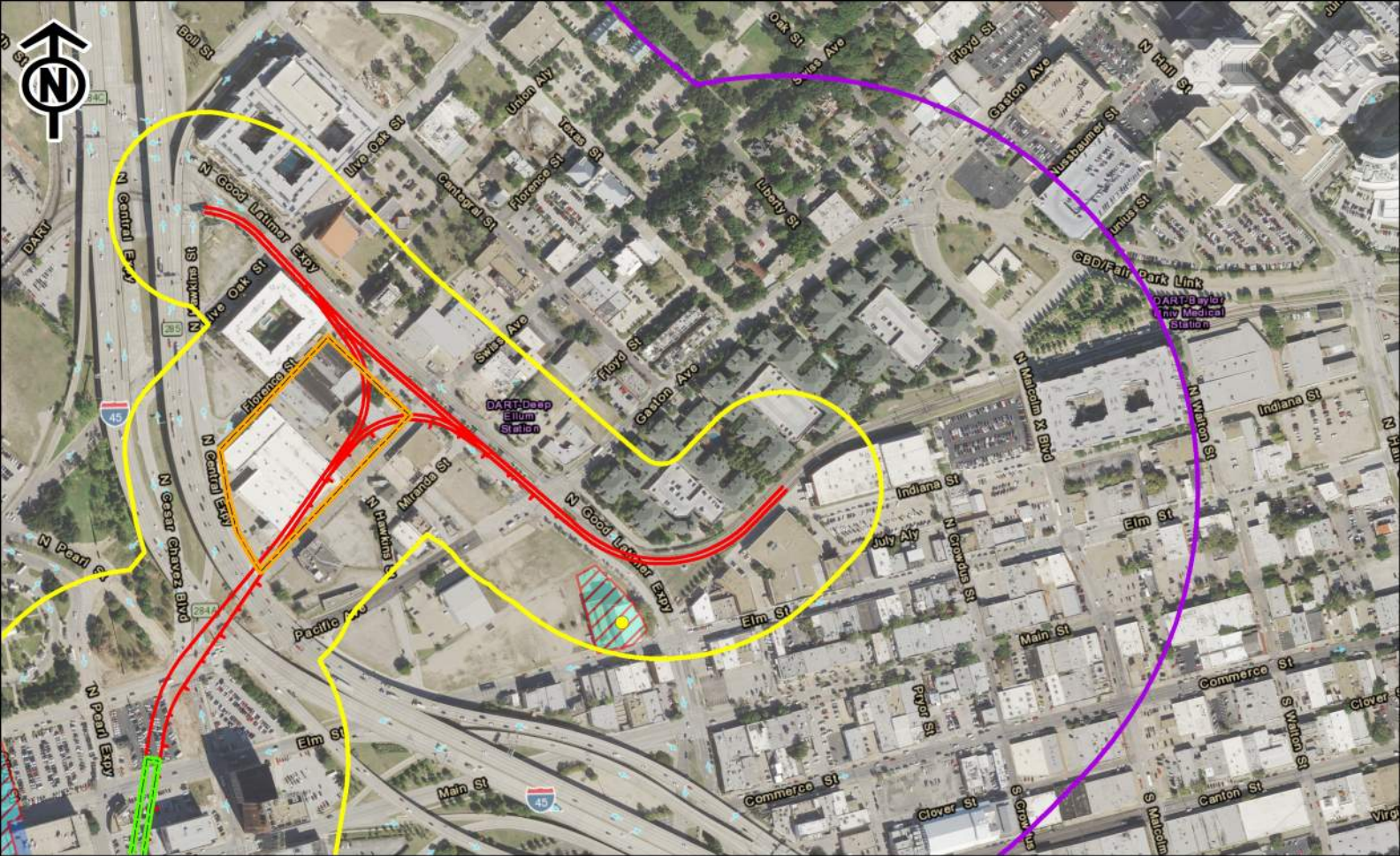


Figure B- 9 Previously Recorded Historic Resources

- Historic-Age Resources
- Historic APE
- 1300 Foot Study Area
- Building or Platform Exterior Perimeter Shape
- Limits of Construction
- Commerce-Victory-Swiss Alternative (2018)
- City of Dallas Historic District
- NRHP District

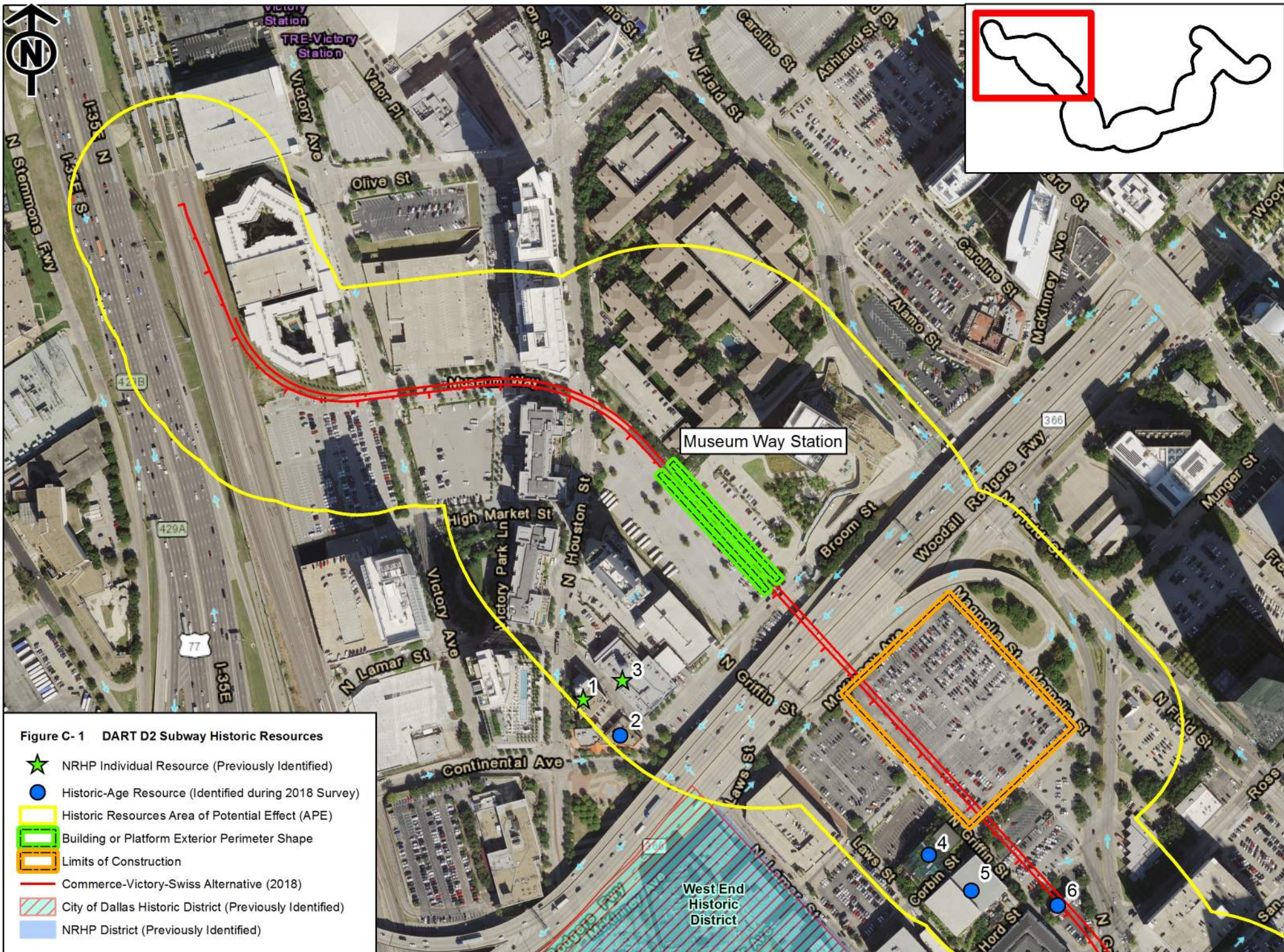


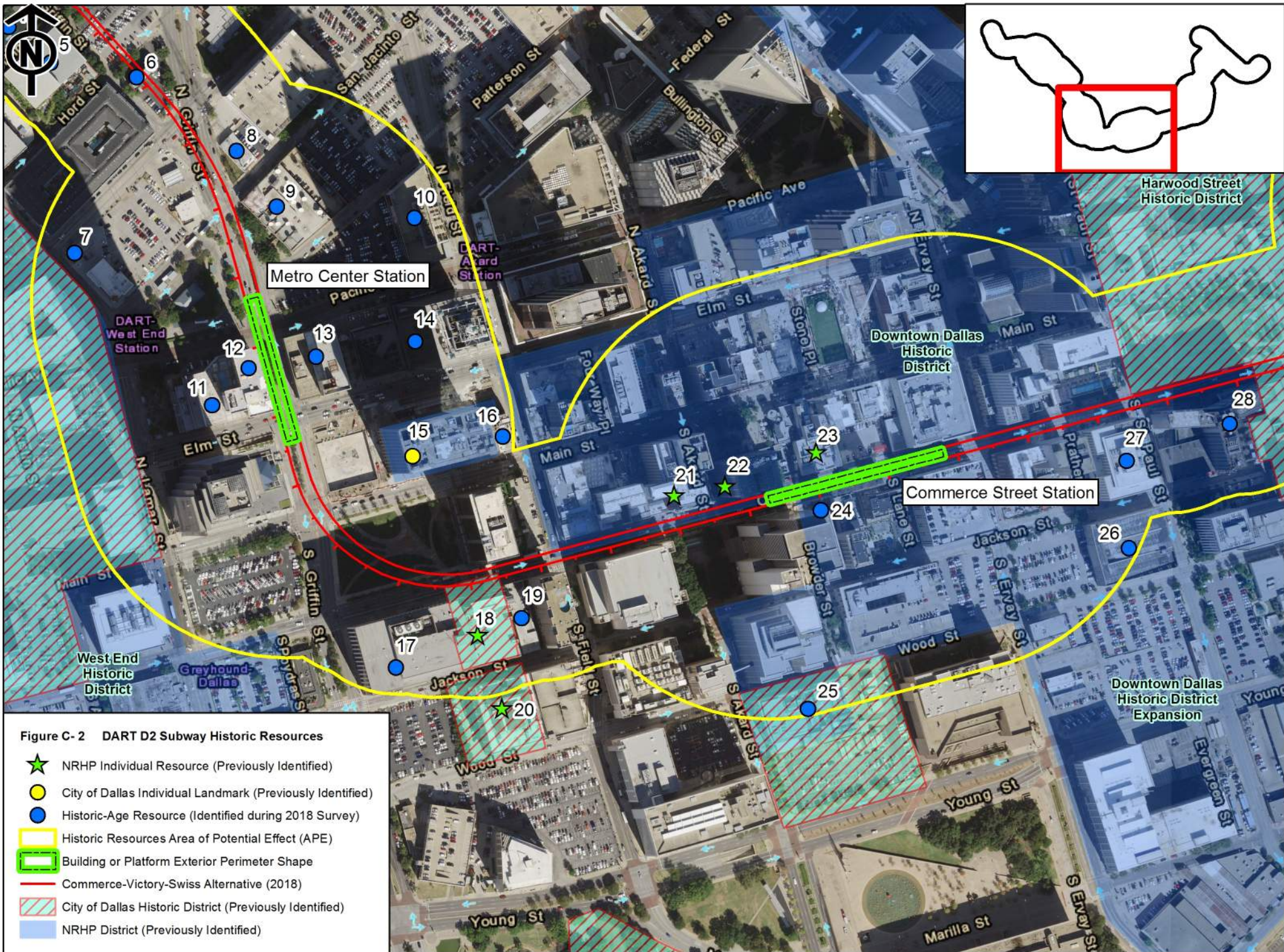
0 250 500
 Feet

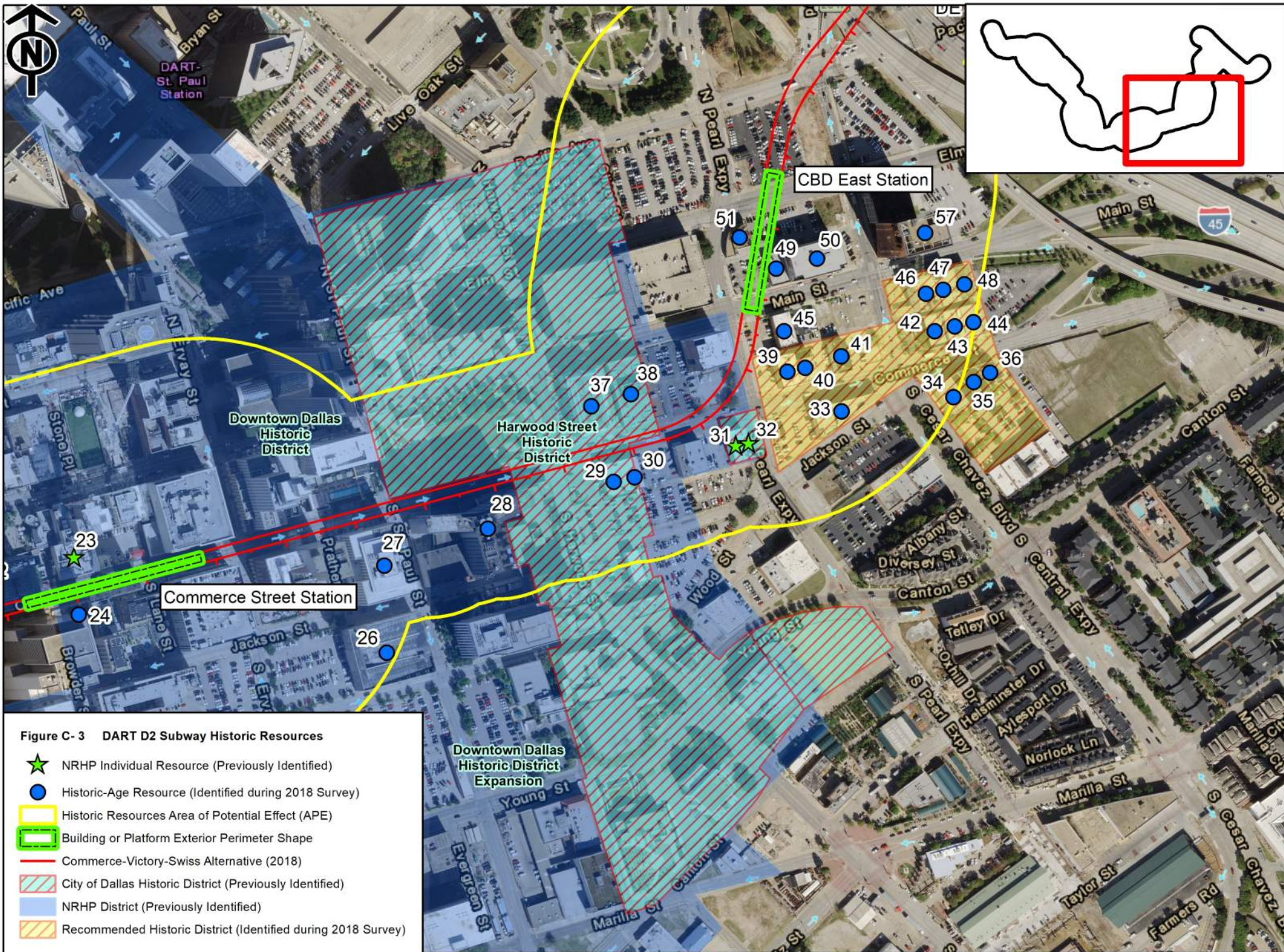
Source: 2015 USGS High Resolution Orthoimagery
 Date: 8/1/2019

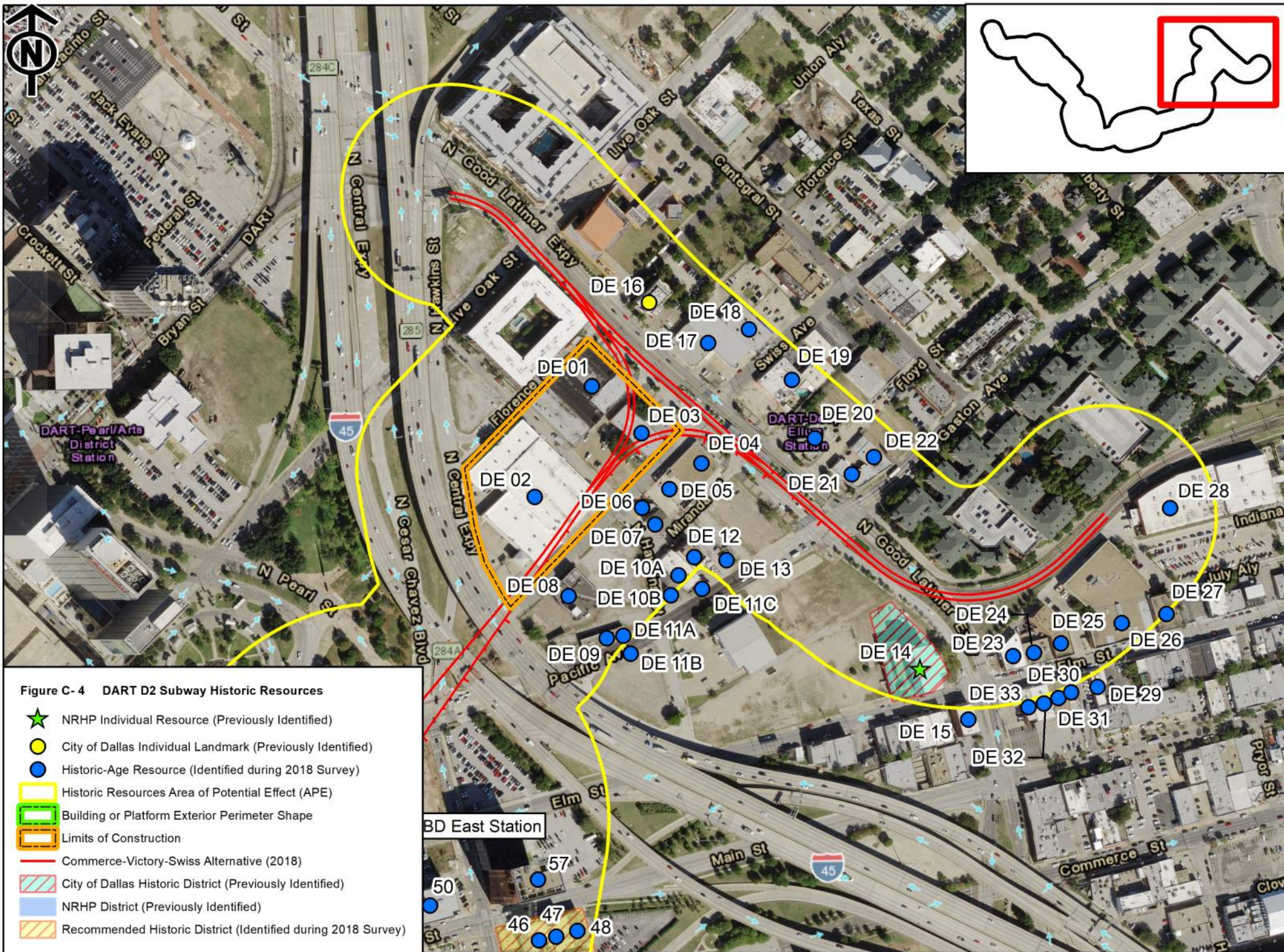


Appendix C: Historic-Age Resources Documented During Reconnaissance Survey Maps











Appendix D: Site Survey Forms

Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 1	Field Address: 2211 N Lamar	
Historic Name: Waples-Platter Coffee Roaster Building/ White Swan Building	Current Name: Dick's Last Resort Restaurant	
Construction Date: 1925	Latitude: 32.7850990	Longitude: -96.8093032
Historic Use: Industry	Current Use: Commerce/Restaurant	Stylistic Influence: Vernacular
Property Type: Building	Subtype : Warehouse/Mill	

Building Description:

The four-story brick-faced, steel frame building has an irregularly shaped plan with three facades pierced by large multi-paned windows and one solid brick façade. The northwest facade, the building's shortest side, contains three wide bays and a narrow fourth bay at the west end. Simple pilasters with corbeled caps mark the divisions. Filling the recessed bays are large, multipaned projected awning windows with concrete sills and unadorned spandrels, terminated at the fourth level by segmental arches. Designed by Architectural firm of Byrne, Thomas S. Co with Buchanan & Builders as the contractors (See Waples-Platter Coffee Roaster NRHP nomination, 1978).

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:		<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>		

Date: 9-19-2018
Direction Photo Taken: West
Description: Northwest facade



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 2	Field Address: 2201 N Lamar	
Historic Name:	Current Name: Hooters Restaurant	
Construction Date: ca. 1946	Latitude: 32.784599	Longitude: -96.808700
Historic Use: Commerce	Current Use: Commerce/Restaurant	Stylistic Influence: Vernacular
Property Type: Building	Subtype : One-part, commercial block	

Building Description:

Single-story, red-brick building, in a stretcher bond pattern, with stone coping and concrete foundation. The truncated triangular plan of the building conforms to the intersection of Lamar Street and Continental Avenue. The elevated central parapet has a centrally located, single, plain medallion. Original windows have been replaced but the brick soldier lintels and stone sills are still intact. A roll-up metal “garage” door is located on the N. Lamar Street and is an original opening. An addition has been added to the Continental Avenue façade.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-19-2018

Direction Photo Taken:
West

Description:
East façade abutting North Lamar street.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 3	Field Address: 2200 N Lamar	
Historic Name: Waples-Platter Coffee Grocery House	Current Name: House of Blues	
Construction Date: 1915	Latitude: 32.784599	Longitude: -96.8084030
Historic Use: Industry	Current Use: Commerce/Restaurant	Stylistic Influence: Vernacular
Property Type: Building	Subtype : Warehouse	

Building Description:

This rectangular two-story brick building measures 100' by 200'. A raised basement is partially exposed on the southwest and southeast elevations where the grade drops to its lowest point. A stringcourse acts a lintel to the upper windows and a belt course acts as a lintel to the first-floor windows. Between the first and second stories is raised brick creating different decorative patterns. The corners facing N. Lamar has slightly elevated and protruding walls with decorative stringcourse and squares. Designed by Architectural firm of Byrne, Thomas S. Co with Buchanan & Builders as the contractors (See Waples-Platter Coffee Roaster NRHP nomination, 1978). A modern two-story metal balcony has been added to the N. Houston Street façade.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

<p>Date: 9-19-2018</p> <p>Direction Photo Taken: West</p> <p>Description: Northeast façade.</p>	
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Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 4	Field Address: 1801 N Griffin	
Historic Name:	Current Name: Dallas World Aquarium	
Construction Date: 1929	Latitude: 32.783004°	Longitude: -96.804821°
Historic Use: Commerce	Current Use: Culture/Museum	Stylistic Influence: Vernacular
Property Type: Building	Subtype : Warehouse	

Building Description:

Two-story, beige brick, in a stretcher bond pattern, warehouse. The brick extends to the sidewalks. The original length of the windows appeared to be shortened as a set of rowlock bricks are located about two-feet under the windows. The current modern windows, of the original building, have stone lintels and stone sills. The west façade has been completely covered by the new addition of metal siding. Dallas World Aquarium purchased the property in 1996, gutted the interior, added floors and additions. The exterior windows have been replaced and a skywalk joins this building to 1801 N. Griffin.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-17-2018

Direction Photo Taken:
West

Description:
East façade facing N Griffin Street.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 5	Field Address: 1801 N Griffin	
Historic Name: Mohawk Rubber Co.	Current Name: Dallas World Aquarium	
Construction Date: 1924	Latitude: 32.783004°	Longitude: -96.804821°
Historic Use: Commerce	Current Use: Culture/Museum	Stylistic Influence: Vernacular
Property Type: Building	Subtype : Warehouse	

Building Description:

A two-story, brick building, in a stretcher bond pattern, set on a high concrete foundation. The windows have been replaced, but the soldier lintels and rowlock sills remain intact indicating the original fenestration pattern is still maintained and evenly spaced on the facades. Used for a warehouse until 1982, the Dallas World Aquarium renovated and opened the building in 1992. Associated with 1909 N Griffin (Map ID #4), a second part of Dallas World aquarium. The two buildings are joined by a skywalk, with Corbin street separating the two buildings.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-17-2018

Direction Photo Taken:
West

Description:
Southeast façade facing N Griffin street.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 6	Field Address: 1708 N Griffin	
Historic Name:	Current Name:	
Construction Date: ca. 1952	Latitude: 32.782920°	Longitude: -96.804761°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype : Two-part, commercial block	

Building Description:

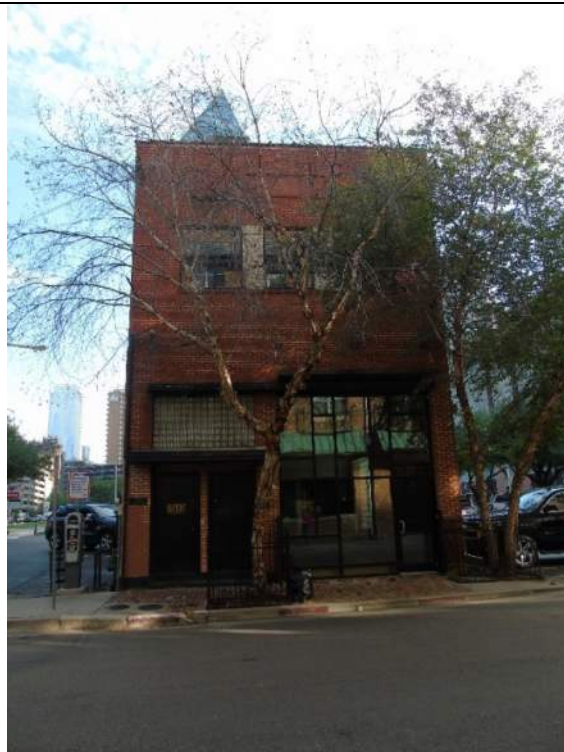
Two-story, two-part, red brick designed in the common bond pattern, building in a rectangular plan. Raised bricks form a horizontal rectangle in the frieze. The second-floor windows, on the Griffin Street façade, have been replaced but appear to have original rowlock lintels and sills. Yellow bricks are located between the sets of windows. Alterations include the windows, awnings doors and fenestration pattern of the front façade, and new windows on the side facade.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date:
9-19-2018

Direction Photo Taken:
East

Description:
West facade facing N Griffin street



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 7	Field Address: 902 Ross Avenue	
Historic Name: Magnolia Gas Station	Current Name: Fed Ex Office	
Construction Date: ca. 1923	Latitude: 32.781570°	Longitude: -96.804985°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Craftsman
Property Type: Building	Subtype : One-part, commercial block	

Building Description:

Single-story brick building, in a stretcher bond pattern in a rectangular plan. The primary brick is yellow while darker yellow bricks are used as bases for the pilasters plus the coping and lintel over the windows. Decorative, stepped parapet on two facades also uses the darker brick to create stepped diamond pattern in the center of parapet. A concrete rectangle is located between the parapet and lintel. The end pilasters are capped with a dome using the darker brick and have a "square and dagger" pattern. New windows enclosed the original automobile service area which was set back further in the building to allow for interior vehicle service. Renovated in 2012 the property owners received an Award from Preservation Dallas in 2013.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-19-2018

Direction Photo Taken:
Northeast

Description:
Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 8	Field Address: 500 N Griffin	
Historic Name:	Current Name: O-K Paper Center	
Construction Date: ca. 1930	Latitude: 32.781823°	Longitude: -96.803240°
Historic Use: Commerce	Current Use: Commerce/Restaurant	Stylistic Influence: Spanish Colonial Revival
Property Type: Building	Subtype : One-part commercial block	

Building Description:

Single-story, rectangular plan, white stucco building. Fenestration pattern and front façades have been greatly altered with only three, vertically oriented, single-pane windows facing San Jacinto street. Two columns, capped with a dome, frame what appears to originally have been two bays. A small shed roof covered in red clay tile is located between the two columns

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 9-18-2018
Direction Photo Taken: Northeast
Description: Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 9	Field Address: 1109 Patterson	
Historic Name: KRLD (TV and Radio)	Current Name: KDFW	
Construction Date: ca. 1966	Latitude: 32.781823°	Longitude: -96.803240°
Historic Use: Commerce	Current Use: Commerce/Communication	Stylistic Influence: Modernism
Property Type: Building	Subtype : Object (radio tower)	

Building Description:

Two-story commercial block building with granite block on three sides of the building at the street level and concrete panels on the upper level on three facades. The east façade is blond brick set in the common bond pattern. The parking garage is accessed through a west façade corner. The roof is flat, material is unknown. The building houses a radio broadcast station and supports a metal frame broadcast tower.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-19-2018

Direction Photo Taken:
Southeast

Description:
Oblique view camera facing southeast.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 10	Field Address: 1201 Pacific Avenue	
Historic Name: Renaissance Tower parking garage	Current Name: Renaissance Tower parking garage	
Construction Date: 1974	Latitude: 32.782140°	Longitude: -96.801944°
Historic Use: Transportation	Current Use: Transportation/Parking	Stylistic Influence: New Formalism
Property Type: Building	Subtype : Vertical tower, parking garage	

Building Description:

Vertical tower parking garage composed of reinforced concrete frame with breeze blocks in a three-bay formation. In the frieze, a series of three squares, in triangular formation, top each section. The first floor has new fabric canopies over the entrances.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 9-19-2018	
Direction Photo Taken: Northeast	
Description: West facade.	

Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 11	Field Address: 911 Elm	
Historic Name: Millner Supply Company	Current Name: Millner Supply Company	
Construction Date: Ca. 1885	Latitude: 32.780531°	Longitude: -96.803698°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Victorian
Property Type: Building	Subtype : Two-part, commercial block	

Building Description:

Two-part, two-story, one bay brick building with flat roof. The first floor has large windows, but the transom windows have been boarded up. The second floor has three 1/1 wood frame windows evenly spaced with the middle window flanked by two square columns with Ionic capitals. The brick has been painted. This building appears on the 1885 Sanborn Fire Insurance map. In 1906 Craddock's liquor Store added a second floor. Mr. and Mrs. Martin Weiss moved their Milliner's Supply business here in 1925. The Weiss were philanthropist supporting the Oak Cliff area. The façade has been altered over the years. According to a 1989 news article, "the interior still contains much of its original construction. The elevator has been dated to 1906. The floor in the entrance has black-and-white tiles that spell out the name Milliner's Supply Company."

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:

9-17-2018

Direction Photo Taken:

North

Description:

View of south façade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 12	Field Address: 1015 Elm	
Historic Name:	Current Name: Crowne Plaza Hotel	
Construction Date: ca. 1972	Latitude: 32.780974°	Longitude: -96.803577°
Historic Use: Domestic/Hotel	Current Use: Domestic/Hotel	Stylistic Influence: Modernism
Property Type: Building	Subtype : Three-part, vertical tower	

Building Description:

Three-part, vertical tower of 23 stories currently used as a hotel, with theater and garage. The ground floor has a covered circular driveway to allow for the dispatch of guests. The first part of the tower has a mix of breeze blocks and solid walls. The middle or second part of the tower has vertical rows of windows and solid walls with cantilevered balconies at the corners. The third part or top section is four stories increases the number of the windows while maintaining the vertical rows. The entire building is capped with a flat roof which extends beyond the walls. The garage is located on the west façade and has square breeze blocks as its walls to allow ventilation.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 9-19-2018
Direction Photo Taken: Southeast
Description: View of northwest facade



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 13	Field Address: 1025 Elm	
Historic Name: Huey and Philip	Current Name: Homewood Suites	
Construction Date: 1913/1918/1959/2013	Latitude: 32.781308°	Longitude: -96.802226°
Historic Use: Commerce	Current Use: Domestic/Hotel	Stylistic Influence: Vernacular and Modernism (Garage)
Property Type: Building	Subtype : Two-part, vertical block	

Building Description:

Started as a four-story building in 1913 designed in brick and stone by architects Lang and Witchell. Designed to expand, six stories were added in 1918. United Fidelity Life Insurance Company replaced the brick and stones with beige aluminum and enamel siding and changed the window style and material in 1959. The parking garage was added around this same time. In 2013 the building was bought by Lowen Hospitality Group and the exterior was modernized again during the remodeling to convert the offices to a hotel.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-19-2018

Direction Photo Taken:
Southeast

Description:
Oblique view of north and west façade.




Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 14	Field Address: 1201 Elm	
Historic Name: First International Bancshares Tower	Current Name: Renaissance Tower	
Construction Date: ca. 1974	Latitude: 32.781172°	Longitude: -96.802363°
Historic Use: Commerce	Current Use: Commerce/Restaurant	Stylistic Influence: Glass Tower
Property Type: Building	Subtype : Skyscraper	

Building Description:

A 56-story, vertical block, glass-wall skyscraper with flat roof. Some windows are darkened to create an "X" pattern on the side facades which light up at night. Designed by the architectural firm of Hellmuth, Obata and Kassabaum. In 1986, the architectural firm of Skidmore, Owings and Merrill were hired to do a major renovation that included reglazing the exterior.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 9-19-2018	
Direction Photo Taken: Southeast	
Description: Obliques view of north and west facades.	

Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 15	Field Address: 1201 Main	
Historic Name: One Main Place	Current Name: Westin Hotel	
Construction Date: 1964	Latitude: 32.780497°	Longitude: -96.801861°
Historic Use: Commerce	Current Use: Domestic/Hotel	Stylistic Influence: Modernist/International
Property Type: Building	Subtype : High-tower	

Building Description:

Vertical tower of 33 stories designed by Skidmore, Owings and Merrill (SOM) with Gordon Bunshaft as lead designer, the One Main Place plan is of the International Style, but the use of a massive concrete structural frame is a significant departure from the lightweight metal and glass curtain wall more typical of the style. The concrete is finished in glittering exposed granite aggregate from Stone Mountain Georgia. It was originally one of three buildings in a planned superblock project conceived by Columbia University's School of Architecture, but One Main Place was the only one constructed. One Main Place was also the first building in Dallas to be fully electric in its operations. It was converted to a hotel in 2015. The west plaza originally featured a large circular fountain which was replaced by planters and benches in the 1980s (See One Main Place NRHP nomination, 2015 and One Main Place Dallas Landmark Nomination, 2017).

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:

9-19-2018

Direction Photo Taken:

Southwest

Description:

Oblique view of north and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 16	Field Address: 1217 Main	
Historic Name:	Current Name: Commissary	
Construction Date: ca. 1960/2016	Latitude: 32.780404°	Longitude: -96.801150°
Historic Use: Commerce	Current Use: Commerce/Restaurant	Stylistic Influence: Post Modernism
Property Type: Building	Subtype : N/A	

Building Description:

Five-story vertical tower in a rectangular plan with a flat roof, protruding glass window and multi-color tile walls. A \$20 million renovation in 2017 added the exterior tile, changed the windows, and recessed the front entrance.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-19-2018

Direction Photo Taken:
Northeast

Description:
Oblique view predominately showing south façade on Main Street.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 17	Field Address: 1100 Commerce	
Historic Name: Earle Cabell Federal Building	Current Name: Earle Cabell Federal Building	
Construction Date: 1971	Latitude: 32.778816°	Longitude: -96.802112°
Historic Use: Government	Current Use: Government/Courthouse	Stylistic Influence: Formalism
Property Type: Building	Subtype : Three-part, vertical block.	

Building Description:

Three-part, vertical block building designed Dallas architect. George Dahl contains approximately one million gross square feet spread over 16 floors, plus the basement and sub-basement. The first- floor exterior wall is encased with red granite and a glass wall setback from the facade. The middle section contains vertical ribbons of alternating windows and white marble tiles. The third part is set off by deep sills under vertical windows. Around the perimeter of the building are grey granite barriers place at the sidewalk curb. These were installed after 1996. "The case of *Roe v. Wade*, filed in Dallas in 1970, is perhaps the most nationally-recognized case that originated in the Northern District. School desegregation cases in Dallas and Fort Worth garnered years of media attention beginning in the 1970s. The decade of the 1980s brought a plethora of fraud cases involving financial institutions to the Northern District of Texas. High profile cases in the 1990s involved entertainment and media personalities as diverse as Barney the purple dinosaur, Oprah Winfrey, and televangelist Robert Tilton. In 1995, the first death sentence in the nation under the Federal Death Penalty Act of 1994 was handed down in the Fort Worth division".

<http://www.txnd.uscourts.gov/history>

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good

Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:

9-19-2018

Direction Photo Taken:

Southwest

Description:

North façade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 18	Field Address: 1114 Commerce (1201 Jackson)	
Historic Name: Santa Fe Terminal #1	Current Name: Veteran's Administration	
Construction Date: 1924	Latitude: 32.778875°	Longitude: -96.801326°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Classical Revival/Mission
Property Type: Building	Subtype : Vertical Block	

Building Description:

The Santa Fe office building #1 is twenty stories tall, built of light tan and grey face brick with light tan cast concrete detailing. Five bays wide on its Commerce Street primary elevation, the north-facing building sits on a one story base of light brown cast stone cut to resemble smooth ashlar, which is pierced by deeply recessed street-level window openings and a central double door entrance topped by an inscribed sign, 'Santa Fe,' in turn surmounted by a clock built into the stone. Pairs of double hung windows are separated by brick pilasters rising fifteen stories above the base to the first of several setbacks cast stone spandrels separate each floor's windows from the next. Planning of the four-building compound was the city's desire to remove the surface railroad tracks that crisscrossed downtown." Lloyd R. Whitson project architect (See Santa Fe Terminal Buildings #1 and #2 NRHP nomination, 1997 and Santa Fe Freight terminal and Warehouses Dallas Landmark nomination, 1988).

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good										
Retains Integrity of:"	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input checked="" type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-18-2018

Direction Photo Taken:
Southwest

Description:
View of north façade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 19	Field Address: 1208 Commerce	
Historic Name:	Current Name: Manor House	
Construction Date: 1965	Latitude: 32.779075°	Longitude: -96.801036°
Historic Use: Domestic	Current Use: Multiple dwelling/Apartments	Stylistic Influence: Modernism
Property Type: Building	Subtype :Three-part, vertical block.	

Building Description:

Two buildings occupy this lot, the apartment block and its associated garage. Three-part, vertical block, 24-story, 252-unit building built as Dallas’ first residential downtown high-rise. The ground floors of the apartment tower and parking garage are set on square pillars, the next three stories are covered with smoothed concrete blocks, which is solid on the front façade and interspersed with vertical bands of windows and other material on the east façade. The parking garage ends at four stories. The apartment block continues with exposed columns which create a visual break on which the tower rises. The tower has windows and balconies set in vertical lines on the facades.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-19-2018

Direction Photo Taken:
Southwest

Description:
Oblique view of north and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 20	Field Address: 1122 Jackson	
Historic Name: Santa Fe Terminal Building #2	Current Name: SOCO Urban Loft Condos	
Construction Date: 1925	Latitude: 32.778983°	Longitude: -96.801393°
Historic Use: Transportation	Current Use: Domestic/Condominiums	Stylistic Influence: Classical Revival/Mission
Property Type: Building	Subtype : N/A	

Building Description:

Santa Fe Building #2 covers the block from Jackson Street to Wood Street. The Jackson (north) facade was stuccoed at ground floor level before 1997. The upper nine floors remain largely intact “Atop the flat, built-up roof is a 2-story structure of brick and stucco that appears as two, hipped roofed (with gablets), residentially scaled buildings. All Santa Fe buildings were connected by a remarkable tunnel below grade, which may still be seen in the cavernous basement of Building #2. Supported by massive concrete columns with bell capitals and bases, the tunnel was constructed for the multiple railroad lines which serviced the four, building complex and emerged south of Young Street into the railways local freight yard.

The original Santa Fe complex served the GC&SF railway until 1942. Designed by Dallas architect Lloyd R. Whitson and his associate F. Cowderie-Dale, the four Santa Fe Company buildings comprised the only multi-building complex in downtown Dallas at the time.” (See Santa Fe Terminal #1 and #2 NRHP nomination, 1997 and Santa Fe Freight Terminal & Warehouse #2 Dallas Landmark nomination, 1988.)

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>				

Date:
9-17-2018

Direction Photo Taken:
East

Description:
West façade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 21	Field Address: 1321 Commerce	
Historic Name: Hotel Adolphus	Current Name: Adolphus Hotel	
Construction Date: 1912	Latitude: 32.779929°	Longitude: -96.800050°
Historic Use: Domestic	Current Use: Domestic/Hotel	Stylistic Influence: Beaux-Arts
Property Type: Building	Subtype: Three-part vertical block	

Building Description:

Three-part vertical block, 19-story [22 story] building whose “steel frame is clad with tapestry brick and gray granite topped by a monumental Mansard roof. It is noteworthy for the high quality of its Beaux Arts style ornamentation, which is carried out in bronze as well as granite.” (See Hotel Adolphus NRHP nomination, 1983 and The Adolphus Hotel Dallas Landmark nomination, 2015).

Barnett, Haynes, Barnett (architect Tom P. Barnett designed the tower) alterations/additions: Lang and Witchell (1917), Alfred Bossom (1926), Wyatt C. Hedrick (1951), 1981 Jerde Partnership, and Beran & Shelmire, Architects. Contributing building to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input checked="" type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 9-17-2018
Direction Photo Taken: Northwest
Description: South facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 22	Field Address: 1401 Commerce, (aka. 108 S Akard)	
Historic Name: Magnolia Petroleum Building	Current Name: Magnolia Hotel	
Construction Date: 1922	Latitude: 32.780156°	Longitude: -96.799073°
Historic Use: Commerce	Current Use: Domestic/Hotel	Stylistic Influence: Renaissance Revival
Property Type: Building	Subtype: Two-part vertical tower	

Building Description:

Two-part, vertical tower of 29 stories clad in tan-colored Indiana limestone. The building's symmetrical massing has a two-part scheme with a recessed central light well on the front (south) facade, twin pavilions rising from the third story are joined by a flying segmental arch at the 17th story. The main body of the U-shape plan rises 24 stories from the street level. Additional attic stories and cupola tower add five stories but, are set back from the main mass of the building. Cost \$4 million to build. The architects were Alfred C. Bossom, N.Y., London and Lang & Witchell, Assoc. Arch., Dallas. The Flying Red Horse on the roof, erected in 1934, is a symbol of the City of Dallas (See Magnolia Building NRHP nomination, 1978 and The Magnolia Building, Dallas Landmark nomination, 1978.) Contributing building to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input checked="" type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 9-17-2018	
Direction Photo Taken: Northwest	
Description: Obliques view of west and south facades.	

Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 23	Field Address: 1511 Commerce (1530 Main)	
Historic Name: Dallas National Bank Annex	Current Name: Dunhill 1530 Main LP	
Construction Date: 1933	Latitude: 32.780843°	Longitude: -96.799057°
Historic Use: Commerce	Current Use: Commerce/Retail	Stylistic Influence: Vault
Property Type: Building	Subtype: N/A	

Building Description:

“The first known alteration of any significance was an addition constructed in 1933-34. The two-story annex with a basement expanded the building's lobby on the first floor, provided more office and vault space in the basement, and allowed for more office space on the second floor. The addition faces Commerce directly behind 1530 Main. The three-bay addition is clad in smooth limestone and has a grand central bay or monumental vaulted central opening flanked by single light storefront windows on the ground floor. Although the tower and addition are currently under separate ownership, they were historically connected.” (See Dallas National Bank NRHP nomination, 2005). Building is also a contributing resource to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 9-17-2018
Direction Photo Taken: Southwest
Description: North façade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 24	Address: 1508 Commerce (1506 Commerce)	
Historic Name: Dallas Power & Light Annex	Field Current Name:	
Construction Date: ca. 1931	Latitude: 32.779801°	Longitude -96.798072°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Art Deco
Property Type: Building	Subtype : N/A	

Building Description:

“The building has flat built-up asphalt roof with a four-foot high parapet. The west face is constructed of brick without any fenestration or openings. The Lang and Witchell designed art deco north face has a central door opening with three brass framed glass entry doors. Above the doors is an historic stained-glass transom, designed by Georgia Jenson and Roger McIntosh (of Pittsburgh Plate Glass), depicting Thor creating electricity and artificial light. Large store front display windows are on either side of the entry doors. The base of the building, and window openings are trimmed in polished black granite with black granite urns mounted at the top sides of the door-transom opening. White limestone fluted pilasters with art deco capitals divide vertical window openings with black cast metal spandrel panels. Second floor windows are divided light casement windows. At the upper corners of the Commerce elevation are carved limestone portrait busts of Edison, and Steinmetz.” (See Dallas Power and Light Historic Overlay District Dallas Landmark nomination, 2003). Building is also a contributing resource to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date:

09-17-2018

Direction Photo Taken:

Southwest

Description:

View of north facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 25	Address: 400 S Akard	
Historic Name: Federal Reserve Bank	Field Current Name: Federal Reserve Bank	
Construction Date: ca. 1920	Latitude: 32.778321°	Longitude: -96.798635°
Historic Use: Government	Current Use: Government/Federal	Stylistic Influence: Neo-Classical/Beaux-Art
Property Type: Building	Subtype: Temple front	

Building Description:

Seven-story commercial building with Temple front. Four Doric columns frame the entrance and support a central medallion flanked by a statue and eagle on either side. Designed in the Neo-Classical Revival Style by Graham, Anderson, Probst and White of Chicago. "The original carved stone details and statuary, essential to the original design, became less important to the architects of the addition of 1939-40, Grayson Gill of Dallas and were mostly removed. One more addition was made around 1960 in which the mid-line cornice was removed for fear of structural failure. No further alterations, save replacing ground floor windows and grilles, were made." (See Federal Reserve Bank Dallas Landmark nomination, 1976). Contributing building to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 09-17-2018
Direction Photo Taken: Northeast
Description: Oblique view of west and south facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 26	Field Address: 1810 Jackson	
Historic Name: Jackson Street Garage	Current Name: Jackson Street Garage	
Construction Date: ca. 1971	Latitude: 32.779567°	Longitude: -96.795541°
Historic Use: Transportation/Parking	Current Use: Transportation/Parking	Stylistic Influence: New Formalism
Property Type: Building	Subtype: Parking garage	

Building Description:

This eight-story, parking garage is clad with square breeze blocks and has a flat roof which also serves as parking space. The recessed front entrance is located on Jackson street. This building is a non-contributing resource to the Dallas Downtown Historic District (Boundary District) NRHP, 2007.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 9-19-2018
Direction Photo Taken: South
Description: North facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 27	Field Address: 1810 Commerce	
Historic Name: Mercantile Continental Bank	Current Name: Continental Building	
Construction Date: ca. 1951	Latitude: 32.780399°	Longitude: -96.795688°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: New Formalism
Property Type: Building	Subtype: N/A	

Building Description:

Mercantile Continental Building was constructed in two phases - c. 1950 and 1958. The initial construction, designed by Walter W. Ahlschlager, featured four and a half stories of underground parking and a three-story box office/storefront above ground. The original structural system was designed to withstand the weight of up to 10 additional stories. In 1958, eight additional stories were added giving the building a total of 11 stories of office and retail space. The underground parking garage is believed to be the first in the city. The north facade, which fronts Commerce Street, features a recessed entrance flanked by black granite and large fixed windows on the main level. The materials used on the second and third floors is limestone with large plate glass windows. Centrally located is a two-story relief sculpture. The fourth floor is an open terrace. The later seven-story addition features brick columns dividing rows of fixed windows. This building is a contributing resource to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

<p>Date: 9-19-2018</p> <p>Direction Photo Taken: East</p> <p>Description: Oblique view of west and north facades</p>	
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Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 28	Field Address: 1914 Commerce	
Historic Name: Statler Hilton Dallas	Current Name: Statler Hotel	
Construction Date: 1956	Latitude: 32.780587°	Longitude: -96.794805°
Historic Use: Domestic	Current Use: Domestic/Hotel	Stylistic Influence: International
Property Type: Building	Subtype : N/A	

Building Description:

“The 18-story, Y-shaped, International-style building was an innovative design for William Tabler of New York. The structural system used a cantilevered flat-slab design which allowed for more spacing between support columns. This allowed for tower floors to extend eight feet from interior columns which allowed for a clean look behind the curtain wall.” (Docomo 2003). This building is a contributing building to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Date:
09-17-2018

Direction Photo Taken:
South

Description:
North facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 29	Field Address: 2008 Commerce	
Historic Name:	Current Name: 7 Eleven	
Construction Date: Ca.1925	Latitude: 32.780924°	Longitude: -96.793173°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype :Two-part block	

Building Description:

Two-part, two-bay, two-story, brick building in a rectangular plan. The first floor enframes three door and storefront windows with multi-paned transom windows topped with soldier bricks which are topped with dentil bricks. The second-floor bricks have been painted blue has a horizontal band of four windows per bay. The frieze over the bays has protruding soldier bricks which create a round arch. Listed as "compatible" in the Harwood Street Historic District Dallas Landmark nomination, 1988. Contributing building to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date:
09-18-2018

Direction Photo Taken:
Southeast

Description:
Oblique view of north and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 30	Field Address: 2014 Commerce	
Historic Name:	Current Name: Guns and Roses	
Construction Date: Ca. 1910	Latitude: 32.780924°	Longitude: -96.793173°
Historic Use: Commerce	Current Use: Commerce/Retail	Stylistic Influence: Victorian
Property Type: Building	Subtype: Two-part block	

Building Description:

Two-part, two-bay, two-story, brick building. The two bays are capped with stone coping over, central arched pediments with a decorative circle medallion in each bay. The decorative frieze tops the horizontal band of windows in a 3/4/3 pattern offset from the double bay established by the parapet and first-floor. The first-floor store windows are wood framed and topped by multi-paned transom windows. The façade rehabilitated in 2004. Listed as “compatible” in the Harwood Street Historic District Dallas Landmark nomination, 1988. Contributing building to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date:
09-18-2018

Direction Photo Taken:
Southwest

Description:
Oblique view of north and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 31	Field Address: 2036 Commerce	
Historic Name: Bluitt Sanitarium	Current Name:	
Construction Date: 1904	Latitude: 32.781119°	Longitude: -96.792324°
Historic Use: Commerce/Domestic	Current Use: Commerce	Stylistic Influence: Victorian
Property Type: Building	Subtype : N/A	


Building Description:

“Vernacular two-part commercial block masonry building located near the eastern edge of the Dallas Central Business District; its' construction is load-bearing masonry (brick) walls with wood frame floors and roof structure. Built in 1899 with several subsequent renovations. The building occupies the entire 25' x 90' lot. Featuring a stepped and raked parapet, the north (front) faade is faced with red brick laid in running bond; this brick dates from the 1923 modifications. A ground floor wood storefront consists of three large fixed panes of glass and a door with a jamb of approximately 12" in width separating this storefront and door. These windows and door are new but replicate the historic. Three historic eight-light transoms extend over the storefront while a larger ten-light transom extends over the larger opening for the door and jamb. Three second floor window openings contain single-hung, six-over-one historic wood windows with heads detailed of soldier courses. A continuous cast stone sill course at the second-floor windows extends across the entire facade. A similar cast stone belt course occurs at the roof line; this is supported by a decorative cast stone bracket at each side of this facade.” (See Bluitt Sanitarium Building NRHP nomination, 1990 and Bluitt’s Sanitarium/R.F. Aspley Building Dallas Landmark nomination, 2000.). Building is a contributing building to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good

Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

<p>Date: 09-18-2018</p> <p>Direction Photo Taken: Southwest</p> <p>Description: Oblique view of north and east facades.</p>	
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Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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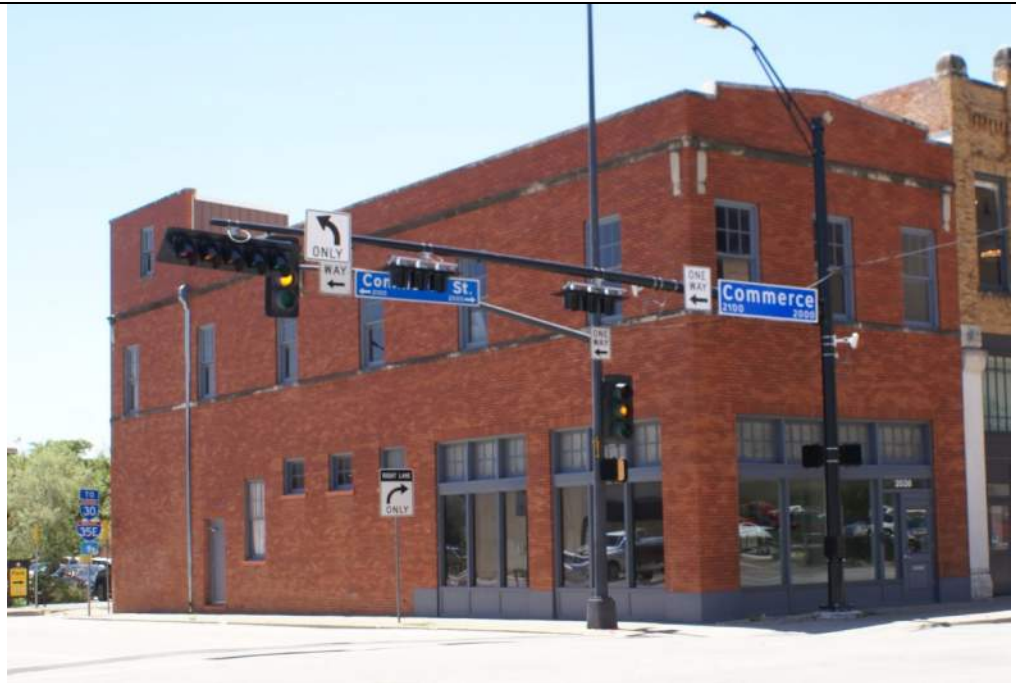
Map ID# 32	Field Address: 2038 Commerce	
Historic Name: R. F. Aspley Building	Current Name:	
Construction Date: 1901	Latitude: 32.781119°	Longitude: -96.792324°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype: N/A	

Building Description:

Two-story, single-bay building. The front façade is face with variegated red brick that has been laid in running bonds. It has a stepped and raked parapet. The front façade is framed by two, two-story piers with concrete bases. The first-floor storefront has transom window with eight lights (panes). The window heads are detailed with soldier courses and there is a continuous concrete sill that runs from corner to corner. The building features a simple frieze that is defined by a concrete cornice and is supported by decorative concrete brackets. (See Bluit Sanitarium Building NRHP nomination, 1990 and Bluit's Sanitarium/R.F. Aspley Building Dallas Landmark nomination, 2000). Building is a contributing building to the Dallas Downtown Historic District NRHP, 1990.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 09-18-2018
Direction Photo Taken: Southwest
Description: Oblique view of north and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 33	Field Address: 2130 Commerce Street (2116 Commerce)	
Historic Name: Magnolia Oil Service Station	Current Name: Ghost Sign Development LLC	
Construction Date: 1920	Latitude: 32.781337°	Longitude: -96.791354°
Historic Use: Transportation/Office	Current Use: Office	Stylistic Influence: Craftsman
Property Type: Building	Subtype: Two-part block	

Building Description:

Two-story, two-part, multi-bay, automobile service station in a triangular plan. The first floor is an arcade block with a series of arched openings. The second floor has a ribbon of windows in a pattern of four windows, except for windows at each end. The original windows have been replaced. The detailed cornice line is a series of three, staggered “daggers” reflective of the Craftsman style. The AIA book, *Guide to Dallas Architecture*, describes this building as “commercial Gothic with Prairie-esque flourishes.” Remodeled April 2018. This building is considered a contributing resource to the recommended “Automobile Row” potential historic district.

“The standardized corporate designs were multi-story versions that usually included office space on the upper floors for Magnolia employees. Magnolia preferred corner locations, allowing for the drive-through bays to access two streets.” (<http://chambersarchitects.com/blog/steve-chambers-architect-reviews-dallas-historical-architecture-preservation/>)

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 11-20-2018
Direction Photo Taken: Northwest
Description: Oblique view of south and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 34	Field Address: 2202 Commerce Street (2204 Commerce)	
Historic Name:	Current Name: Ghost Sign Development LLC	
Construction Date: ca. 1925	Latitude: 32.781514°	Longitude: -96.790734°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Vernacular
Property Type: Building	Subtype: Two-part block	

Building Description:

Two-story, two-part, commercial block red-brick building. The two-bay storefront windows are boarded up. The second-floor windows have 9/1 lights with four windows evenly spaced over each bay. Slightly raised bricks outline a rectangle over each bay. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition:, Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to an Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 11-20-2018
Direction Photo Taken: Southeast
Description: Oblique view of north and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 35	Photo #	Field Address: 2204 Commerce Street (2210 Commerce)
Historic Name: Unknown		Current Name: Ghost Sign Development LLC
Construction Date: ca. 1925	Latitude: 32.781450°	Longitude: -96.790138°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Commerce	Subtype: Two-part block	

Building Description:

Two-story, two-part, commercial block, brown-brick building with a single bay. The first-floor has an off-center door abutting a large store window, all topped by three-fixed, transom windows. Raised bricks separate the two stories. Four windows sit above a belt course. The frieze has two rectangular boxes created from raised bricks. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date:
11-20-2018

Direction Photo Taken:
Southwest

Description:
View of north façade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 36	Field Address: 2208 Commerce Street (2216 Commerce)	
Historic Name: Unknown	Current Name: Ghost Sign Development LLC	
Construction Date: ca. 1930	Latitude: 32.781594°	Longitude: -96.790077°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Beaux Art
Property Type: Building	Subtype: Two-part block	

Building Description:

Two-story, two-part, commercial block, red-brick building. The front façade is divided into three bays, divided by two columns with a single door and window on either side of the larger, middle bay. The middle bay has five windows on the second-floor sharing the same wood casings. The two columns are outline in stone/concrete which extends across the windows as a strong course. Each column has decorative capital underscored by four architectural elements of stone/concrete. Each corner of the frieze has a large decorative square also underscored by four architectural elements of stone/concrete. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 11-20-2018
Direction Photo Taken: Southwest
Description: Oblique view of the north and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 37	Field Address: 106 Harwood	
Historic Name: Old City Hall	Current Name: Dallas Municipal Building	
Construction Date: 1914	Latitude: 32.781638°	Longitude: -96.794144°
Historic Use: Government/City Hall	Current Use: Government	Stylistic Influence: Beaux-Arts
Property Type: Building	Subtype : N/A	

Building Description:

The building is an example of the Beaux-Arts style and built from Texas Grey Granite with Indian Limestone film, is adorned with Corinthian columns and topped with a mansard roof. Completed in 1914 at a cost of \$700,000. Designed by local architect C. D. Hill, with Barnett, Hayes and Barnett of St. Louis and Mauran, Russell and Crowell also of St Louis as consulting architects. Fred A. Jones Building Company was awarded the contract for the sum of \$414,000. The building company filed for bankruptcy later that year, and the Board of Commissioners passed a resolution to accept the sale and transfer of materials to C. C. Street, Jr., who completed the building. (See Dallas Municipal Building Dallas Landmark nomination, 1982). Contributing building to the Dallas Downtown Historic District NRHP, 1990. Building is a contributing resource to the Harwood Street Historic District Dallas Landmark nomination, 1988.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input checked="" type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 9-17-2018
Direction Photo Taken: Southeast
Description: West façade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 38	Field Address: 2014 Main	
Historic Name: Dallas Municipal Building	Current Name: Dallas Municipal Building (annex)	
Construction Date: 1954	Latitude: 32.781874°	Longitude: -96.793461°
Historic Use: Government/City Hall	Current Use: Government	Stylistic Influence: Art Deco
Property Type: Building	Subtype: N/A	

Building Description:

“The Dallas City Hall has been in constant use by the City since its opening. There were two additions to the building: the first, in 1924, was the Colonel E.H.R. Green mansion that adjoined City Hall on the east side and was used to house the City Health Department, the second addition, in 1954, was the property where the Green house had stood and an equal amount of property on the Main street side on which an additional office building was constructed.” (See Dallas Municipal Building Dallas Landmark nomination, 1982). Five-story, enframed, central tower, flanked by two wings, each three-stories. The central tower is composed of rectangular windows covered with a framework of metal rectangles. Windows on the windows repeat the rectangular design. Building is a contributing resource to the Dallas Downtown Historic District NRHP, 1990, and a contributing resource to the Harwood Street Historic District Dallas Landmark nomination, 1988.

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input checked="" type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input type="checkbox"/>		

Date: 10-25-2018
Direction Photo Taken: Southeast
Description: North façade. Photo courtesy of Google



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 39	Field Address: 2105 Commerce Street	
Historic Name: Unknown	Current Name: 2105 Commerce LP	
Construction Date: ca.1930	Latitude: 32.781500°	Longitude: -96.791968°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Italianate
Property Type: Building	Subtype: Two-part block	

Building Description:

This two-part, two bay, commercial brick building is typical of small commercial buildings constructed in the early twentieth century. Although three-stories tall the building has a horizontal emphasis starting with the cornice line detail. Underneath the cornice is a row of decorative medallions, followed by a ribbon of six windows in each bay on the third and second floor. A plain belt course creates a visual break between the first and second floors. The first floor has five transom windows, the width of each bay. Alterations include the painted brick on front facade and the front entrances of the ground floor. The building is considered a contributing resource to the recommended "Automobile Row" potential district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date:
9-17-2018

Direction Photo Taken:
North

Description:
Oblique view of south and west facades



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 40	Field Address: 2107 Commerce Street	
Historic Name: Unknown	Current Name: Ghost Sign Development LLC	
Construction Date: ca. 1910	Latitude: 32.781409°	Longitude: -96.791158°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Victorian
Property Type: Building	Subtype: Two-part block	

Building Description:

Two-part, two-bay, two story, commercial brick building. Decorative elements still retained on the front facade include: a central medallion at the top of the parapet, a decorative "shell" cornice line, supported by dentil molding and a large entablature. Alterations of the first-floor facade include a change in the fenestration pattern with the windows set back from the original front facade. The original brick has been painted. The building is considered a contributing resource to the recommended "Automobile Row" potential district.

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 09-17-2018
Direction Photo Taken: Northeast
Description: Front façade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 41	Field Address: 2207 Commerce Street	
Historic Name: Unknown	Current Name: Ghost Sign Development LLC	
Construction Date: ca. 1915	Latitude: 32.781856°	Longitude: -96.790521°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype: One-part block	

Building Description:

Two-story, one-part, commercial block, brick building with two bays. A white concrete/stone archway starts atop a pilaster base, from the first-floor, then arches over the windows of the second-floor, back to a pilaster base on the first floor, reflective of the enframed typology. The parapet is supported by brackets, with sets of two, on either side of single brackets. Decorative medallions are located at each corner outside of the enframed area. The original window materials have been changed but appear to retain the original window configuration. The original central entrance has been changed. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 11-20-2018
Direction Photo Taken: Northwest
Description: Oblique view of south and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 42	Field Address: 2211 Commerce Street	
Historic Name: Unknown	Current Name: Ghost Sign Development LLC	
Construction Date: ca. 1915	Latitude: 32.781711°	Longitude: -96.790380°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Craftsman
Property Type: Building	Subtype: Two-part block	

Building Description:

Three-story, two-part, commercial block. The first floor consists of two-bays with a storefront window topped with four transom windows. A belt course tops the first-floor. The second and third-floors have six windows each with decorative sashes configured in a typical Craftsman style. The columns dividing the windows extend into the frieze and topped with a capital just under the parapet coping. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 11-20-2018
Direction Photo Taken: North
Description: South Facade



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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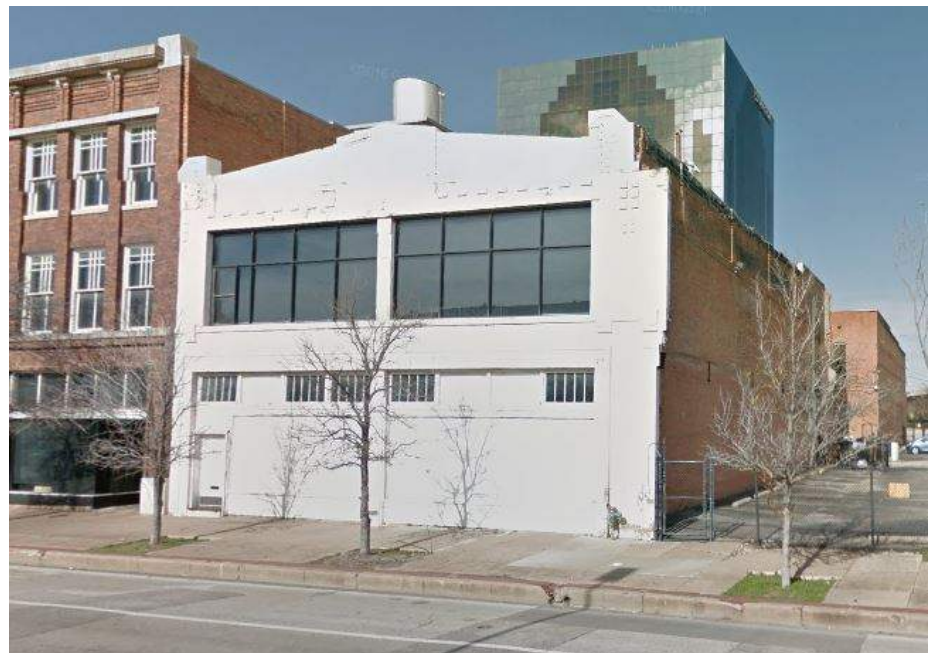
Map ID# 43	Field Address: 2215 Commerce Street	
Historic Name: Unknown	Current Name: Ghost Sign Development LLC	
Construction Date:	Latitude: 32.781935°	Longitude: -96.790054°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Art Nouveau
Property Type: Building	Subtype: Two-part block	

Building Description:

Two-story, two-part, commercial block, brick building with two bays. The first-floor windows have been boarded up and the second-floor windows have been replaced with modern windows. The columns capital on either side of the building are embellished with a leaf motive underscored with three squares and two smaller squares. In the center of the frieze is a square with the name "JUANITA" which has the leaf motive and short horizontal bands repeated on either side of the square. A row of protruding bricks is evenly spaced on either of the square. An undated photo shows that this building had a "twin" adjoining on the east façade with the name of "Phyllis" in the frieze. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 11-20-2018
Direction Photo Taken: Northwest
Description: South Facade



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 44	Field Address: 2117 Commerce Street	
Historic Name: Waters	Current Name: Ghost Signs Development LLC	
Construction Date: ca. 1908	Latitude: 32.781835°	Longitude: -96.791459°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Victorian
Property Type: Building	Subtype: Two-part block	

Building Description:

Two-story, two-part, three-bay, brick commercial building. All the windows have been boarded up, but the second-story has nine spaces for windows divided by brick columns. The slightly arched parapet tops the front façade and has a rectangular space with the word "WATERS". The original red brick has been painted white. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 11-20-2018
Direction Photo Taken: Northwest
Description: Oblique view of south and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 45	Field Address: 2108 Main Street	
Historic Name: Unknown	Current Name: Southwestern Blueprint Company	
Construction Date: ca. 1958	Latitude: 32.782312°	Longitude: -96.791506°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Modernist
Property Type: Building	Subtype: Two-part block	

Building Description:

This is two part, three-bay, brick commercial building. The front facade has been greatly altered with a change in material, design and fenestration pattern. The front façade was probably “modernized” in the 1950s based on the design of the current facade and year built assigned by the Dallas County Appraisal District. The original facade may be under the existing panels.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-17-2018

Direction Photo Taken:
Southeast

Description:
Obliques view of north and west facades.




Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 46	Field Address: 2208 Main Street	
Historic Name: Unknown	Current Name: Ghost Sign Development	
Construction Date: ca. 1915	Latitude: 32.781973°	Longitude: -96.790648°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype: Two-part block	

Building Description:

Five-story, two-part vertical block, three-bay, brick commercial building. The ground floor windows have been changed. The remaining windows have also been replaced but reflect their triple pattern with a brick column dividing the windows and extend beyond the roofline. The exterior design elements of 2210 Main Street match 2208 Main Street. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 11-20-2018	
Direction Photo Taken: Southwest	
Description: View of north façade.	

Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 47	Field Address: 2210 Main Street	
Historic Name: Unknown	Current Name: Ghost Sign Development LLC	
Construction Date: ca. 1915	Latitude: 32.782233°	Longitude: -96.790136°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Vernacular
Property Type: Building	Subtype: Two-part block	

Building Description:

Three-story, two-part, two-bay, brick commercial building. The ground floor windows have been changed and perma-stone added as a kickplate. The remaining windows have also been replaced but reflect their triple pattern with a brick column dividing the windows and extend beyond the roofline. The exterior design elements of 2210 Main Street match 2208 Main Street. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

<p>Date: 11-20-2018</p> <p>Direction Photo Taken: Southwest</p> <p>Description: View of north façade.</p>	
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Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 48	Field Address: 2214 Main Street	
Historic Name: Unknown	Current Name: Ghost Sign Development LLC	
Construction Date: ca. 1910	Latitude: 32.782254°	Longitude: -96.790233°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype: Two-part block	

Building Description:

Two-story, two-part, two-bay, red brick, commercial block building. The first floor windows have been replaced and sit on top of a kickplate and are capped by a belt course. The center entrance is marked by two columns and a recessed door. The second-floor windows are coupled in sets of three on either side of the center. The frieze has small diamonds and rectangular elements and the building is capped by a slightly stepped parapet. This building is considered a contributing resource to the recommended "Automobile Row" potential historic district.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition:										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 11-20-2018
Direction Photo Taken: Southwest
Description: View of north façade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 49	Field Address: 2107-2109 Main Street	
Historic Name: Unknown	Current Name: Southwestern Blueprint Company	
Construction Date: ca. 1935	Latitude: 32.782312°	Longitude: -96.791506°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype: One-part block	

Building Description:

This is a one-part, two-bay brick building. The front facade has been sheaved in horizontal wood from the canopy to the parapet covering any character defining features. The original windows and doors have been replaced. Some of the western facade has been painted. Preservation Dallas had no information for this building. Based on the NRHP nomination for 3321 Commerce, the 1923 Chevrolet Motor Company, the subject property was not identified as a building contributing to "Automobile Row" or automobile industry.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 9-17-2018
Direction Photo Taken: Northeast
Description: Oblique view of west and south facades



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 50	Field Address: 2121 Main Street	
Historic Name: Old Central Fire Station	Current Name: Pan Coastal Limited PS	
Construction Date: ca. 1929/1982	Latitude: 32.782312°	Longitude: -96.791506°
Historic Use: Government/Fire Station	Current Use: Commerce	Stylistic Influence: Italianate
Property Type: Building	Subtype: Two-part block	

Building Description:

Three-story, two-part, multi-bay, red brick fire station. The upper stories are flanked by tower-like facades linked by a mansard roof which is supported by decorative brackets. In general, the upper windows are nine over one. The bay openings have been enclosed with modern windows. Old Central Fire Station was used as a fire station until 1963, then used as the fire department’s headquarters until 1979. In 1982 the original fire station was topped with a two-story black-glass block plus side and back additions.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-17-2018

Direction Photo Taken:
Northwest

Description:
Oblique view of west and south facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 51	Field Address: 2202 Elm (108 Pearl) Street	
Historic Name: Morris Dry Good	Current Name: Victor Ballas	
Construction Date: 1900	Latitude: 32.782312°	Longitude: -96.791506°
Historic Use: Commerce	Current Use: Commerce/Vacant	Stylistic Influence: Victorian
Property Type: Building	Subtype: Two-part block	

Building Description:

This one-part, single-bay, brick building is “typical of small commercial buildings constructed at the turn of the twentieth century. Decorative character defining features still visible on the front facade include: the raised parapet, recessed brick notches, the corbel bricks, dentil band and two pilasters atop of stone. The building has been painted, the front facade window and door pattern has been completely altered and an addition has changed the overall massing. The rear façade retains the slightly arched lintels of the original vertically oriented windows. In addition, the glass block tiles change the original Victorian Style.” (Preservation Dallas 1980 CBD Survey). Preservation Dallas surveyed the building in 1980 as part of their downtown Survey.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date: 9-17-2018
Direction Photo Taken: Southeast
Description: Oblique view of north and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 52	Field Address: 800 Pacific	
Historic Name: Emerson-Brantingham	Current Name: Antioch Church	
Construction Date: 1900	Latitude:	Longitude:
Historic Use: Commerce	Current Use: Religious	Stylistic Influence: Italianate
Property Type: Building	Subtype: Three-part block	

Building Description:

Five-story brick building with a three-story addition, brick string course between first and second floors, and fourth and fifth floors. Brick set in common bond pattern. Six bays in width, with windows set in a paired fashion. Simple stepped cornice. First floor has flat pilasters with stepped capitals. First floor has been modified with flushed, storefront plate glass windows and doorways. Building is a contributing resource to the Westend National Register District (1978) and is listed as building number 33.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input type="checkbox"/>		

Date: 6-13-2019
Direction Photo Taken: East
Description: View of west facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 53	Field Address: 838 Elm Street	
Historic Name: Sangar Brothers Building	Current Name: El Centro College	
Construction Date: 1884	Latitude:	Longitude:
Historic Use: Department Store	Current Use:	Stylistic Influence: Italianate
Property Type: Building	Subtype:	

Building Description:

Cast-iron storefront occupies the street level. Six bays are in the AABBA configuration and are defined by simple pilasters between plate glass windows. The same bay configuration is repeated on each of the other four floors of the north façade. Masonry is used for the upper four floors and cast iron is used for the lower 3 floors. Fleur-de-lis, fans, and keystones decorate the building. A simple entablature with an extended frieze and cornice dentils caps the composition (NRHP Nomination form 1975). Building is a contributing resource to the Westend Historic District (1978) and listed as resource number 35.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 6-13-2019
Direction Photo Taken: Southwest
Description: Oblique view of north and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 54	Field Address: 1200 Main Street	
Historic Name: The Metropolitan	Current Name: The Metropolitan	
Construction Date: 1972	Latitude:	Longitude:
Historic Use: Residential	Current Use: Residential	Stylistic Influence: New Formalism
Property Type: Building	Subtype: Three-part vertical tower	

Building Description:

Twenty-three storied, rectangular shaped high-rise, with metal and glass. Recessed balconies set in a grid pattern. First level has recessed entryways, with entrances to shops and restaurants. Simple, squared columns support the entryways. Building is located immediately adjacent to the Belo Gardens – City of Dallas Park.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 6-13-2019
Direction Photo Taken: Southeast
Description: Oblique view of north and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 55	Field Address: 1300 Jackson Street	
Historic Name:	Current Name: Various Private Owners	
Construction Date: 1909	Latitude:	Longitude:
Historic Use: Commerce	Current Use: Commerce/Domestic, Residential	Stylistic Influence: Victorian
Property Type: Building	Subtype: One-part block	

Building Description:

Four-storied brick set in the common bond pattern. Building has decorative lintels, sills and circular appliques between the floors. Decorative pediment, consisting of spindles and corbels. Main entrance has recessed store-front at street level with a curved “balcony” overhand with concrete spindles. East façade has similar balconies projecting outward from the second and fourth floor windows. First floor entryways on east façade are modern, glass-plate windows and doorways.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 5-17-2019
Direction Photo Taken: Southwest
Description: Oblique view of north and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 56	Field Address: 311 South Akard Street	
Historic Name:	Current Name: "Four AT&T Plaza"	
Construction Date: 1948	Latitude:	Longitude:
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: New Formalism
Property Type: Building	Subtype: Two-part vertical tower	

Building Description:

Twenty-storied, five-bay wide, building, constructed out of brick. The first floor has recessed entryways consisting of glass plate windows and doorways. The windows on the facades are paired in groups of five until the fourteenth floor. Floors fifteen through 21 are paired in the central locations, as a result of the stepped pattern of the exterior. Building has no decorative features on exterior. A pedestrian skyway was constructed on the twelfth floor connecting the building to "Three AT&T" 398 S. Akard.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 6-13-2019
Direction Photo Taken: Northwest
Description: Oblique view of south and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway
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Map ID# 57	Field Address: 2201 Main Street	
Historic Name: Blue Cross – Blue Shield	Current Name: Various owners	
Construction Date: 1959	Latitude:	Longitude:
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: New Formalism
Property Type: Building	Subtype: One-part vertical tower	

Building Description:

Twelve-storied building completely covered with glass tinted in grays and blacks. First floor entryways are recessed with glass-plated glass doors and windows. Building construction is unknown, but based on style of building, would expect it to be steel frame/girder. Roof appears to be flat with asphalt covering. Building was remodeled in the 1980s to modernize the appearance of the building.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 5-17-2019
Direction Photo Taken: Northeast
Description: Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 01	Field Address: 615 N Good Latimer	
Historic Name: Unknown	Current Name: Greenway Good Latimer LP	
Construction Date: ca. 1949	Latitude: 32.786355°	Longitude: -96.790105°
Historic Use: Commerce/Warehouse	Current Use: Commerce/Warehouse	Stylistic Influence: Vernacular
Property Type: Building	Subtype : Warehouse	

Building Description:

This resource contains following business addresses: 615 N Good Latimer, 2522, 2516, 2510 and 2506 Florence. The legal property description now encompasses three buildings which all appear to be connected. One building is a three bay, brick warehouse with a square parapet and clerestory roofs above each bay. The fenestration pattern has been changed with new windows, awnings and roll-up garage doors added. The brick has been painted. The other two buildings are single-story, rectangular plan with flat-roofs. The buildings have been painted and have new windows. The east facade has a mural covering the entirety of the building’s wall.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date: 9-18-2018
Direction Photo Taken: Southwest
Description: North facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 02	Field Address: 2411 and 2439 Swiss Avenue	
Historic Name: Buell & Co. (1952)	Current Name: Public Storage	
Construction Date: ca. 1952/1900	Latitude: 32.786355°	Longitude: -96.790105°
Historic Use: Commerce	Current Use: Commerce/Storage	Stylistic Influence: Vernacular
Property Type: Building	Subtype : Warehouse	

Building Description:

According to Sanborn Maps, three buildings have comprised this structure since 1952. The front entrance was added after 2001. Alterations include a change to the fenestration patterns, new windows, stucco and or painted brick plus a metal “coping” added to the front and side facades.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date: 9-18-2018
Direction Photo Taken: Northeast
Description: View of southwest facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 03	Field Address: 2511 Swiss Avenue	
Historic Name: Unknown	Current Name: Greenway Good Latimer LP	
Construction Date: ca. 1930	Latitude: 32.785545°	Longitude: -96.788365°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Victorian
Property Type: Building	Subtype : One-part, commercial block.	

Building Description:

This is a single-story, one-part, three-bay, rectangular plan, brick building. The multicolored brick is laid in a stretcher bond pattern. Stone coping tops the parapet and sits above a brick soldier course outlining the three bays. The four pilasters have decorative stone capitals and stone bases. Divided transom windows, under the brick soldier course, are trimmed in wood. The store-front windows and kickplates have been boarded-up. The side facades have windows of various sizes and locations.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
09-18-2018

Direction Photo Taken:
Northwest

Description:
Oblique view of the west and south facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 04	Field Address: 505 N Good Latimer	
Historic Name: Unknown	Current Name: Bottled Blond Restaurant	
Construction Date: ca. 1950	Latitude: 32.785319°	Longitude: -96.787990°
Historic Use: Commerce	Current Use: Commerce/Restaurant	Stylistic Influence: Vernacular
Property Type: Building	Subtype : Warehouse	

Building Description:

This is a single-story, flat roof, rectangular plan, brick building. The original front facade has been significantly set back and changed to windows to make space for an outdoor covered dining space. Additions to the front facade include a tower entrance to the south and stairs to the north. Visual inspection during this historic structure survey revealed that the brick on the north facade has been compromised by sandblasting up to about a foot below the roofline.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 09-18-2018
Direction Photo Taken: Southwest
Description: Oblique view of the southeast facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 05	Field Address: 2506 Swiss Avenue	
Historic Name: Unknown	Current Name: Bottled Blonde Bar	
Construction Date: ca. 1924	Latitude: 32.785319°	Longitude: -96.787990°
Historic Use: Commerce	Current Use: Commerce/Restaurant	Stylistic Influence: Vernacular
Property Type: Building	Subtype : One-part, commercial block	

Building Description:

This single-story, one-part commercial block, brick building has been gutted and the roof replaced with a gable metal truss covered with a metal roof and open skylights. The original fenestration pattern has been greatly altered.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-18-2018

Direction Photo Taken:
East

Description:
Northwest Facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 06	Field Address: 2500 Swiss Avenue	
Historic Name: Unknown (Gas Station)	Current Name: 2500 Swiss LLC	
Construction Date: ca. 1929	Latitude: 32.785319°	Longitude: -96.787990°
Historic Use: Transportation	Current Use: Domestic	Stylistic Influence: Spanish Colonial Revival
Property Type: Building	Subtype : Gas station	

Building Description:

This single-story, flat roof, brick gas station has an office area and an enclosed canopy. The original tile, mansard roof and pillar finials are intact. Concrete urns top two corners.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
09-18-2018

Direction Photo Taken:
Northeast

Description:
Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 07	Field Address: 404 Hawkins	
Historic Name: Unknown	Current Name: Commerce Walton LLC	
Construction Date: ca. 1925	Latitude: 32.785319°	Longitude: -96.787990°
Historic Use: Commerce	Current Use: Domestic	Stylistic Influence: Vernacular
Property Type: Building	Subtype : One-part, commercial block	

Building Description:

This one-part, four-bay, commercial block, brick building has been converted to a residential fourplex with a single-story, gable roof addition on top of the original flat roof. The brick has been painted and the fenestration pattern changed with the front facade store windows changed to garage doors. Based on mailboxes, this appears to hold four residential units.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
09-18-2018

Direction Photo Taken:
Northeast

Description:
Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 08	Field Address: 2424 Swiss Avenue	
Historic Name: Unknown	Current Name: Lizard Lounge	
Construction Date: ca. 1900	Latitude: 32.786355°	Longitude: -96.790105°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype : Two-part block and one-part commercial block	

Building Description:

The resource appears to be two buildings. A two-story, two-part, red brick building with a flat roof. the second-floor windows have a slight arch. The first-floor fenestration pattern is covered, and a modern “barrel” canopy denotes the entrance. The second building is a single-story, red brick building with four columns and four brackets visible on the front façade. Any remaining details have been covered by wood. A large, metal staircase and deck have been added to the west facade. The exterior of both buildings has been painted black.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date: 9-19-2018
Direction Photo Taken: Southeast
Description: Oblique view of west and north facades



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 09	Field Address: 2441 Pacific Avenue	
Historic Name: Unknown	Current Name:	
Construction Date: ca. 1900	Latitude: 32.786355°	Longitude: -96.790105°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Victorian
Property Type: Building	Subtype : N/A	

Building Description:

This single-story, brick building, with an irregular plan, has a flat roof with corbel and dentil molding at the parapet plus flat arched windows. Alterations include a roll-up garage door and new entrance door.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
09-18-2018

Direction Photo Taken:
Northwest

Description:
Oblique view of south and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE10A	Field Address: 2501 Pacific Avenue	
Historic Name: Unknown	Current Name: Stars and Spirits	
Construction Date: ca. 1947	Latitude: 32.786355°	Longitude: -96.790105°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype : N/A	

Building Description:

This property contains two separate buildings. The first building is a small single-story, flat roof building in triangular plan with a truncated entrance facing the intersection of Pacific and Hawkins streets. New stucco siding has covered up the windows and any original architectural features and material.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date:
9-18-2018

Direction Photo Taken:
Northeast

Description:
Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 10B	Field Address: 2501 Pacific Avenue	
Historic Name: Unknown	Current Name: Stars and Spirits	
Construction Date: ca. 1947	Latitude: 32.786355°	Longitude: -96.790105°
Historic Use: Commerce	Current Use: Commerce/SPA	Stylistic Influence: Vernacular
Property Type: Building	Subtype : N/A	

Building Description:

The second building is a single-story, flat roof building in a rectangular plan. The original brick is visible through the stucco. The windows and original entrance are covered by stucco. A new entrance has been added to the west facade and a rear addition patio added.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-18-2018

Direction Photo Taken:
Northeast

Description:
Oblique view of south and west facades.



Client Name:
DART

Site Location:
Dallas, Texas

Project:
D2 Subway – Deep Ellum area



Curb Address on North Side of Pacific Avenue (DE11A)



Curb Address on South Side of Pacific Avenue (DE11B)

Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 11 A, B & c	Field Address: 2400 and 2500 block of Pacific Avenue	
Historic Name: Tiled Street Address	Current Name: Tiled Street Address	
Construction Date: ca. 1920	Latitude: 32.786355°	Longitude: -96.790105°
Historic Use: Transportation	Current Use: Transportation	Stylistic Influence: N/A
Property Type: Object	Subtype : Street marker	

Building Description:

The objects are blue and white tile block address located on a concrete curb.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 9-18-2018
Direction Photo Taken: East
Description: Oblique view of DE11C



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID#DE 12	Field Address: 2509 Pacific Avenue	
Historic Name: "...son Fire Proof Storage & Co."	Current Name: Midtowne	
Construction Date: ca. 1947	Latitude: 32.785435°	Longitude: -96.786979°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype : N/A	

Building Description:

The building is a three story, one-part commercial, rectangular plan building with large three-story cinder block addition on the front facade. There is a ghost image on rear facade that reads "...son Fire Proof Storage & Co." The rear facade has steel casement windows. Alterations include replacement windows on front facade, front facade addition and fabric awning.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				<input checked="" type="checkbox"/>

Date: 9-18-2018
Direction Photo Taken: South
Description: North facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 13	Field Address: 2515 Pacific Avenue	
Historic Name: Unknown	Current Name: Francor LLC	
Construction Date: ca. 1947	Latitude: 32.785319°	Longitude: -96.787990°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype : N/A	

Building Description:

The building is a single-story, flat roof, rectangular plan, cinder block building with metal casement windows.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 09-18-2018
Direction Photo Taken: Northeast
Description: Oblique view of north and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 14	Field Address: 2551 Elm Street (2557 Elm Street)	
Historic Name: The Grand Lodge of the Colored Knights of Pythias (aka. Union Bankers Bldg)	Current Name: Epic Dallas Hotel LP	
Construction Date: 1916	Latitude: 32.785313°	Longitude: -96.787030°
Historic Use: Social/Commerce	Current Use: Vacant	Stylistic Influence: Classical/Beaux Arts
Property Type: Building	Subtype : N/A	

Building Description:

This building was designed by William Sidney Pittman, Dallas’ first African-American architect and son-in-law of Booker T. Washington. It was built in 1916 for the fraternal order The Knights of Pythias. The eclectic Beaux-Arts style, popular between 1895 and 1920, is characterized by dramatic movements in scale and form, with classical ornament applied for theatrical effect. Built in 1915-1916, the design follows the classical Greek influences. The architect used classical proportions by employing a base, shaft and capital, with the divisions being distinguished using cornices to give the desired monumental effect. Box dentil and egg-and-dart motifs on the second cornice, a foliated scroll detail on the parapet and pilaster wall and arched windows ending with dentil details on the first cornice are classical elements in the structure. The dramatic scale is greatly enhanced by the keystone-centered, arched windows, which extend across the front facade and on two sides (See Union Bankers Building Dallas Landmark nomination, 1984.).

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good

Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input checked="" type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date:

9-18-2018

Direction Photo Taken:

Northwest

Description:

Oblique view of south and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 15	Field Address: 2556 Elm Street	
Historic Name: Unknown	Current Name: Elm Street Lofts limited	
Construction Date: ca. 1930	Latitude: 32.785313°	Longitude: -96.787030°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Vernacular
Property Type: Building	Subtype: One-part block	

Building Description:

The building is a one-part, two bay, two-story, red brick commercial building with a truncated corner entrance. The stepped parapet is decorated with cast coping with inlays of cast stone in its brickwork and a cast stone globe at one of its corners. The building was altered in 1995 with new aluminum windows changing the pattern of storefront windows and their transoms. Resource was considered a contributing resource in 2001 DART Southeast Corridor Historic Resources Survey. No boundaries were established at that time for the District.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 09-18-2018
Direction Photo Taken: South
Description: North facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 16	Field Address: 624 N Good Latimer	
Historic Name: St. James AME Temple	Current Name: Meadows Foundation	
Construction Date: 1919	Latitude: 32.786705°	Longitude: -96.789019°
Historic Use: Religion/Temple	Current Use: Commerce/Offices	Stylistic Influence: Neoclassical
Property Type: Building	Subtype : Church	

Building Description:

The St. James AME Church building was constructed in 1919-1921 in Neoclassical style. It was designed by African-American architect William Sidney Pittman and constructed entirely by African American contractors, workers, and electricians. It housed the St. James congregation for sixty-four years. It was built from 1919-1921 at a cost of \$50,000. Three stories in height and faced with yellow brick that has been laid in seven course common bond, the west (front) facade is dominated by a large, gabled portico with four massive white concrete columns that form a Tetrastyle. They are symmetrically placed on an elevated masonry platform or podium. The columns are rendered in Ionic fashion with capitals consisting of simple volutes embellished with egg and dart as well as bead and reel motifs. The column bases are simply detailed with torus and fillet moldings (See St. James African Methodist Episcopal (A.M.E.) Temple, Dallas Landmark Nomination, 2000).

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input checked="" type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 9-18-2018
Direction Photo Taken: East
Description: View of front (west) facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 17	Field Address: 606 N Good Latimer and 2601 Swiss Avenue	
Historic Name: Standard Supply	Current Name: Standard Supply	
Construction Date: ca. 1946	Latitude: 32.786705°	Longitude: -96.789019°
Historic Use: Commerce	Current Use: Commerce/Warehouse	Stylistic Influence: Modern
Property Type: Building	Subtype : Warehouse	

Building Description:

This single-story, white brick building has a flat roof and indented corner entrance. The double ribbon of windows on the west facade are new, non-operable, single panes. Attached to this building is a single-story warehouse building, 2601 Swiss, which is of the same white brick and has a flat roof. The warehouse has a single row of windows on the west and south facades that are new, non-operable single panes. Standard Supply was established in 1946.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-18-2018

Direction Photo Taken:
North

Description:
Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 18	Field Address: 2613 Swiss Avenue	
Historic Name: Unknown	Current Name: Frisenius Kidney Center	
Construction Date: ca. 1972	Latitude: 32.785842°	Longitude: -96.787201°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Site	Subtype: Warehouse	

Building Description:

The building is a single-story, warehouse in a rectangular plan with the short-end, oriented to the street, and has a recessed door. The east façade faces a parking lot, has an entrance covered with a new blue canvas awning plus horizontal, fixed windows, plus other doors.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date: 09-18-2018
Direction Photo Taken: North
Description: South facade



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 19	Field Address: 2614 Swiss Avenue	
Historic Name: Unknown	Current Name: The Club	
Construction Date: ca. 1926	Latitude: 32.785842°	Longitude: -96.787201°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype : N/A	

Building Description:

The club encompasses four structures, all one-story with flat roofs. All four buildings and their original architectural features, windows and fenestration pattern have been covered in stucco. The new, fixed-windows vary in shape and size. All four buildings have a rectangular plan with three buildings “short end” oriented to and abutting the sidewalk. One building is located at the back of the lot with parking space between two buildings.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date: 09-18-2018
Direction Photo Taken: Southeast
Description: North facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 20	Field Address: 402 N Good Latimer	
Historic Name: Unknown	Current Name: Shared Housing Center	
Construction Date: ca. 1946	Latitude: 32.785842°	Longitude: -96.787201°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Art Deco
Property Type: Building	Subtype: N/A	

Building Description:

The building is a single-story, commercial brick building with a central, recessed entrance flanked by windows. The triple round molding surrounding entrance and the steel casement windows reflect the Art Deco style. Alterations include painted brick, new windows on the front facade and a new residential, “Victorian” style front door.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
09-18-2018

Direction Photo Taken:
Northeast

Description:
Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 21	Field Address: 2601 Gaston Avenue	
Historic Name: Unknown	Current Name: Realm	
Construction Date: ca.1946	Latitude: 32.785842°	Longitude: -96.787201°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Art Deco
Property Type: Building	Subtype: One-part block	

Building Description:

The building is a single-story, one-part, commercial block building clad in permastone. The round corner, concrete string course, metal canopy and ribbon windows all add to the horizontal emphasis of the building and show its Art Deco influence.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date: 09-18-2018
Direction Photo Taken: Northeast
Description: Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 22	Field Address: 2615 Gaston Avenue	
Historic Name: Unknown	Current Name: Greenway CP 2601 LP	
Construction Date: ca. 1946	Latitude: 32.785842°	Longitude: -96.787201°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Vernacular
Property Type: Building	Subtype: One-part block	

Building Description:

This is a single-story, one-part commercial block, brick building. Alterations include the horizontal ribbon of aluminum windows on the front façade and the painted brick.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>				

Date:
9-18-2018

Direction Photo Taken:
Northwest

Description:
Oblique view of south and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 23	Field Address: 2605 Elm Street	
Historic Name: Fink Paint Company Building	Current Name: Louie Louie's	
Construction Date: ca. 1952	Latitude: 32.784731°	Longitude: -96.785528°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype: One-part block	

Building Description:

The building is a one-part, three bay, single-story, brick commercial building with two entrances. The original windows have been changed and the brick painted. Resource was considered a contributing resource to the Deep Ellum Historic District in 2001 for the DART Southeast Rail Corridor. No boundaries for the district were established.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 9-18-2018
Direction Photo Taken: North
Description: South facade



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 24	Field Address: 2613 (2609) Elm Street	
Historic Name: Southern Refrigeration Co.	Current Name: Stonedeck Restaurant	
Construction Date: ca. 1940	Latitude: 32.784790°	Longitude: -96.784822°
Historic Use: Transportation	Current Use: Commerce/Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype: One-part block	

Building Description:

The building is a one-part, four-bay, single-story, brick commercial building. Alterations include: change in fenestration pattern on the far east bay, new window materials and painted brick. Resource was considered a contributing resource to the Deep Ellum Historic District in 2001 for the DART Southeast Rail Corridor. No boundaries for the district were established.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 9-19-2018
Direction Photo Taken: North
Description: South facade



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 25	Field Address: 2615 Elm Street	
Historic Name: American Transfer & Storage Co.	Current Name: Westdale PPTIES America I LTD	
Construction Date: ca. 1920	Latitude: 32.784790°	Longitude: -96.784822°
Historic Use: Commerce	Current Use: Commerce/Offices	Stylistic Influence: Vernacular
Property Type: Building	Subtype: Two-part block	

Building Description:

The building is a two-part, two-story, red brick, building. The stepped parapet is capped with stone coping which is capped with new metal coping. Beneath the coping is a shallow stone or concrete awning over a decorative brick band. The upper story has three cast stone medallions plus two arched windows capped with a keystone. A stone belt course divides the two floors. The first floor has three arched openings: one appears to be an original opening (west) the middle opening now has a modern, metal roll-up, industrial door, and the third has a window and door (east). The east facade has been penetrated with three, modern, metal industrial doors. Resource was considered a contributing resource to the Deep Ellum Historic District in 2001 for the DART Southeast Rail Corridor. No boundaries for the district were established.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date:
09-18-2018

Direction Photo Taken:
Northwest

Description:
Oblique view of south and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 26	Field Address: 2639 Elm Street	
Historic Name: North American Van Lines	Current Name: Elm Street Lofts LTD	
Construction Date: 1916	Latitude: 32.784336°	Longitude: -96.785028°
Historic Use: Social/Commerce	Current Use: Vacant	Stylistic Influence: Classical/Beaux Arts
Property Type: Building	Subtype: Two-part block	

Building Description:

Three-story, two-part three-bay, red brick building. The first floor has three entrances flanked by windows and topped with multi-paned transom windows which are then topped with soldier bricks. The central entrance has a stone sign which reads “AGENTS” . The first and second floor is divided by a painted “ghost” sign which reads “NORTH AMERICAN VAN LINES” . The windows on the second and third story are identical with coupled windows in the center flanked by two, single windows on either side. The window panes are 1/1. Resource was considered a contributing resource to the Deep Ellum Historic District in 2001 for the DART Southeast Rail Corridor. No boundaries for the district were established.

Condition: Integrity, Applicable NRHP Criteria:

Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input type="checkbox"/>		

Date:

9-18-2018

Direction Photo Taken:

Northwest

Description:

View of south facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 27	Field Address: 2625 Elm Street	
Historic Name: Unknown	Current Name: Uplift Education	
Construction Date: 1924	Latitude: 32.784362°	Longitude: -96.785006°
Historic Use: Social/Commerce	Current Use: Vacant	Stylistic Influence: Classical/Beaux Arts
Property Type: Building	Subtype: Two-part block	

Building Description:

Two story, two-part commercial block with multiple bays. The front façade has a series of wood framed windows set in a horizontal ribbon pattern. The first floor has wood kickplates and transom windows while the second floor has 1/1 windows. the central bay entrance has a slightly arched parapet. Resource was considered a contributing resource to the Deep Ellum Historic District in 2001 for the DART Southeast Rail Corridor. No boundaries for the district were established.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date:
9-18-2018

Direction Photo Taken:
Northeast

Description:
Oblique view of south and west facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 28	Field Address: 301 N Crowdus Street	
Historic Name: Unknown	Current Name: Reel FX	
Construction Date: ca. 1954 ca. 1969	Latitude: 32.784731°	Longitude: -96.785528°
Historic Use: Industrial/Warehouse	Current Use: Industrial	Stylistic Influence: Modern
Property Type: Building	Subtype: Warehouse	

Building Description:

These two attached buildings are located on one property. The western building (ca. 1969) is a single-story, red brick building with a modern black brick addition on the west facade acting as the entrance. The non-operable, single pane windows are new. The eastern building (ca. 1954) is a two-story, red brick building with flat roof. The stepped parapet is oriented to Indiana Street, while the entrance, with a new canopy and door, is on the east facade oriented to the parking lot. The double hung windows are new. (2711 Indiana Street is the parking lot address)

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

<p>Date: 09-18-2018</p>	
<p>Direction Photo Taken: Northeast</p>	
<p>Description: Oblique view of south and west facades.</p>	

Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 29	Field Address: 2624 Elm Street	
Historic Name: Unknown	Current Name: Deep Sushi	
Construction Date: 1920	Latitude: 32.784361°	Longitude: -96.785193°
Historic Use: COMMERCE	Current Use: COMMERCE/Restaurant	Stylistic Influence: Vernacular
Property Type: Building	Subtype: One-part block	

Building Description:

Single-story, one-part, single-bay brick building with stepped parapet topped with stone coping. The front façade has been covered in tile and the central entrance recessed and new windows added. The one-story addition on the east façade was added in 2015 and technically on a separate lot (2626 Elm Street). Resource was considered a contributing resource to the Deep Ellum Historic District in 2001 for the DART Southeast Rail Corridor. No boundaries for the district were established.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date:
9-18-2018

Direction Photo Taken:
Northwest

Description:
Oblique view of south and east facades.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 30	Field Address: 2618 Elm Street	
Historic Name: Agrovitz Dry Goods	Current Name: Westdale PPTIES America I LTD	
Construction Date: ca. 1930	Latitude: 32.784159°	Longitude: -96.785661°
Historic Use: Commerce	Current Use: Vacant	Stylistic Influence: Vernacular
Property Type: Building	Subtype : One-part block	

Building Description:

The building is a single-story, one-part, single-bay commercial block, brick building. The front facade has a row of bricks in a dentil pattern over a row of bricks in corbelled triangles, plus a stone string course. The transom windows have six panes and appear to be a casement style. The original storefront windows and material has been altered. A large, non-historic age, side addition with gable, clay tile roof, has been added to the east façade. Resource was considered a contributing resource to the Deep Ellum Historic District in 2001 for the DART Southeast Rail Corridor. No boundaries for the district were established.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 9-18-2018
Direction Photo Taken: South
Description: North facade



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 31	Field Address: 2614 Elm Street	
Historic Name: Allen's Drug Store	Current Name: Big Guys	
Construction Date: ca. 1924	Latitude: 32.784159°	Longitude: -96.785661°
Historic Use: Commerce	Current Use: Commerce/Retail	Stylistic Influence: Vernacular
Property Type: Object	Subtype : One-part block	

Building Description:

The building is a one-part, three-bay, single-story commercial block building in red brick. The flat roof is capped with a stone coping, below that are three, horizontally oriented rectangles. The wood-framed transom windows have three panes each. The pattern of the storefront windows appears to be original. Resource was considered a contributing resource to the Deep Ellum Historic District in 2001 for the DART Southeast Rail Corridor. No boundaries for the district were established.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input checked="" type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input checked="" type="checkbox"/>
	Materials	<input checked="" type="checkbox"/>	Design	<input checked="" type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input checked="" type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input checked="" type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>				

Date: 9-18-2018
Direction Photo Taken: South
Description: North facade



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 32	Field Address: 2610 Elm Street	
Historic Name: Unknown	Current Name: SS Alsera Restaurant	
Construction Date: ca. 1947	Latitude: 32.784159°	Longitude: -96.785661°
Historic Use: Commerce	Current Use: Commerce/Restaurant	Stylistic Influence: Vernacular
Property Type: Building	Subtype: One-part block	

Building Description:

This single-story, one-part commercial block building’s facade has been completely remodeled from original design which includes changing; the fenestration pattern to an arcade with planters on the first floor and adding round windows to the second floor, adding stucco cladding on the entire facade, and adding a cantilevered second-floor balcony.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date:
9-18-2018

Direction Photo Taken:
South

Description:
North facade.



Client Name: DART	Site Location: Dallas, Texas	Project: D2 Subway – Deep Ellum area
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Map ID# DE 33	Field Address: 2608 Elm Street	
Historic Name: Santa Fe Paint	Current Name: 7-Eleven	
Construction Date: ca. 1929	Latitude: 32.784159°	Longitude: -96.785661°
Historic Use: Commerce	Current Use: Commerce	Stylistic Influence: Vernacular
Property Type: Building	Subtype: One-part block	

Building Description:

The building is a one-part, one-bay, single-story, flat roof, brick, commercial building. Alterations include new windows, new fenestration pattern, new canopy, plus painted brick on front facade.

Condition: Integrity, Applicable NRHP Criteria:										
Building Condition: Good										
Retains Integrity of:	Location	<input checked="" type="checkbox"/>	Setting	<input checked="" type="checkbox"/>	Workmanship	<input type="checkbox"/>	Association	<input checked="" type="checkbox"/>	Feeling	<input type="checkbox"/>
	Materials	<input type="checkbox"/>	Design	<input type="checkbox"/>						
Previous Designations:	NHL	<input type="checkbox"/>	NR	<input checked="" type="checkbox"/>	RTHL	<input type="checkbox"/>	SAL	<input type="checkbox"/>	Local	<input type="checkbox"/>
NRHP Criteria:	Criterion A	<input type="checkbox"/>	Criterion B	<input type="checkbox"/>	Criterion C	<input type="checkbox"/>	Criterion D	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Contributing to a Potential or Existing District:	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	N/A	<input type="checkbox"/>		<input checked="" type="checkbox"/>		

Date:
09-19-2018

Direction Photo Taken:
South

Description:
North facade.

