



Historical Studies Project Coordination Request (PCR)

[Reset Form](#)

Main CSJ: 0912-72-607

District personnel should complete this form with all appropriate documentation attached. ENV-HIST staff review is contingent on provision of an active CSJ (or equivalent if the project is not a construction project) against which environmental work can be charged. District personnel shall ensure project description information in ECOS is complete and accurate prior to submitting the PCR to ENV-HIST. District-provided responses should reflect known data about the project and identify any limitations that hindered provision of the requested information. ENV-HIST staff will review the PCR form and attached information per established Documentation Standards. This review will result in:

- ENV-HIST environmental clearance of the project; OR
- ENV-HIST identification of additional technical studies required for clearance; OR
- ENV-HIST rejection of the PCR for failure to meet specific Documentation Standards and instructions on how to redress the rejection.

This form specifies minimally required information needed to properly facilitate ENV-HIST's review process. Please submit all relevant documentation with this PCR at one time.

NOTE: * If this project information changes over the course of design OR if the funding source changes, then HIST requires re-coordination and a revised PCR in ECOS.

Yes If FHWA funded, does the project conform to the type listed in Appendix 4 and the Historic Resources Toolkit?
OR

Does this historic coordination apply to the Antiquities Code as referenced in the Historic Resources Toolkit?

Appendix 4 - Minimal Potential to Affect Historic Properties OR Antiquities Code Coordination Request

- ☒ TxDOT reviewed the following historic resources maps (Texas Historic Sites Atlas, Texas Historic Districts and Properties and Historic Bridges of Texas) and found no previously recorded properties in the Area of Potential Effects.
- No Does the project require CHC Coordination (for certain bridge projects)?
- ☒ Supporting documentation is uploaded to ECOS.

a) Aerial project location map.

ECOS File Name:

b) Photographs

ECOS File Name:

c) CHC consultation letter(s) and results, if appropriate

ECOS File Name:

District Personnel Certification

Yes I reviewed all submitted documents for quality assessment and control.

District Personnel Name

Date:



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The following table shows the revision history for this document.

Revision History	
Effective Date Month, Year	Reason for and Description of Change
December 2013	Version 1 released.
June 2015	Version 2 released. The form was converted to a PDF format. Form level validations were installed to ensure that all certified forms contained the minimum required information. Various questions were modified to accommodate the improved functionality of the PDF format.
August 2015	Version 3 released. Revised the form to make it compatible with Adobe Acrobat Reader DC. No changes were made to the question sequence or form logic.
June 2019	Version 4 released. The form was updated to include a separate section for Appendix 4. Additional questions were added for form logic.

From: noreply@thc.state.tx.us
Sent: Monday, May 4, 2020 4:54 PM
To:
Subject: Project Review: 202011558



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

THC Tracking #202011558

Shepherd Durham Major Investment Project
Shepherd Dr./Durham Dr.
Houston, TX 77008

Dear Stephanie Kirschner:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Bill Martin and Justin Kockritz has completed its review and has made the following determinations based on the information submitted for review:

Above-Ground Resources

- No historic properties are present or affected by the project as proposed. However, if historic properties are discovered or unanticipated effects on historic properties are found, work should cease in the immediate area; work can continue where no historic properties are present. Please contact the THC's History Programs Division at 512-463-5853 to consult on further actions that may be necessary to protect historic properties.

Archeology Comments

- No historic properties present or affected. However, if buried cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.

We have the following comments: Unless the project footprint changes, the project may proceed as proposed.

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 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 email the following reviewers: bill.martin@thc.texas.gov, justin.kockritz@thc.texas.gov

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,

A handwritten signature in black ink, appearing to be 'Mark Wolfe', written in a cursive style.

For Mark Wolfe, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

PROJECT WORK DESCRIPTION

The Shepherd and Durham Major Investment Project, located within the City of Houston, Texas, will reconstruct and improve two parallel urban principal arterial roadways (one-way couplets) of four-lanes each and six streets (of various width and classification) which connect them. The purpose of this project is to address regional priorities most related to safety, state of good repair, multimodal access, and stormwater mitigation. The project will replace and upgrade all public infrastructure within the existing public right-of-way. Ultimately, this project will create a true Complete Street with superior multimodal connectivity to the regional transit and shared use path system while providing stormwater management upgrades to the greatest degree practicable.

To the north of the project is IH-610. To the east and west of the project, there is mostly residential development, as well as schools and parks. IH-10 is to the south.

Because it is anticipated that some new right-of-way may be needed along the existing roadway, the Area of Potential Effect (APE) for the purposes of this review was determined to be 150 feet on either side of the roadways.

The northern portion of the project alignment is located within the National Register Houston Heights Multiple Resource Area (see Figure 8).

A National Register property, the David A. Carden House at 718 West 17th Street, is approximately 200 feet from North Shepherd Drive and approximately 250 feet from West 16th Street - outside of the 150-foot buffer - separated from Shepherd Drive by two industrial-style buildings (see Table 3).

Over 250 properties potentially eligible as historic are within the 150-foot buffer of the project alignment (see Table 3).

The entire corridor is located in an area with the designation of “No Survey Needed” on the Texas Department of Transportation Potential Archeological Liability Map (see Figure 9).

MAPS

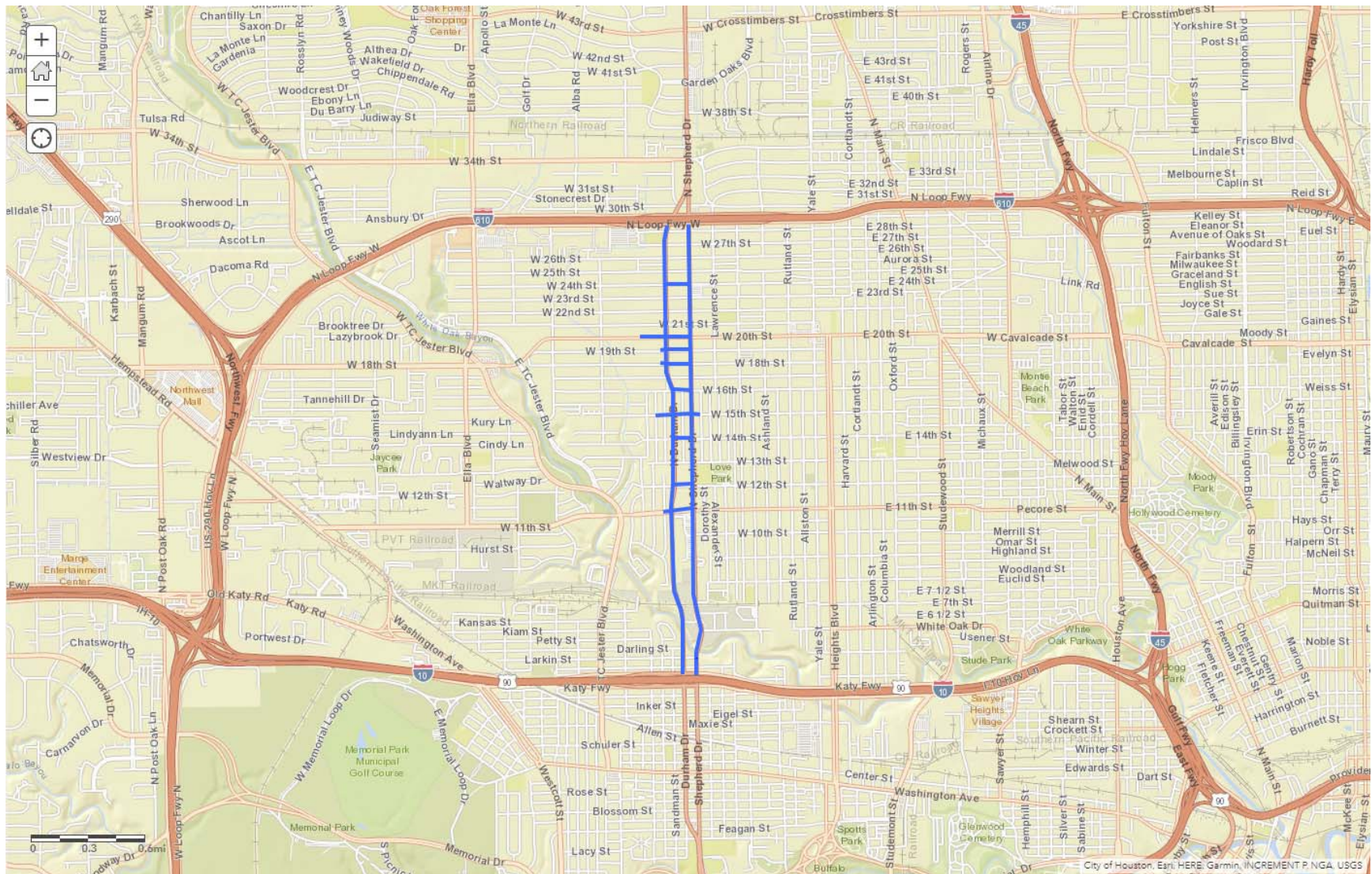


Figure 1: **Project Area Map** (Base map: ArcGIS Online. <https://www.arcgis.com>, accessed February 13, 2020.)

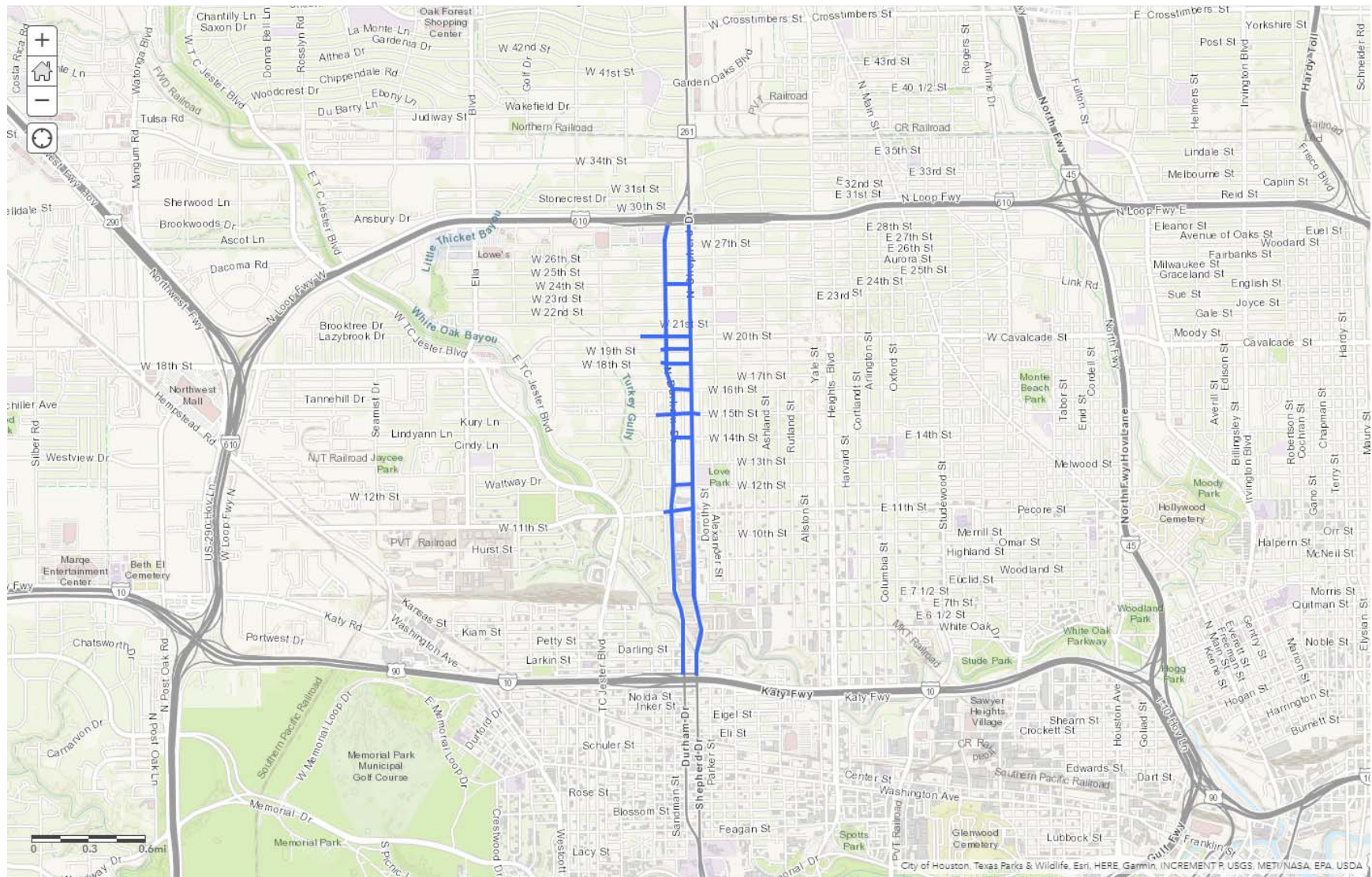
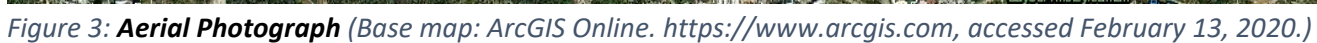


Figure 2: **Topographic Map** (Base map: ArcGIS Online. <https://www.arcgis.com>, accessed February 13, 2020.)



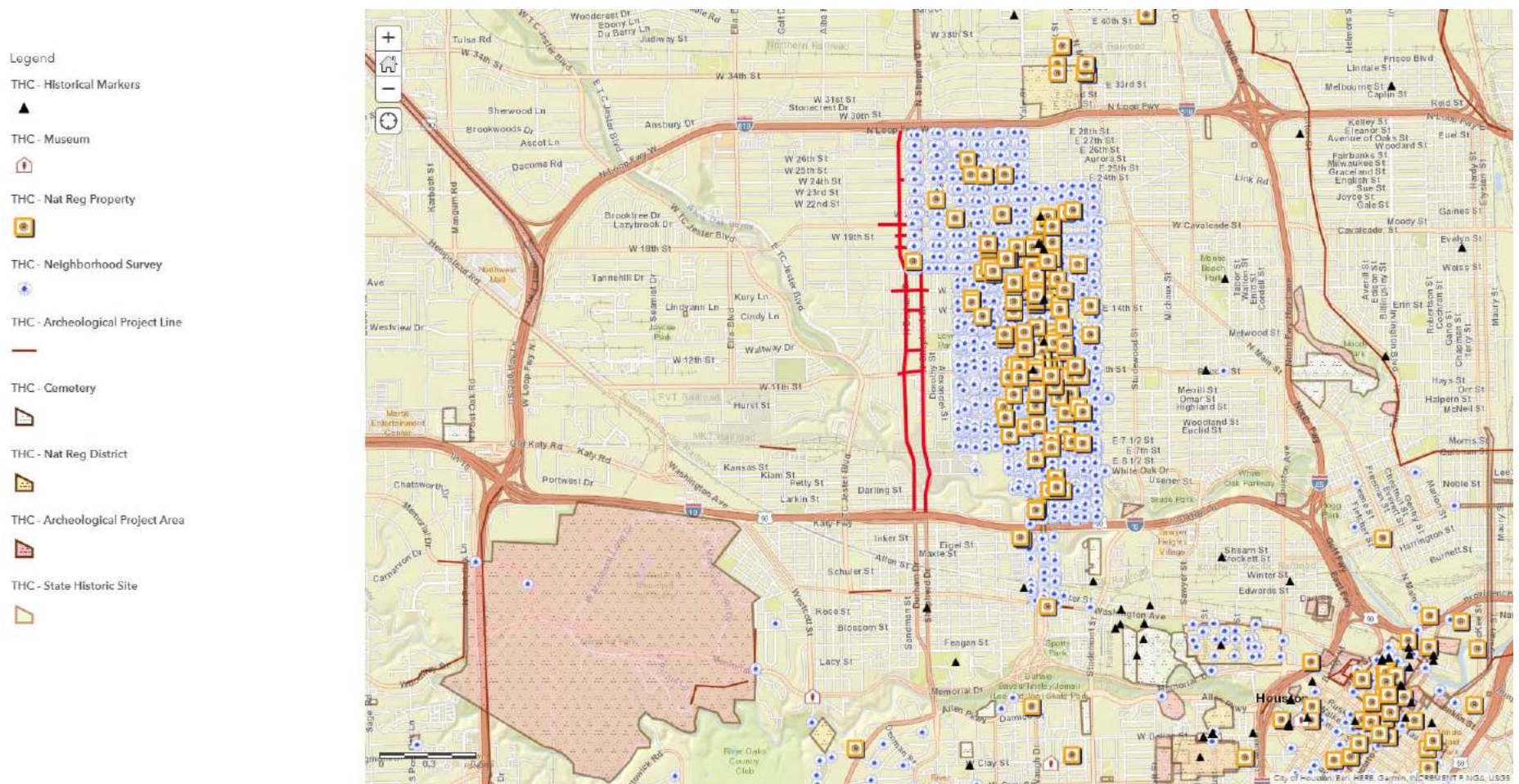


Figure 4: **THC Historic Sites, Full View** [Texas Historical Commission. Texas Historic Sites Atlas, <https://atlas.thc.state.tx.us/Map> (accessed September 24, 2018); Arc GIS Online, <https://www.arcgis.com> (accessed February 13, 2020).]

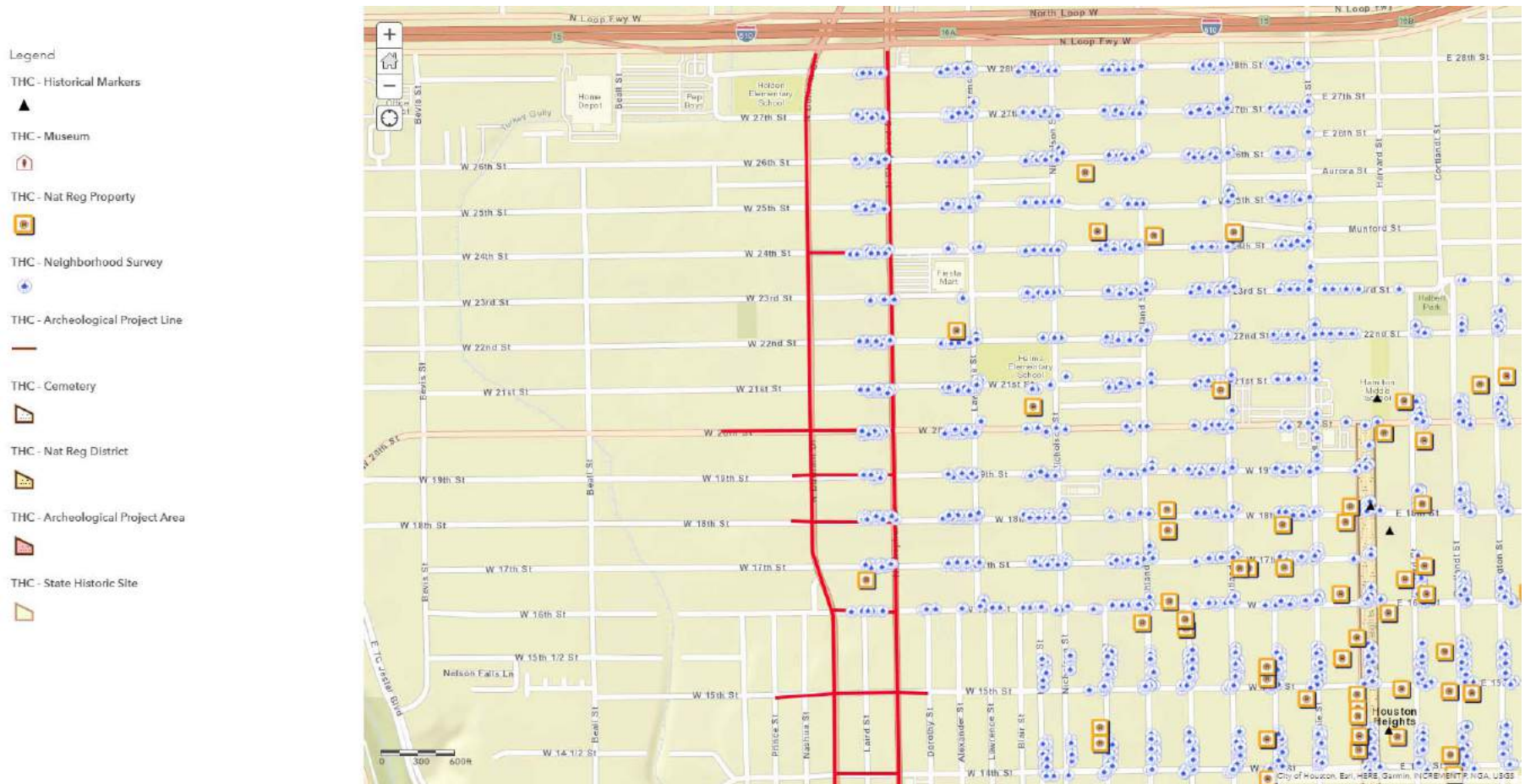


Figure 5: **THC Historic Sites, Northern Detail** [Texas Historical Commission. Texas Historic Sites Atlas, <https://atlas.thc.state.tx.us/Map> (accessed September 24, 2018); Arc GIS Online, <https://www.arcgis.com> (accessed February 13, 2020).]

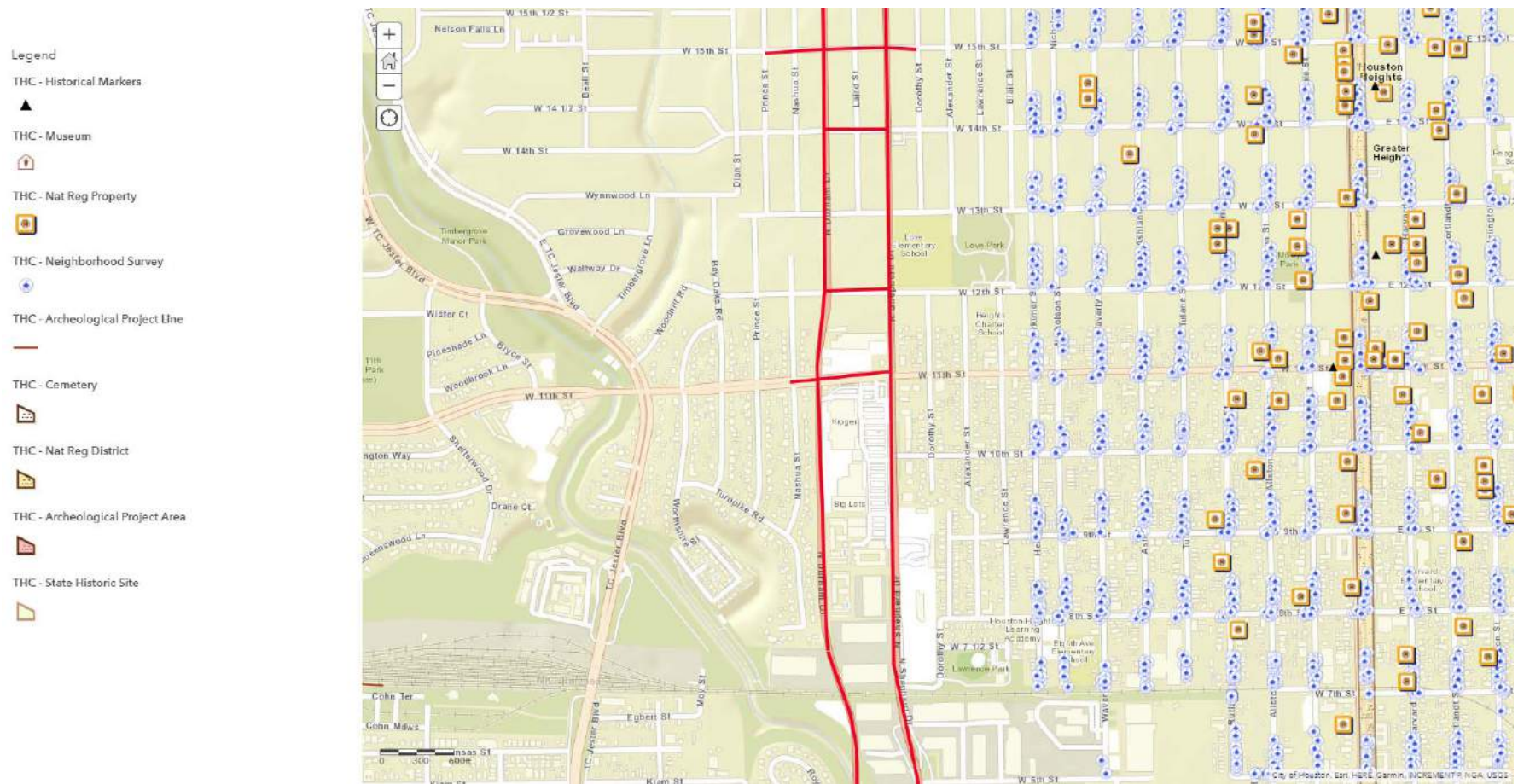
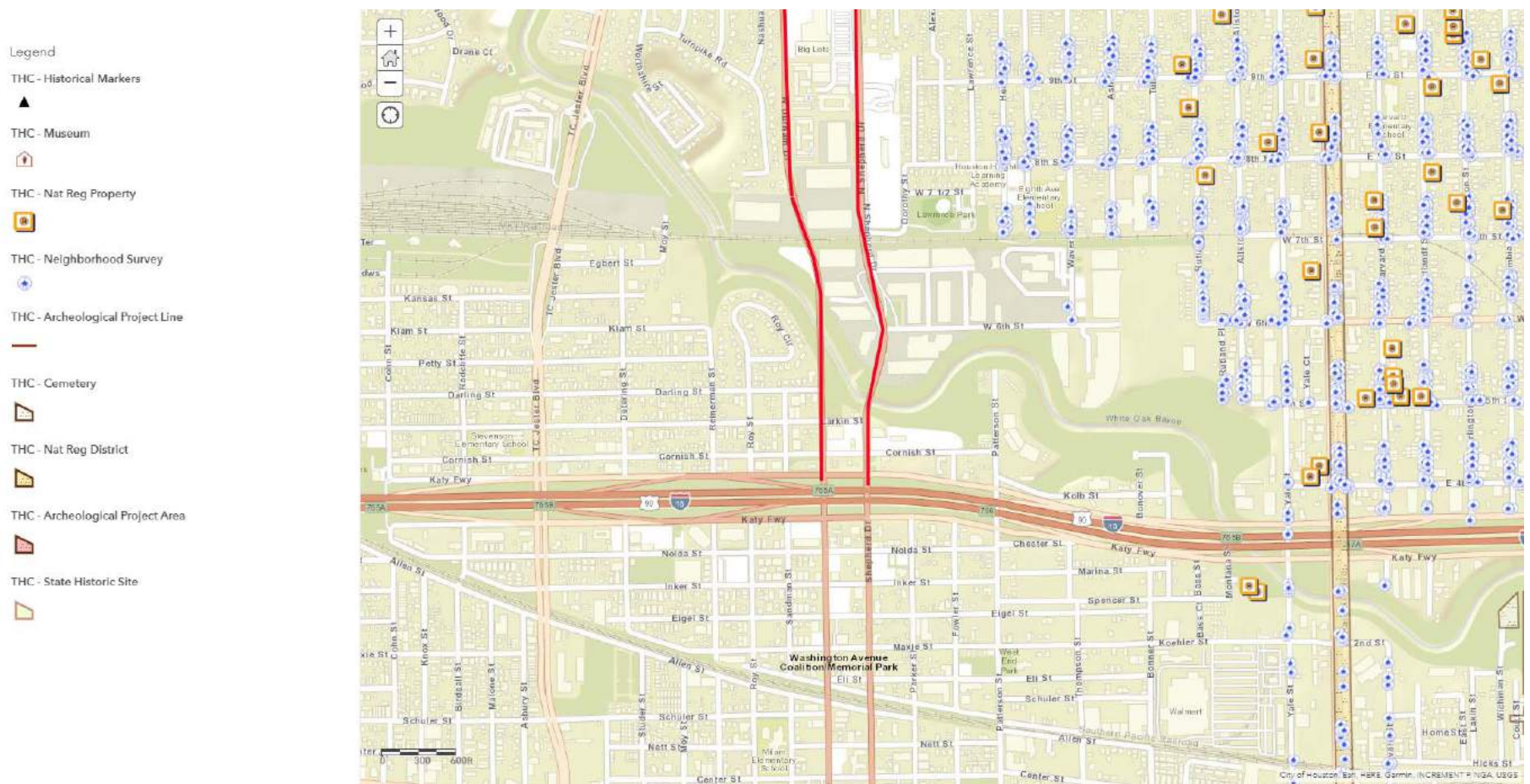


Figure 6: **THC Historic Sites, Central Detail** [Texas Historical Commission. Texas Historic Sites Atlas, <https://atlas.thc.state.tx.us/Map> (accessed September 24, 2018); Arc GIS Online, <https://www.arcgis.com> (accessed February 13, 2020).]



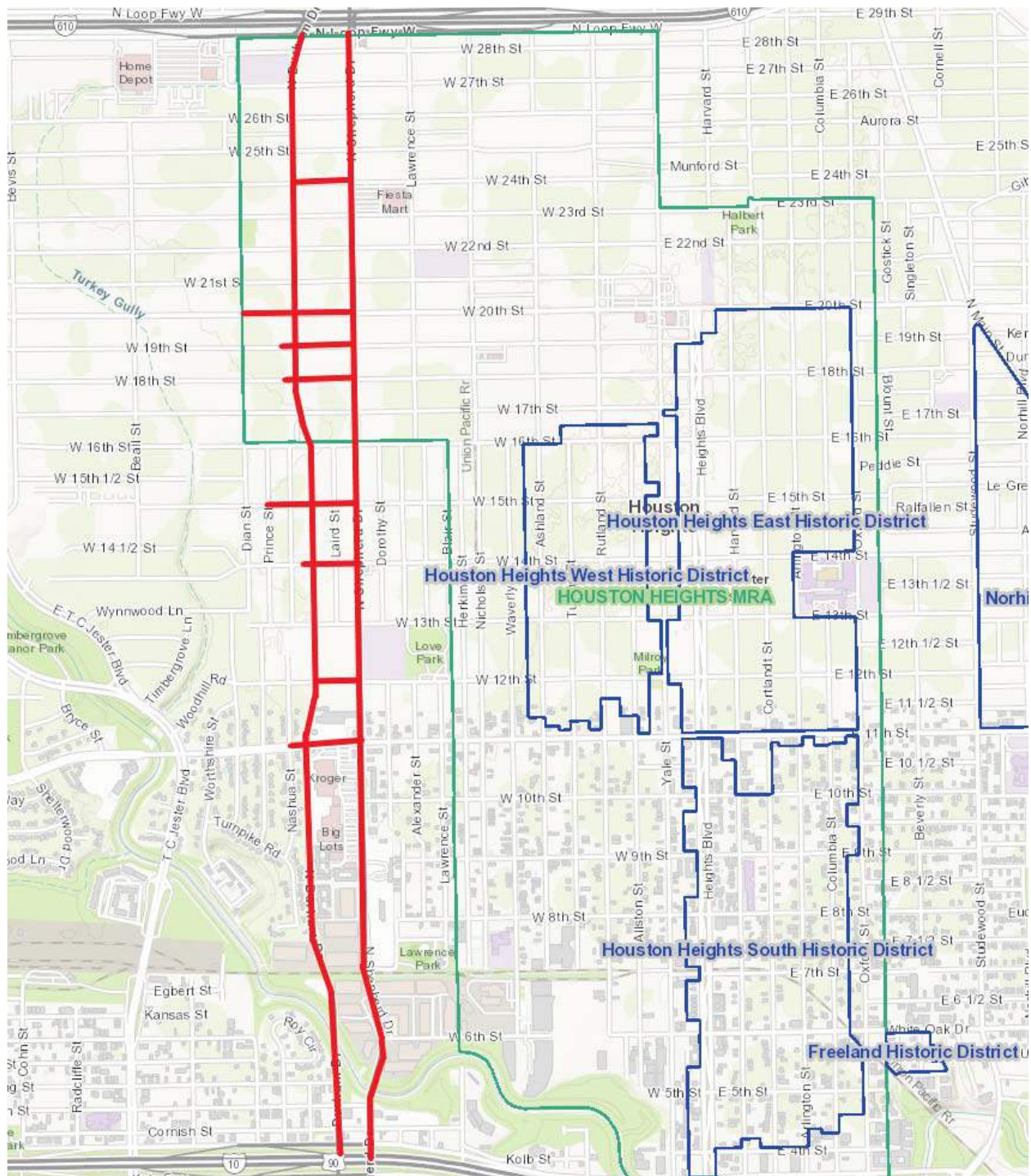


Figure 8: **Houston Heights MRA and City of Houston Local Historic Districts** (Houston Map Viewer, <https://cohgis.houstontx.gov/cohgisweb/houstonmapviewer/>. Accessed February 25, 2020.)

Legend

Shepherd_Durham_Limits

PALM Archeological Data

- 4 - No Survey Recommended.
- 0 - Water. No survey recommended.
- 2 - Surface Survey Recommended, No Deep Reconnaissance Recommended.
- 2a - Surface Survey of Mounds Only; No Deep Reconnaissance Recommended.
- 1 - Surface Survey Recommended, Deep Reconnaissance Recommended if Deep Impacts are Anticipated.
- 3 - No Surface Survey Recommended, Deep Reconnaissance Recommended if Deep Impacts are Anticipated.
- 3a - No Surface Survey Recommended, Deep Reconnaissance Recommended only if Severe Deep Impacts are Anticipated.

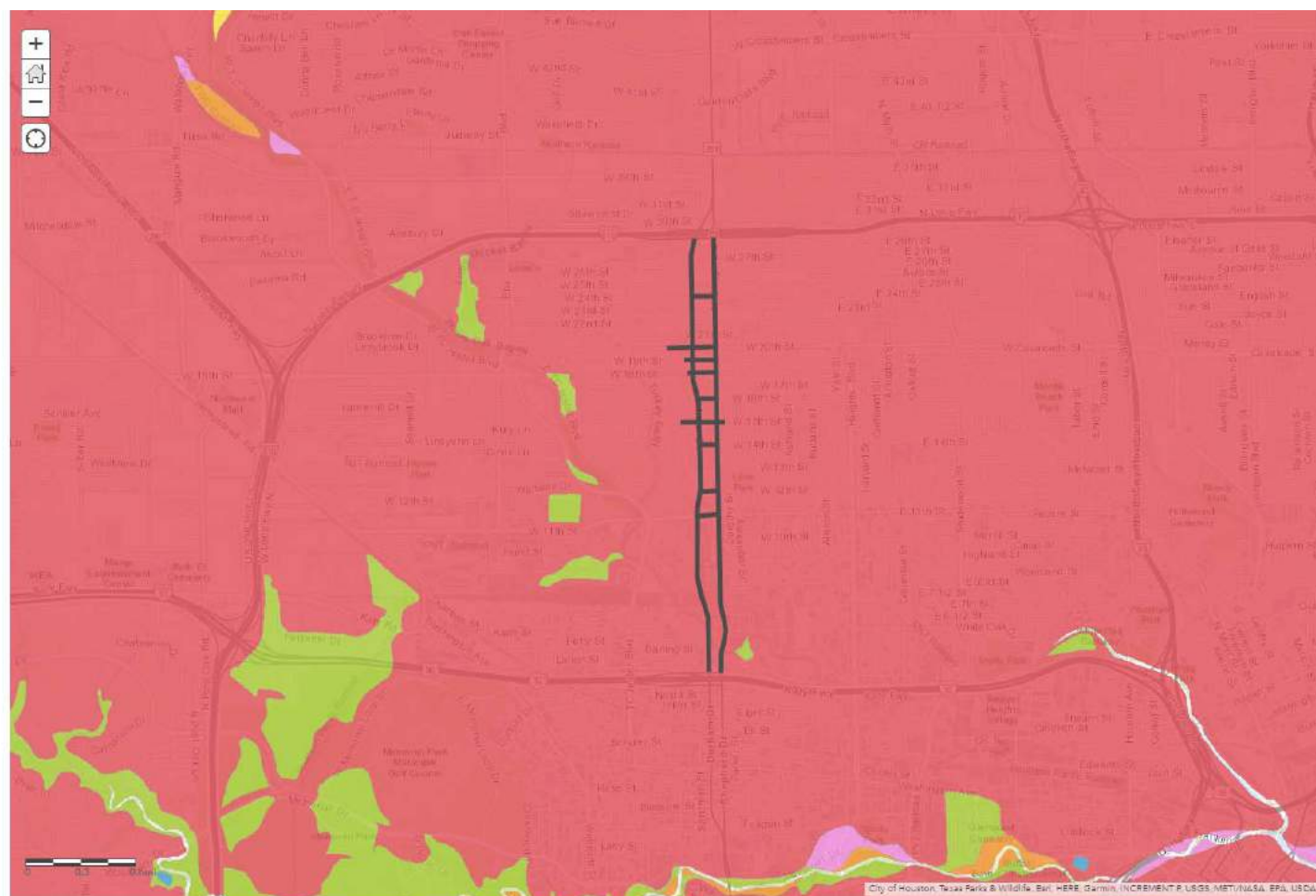


Figure 9: **PALM** (TxDOT PALM Archeological Data. Arc GIS Online, <https://www.arcgis.com>. Accessed April 14, 2020).

As part of a Phase I Environmental Site Assessment¹ for the project, historical aerial photographs and topographic maps were reviewed. These sections are excerpted below.

Please note at the time that the Phase I was completed, the alignment did not extend all the way to IH-10; the alignment ends two blocks to the north of the current project limits.

Historic Aerial Photographs

Historic aerial photographs were available for the following years: 2014, 2012, 2010, 2005, 1996, 1989, 1978, 1973, 1966, 1953, 1944, and 1938. The table below summarizes these photos.

Historic Aerial Photographs	
Year	Summary
2014 (south)	Residential development is dominant to the east and west of Shepherd and Durham. Larger scale commercial development is visible between Shepherd and Durham and at the southern end of the project area. White Oak Bayou and the Katy Freeway are also visible at the southern end of the aerial photo. Location of Eureka Yard and adjacent tracks appears to be vacant/dirt.
2014 (north)	This area is largely residential. IH 610 is visible at the northern end of the project corridor.
2012 (south)	Conditions are similar to 2014.
2012 (north)	Conditions are similar to 2014.
2010 (south)	There is slightly more tree cover in the 2010 aerial photos, but conditions appear largely the same as 2012 and 2014.
2010 (north)	There is slightly more tree cover in the 2010 aerial photos, but conditions appear largely the same as 2012 and 2014.
2005 (south)	The 2005 aerials are darker and have tree cover, but conditions appear similar to 2010, 2012, and 2014.
2005 (north)	The 2005 aerials are darker and have tree cover, but conditions appear similar to 2010, 2012, and 2014.
1996 (south)	Other than an additional paved/developed area north of Eureka Yards that appears unpaved/grassed in 1996, conditions are similar to subsequent years.
1996 (north)	Conditions appear similar to subsequent years.

¹ Final Phase I Environmental Site Assessment, Shepherd Drive and Durham Drive from IH 610 Frontage Road to Larkin Street (WBS #: N-T05000-0005-3). Prepared for the City of Houston by The Goodman Corporation, April 5, 2018.

1989 (south)	Aerial photos from 1986 and earlier were in black and white, rather than color. Conditions in 1986 appear similar to subsequent years.
1989 (north)	A large parcel one block from IH 610 to the west of Durham that was later developed with a big box shopping center and parking lot is vacant and appears to be covered in grass. Otherwise, conditions appear similar to subsequent years.
1978 (south)	The grassed portion of the Eureka Yards area appears to be covered in light-colored dirt. The industrial area directly to the north of White Oak Bayou and east of Shepherd is very dark in the aerial photo but seems to have fewer buildings. Otherwise, conditions appear similar to subsequent years.
1978 (north)	The large parcel one block from IH 610 that was vacant in 1989 appears to be a residential neighborhood in 1978. Otherwise, conditions appear similar to subsequent years.
1973 (south)	There is more undeveloped land around Eureka Yards on both sides of White Oak Bayou, and the area that appeared covered with light dirt is covered with trees. The area between Durham and Shepherd both north and south of White Oak Bayou is cleared but largely undeveloped. The industrial area south of the MKT tracks and east of Shepherd is developed, but with more and smaller structures. The rest of the development in the area appears to be residential.
1973 (north)	Conditions appear similar to subsequent years.
1966 (south)	The undeveloped areas east of Durham and north of White Oak Bayou that appear covered with dirt in the 1973 aerials look to have tree cover in 1966. The Katy Freeway is under construction. Otherwise, conditions in the area look similar to subsequent years.
1966 (north)	Development is largely residential and similar to subsequent years.
1953 (south)	While the street grid is similar to subsequent years, development is much sparser, especially in the areas around White Oak Bayou and the MKT rail line. The development that is visible is almost all residential, with the exception of the industrial area east of Shepherd and south of the MKT line. Much of Durham is not present and it is not a continuous street. Construction has not begun on the Katy Freeway.
1953 (north)	IH 610 has not been constructed. The area to the northwest of what will be IH 610 in the future is undeveloped. The large parcel a block from IH 610 that was vacant in 1989 and residential in 1978 was cleared but vacant in 1953. Durham is not a continuous street.
1944 (south)	The majority of the area along White Oak Bayou is undeveloped and covered with trees. West 11 th Street and the MKT tracks cross the bayou. There are a couple of blocks of residential development west of Shepherd and some of the industrial development south of the MKT line is present. The street that becomes part of Durham in the future does not begin until north of West 10 th . Most development visible is residential.
1944 (north)	What is a residential area in the southwest corner of the 1953 aerial photo is vacant in 1944. Otherwise, conditions are similar to those in 1953.
1938 (south)	All of the area around White Oak Bayou depicted in the aerial photo is covered with trees. Otherwise, conditions are similar to those in 1944.
1938 (north)	Conditions are similar to those in 1944.

Table 1: Summary of historic aerial photographs (Aerial Photo Decade Package, EDR. December 18, 2017.)

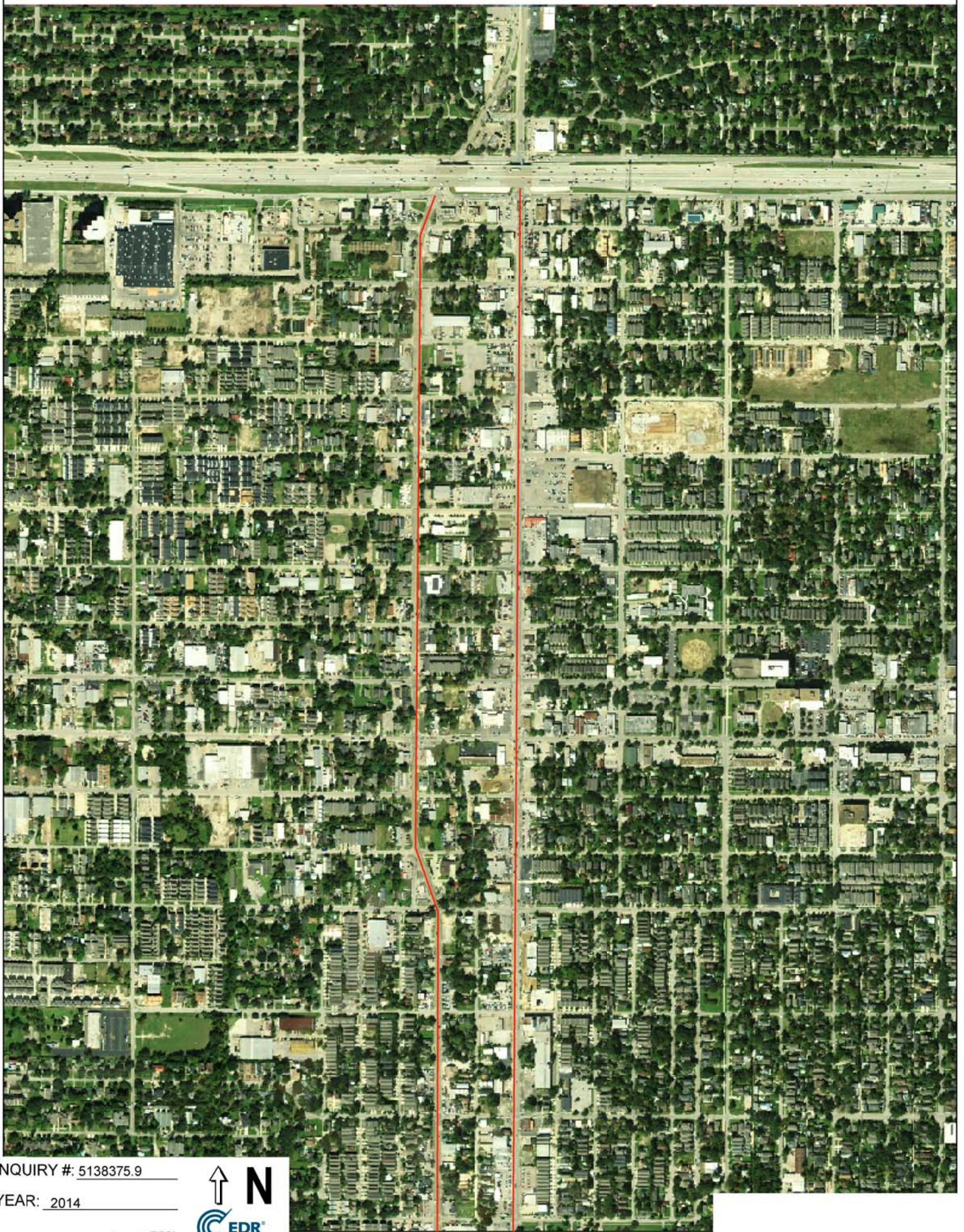


INQUIRY #: 5138375.9

YEAR: 2014



— = 750'



INQUIRY #: 5138375.9

YEAR: 2014



— = 750'



INQUIRY #: 5138375.9

YEAR: 2012



1" = 750'



INQUIRY #: 5138375.9

YEAR: 2012



— = 750'



INQUIRY #: 5138375.9

YEAR: 2010



— = 750'



INQUIRY #: 5138375.9

YEAR: 2010



— = 750'

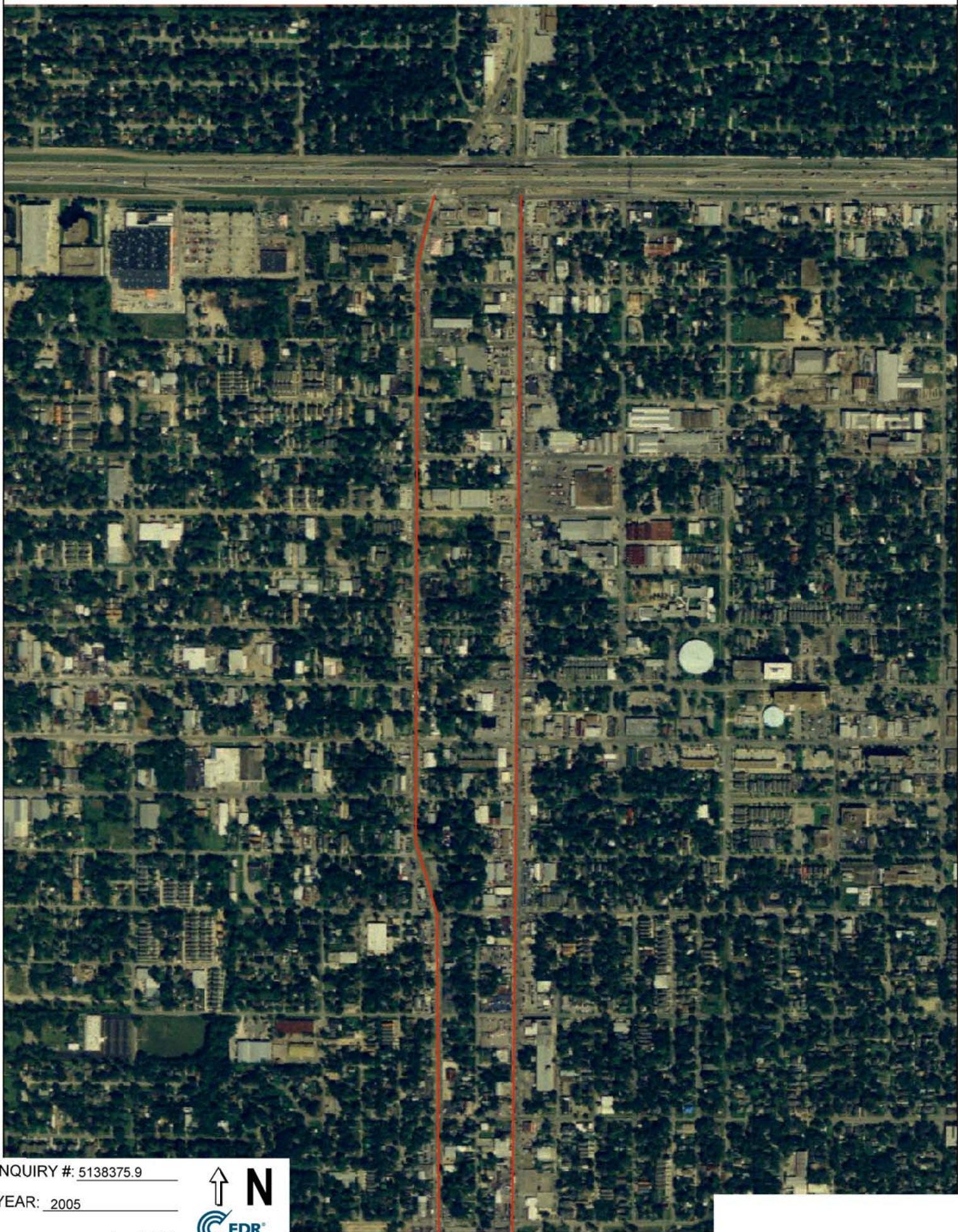


INQUIRY #: 5138375.9

YEAR: 2005



— = 750'



INQUIRY #: 5138375.9

YEAR: 2005



— = 750'



INQUIRY #: 5138375.9

YEAR: 1996



— = 750'

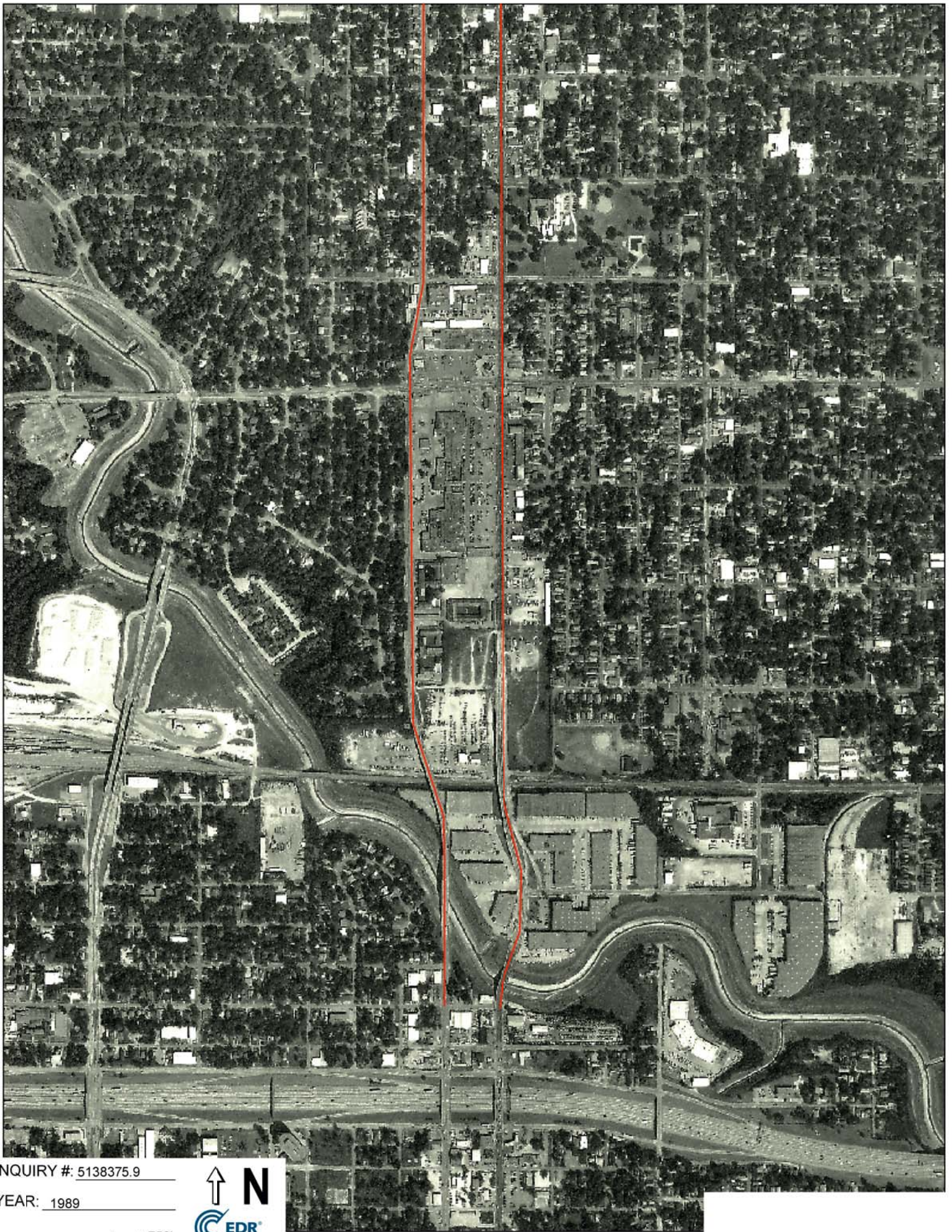


INQUIRY #: 5138375.9

YEAR: 1996



= 750'



INQUIRY #: 5138375.9

YEAR: 1989



— = 750'

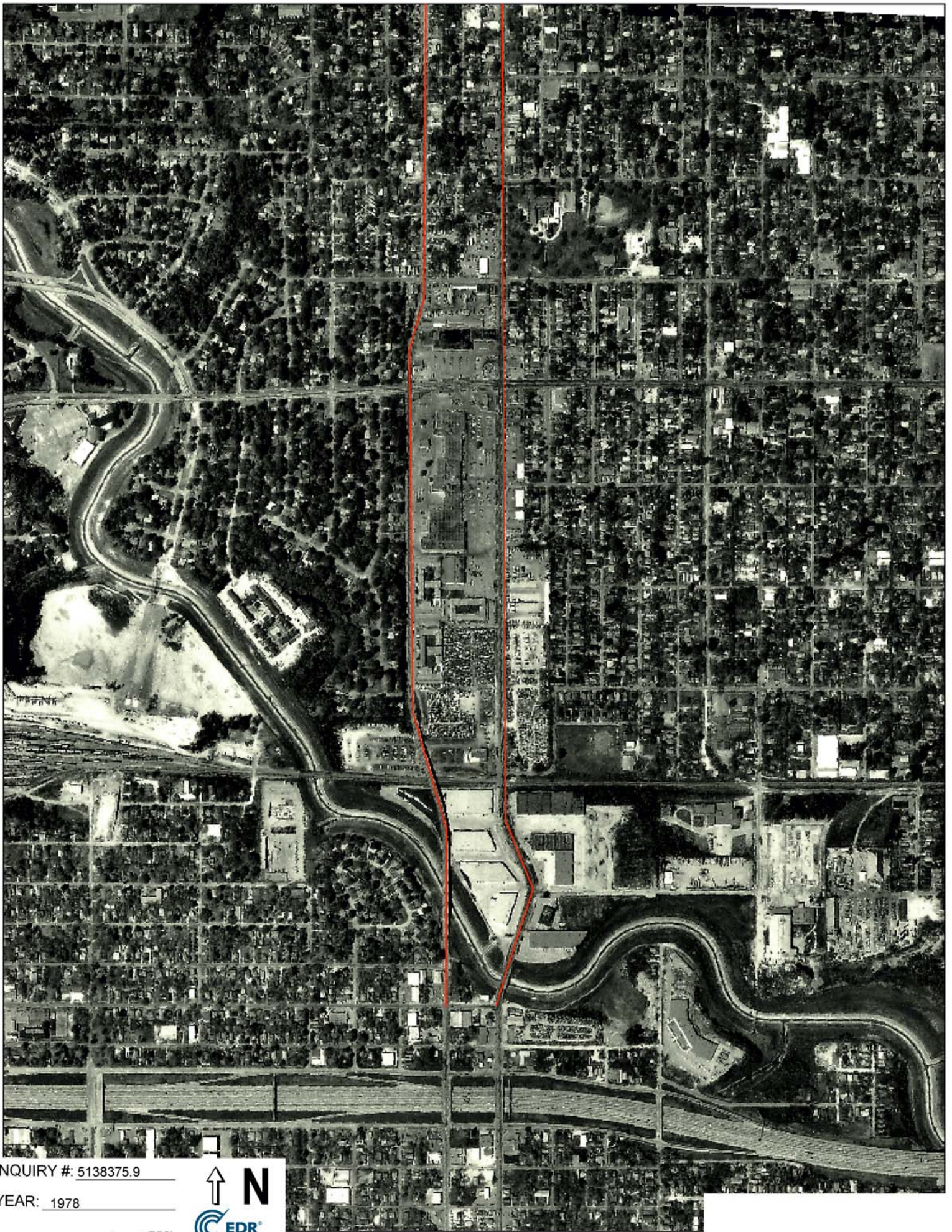


INQUIRY #: 5138375.9

YEAR: 1989



— = 750'

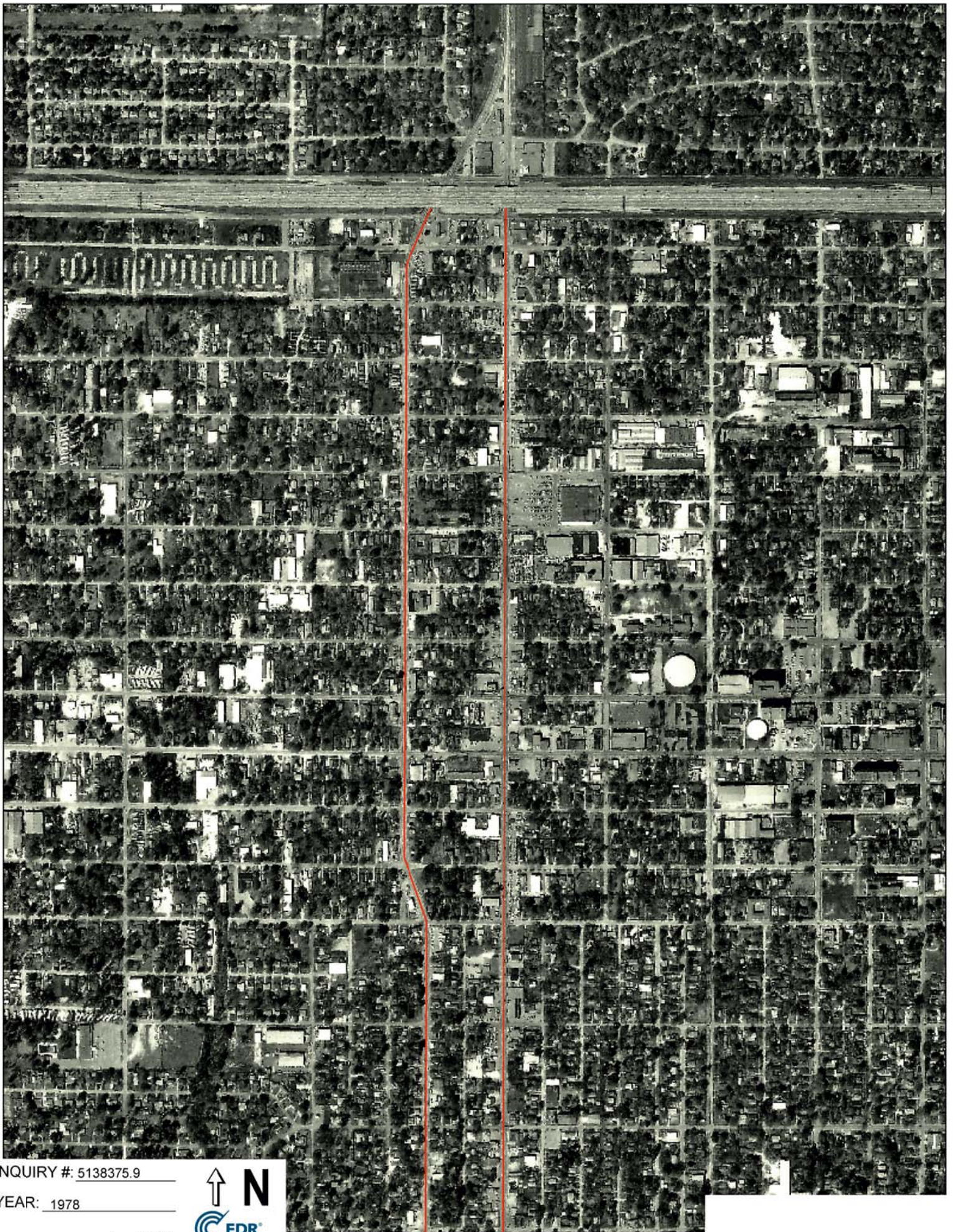


INQUIRY #: 5138375.9

YEAR: 1978



— = 750'

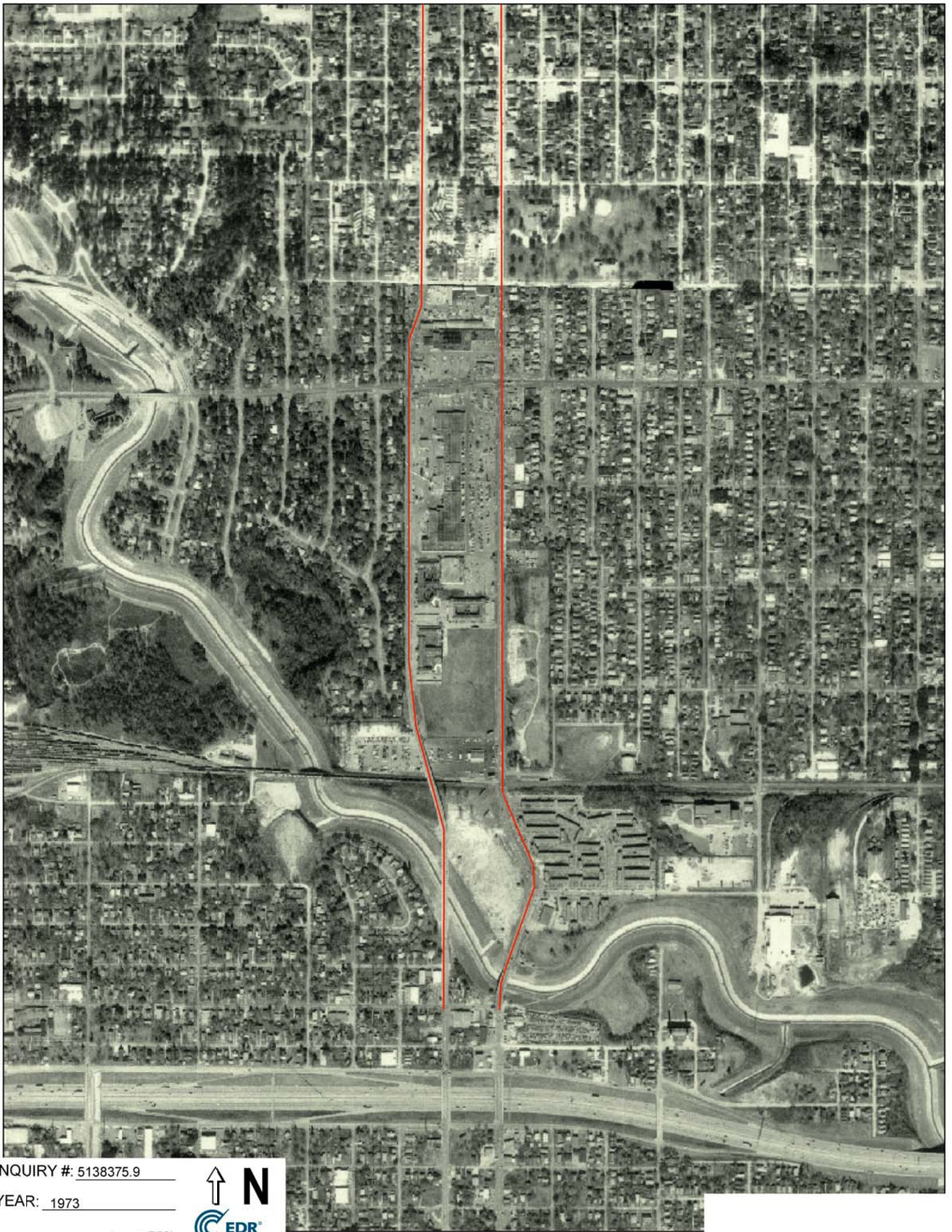


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YEAR: 1978



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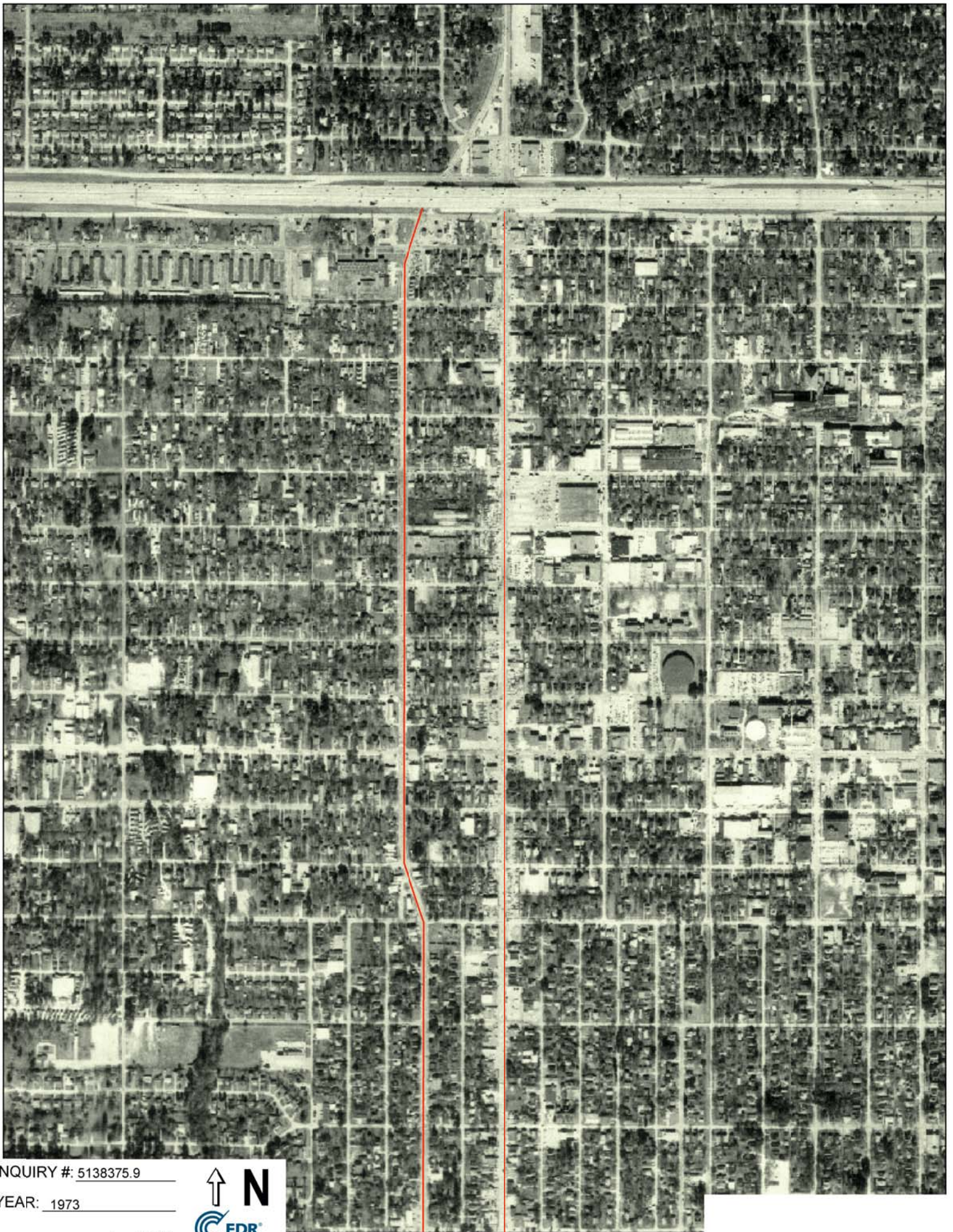


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YEAR: 1973



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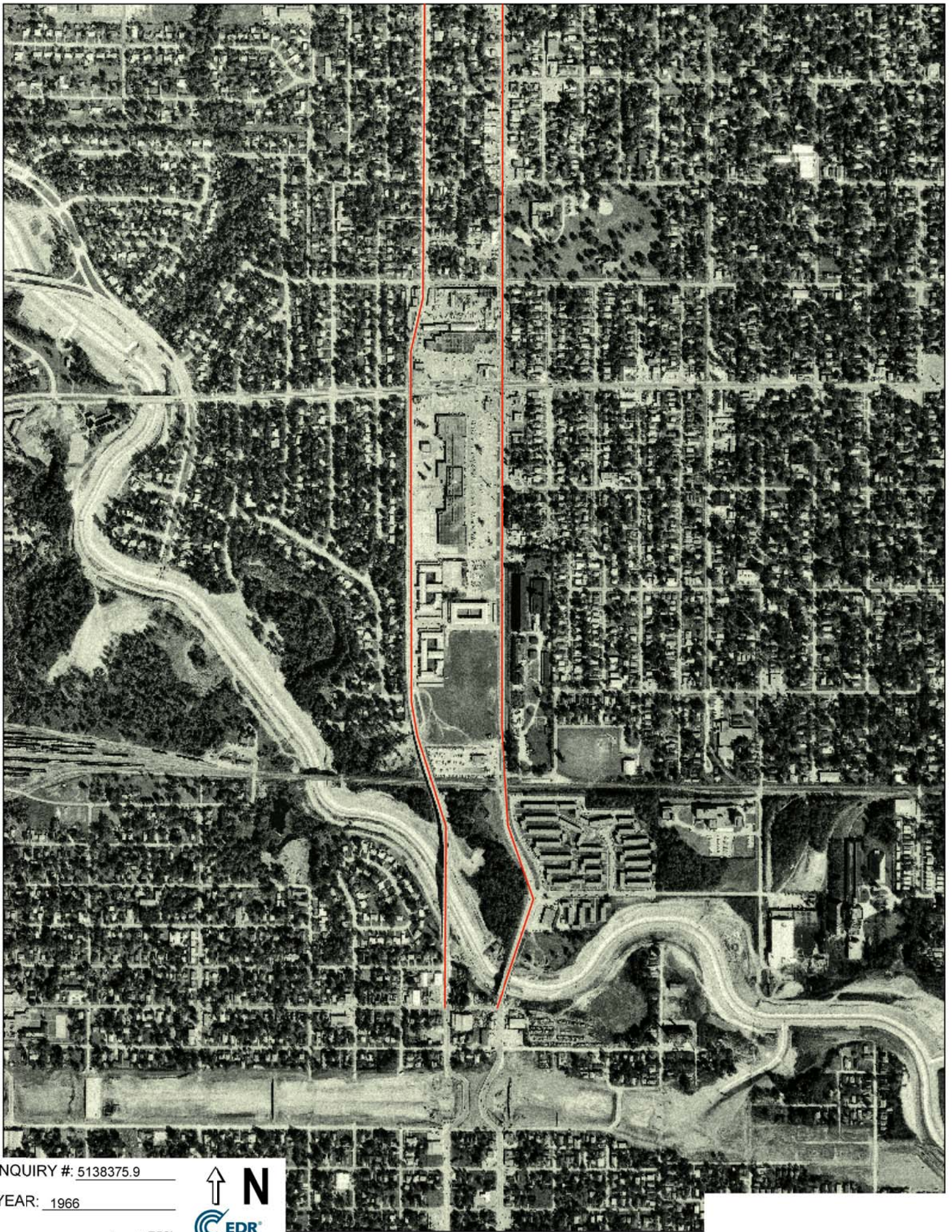


INQUIRY #: 5138375.9

YEAR: 1973

— = 750'



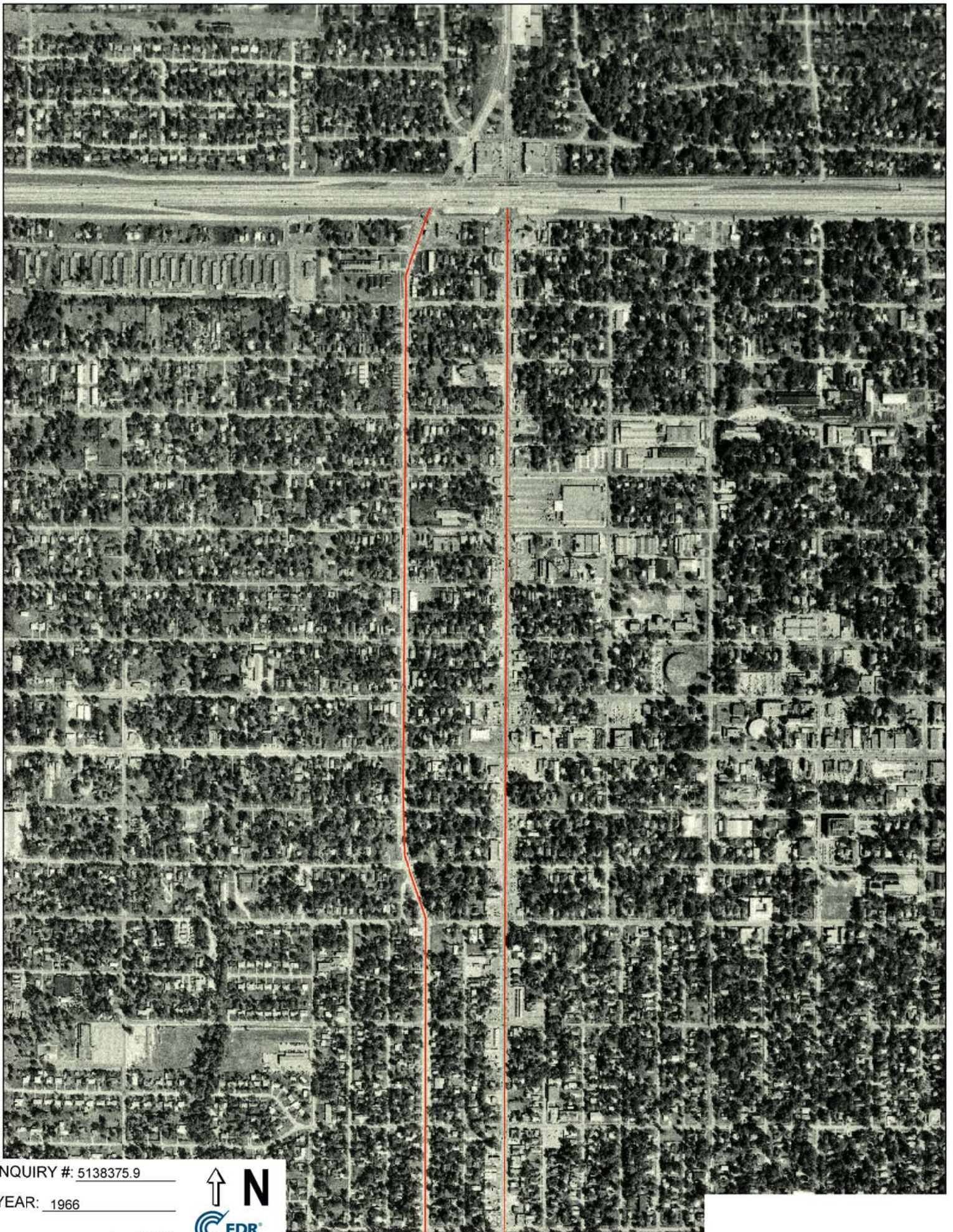


INQUIRY #: 5138375.9

YEAR: 1966



— = 750'

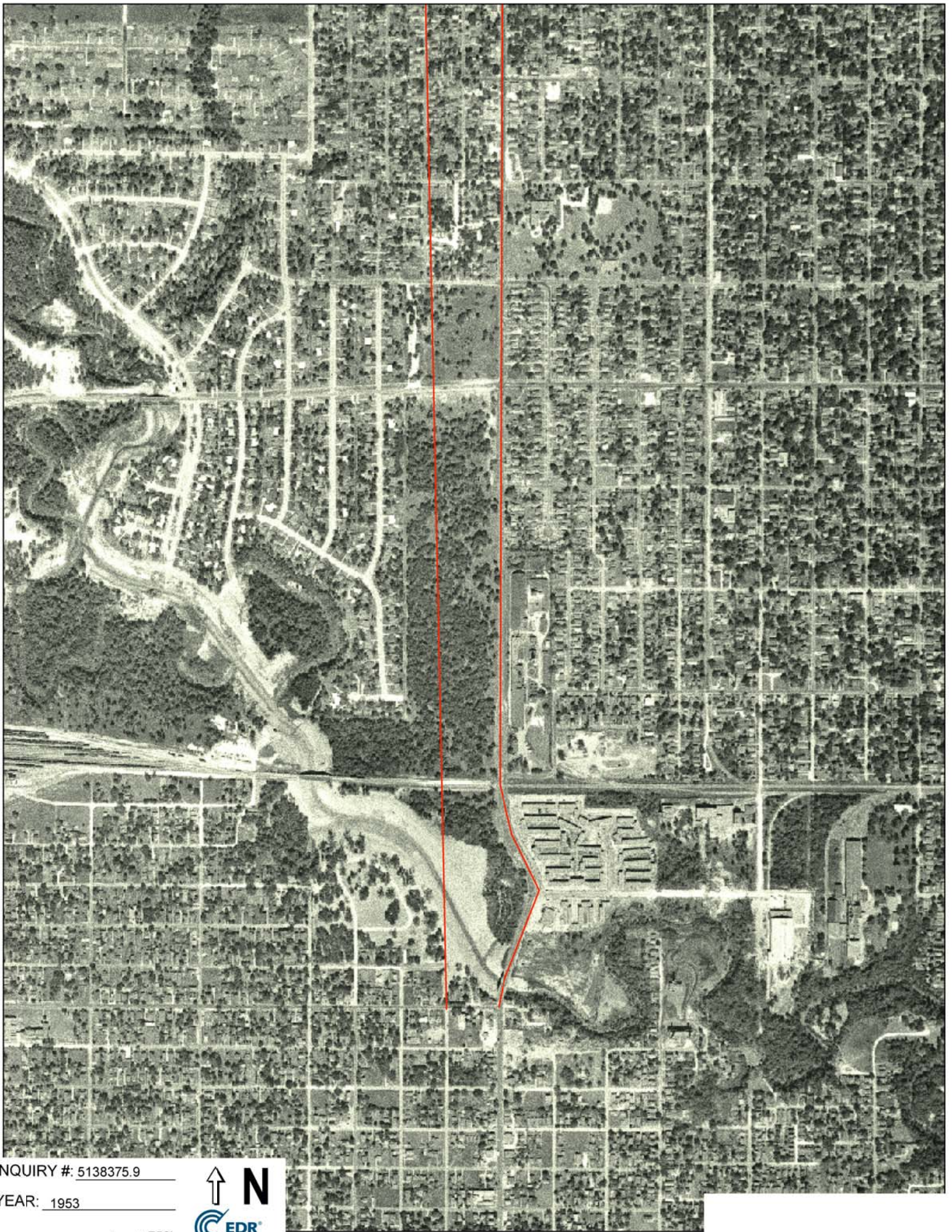


INQUIRY #: 5138375.9

YEAR: 1966



— = 750'

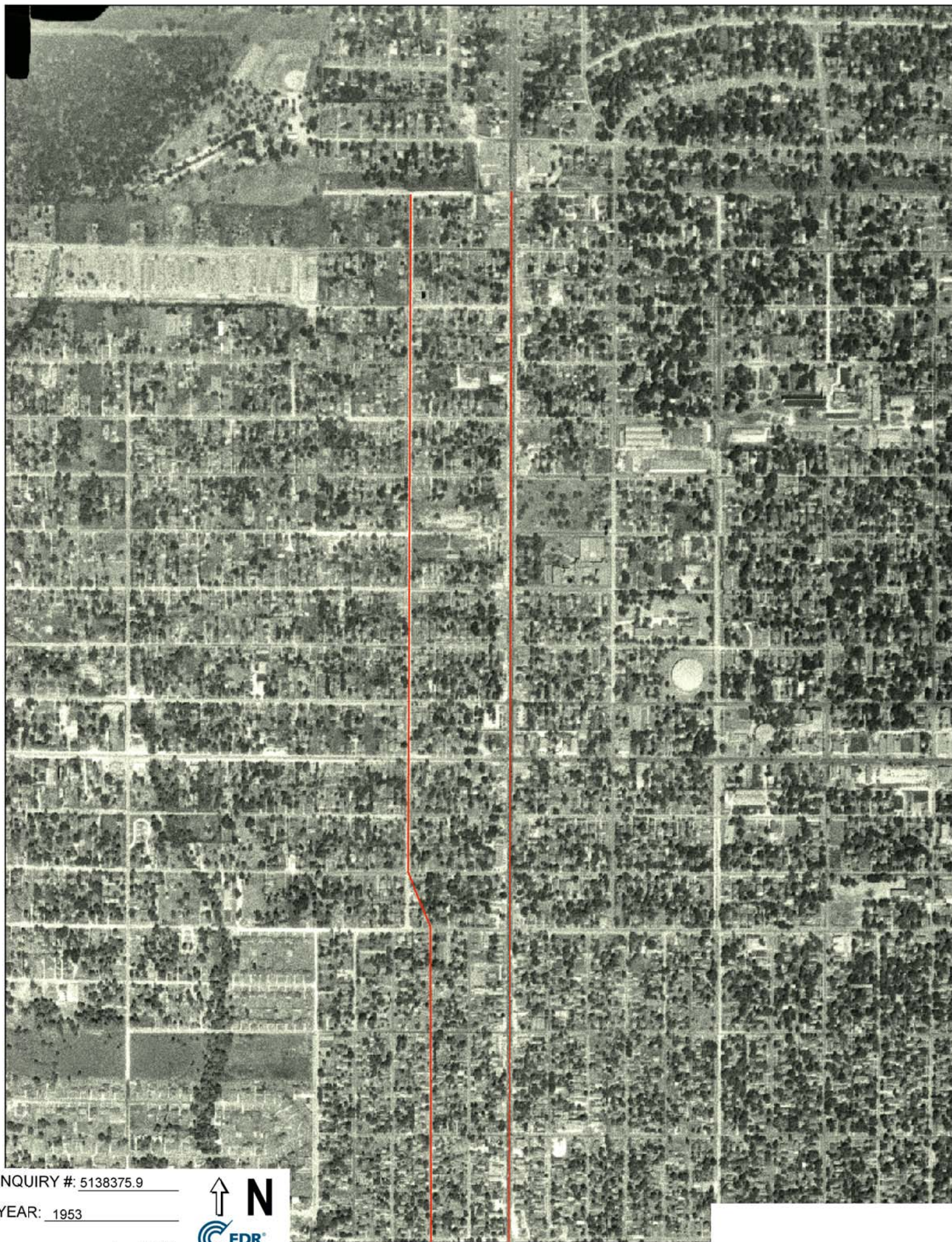


INQUIRY #: 5138375.9

YEAR: 1953



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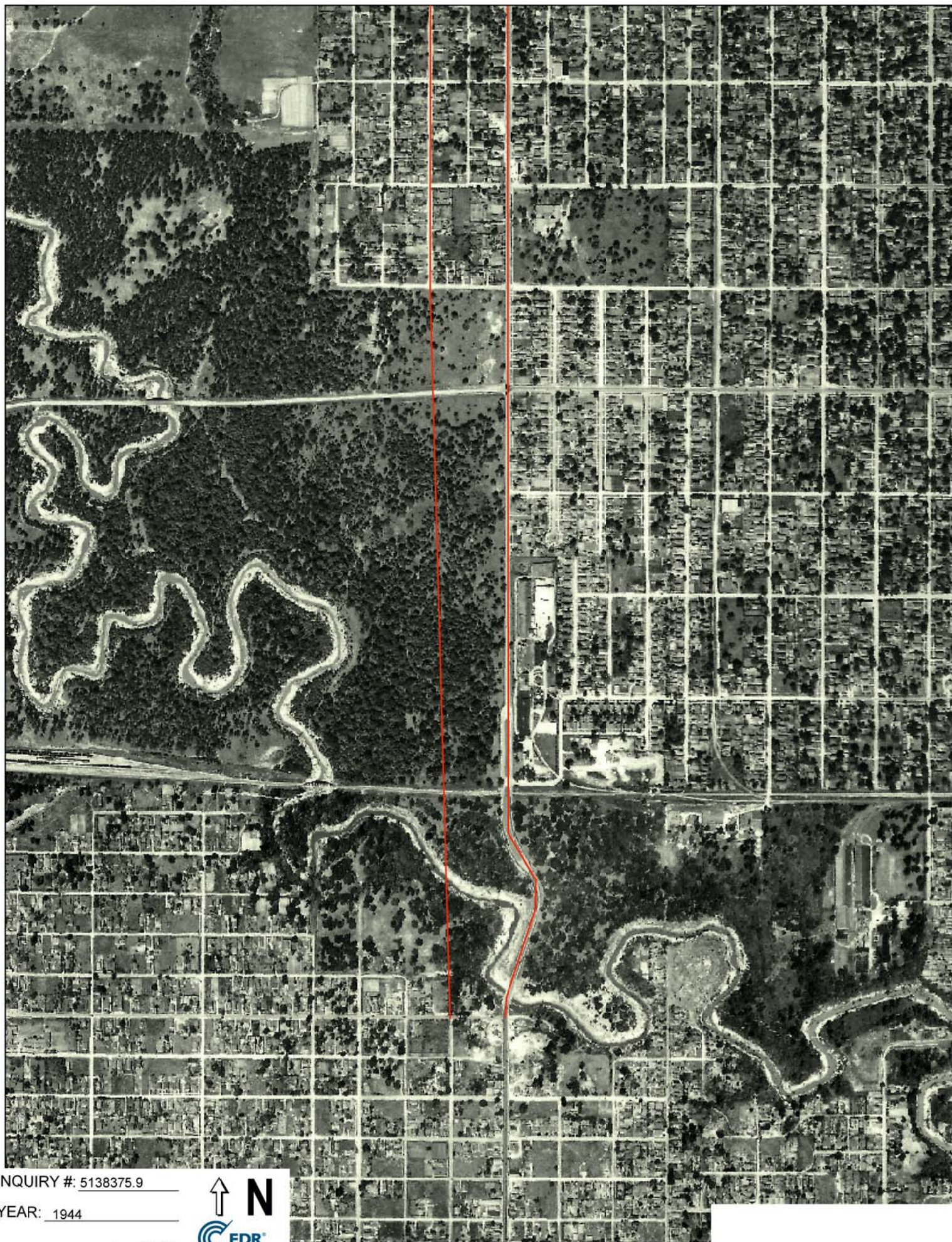


INQUIRY #: 5138375.9

YEAR: 1953

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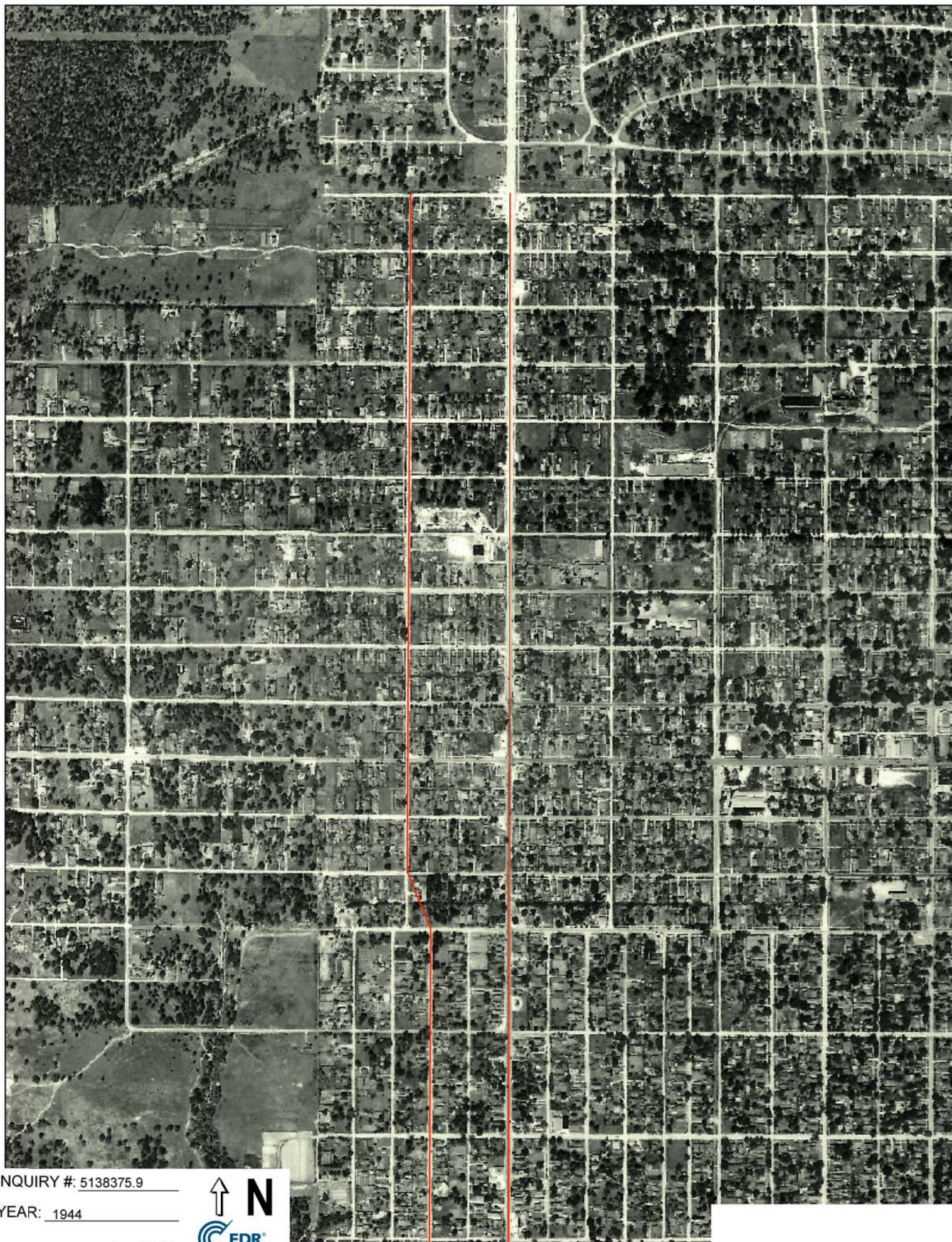


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YEAR: 1944

1" = 750'



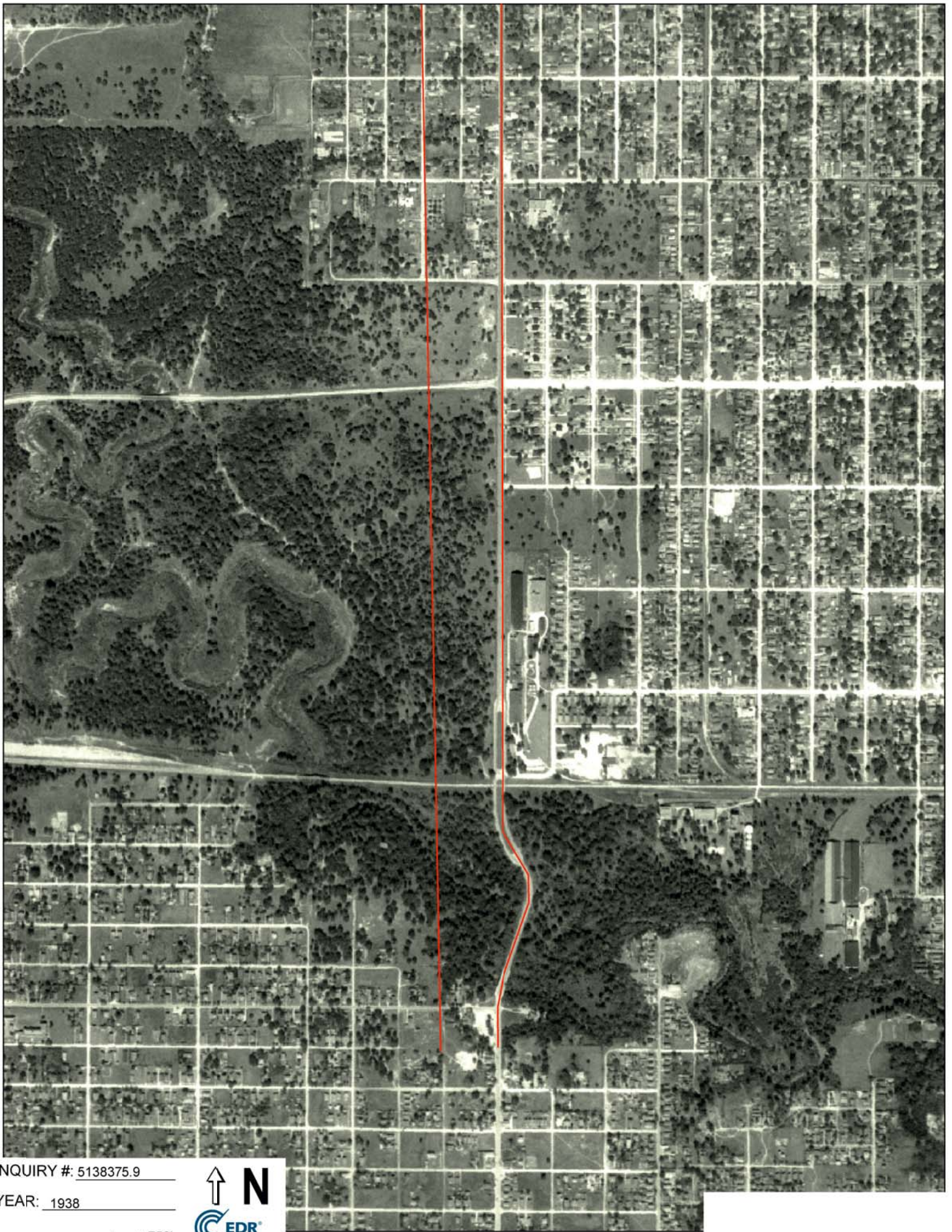


INQUIRY #: 5138375.9

YEAR: 1944

— = 750'



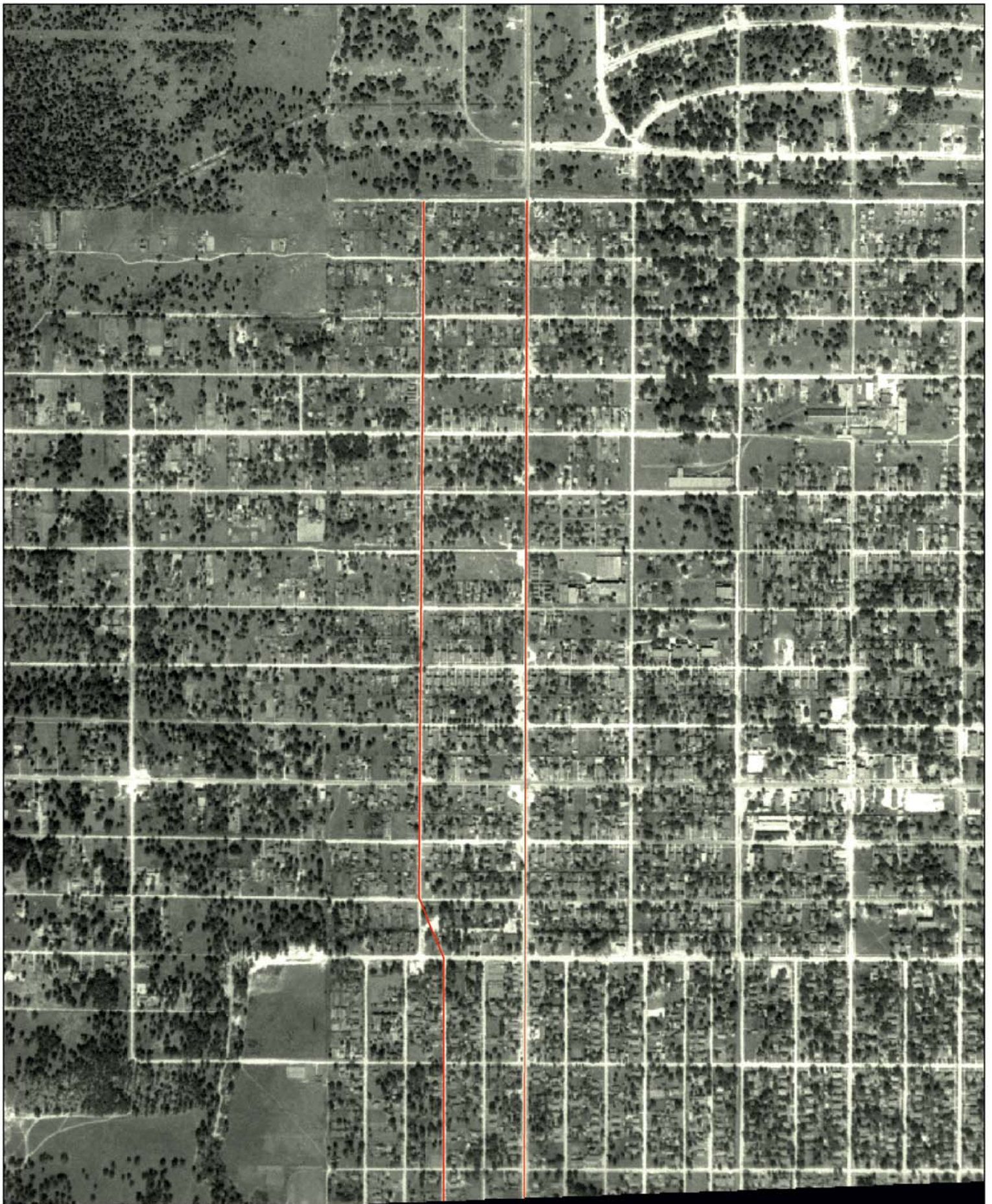


INQUIRY #: 5138375.9

YEAR: 1938



— = 750'



INQUIRY #: 5138375.9

YEAR: 1938



— = 750'

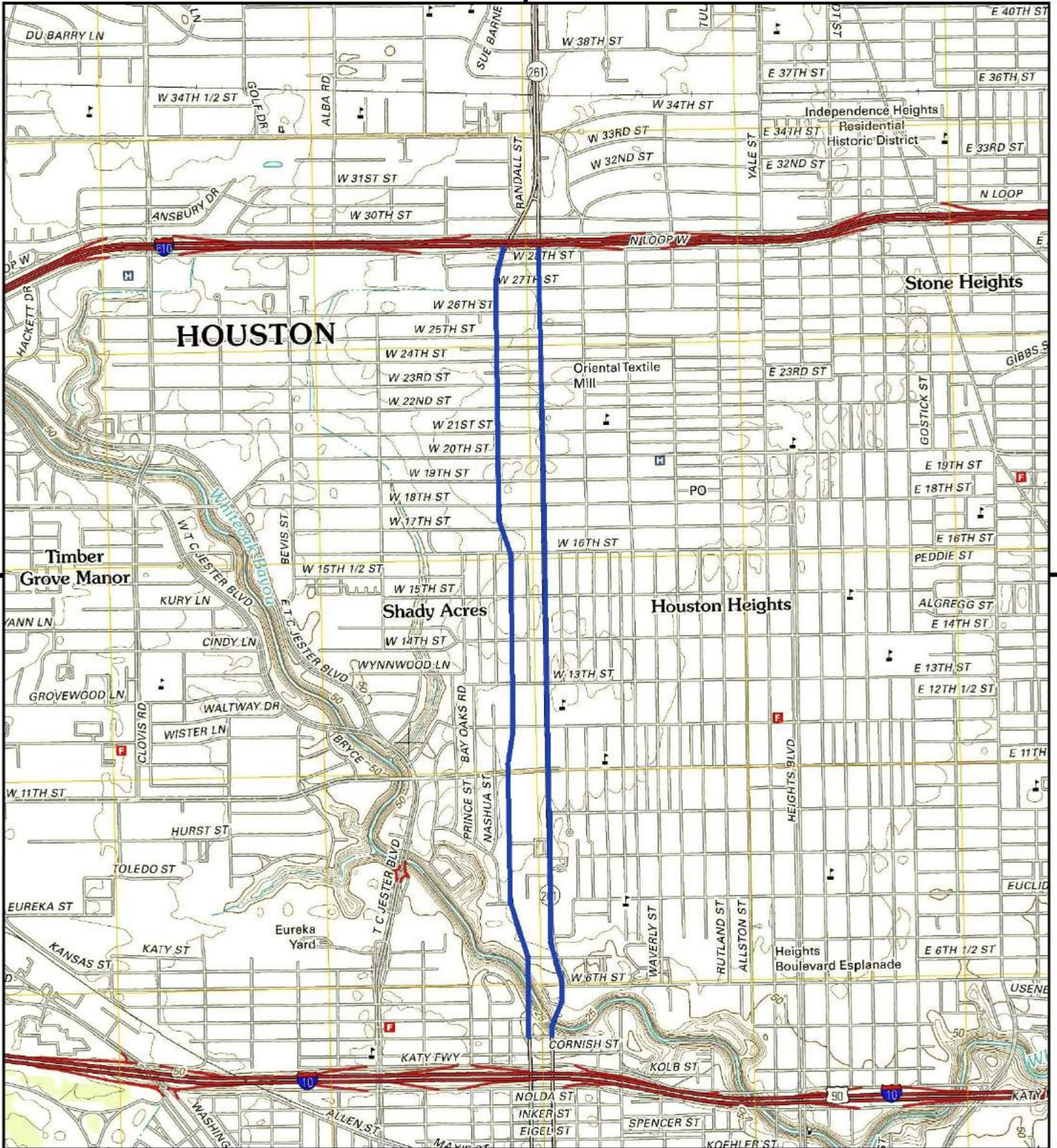
Historic Topographic Maps

Historic topographic maps were obtained for the years 2013, 1995, 1982, 1967, 1955, 1946, 1922, and 1915. The maps are summarized in the table below.

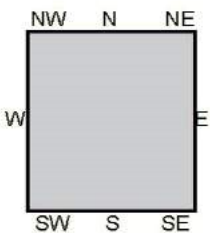
Historic Topographic Maps	
Year	Summary
2013	<p>The majority of the project area has little variation in topography/elevation, with the exception of the area around White Oak Bayou. The only structures of note are the Oriental Textile Mill and Eureka Yard.</p> <p>The textile mill, located at Lawrence and West 22nd Street (one block east of Shepherd), was one of the first industrial complexes in Houston. It is no longer active for manufacturing and has been historically landmarked.</p> <p>Eureka Yards, on Eureka Street west of TC Jester Boulevard (approximately 0.7 mile west of Durham), served the MKT rail line, but it is no longer active. The site is currently used for equipment storage.</p> <p>The tracks for the Houston and Belt Terminal Railroad, which run parallel to West 34th Street north of the project corridor, are visible.</p>
1995	<p>Railroad tracks are shown running down Nicholson Street (approximately 0.25 mile east of Shepherd, connecting to the MKT line and Eureka Yard. There are two water tanks adjacent to the tracks at 20th Street. There are several oil wells near the intersection of Bevis Street and East 18th Street (approximately 0.6 mile west of Durham).</p> <p>The overall street grid is generally the same as in 2013. The Houston and Belt Terminal tracks are visible.</p>
1982	<p>Tracks along Nicholson, water towers, oil wells, MKT tracks, Houston Belt and Terminal tracks, and Eureka Yard are all shown.</p> <p>The overall street grid is generally the same as 1995.</p>
1967	<p>The overall street grid is generally the same as 1982.</p> <p>Tanks and/or wells appear to be present in the vicinity of Eureka Yard and the development between Shepherd, White Oak Bayou, and the Katy Freeway. Tracks along Nicholson, water towers, oil wells, MKT tracks, Houston Belt and Terminal tracks, and Eureka Yard are all shown.</p>
1955	<p>IH 610 has not been developed. The overall street grid is generally the same as 1967, but the area west of White Oak Bayou to the north of the MKT tracks has not been as developed yet; West 11th appears to be the only major street in the area, with a couple of blocks developed to the north and south. Durham is not a continuous corridor from White Oak Bayou to where IH 610 is today. A ditch connecting to White Oak Bayou is visible just north of West 26th Avenue west of Shepherd.</p> <p>Oaks Water Tank is visible at the northern end of the alignment. Oil wells are visible in the undeveloped area west of White Oak Bayou (the Bevis/18th Street area in maps from subsequent years). Tracks along Nicholson, oil wells, water towers, MKT tracks, Houston Belt and Terminal tracks, and Eureka Yard are all shown.</p>
1946	<p>The Houston Belt Terminal line is the northern end of the project corridor. Roslyn Road is the major street at the northern end of the corridor. Other than the 11th Street Extension, the area west of</p>

	<p>White Oak Bayou is largely undeveloped. There is some development between Shepherd and White Oak Bayou from 16th to 25th. Durham is not a continuous corridor.</p> <p>The tracks along Nicholson, the MKT tracks, Houston Belt and Terminal tracks, and oil wells are shown. The location of Eureka Yards is labeled as Eureka Junction.</p>
1922	<p>Variations in topography are evident in the largely undeveloped area between Shepherd and the MKT rail line. Durham is not a continuous corridor. The street grid does not extend all the way north to Roslyn Road. Rail lines visible.</p> <p>The tracks along Nicholson, the MKT tracks, Eureka Junction, and Houston Belt and Terminal tracks (labeled Valley) are shown.</p>
1915	<p>There is little change from 1915 to 1922 on the topo map. Varying topography in the undeveloped area is evident. Durham is not a continuous corridor. Street grid does not extend to Roslyn Road.</p> <p>The tracks along Nicholson, the MKT tracks, Eureka Junction, and Houston Belt and Terminal tracks (labeled Valley) are shown.</p>

Table 2: Summary of historial topo maps (Historical Topo Map Report, EDR. December 18, 2017.)



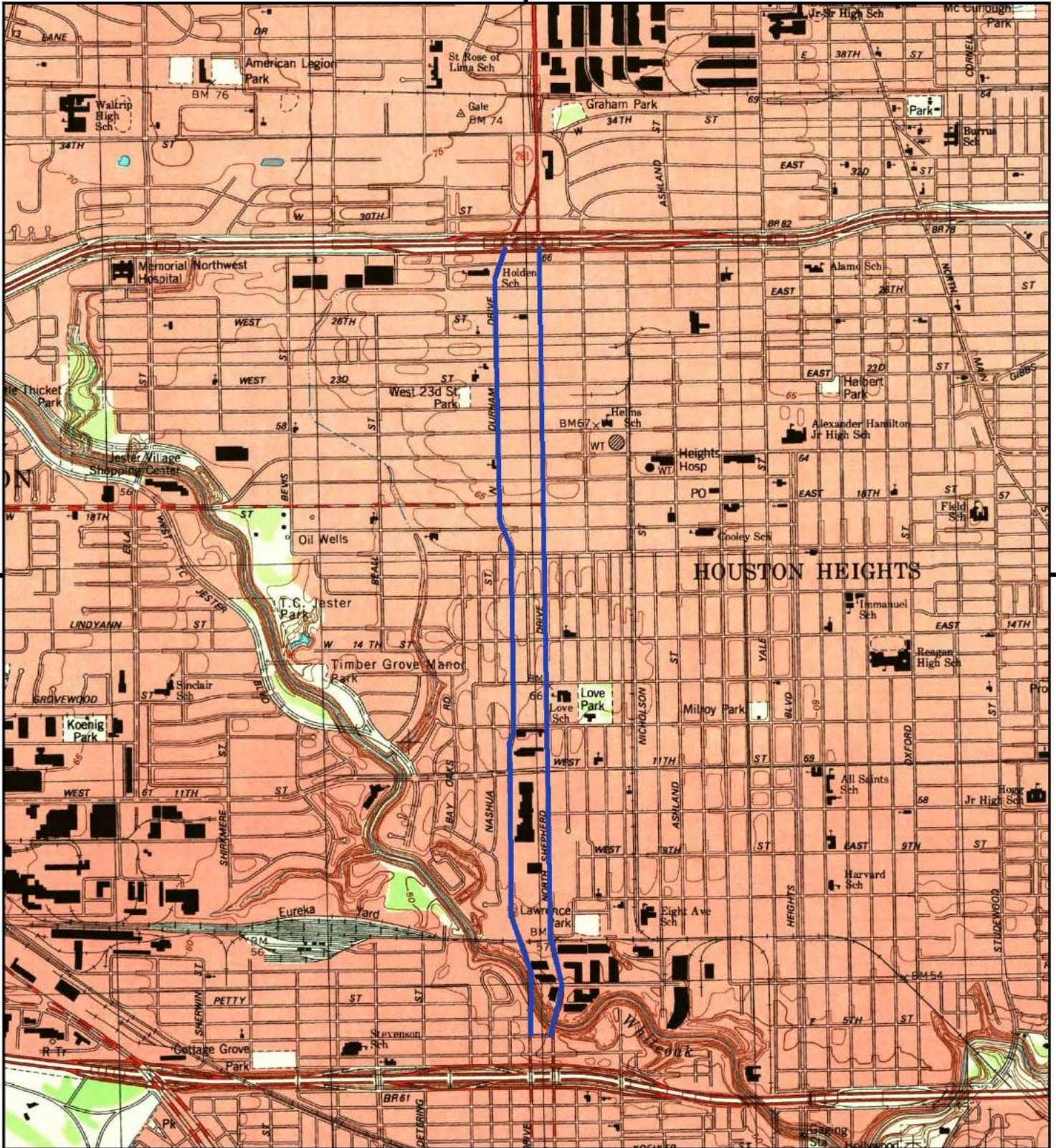
This report includes information from the following map sheet(s).



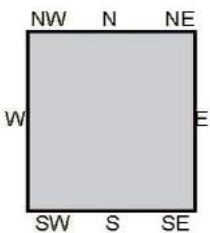
TP, Houston Heights, 2013, 7.5-minute

SITE NAME: Shepherd Durham Corridor
 ADDRESS: Shepherd Drive and Durham Drive
 Houston, TX 77008
 CLIENT: THE GOODMAN CORPORATION





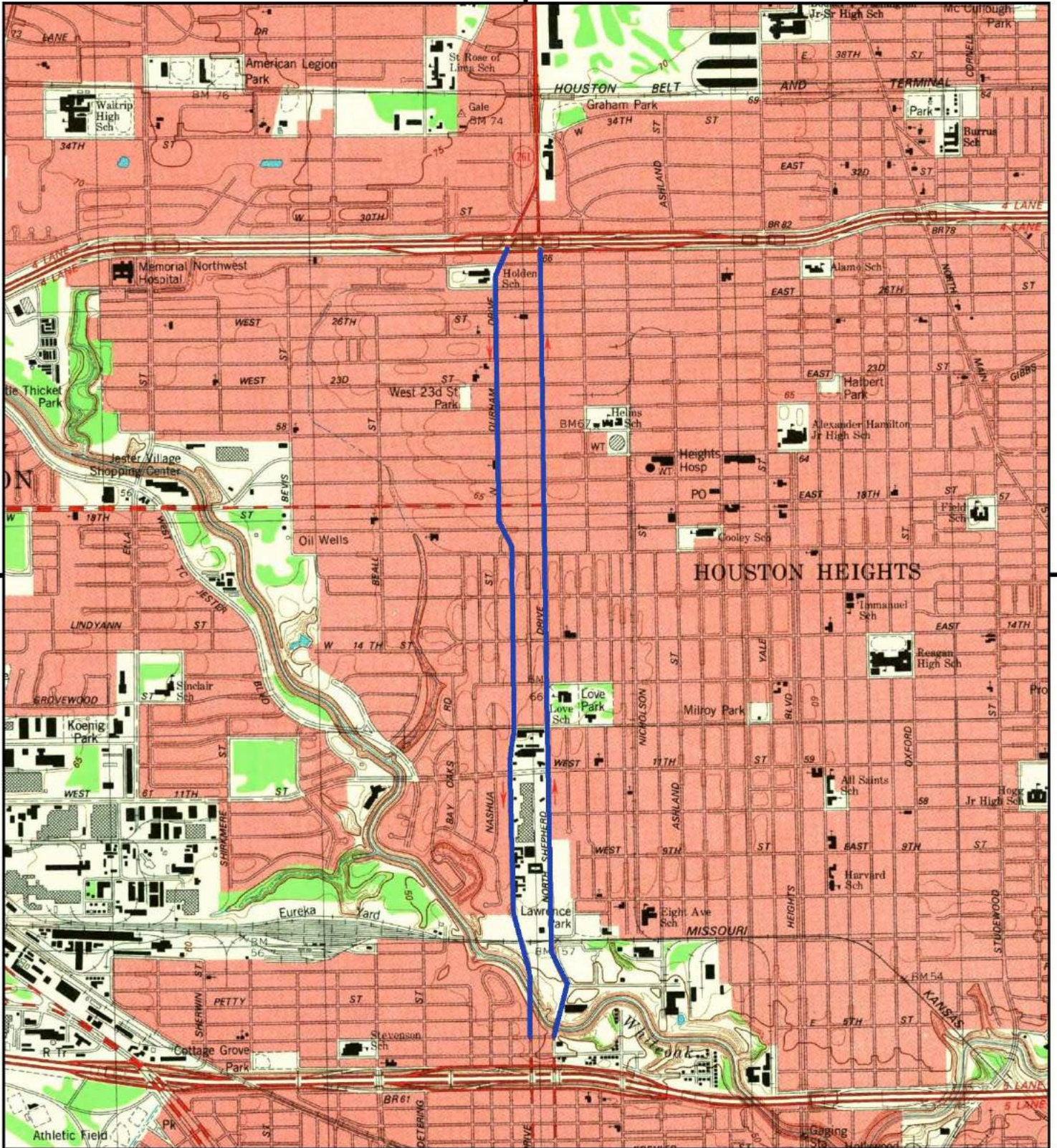
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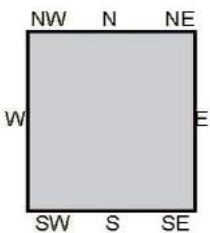
TP, Houston Heights, 1995, 7.5-minute

SITE NAME: Shepherd Durham Corridor
 ADDRESS: Shepherd Drive and Durham Drive
 Houston, TX 77008
 CLIENT: THE GOODMAN CORPORATION





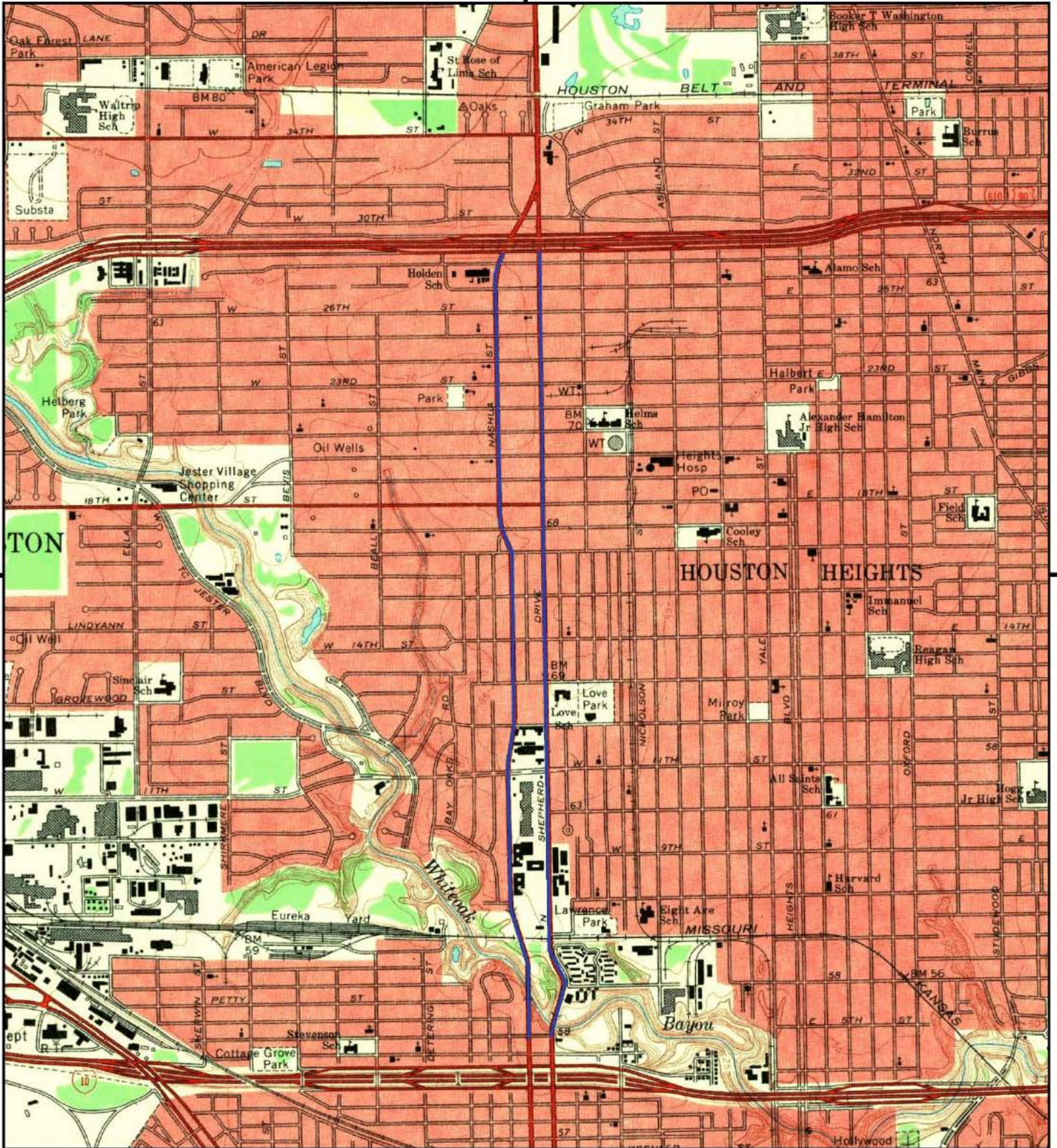
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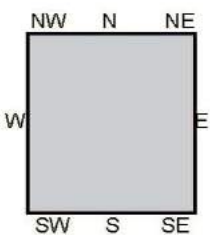
TP, Houston Heights, 1982, 7.5-minute

SITE NAME: Shepherd Durham Corridor
 ADDRESS: Shepherd Drive and Durham Drive
 Houston, TX 77008
 CLIENT: THE GOODMAN CORPORATION





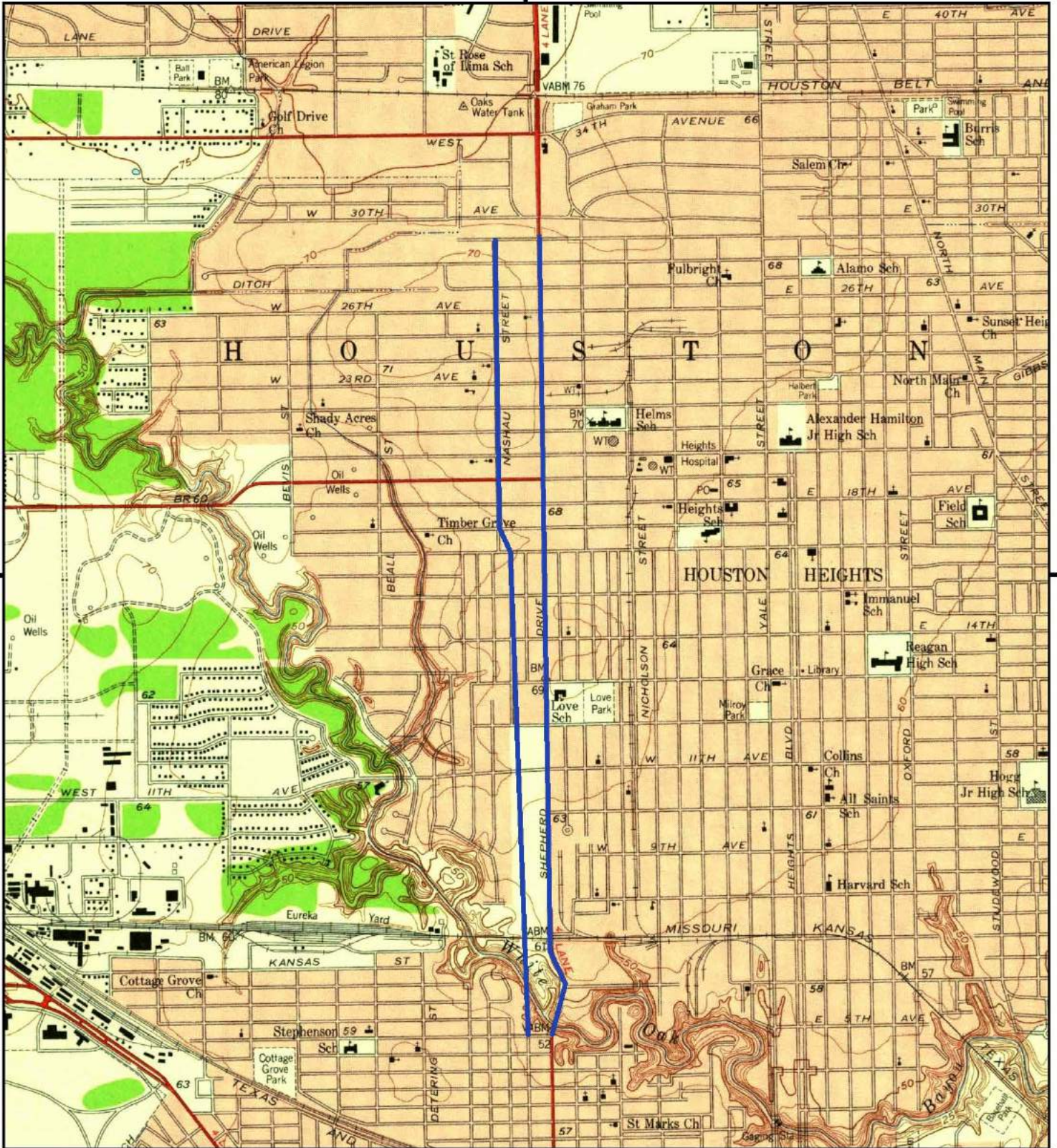
This report includes information from the following map sheet(s).



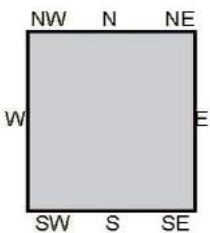
TP, Houston Heights, 1967, 7.5-minute

SITE NAME: Shepherd Durham Corridor
 ADDRESS: Shepherd Drive and Durham Drive
 Houston, TX 77008
 CLIENT: THE GOODMAN CORPORATION





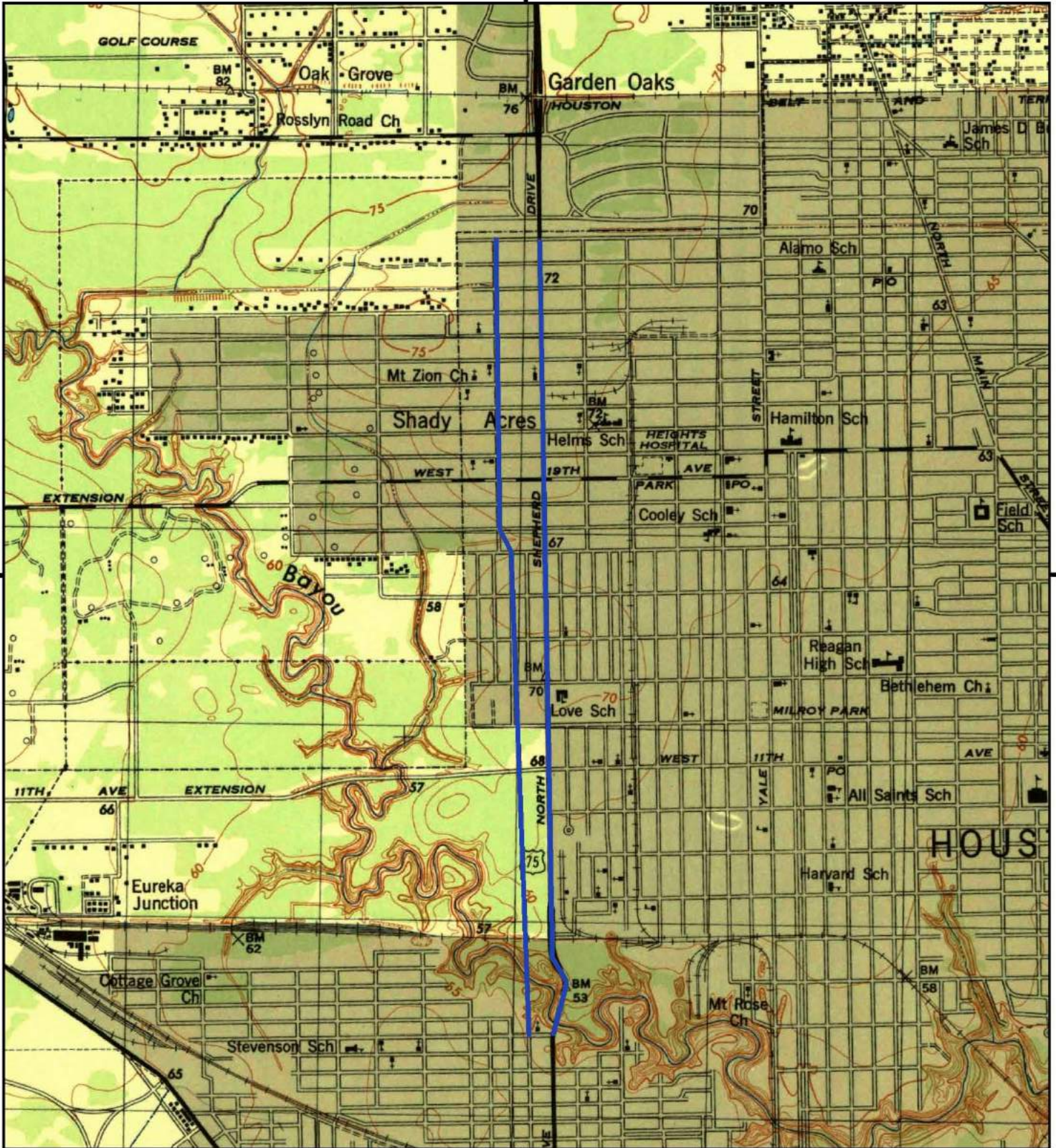
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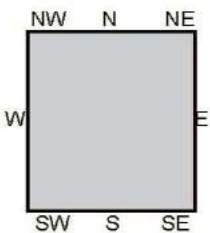
TP, Houston Heights, 1955, 7.5-minute

SITE NAME: Shepherd Durham Corridor
ADDRESS: Shepherd Drive and Durham Drive
Houston, TX 77008
CLIENT: THE GOODMAN CORPORATION





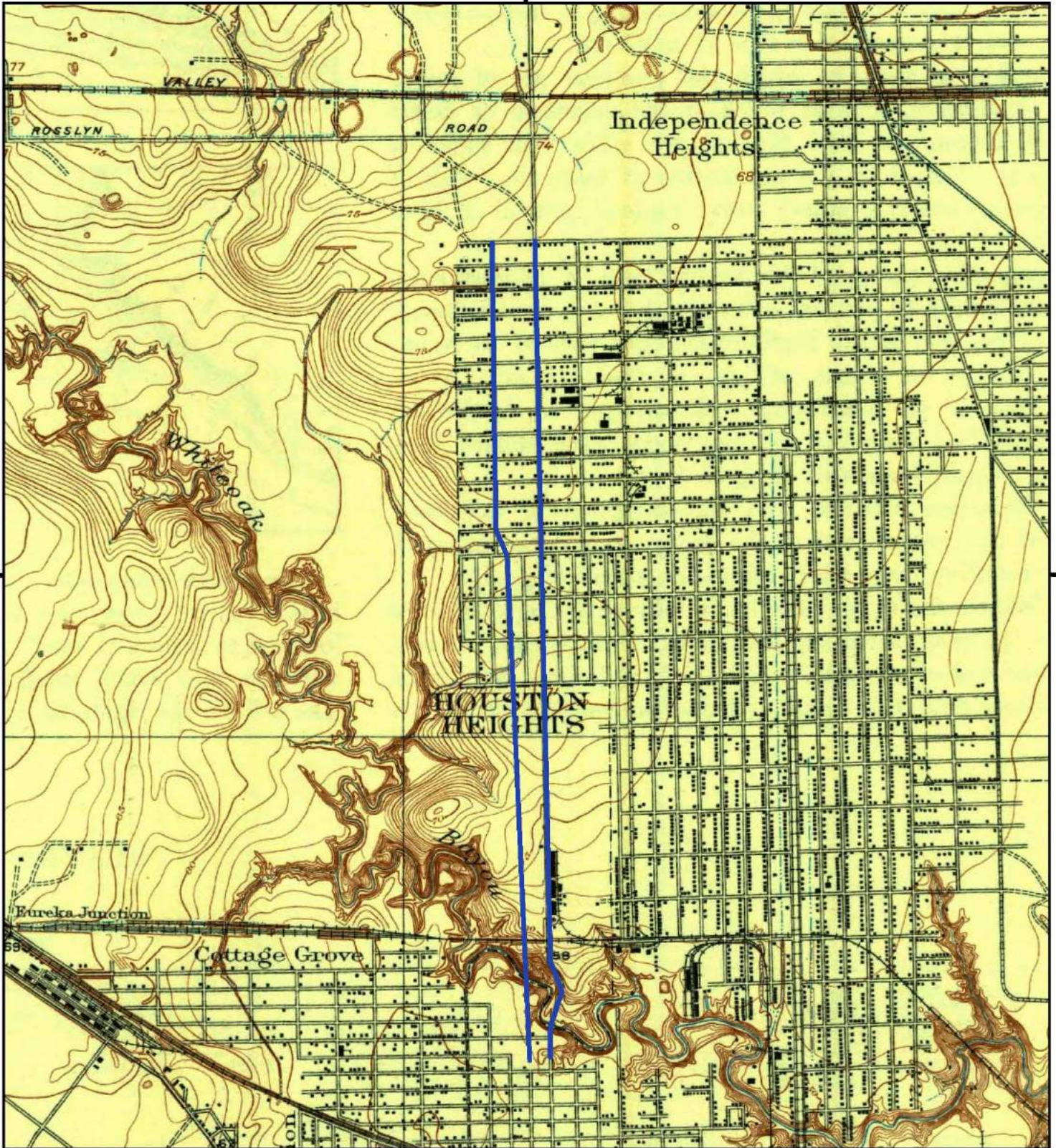
This report includes information from the following map sheet(s).



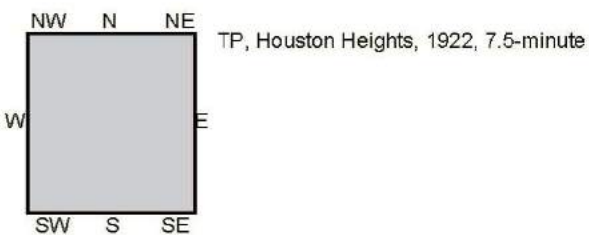
TP, Houston Heights, 1946, 7.5-minute

SITE NAME: Shepherd Durham Corridor
ADDRESS: Shepherd Drive and Durham Drive
Houston, TX 77008
CLIENT: THE GOODMAN CORPORATION



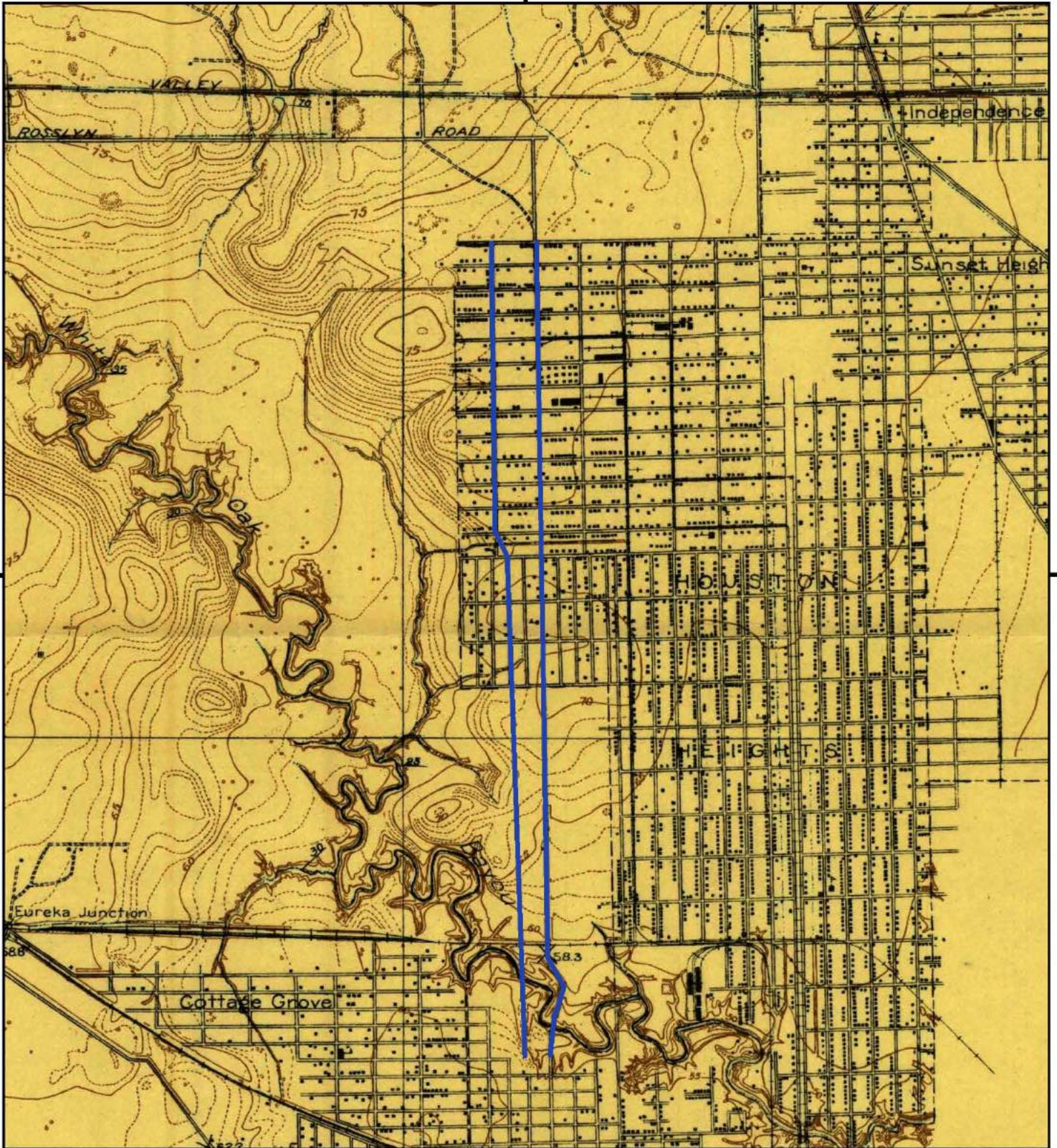


This report includes information from the following map sheet(s).

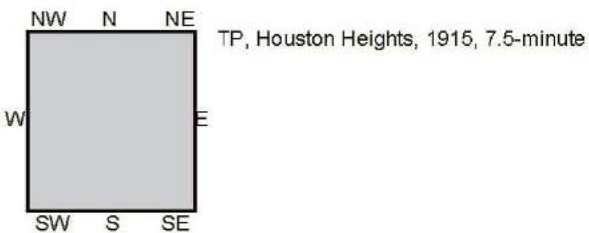


SITE NAME: Shepherd Durham Corridor
 ADDRESS: Shepherd Drive and Durham Drive
 Houston, TX 77008
 CLIENT: THE GOODMAN CORPORATION





This report includes information from the following map sheet(s).



SITE NAME: Shepherd Durham Corridor
 ADDRESS: Shepherd Drive and Durham Drive
 Houston, TX 77008
 CLIENT: THE GOODMAN CORPORATION



PHOTOGRAPHS

An on-site corridor survey, including photographs, was conducted for the Phase I ESA, but was not focused on historic properties. The photos of general conditions along the corridor are excerpted below.

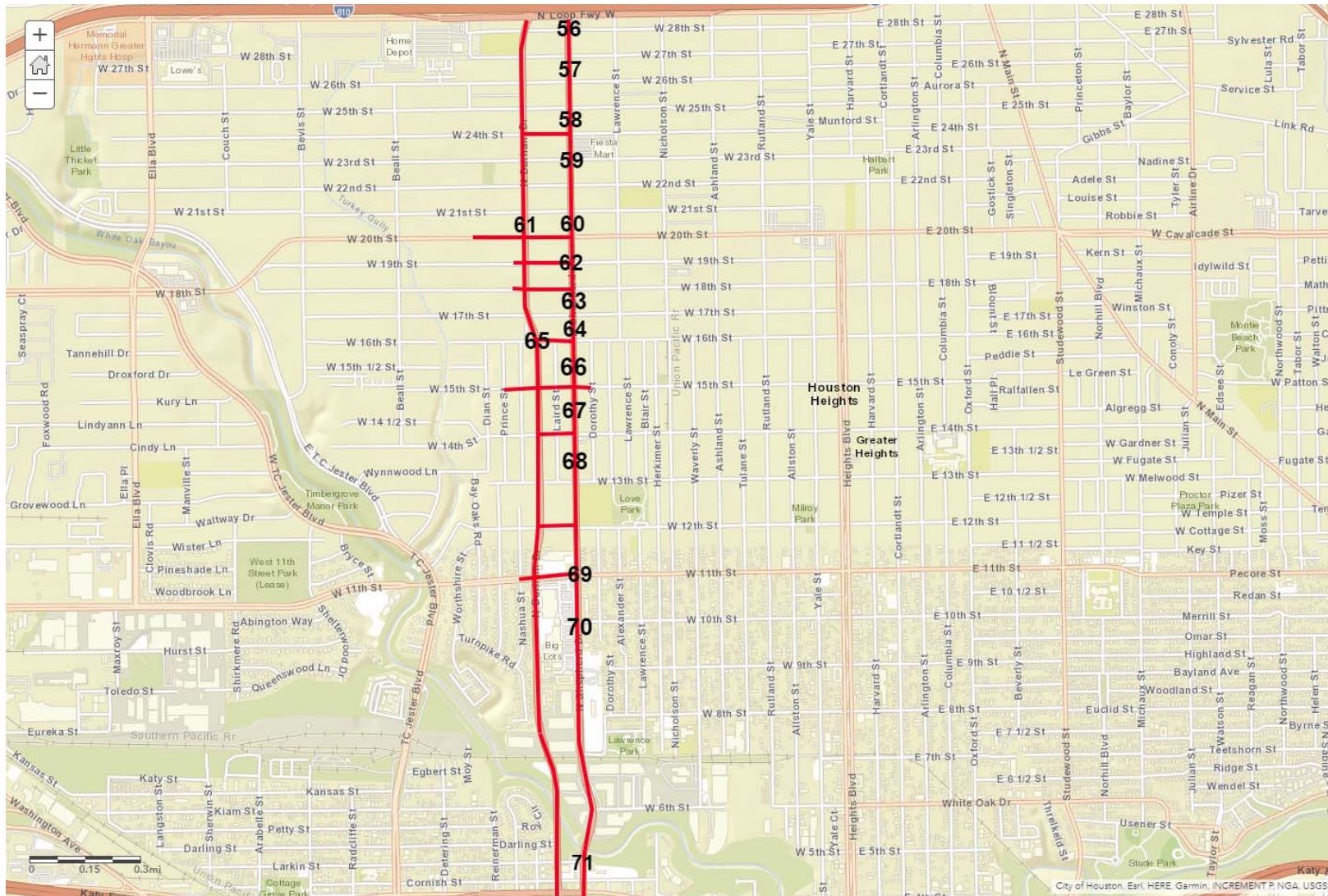


Figure 10: Photo Map Key (Base map: ArcGIS Online. <https://www.arcgis.com>, accessed February 26, 2020.)



Figure 56 North Shepherd and West 28th



Figure 57 North Shepherd between West 26th and West 27th



Figure 58 North Shepherd between West 24th and West 25th



Figure 59 North Shepherd and West 23rd



Figure 60 North Shepherd between West 20th and West 21st



Figure 61 North Durham between West 20th and West 21st



Figure 62 North Shepherd and West 19th



Figure 63 North Shepherd between West 17th and West 18th



Figure 64 North Shepherd between West 16th and West 17th



Figure 65 North Durham and West 16th



Figure 66 North Shepherd between West 15th and West 16th



Figure 67 North Shepherd between West 14th and West 15th



Figure 68 North Shepherd between West 13th and West 14th



Figure 69 North Shepherd and West 11th



Figure 70 North Shepherd and West 10th



Figure 71 North Shepherd and Larkin

IDENTIFICATION OF HISTORIC PROPERTIES

Texas Historic Commission² and City of Houston³ data were used to identify any designated historic properties or districts within the 150-foot buffer of the project alignment. The City of Houston Map Viewer⁴ and Harris County Appraisal District records⁵ were used to identify any properties potentially eligible as historic (45 years or older) within the buffer.

The northern portion of the project alignment is located within the National Register Houston Heights Multiple Resource Area (see Figure 8).

A National Register property, the David A. Carden House at 718 West 17th Street, is approximately 200 feet from North Shepherd Drive and approximately 250 feet from West 16th Street - outside of the 150-foot buffer - separated from Shepherd Drive by two industrial-style buildings (see Table 3).

Over 250 properties potentially eligible as historic are within the 150-foot buffer of the project alignment; these properties are identified on the map and table below. The photos included in Table 3 were obtained from Google Earth. Some properties are blocked by trees, gates, vehicles, construction, etc. and the best angles available are provided. Due to file size, photos are included as a separate document.

² <https://www.thc.texas.gov/sidebar/historic-sites-atlas>.

³ <https://cohegis.houstontx.gov/cohgisweb/houstonmapviewer/>.

⁴ Ibid.

⁵ <https://public.hcad.org/records/>.

CONSULTING PARTIES/PUBLIC NOTIFICATION

The project is a partnership between the Memorial Heights Redevelopment Authority (MHRA) and City of Houston. This project was first conceptualized in the 2014 City of Houston Heights Mobility Plan.

This project will be integrated with the Houston Transtar system, which represents a unique partnership among the City of Houston, Harris County, METRO, and the Texas Department of Transportation (TxDOT).

In 2015, the City of Houston began work on a comprehensive bicycle plan that identified corridors that would be candidates for future bicycle facilities. Though not formally adopted until 2017, the recommendation to establish bicycle facilities along the project corridor was reached early in the process. Bike Houston, the city's bicycle advocacy group, noted that the Shepherd and Durham corridors were the most desired bicycle facilities within Houston.

Project development reflects the involvement of a broad range of both public and private collaborators. Coordination has extended to local special interest groups related to air quality, parks, transportation equity, and advocacy. Project partners met with area and corridor business owners individually to discuss the project. Several private interests have documented their support for this project, including development and manufacturing companies. TxDOT and the Houston-Galveston Regional Council (H-GAC) have been briefed on this project thoroughly beginning in 2017 and extending through the present date.

The MHRA held a "town hall" style public meeting on May 2, 2018 to specifically discuss this project.

H-GAC added the project to the 2045 Regional Transportation Plan, which itself included a robust public process and supplemented a public meeting specifically for this project.

AREA OF POTENTIAL EFFECT

Because it is anticipated that some new right-of-way may be needed along the existing roadway, the APE was determined to be 150 feet on either side of the roadways for the purposes of this review.

DETERMINATION OF ELIGIBILITY

Sites were not reviewed by an historian or archeologist at this time. The Texas Historical Commission's Historic Sites Atlas and City of Houston Map Viewer were used to identify registered national, state, and local resources. Potentially eligible sites were identified solely based on age (45 years or older).

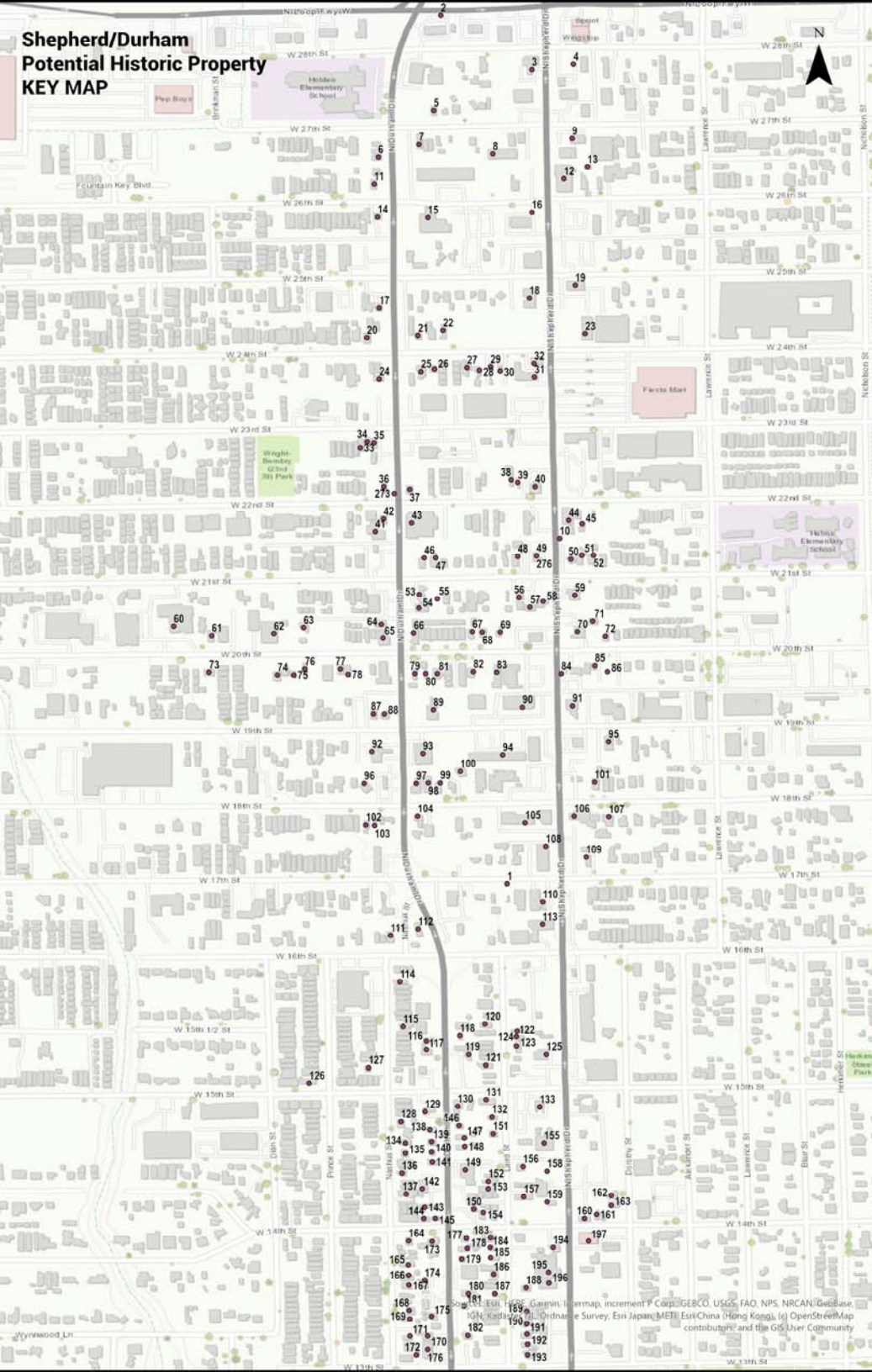
DETERMINATION OF EFFECT

Based on Texas Historical Commission data, no designated historic properties or archeological areas were identified within the project alignment's APE. Over 250 potentially eligible properties were identified within the APE. The proposed project will not result in the taking of any

structures. Any potential work taking place outside the right-of-way is expected to be minor “corner clips” for improvements to the existing roadway; therefore, no adverse impacts are anticipated.

**SHEPHERD DURHAM MAJOR INVESTMENT PROJECT
IDENTIFICATION OF HISTORIC PROPERTIES
PHOTOS**

Shepherd/Durham Potential Historic Property KEY MAP



Cultural Resources

Map # Name/Location Contribution Existing Conditions

1 David A. Carden House
718 West 17th Street

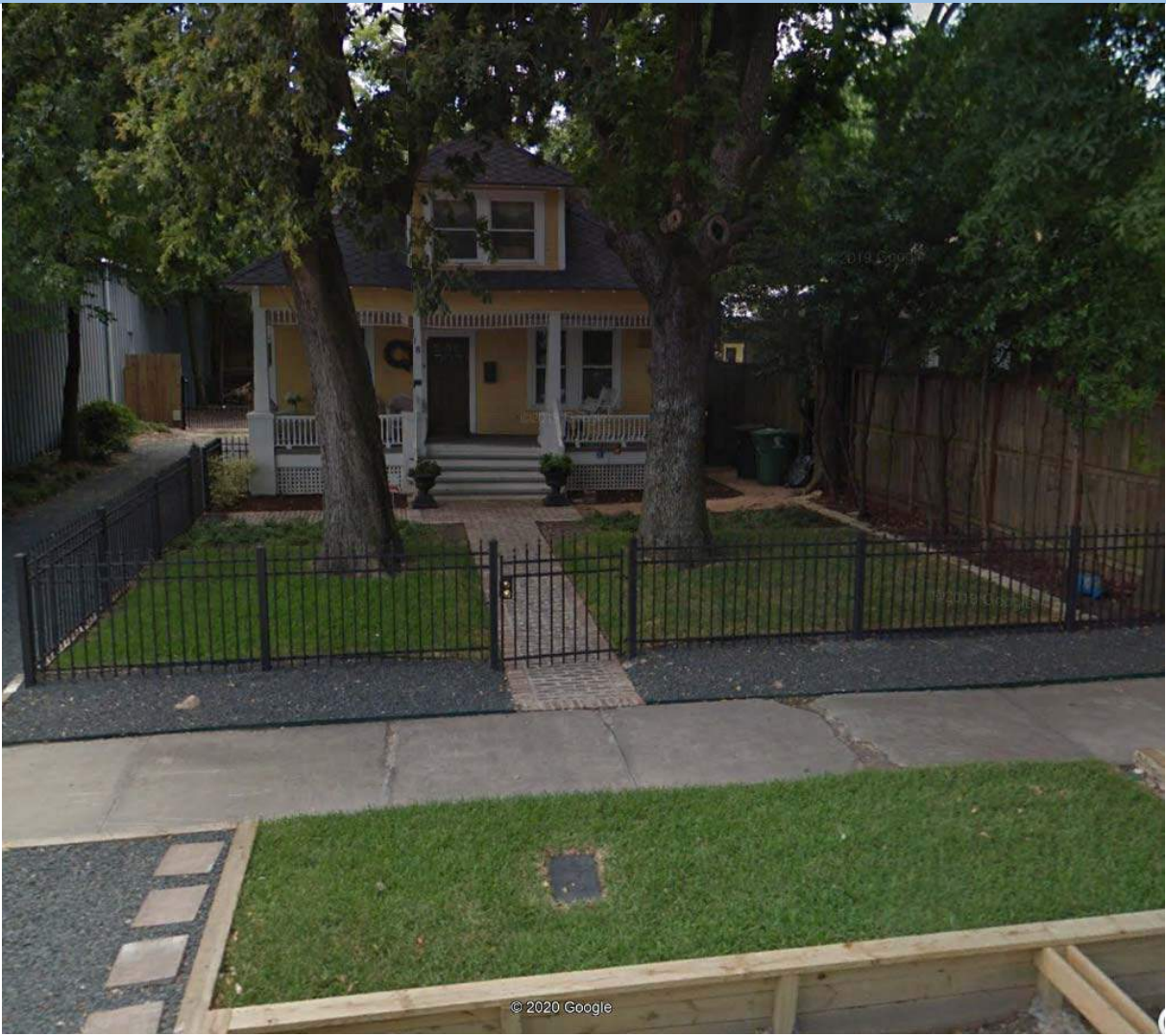
Reviewed even though not within the 150-foot buffer; separated from Shepherd Drive by two industrial-style buildings.

National Register Property

Within Houston Heights MRA

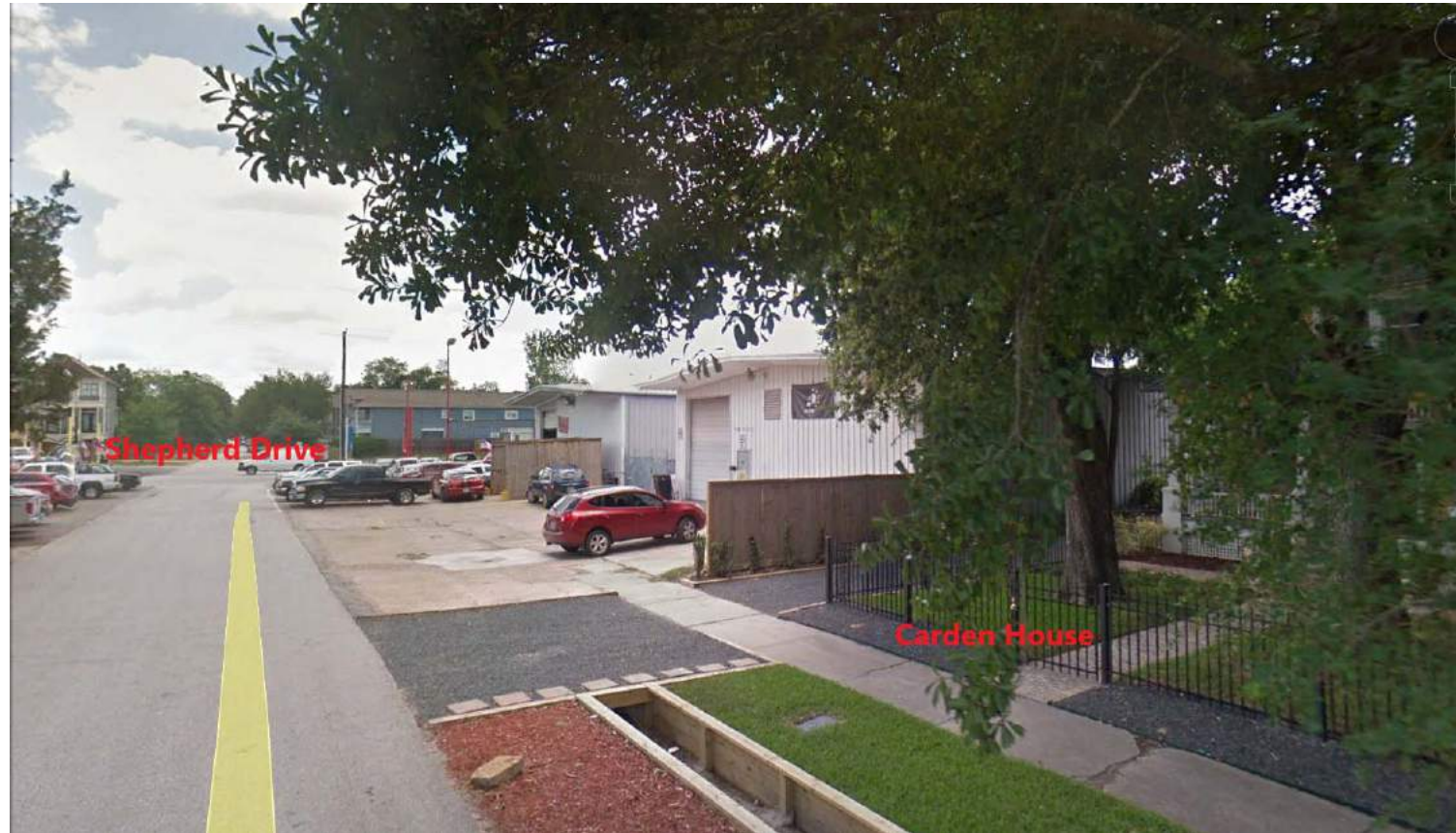
Local significance for design/architecture

Period: 1900-1924



View toward
Shepherd Drive
from Carden
House
(approximately
200 feet)

Rear of Carden
House is not
visible from West
16th Street due to
landscaping
(approximately
250 feet)



2 733 North Loop West Potentially eligible
Constructed 1970



3 2721 North
Shepherd Drive Potentially eligible
Constructed 1960



4	642 West 28 th Street	Potentially eligible Constructed 1945, 1965, 1970, 1999
---	----------------------------------	--



5 735 West 27th Street Potentially eligible
Constructed 1940



6 2611 North
Durham Drive

Potentially eligible

Constructed 1940,
remodeled 2009



7 742 West 27th Street Potentially eligible
Constructed 1940



8 206 West 27th
Street Potentially eligible

Astro-turfed area
fronts Shepherd

Constructed 1950,
1984

Canopy roof and
slab listed as
constructed in
1898



9 2620 North
Shepherd Drive

Potentially eligible

Constructed 1974,
1994

Concrete paving
dated 1950



10 2116 North
Shepherd Drive Potentially eligible
Constructed 1950



11 803 West 26th Street Potentially eligible
Constructed 1939



12 2608 North
Shepherd Drive Potentially eligible

Constructed 1940,
1990, 2000



13 637 West 26th Street Potentially eligible
Constructed 1940



14 2521 North
Durham Drive Potentially eligible

Constructed 1920
(remodeled 2019),
2000, 2019



15 720 West 26th
Street Potentially eligible
Constructed 1960



16 2521 North
Shepherd Drive Potentially eligible

Constructed 1950,
2010



17 2415 North
Durham Drive Potentially eligible

Constructed 1940
(remodeled 2000),
2000, 2007, 2012



18 2425 North
Shepherd Drive Potentially eligible
Constructed 1970



19 2440 North
Shepherd Drive Potentially eligible
Constructed 1950



20 805 West 24th
Street Potentially eligible

Constructed 1940,
2000, 2004, 2012,
2016



21 735 West 24th
Street Potentially eligible
Constructed 1930,
1940



22 731 West 24th
Street Potentially eligible
Constructed 1930



23 2400 North
Shepherd Drive Potentially eligible
Constructed 1972



24 2319 North
Durham Drive Potentially eligible
Constructed 1946



25 750 West 24th
Street Potentially eligible
Constructed 1950



26 746 West 24th
Street Potentially eligible
Constructed 1940,
1950



27 728 West 24th
Street Potentially eligible
Constructed 1940,
2013



28 724 West 24th
Street Potentially eligible
Constructed 1940,
2005



29 722 West 24th
Street Potentially eligible
Constructed 1940,
2004



30 720 West 24th
Street Potentially eligible
Constructed 1940



31 2319 North
Shepherd Drive Potentially eligible

Constructed 1950,
2004, 2009



32 2321 North
Shepherd Drive Potentially eligible
Constructed 1960



33 806 West 23rd
Street Potentially eligible
Constructed 1910
(remodeled 1983)



34 804 West 23rd Potentially eligible
Street

Constructed 1910,
2000



35 2221 North
Durham Drive Potentially eligible

Constructed 1950,
1991, 2016



36 801 West 22nd Street Potentially eligible
Constructed 1910



37 747 West 22nd Street Potentially eligible
Constructed 1910
(remodeled 2017)



38 711 West 22nd Street Potentially eligible
Constructed 1960



39 709 West 22nd Street Potentially eligible
Constructed 1910



40 2203 North
Shepherd Drive Potentially eligible
Constructed 1950



41 2115 North
Durham Drive Potentially eligible

Constructed 1950
(remodeled 1979)



42 2121 North
Durham Drive Potentially eligible

Constructed 1950
(remodeled 2011)



43 746 West 22nd
Street Potentially eligible
Constructed 1965



44 2124 North
Shepherd Drive Potentially eligible

Constructed 1940,
1998



45 644 West 22nd Street Potentially eligible
Constructed 1925,
1990



46 741 West 21st Street Potentially eligible
Constructed 1940



47 737 West 21st Street Potentially eligible
Constructed 1934



48 705 West 21st
Street Potentially eligible

Constructed 1935
(remodeled 1988),
1987, 1990



49 2101 North
Shepherd Drive Potentially eligible

Constructed 1945,
1950, 2005



50 2102 North
Shepherd Drive Potentially eligible
Constructed 1940



51 643 West 21st
Street Potentially eligible

Constructed 1924
(remodeled 2000),
1980



52 637 West 21st
Street Potentially eligible

Constructed 1925
(remodeled 2006),
2017



53 2020 North
Durham Drive Potentially eligible

Constructed 1930
(remodeled 2013),
2006



54 2018 North
Durham Drive Potentially eligible
Constructed 1972



55 736 West 21st
Street Potentially eligible

Constructed 1930
(remodeled 1987)



56 708 West 21st Street Potentially eligible
Constructed 1940



57 2019 North
Shepherd Drive Potentially eligible
Constructed 1940



58 2017 North
Shepherd Drive Potentially eligible
Constructed 1950,
1975



59 2018 North
Shepherd Drive Potentially eligible
Constructed 1950,
2001



60 925 West 20th
Street Potentially eligible

Constructed 1940,
1975, 1984, 2000



61 905 West 20th
Street Potentially eligible

Constructed 1938,
2005



62 841 West 20th
Street Potentially eligible

Constructed 1955,
1984



63 835 West 20th
Street Potentially eligible

Constructed 1955
(remodeled 2012),
2013



64 2009 North
Durham Drive Potentially eligible

Constructed 1930,
2014



65 803 West 20th
Street Potentially eligible

Constructed 1950
(remodeled 2002)



66 2010 North
Durham Drive Potentially eligible

Constructed 1960
(remodeled 2006)



67 725 West 20th
Street Potentially eligible

Constructed 1930
(remodeled 2016)



68 723 West 20th
Street Potentially eligible

Constructed 1930
(remodeled 1980),
1985



69 715 West 20th Street Potentially eligible
Constructed 1930,
1980



70 2002 North
Shepherd Drive Potentially eligible

Constructed 1950
(remodeled 2018),
2019



71 637 West 20th Street Potentially eligible
Constructed 1960
(remodeled 2007),
2007



72 633 West 20th
Street Potentially eligible

Constructed 1930
(remodeled 2013)



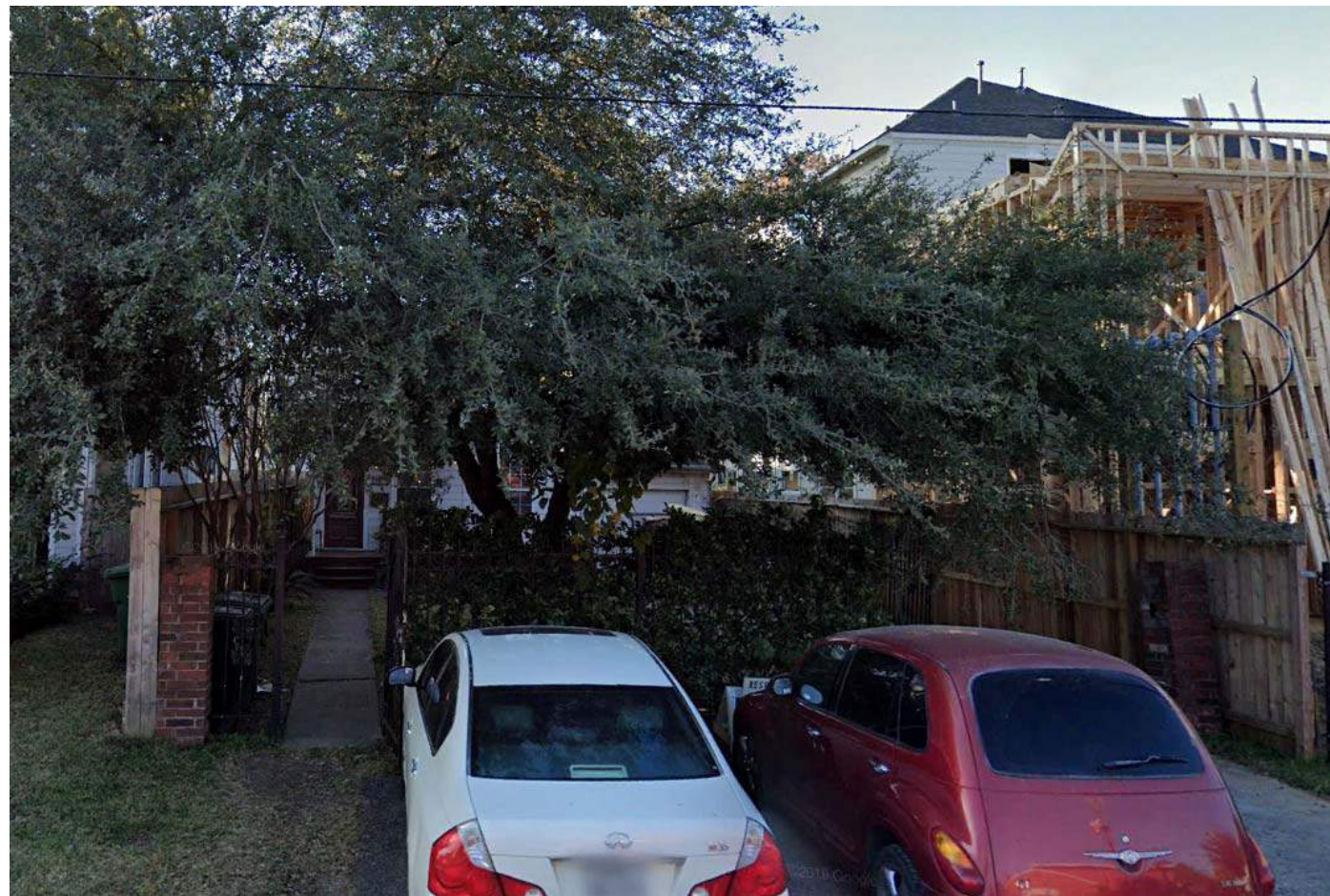
73 906 West 20th
Street Potentially eligible

Constructed 1955,
2015



74 840 West 20th
Street Potentially eligible

Constructed 1920
(remodeled 1995),
1940



75 834 West 20th
Street Potentially eligible

Constructed 1920
(remodeled 2005)



76 828 West 20th
Street Potentially eligible

Constructed 1950,
1970



77 820 West 20th
Street Potentially eligible

Constructed 1920
(remodeled 1989)



78 816 West 20th
Street Potentially eligible
Constructed 1920



79 746 West 20th
Street Potentially eligible

Constructed 1920,
1960



80 742 West 20th
Street Potentially eligible

Constructed 1940,
1960



81 740 West 20th
Street Potentially eligible

Constructed 1925,
1965, 1970



82 728 West 20th Street Potentially eligible
Constructed 1935



83 720 West 20th
Street Potentially eligible

Constructed 1970,
1998



84 1918 North
Shepherd Drive Potentially eligible
Constructed 1970



85 638 West 20th Street Potentially eligible
Constructed 1948,
2004



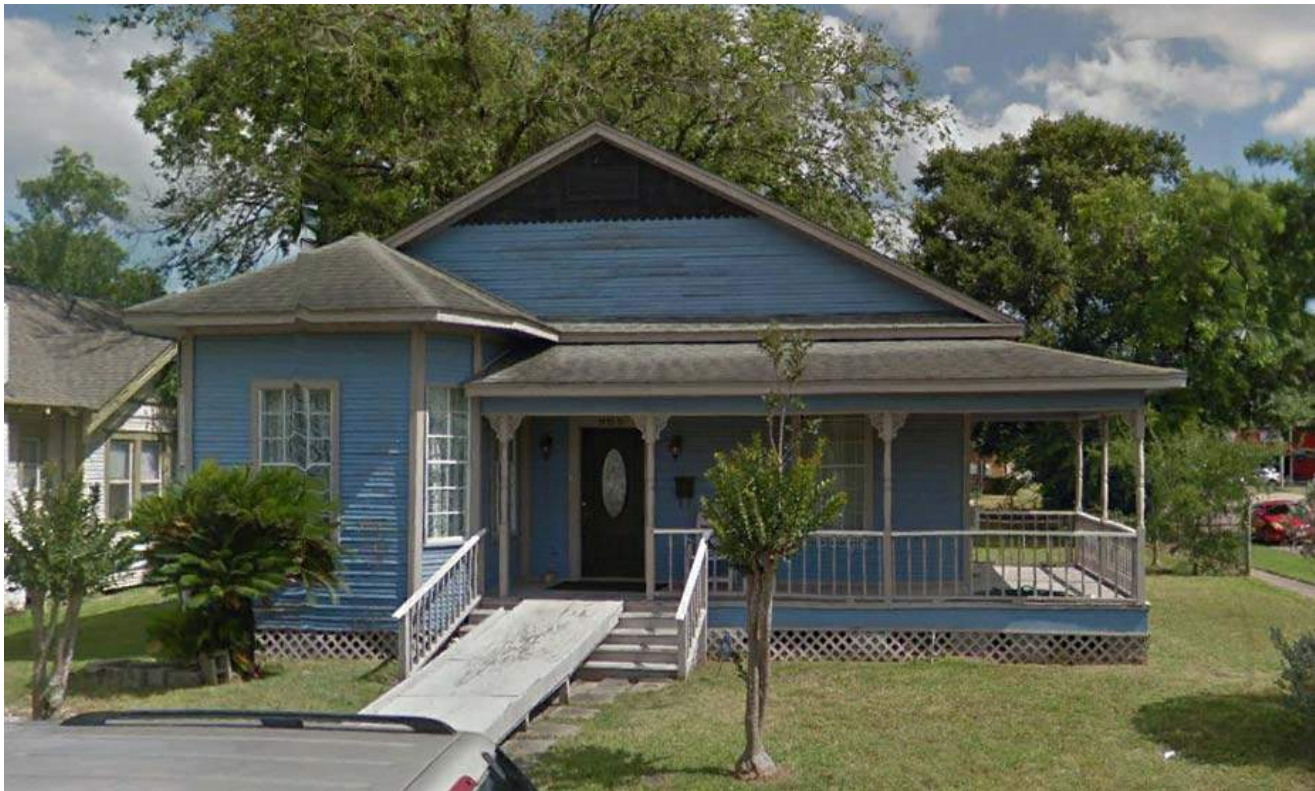
86 636 West 20th Street Potentially eligible
Constructed 1930,
2011



87 807 West 19th Street Potentially eligible
Constructed 1905



88 805 West 19th Street Potentially eligible
Constructed 1905
(remodeled 2000)



89 735 West 19th Street Potentially eligible
Constructed 1940,
2001



90 1901 North
Shepherd Drive Potentially eligible

Constructed 1950
(remodeled 2013),
2013, 2017



91 1906 North
Shepherd Drive Potentially eligible

Constructed 1950
(remodeled 2007)



92 1815 North
Durham Drive Potentially eligible

Constructed 1960
(remodeled 2018),
2007 (remodeled
2018), 2018



93 1816 North
Durham Drive Potentially eligible
Constructed 1965



94 724 West 19th
Street Potentially eligible

Constructed 1960
(remodeled 2016),
1975 (remodeled
2016)



95 632 West 19th
Street Potentially eligible

Constructed 1955
(remodeled 2015),
1992



96 811 West 18th
Street Potentially eligible
Constructed 1945



97 747 West 18th
Street Potentially eligible

Constructed 1940,
1995



98 743 West 18th Street Potentially eligible

Constructed 1935
(remodeled 1998)



99 741 West 18th Street Potentially eligible
Constructed 1950
(remodeled 2000)



100 731 West 18th
Street Potentially eligible

Constructed 1930,
1940



101 637 West 18th Street Potentially eligible

Constructed 1920
(remodeled 2016),
1979 (remodeled
2017)



102 810 West 18th
Street Potentially eligible

Constructed 1920
(remodeled 2012),
2012



103 806 West 18th Street Potentially eligible
Constructed 1920



104 744 West 18th
Street Potentially eligible
Constructed 1920



105 718 West 18th
Street Potentially eligible

Constructed 1973,
2018



106 1718 North
Shepherd Drive Potentially eligible

Constructed 1960,
1970, 1978



107 632 West 18th Street Potentially eligible
Constructed 1935,
1945, 1960



108 1711 North
Shepherd Potentially eligible

Constructed 1943
(remodeled 2008)



109 641 West 17th
Street Potentially eligible
Constructed 1935



110 1619 Shepherd Drive Potentially eligible
Constructed 1928,
1979



111 801 West 16th Potentially eligible
Street
Constructed 1925



112 1603 North
Durham Drive Potentially eligible

Constructed 1969
(remodeled 2012)



113 1607 North
Shepherd Drive Potentially eligible
Constructed 1968



114 1542 Nashua
Street Potentially eligible

Constructed 1925
(remodeled 2004),
1970



115 1524 Nashua
Street Potentially eligible

Constructed 1930,
1940, 1960



116 1509 North
Durham Drive Potentially eligible

Constructed 1925
(remodeled 1995)



117 1507 North
Durham Drive

Potentially eligible

Constructed 1938,
1940, 1970



118 1508 North
Durham Drive Potentially eligible
Constructed 1925



119 1504 North
Durham Drive Potentially eligible

Constructed 1925,
1988



120 1525 Laird Street Potentially eligible

Constructed 1928,
1940



121 1507 Laird Street Potentially eligible

Constructed 1930
(remodeled 1997),
1940 (remodeled
2008)



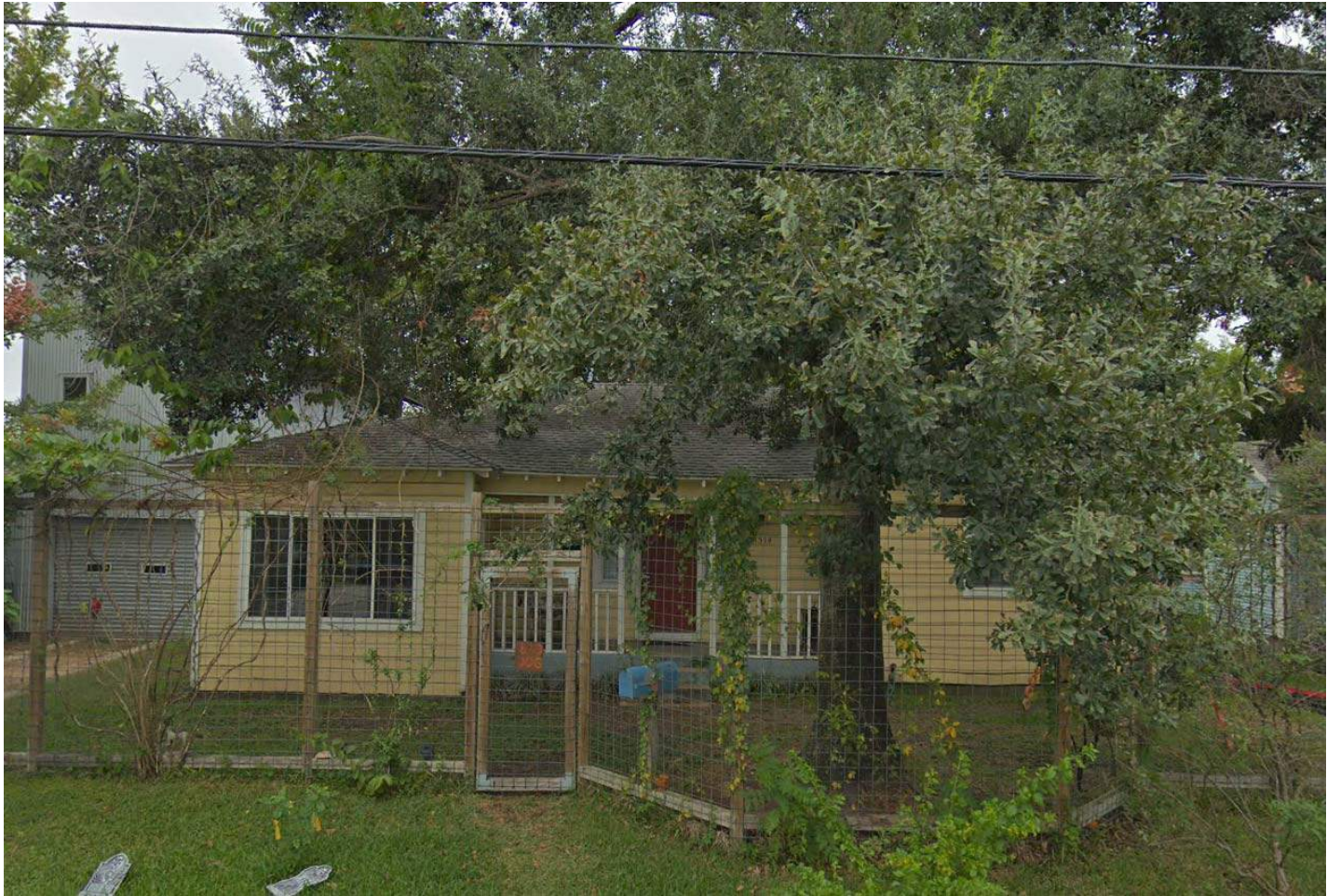
122 1516 Laird Street Potentially eligible

Constructed 1925



123 1514 Laird Street Potentially eligible

Constructed 1930
(remodeled 2001),
2000



124 1518 Laird Street Potentially eligible

Constructed 1918
(remodeled 2007),
1954, 2006



125 1511 North
Shepherd Drive Potentially eligible
Constructed 1972



126 1701 West 15th Street Potentially eligible
Constructed 1925,
2011



127 1507 Nashua
Street Potentially eligible
Constructed 1950



128 1438 Nashua
Street Potentially eligible

Constructed 1950,
1965



129 1441 North
Durham Drive Potentially eligible
Constructed 1919



130 1420 West 15th Street Potentially eligible
Constructed 1930,
1988



131 1410 West 15th Street Potentially eligible
Constructed 1950,
1981



132 1439 Laird Street Potentially eligible

Constructed 1940,
1983, 2016



133 1433 North
Shepherd Potentially eligible

Constructed 1955,
2016



134 1432 Nashua
Street Potentially eligible
Constructed 1940



135 1428 Nashua
Street Potentially eligible
Constructed 1940



136 1422 Nashua
Street Potentially eligible
Constructed 1940



137 1410 Nashua
Street Potentially eligible

Constructed 1946,
1989



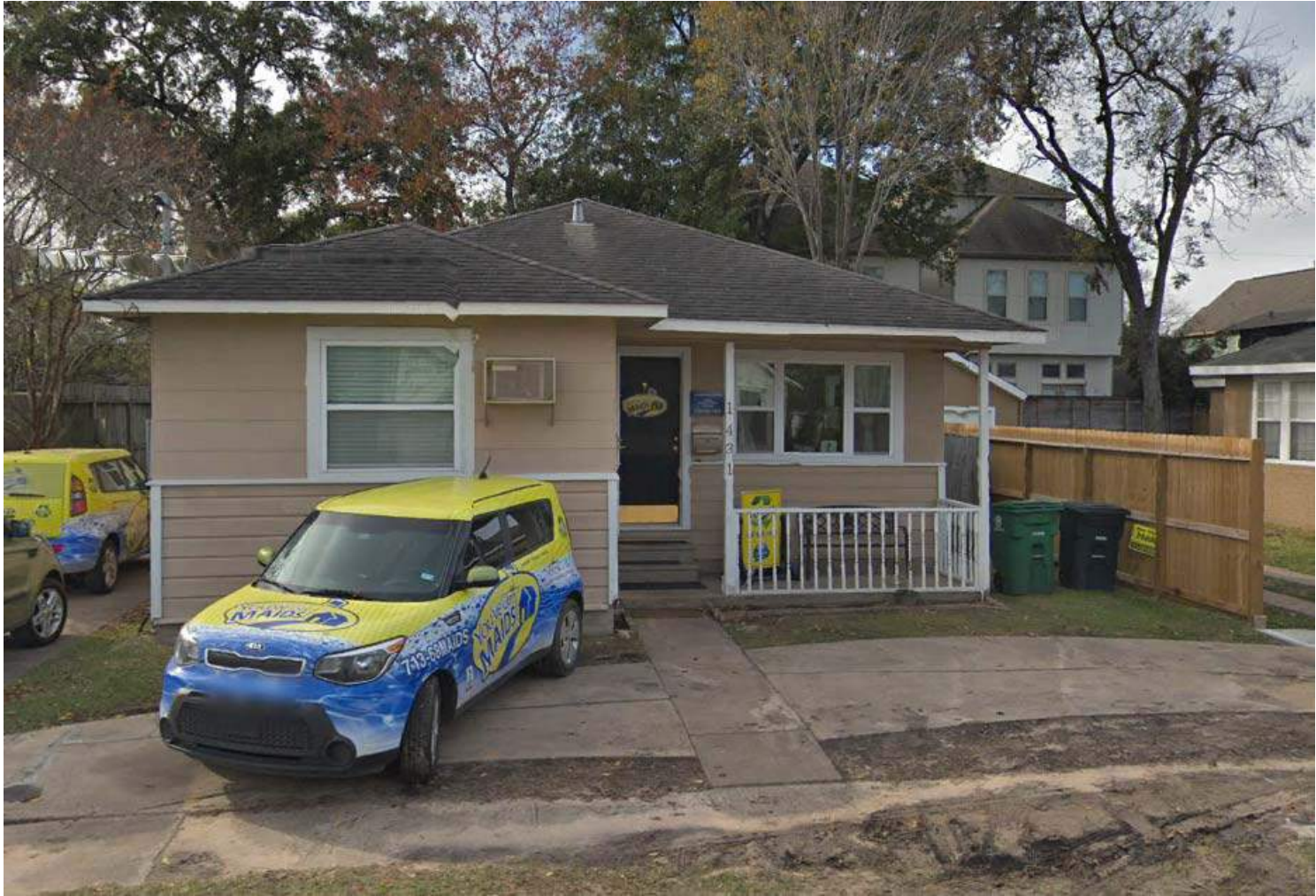
138 1435 North
Durham Drive Potentially eligible

Constructed 1930
(remodeled 2003),
1940



139 1431 North
Durham Drive Potentially eligible

Constructed 1940
(remodeled 2014),
1950



140 1429 North
Durham Drive Potentially eligible

Constructed 1930
(remodeled 1995),
1970



141 1425 North
Durham Drive Potentially eligible

Constructed 1930
(remodeled 2006)



142 1417 North
Durham Drive Potentially eligible

Constructed 1940,
1998, 2004



143 1407 North
Durham Drive Potentially eligible

Constructed 1930,
2007



144 1505 West 14th Street Potentially eligible
Constructed 1930

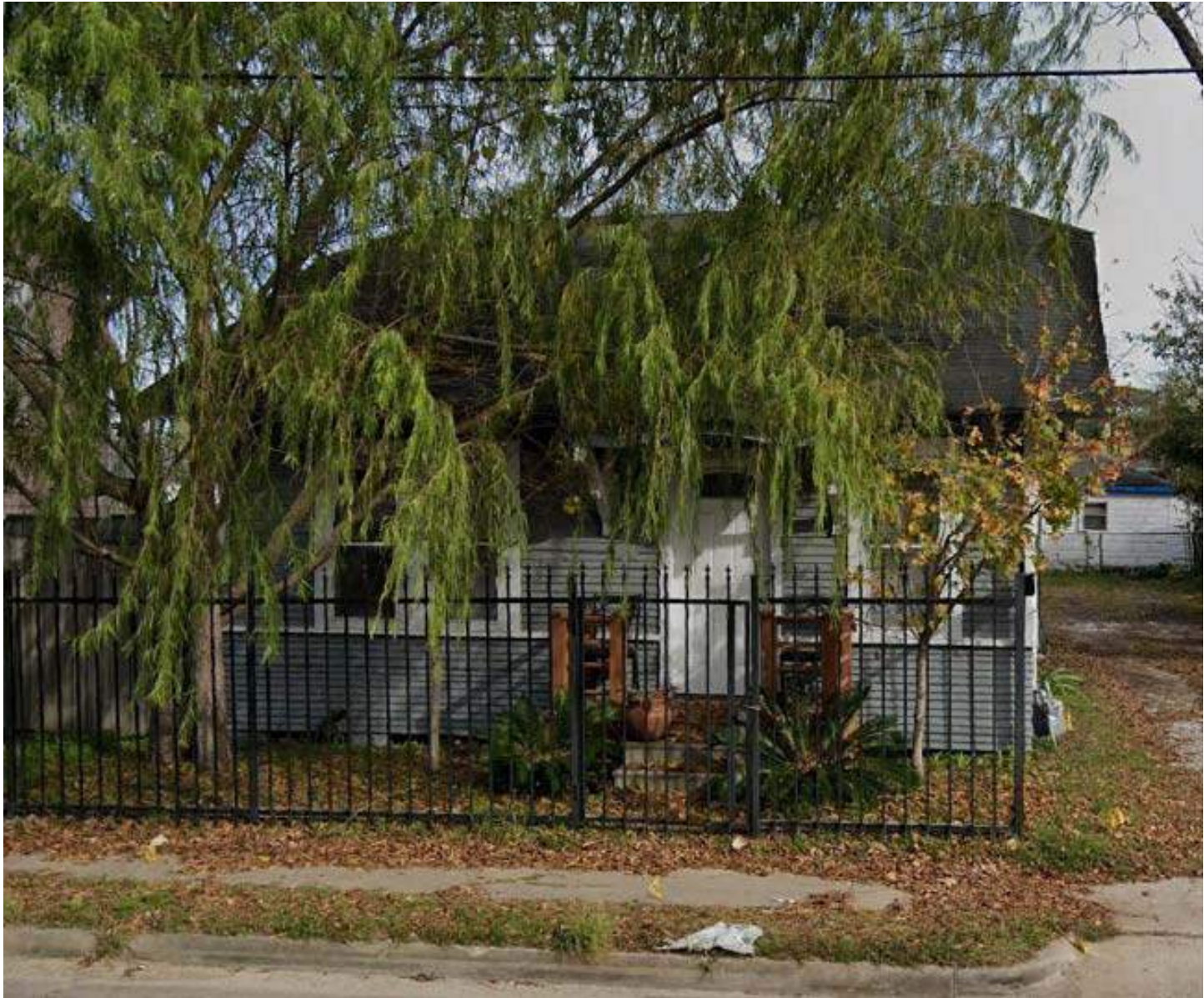


145 1501 West 14th Street Potentially eligible
Constructed 1930,
1940, 1995



146 1432 North
Durham Drive Potentially eligible

Constructed 1930
(remodeled 2012)



147 1430 North
Durham Drive Potentially eligible
Constructed 1920



148 1428 North
Durham Drive Potentially eligible

Constructed 1920,
1940, 1996



149 1420 North
Durham Drive Potentially eligible

Constructed 1960,
2006



150 1423 West 14th Street Potentially eligible
Constructed 1950



151 1435 Laird Street Potentially eligible

Constructed 1940



152 1417 Laird Street Potentially eligible

Constructed 1940
(remodeled 2004)



153 1411 Laird Street Potentially eligible

Constructed 1970



154 1415 West 14th Street Potentially eligible
Constructed 1935,
1940, 1977



155 1431 North
Shepherd Drive Potentially eligible

Constructed 1928,
1965, 2005



156 1422 Laird Street Potentially eligible

Constructed 1940,
1960



157 1410 Laird Street Potentially eligible

Constructed 1940
(remodeled 2012)



158 1419 North
Shepherd Drive Potentially eligible
Constructed 1950



159 1405 North
Shepherd Drive Potentially eligible

Constructed 1906
(remodeled 1985),
1940



160 1400 North
Shepherd Drive Potentially eligible
Constructed 1940



161 1209 West 14th Street Potentially eligible
Constructed 1940



162 1409 Dorothy
Street Potentially eligible

Constructed 1930
(remodeled 1999)



163 1407 Dorothy
Street Potentially eligible

Constructed 1930
(remodeled 2014),
2016



164 1514 West 14th Street Potentially eligible
Constructed 1920,
1928



165 1336 Nashua
Street Potentially eligible

Constructed 1920
(remodeled 2009)



166 1334 Nashua
Street Potentially eligible

Constructed 1920,
1930



167 1330 Nashua
Street Potentially eligible

Constructed 1920
(remodeled 1995),
1930



168 1312 Nashua
Street Potentially eligible

Constructed 1910
(remodeled 2003)



169 1310 Nashua
Street Potentially eligible

Constructed 1920
(remodeled 2013),
2014



170 1309 North
Durham Drive Potentially eligible

Constructed 1935
(remodeled 1985),
1984



171 1306 Nashua
Street Potentially eligible

Constructed 1920,
1930



172 1515 West 13th Street Potentially eligible
Constructed 1963,
1964



173 1500 West 14th Street Potentially eligible
Constructed 1940



174 1331 North
Durham Drive Potentially eligible

Constructed 1940,
1950, 1992



175 1317 North
Durham Drive Potentially eligible
Constructed 1950



176 1303 North
Durham Drive Potentially eligible

Constructed 1970,
1974



177 1424 West 14th Potentially eligible
Street

Constructed 1940,
1981



178 1344 North
Durham Drive Potentially eligible

Constructed 1936,
1942, 1980



179 1340 North
Durham Drive Potentially eligible
Constructed 1940



180 1326 North
Durham Drive Potentially eligible
Constructed 1970



181 1320 North
Durham Drive Potentially eligible
Constructed 1955



182 1312 North
Durham Drive Potentially eligible

Constructed 1950
(remodeled 2018)



183 1402 West 14th Street Potentially eligible
Constructed 1930,
1999



184 1343 Laird Street Potentially eligible

Constructed 1930
(remodeled 2019),
2003



185 1339 Laird Street Potentially eligible

Constructed 1930
(remodeled 1999)



186 1333 Laird Street Potentially eligible

Constructed 1930
(remodeled 2013)



187 1329 Laird Street Potentially eligible

Constructed 1930



188 1334 Laird Street Potentially eligible

Constructed 1930



189 1326 Laird Street Potentially eligible

Constructed 1940
(remodeled 1995),
1950, 1999



190 1312 Laird Street Potentially eligible

Constructed 1940
(remodeled 2017)



191 1310 Laird Street Potentially eligible

Constructed 1940,
1982



192 1306 Laird Street Potentially eligible

Constructed 1925,
1977, 1982



193 1302 Laird Street Potentially eligible

Constructed 1940
(remodeled 1996),
1995



194 1345 North
Shepherd Drive Potentially eligible

Constructed 1933
(remodeled 2006),
2001



195 1331 North
Shepherd Drive Potentially eligible
Constructed 1940



196 1329 North
Shepherd Drive Potentially eligible
Constructed 1931



197 1348 North
Shepherd Drive Potentially eligible
Constructed 1945



198 1217 North
Durham Drive Potentially eligible

Constructed 1920,
1940, 1995



199 1213 North
Durham Drive Potentially eligible

Constructed 1935
(remodeled 1999)



200 1211 North
Durham Drive Potentially eligible
Constructed 1920



201 1207 North
Durham Drive Potentially eligible

Constructed 1935,
1988



202 1212 North
Durham Drive Potentially eligible

Constructed 1930,
1940



203 1413 West 12th Street Potentially eligible
Constructed 1935,
2009



204 1406 West 13th Street Potentially eligible
Constructed 1938,
2006



205 1138 Nashua
Street Potentially eligible

Constructed 1952
(remodeled 2006)



206 1134 Nashua
Street Potentially eligible

Constructed 1950
(remodeled 2006)



207 1130 Nashua
Street

Potentially eligible

Constructed 1950
(remodeled 1999),
1987



208 1126 Nashua
Street

Potentially eligible

Constructed 1952
(remodeled 2010),
1970, 1980



209 1122 Nashua
Street Potentially eligible
Constructed 1951



210 1118 Nashua
Street Potentially eligible

Constructed 1951
(remodeled 1991)



211 1114 Nashua
Street Potentially eligible
Constructed 1949



212 1110 Nashua
Street Potentially eligible
Constructed 1951



213 1106 Nashua
Street Potentially eligible
Constructed 1951



214 1102 Nashua
Street

Potentially eligible

Constructed 1950
(remodeled 2007),
1955



215 1113 North
Durham Drive Potentially eligible
Constructed 1960



216 1103 Nashua
Street Potentially eligible
Constructed 1955



217 1145 North
Shepherd Drive Potentially eligible

Constructed 1969,
1990, 2002, 2014



218 1417 West 11th Street Potentially eligible

Constructed 1965,
1969, 1978



219 1148 North
Shepherd Drive Potentially eligible

Constructed 1930,
1940



220 1144 North
Shepherd Drive Potentially eligible
Constructed 1940



221 1132 North
Shepherd Drive Potentially eligible

Constructed 1950
(remodeled 2008)



222 1128 North
Shepherd Drive Potentially eligible

Constructed 1945
(remodeled 2016),
1970



223 1124 North
Shepherd Drive Potentially eligible

Constructed 1945
(remodeled 1989)



224 1120 North
Shepherd Drive Potentially eligible

Constructed 1930
(remodeled 2011)



225 1116 North
Shepherd Drive Potentially eligible
Constructed 1963



226 1035 Nashua
Street

Potentially eligible

Constructed 1950
(remodeled 2007),
2008



227 1034 Nashua
Street Potentially eligible

Constructed 1951
(remodeled 2005)



228 1030 Nashua
Street Potentially eligible

Constructed 1950,
2000



229 1026 Nashua
Street Potentially eligible
Constructed 1951



230 1022 Nashua
Street Potentially eligible
Constructed 1950



231 1018 Nashua
Street Potentially eligible
Constructed 1952



232 1014 Nashua
Street Potentially eligible

Constructed 1951
(remodeled 2007)



233 1010 Nashua
Street Potentially eligible

Constructed 1951
(remodeled 2007)



234 1006 Nashua
Street Potentially eligible

Constructed 1951
(remodeled 2012)



235 1002 Nashua
Street Potentially eligible

Constructed 1951
(remodeled 2001)



236 934 Nashua Street Potentially eligible

Constructed 1950



237 930 Nashua Street Potentially eligible

Constructed 1950



238 926 Nashua Street Potentially eligible

Constructed 1951
(remodeled 1994)



239 922 Nashua Street Potentially eligible

Constructed 1952
(remodeled 2009)



240 918 Nashua Street Potentially eligible

Constructed 1950,
1975



241 914 Nashua Street Potentially eligible

Constructed 1950
(remodeled 2014)



242 910 Nashua Street Potentially eligible

Constructed 1950
(remodeled 2000)



243 906 Nashua Street Potentially eligible

Constructed 1950,
1975



244 902 Nashua Street Potentially eligible

Constructed 1950



245 838 Nashua Street Potentially eligible

Constructed 1951,
2000



246 834 Nashua Street Potentially eligible

Constructed 1950



247 830 Nashua Street Potentially eligible

Constructed 1951
(remodeled 2014)



248 826 Nashua Street Potentially eligible

Constructed 1950
(remodeled 2008)



249 822 Nashua Street Potentially eligible

Constructed 1950



250 818 Nashua Street Potentially eligible

Constructed 1950
(remodeled 2004),
1965



251 814 Nashua Street Potentially eligible

Constructed 1951



252 810 Nashua Street Potentially eligible

Constructed 1952
(remodeled 2015),
2011



253 806 Nashua Street Potentially eligible

Constructed 1950
(remodeled 2012)



254 802 Nashua Street Potentially eligible

Constructed 1950
(remodeled 2009),
1980



255 1506 Glen Oaks Potentially eligible
Street

Constructed 1953,
1999



256 1502 Glen Oaks Potentially eligible
Street

Constructed 1963
(remodeled 2016),
1970, 2006



257 915 North
Shepherd Drive

Potentially eligible

Constructed 1942
(remodeled 1992),
1956 (remodeled
2001), 1960, 1997
(remodeled 2011),
2009, 2010



258 800 North Durham Potentially eligible
Drive

Constructed 1961
(remodeled 2018)



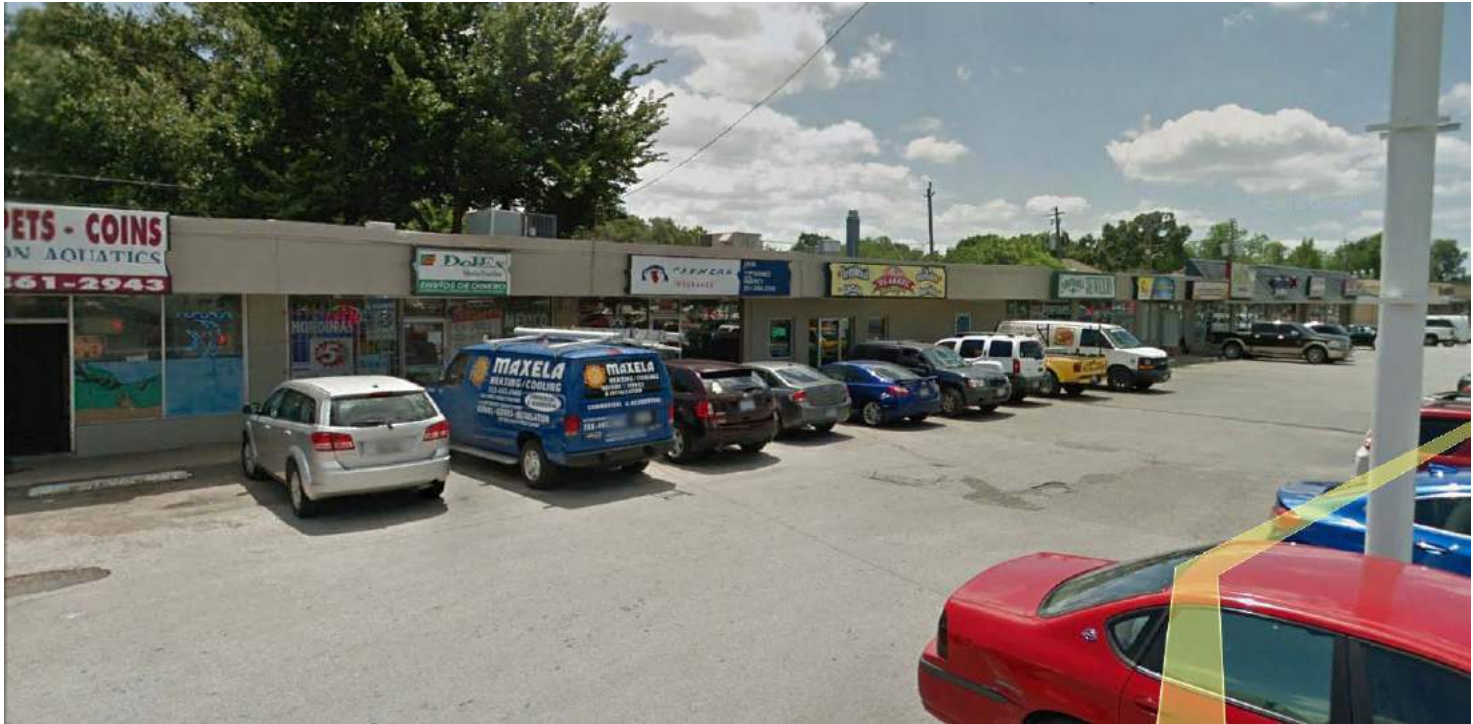
259 1026 North
Shepherd Drive Potentially eligible

Constructed 1965
(remodeled 2019)



260 1010 North
Shepherd Drive Potentially eligible

Constructed 1968
(remodeled 2019)



261 946 North
Shepherd Drive Potentially eligible

Constructed 1967
(remodeled 2019)



262 932 North
Shepherd Drive Potentially eligible
Constructed 1973



263 840 North
Shepherd Drive Potentially eligible

Constructed 1960
(remodeled 2012),
1977, 1999, 2016



264 500 North
Shepherd Drive Potentially eligible
Constructed 1970



265 2538 Roy Circle Potentially eligible

Constructed 1955
(remodeled 1990)



266 2542 Roy Circle Potentially eligible

Constructed 1955
(remodeled 2002)



267 2546 Roy Circle Potentially eligible

Constructed 1954,
1984



268 2550 Roy Circle Potentially eligible

Constructed 1955,
1970



269 2554 Roy Circle Potentially eligible

Constructed 1955,
1973



270 4914 Darling
Street Potentially eligible
Constructed 1949



271 4910 Darling
Street

Potentially eligible

Constructed 1974



272 4901 Darling
Street

Potentially eligible

Constructed 1954
(remodeled 2010),
1964 (remodeled
2010)



273 2203 Durham
Drive Potentially eligible

Constructed 1962
(remodeled 2010)



274 4802 Larkin Street Potentially eligible

Constructed 1973



275 4813 Larkin Street Potentially eligible

Constructed 1940



276 2101 Shepherd Drive Potentially eligible
Constructed 1949,
1968



Table 3: Designated and Potentially Eligible Resources (Photos: Google Earth. Accessed February 26, 2020.)