

DRAFT
HISTORIC RESOURCES SURVEY REPORT
US 181 HARBOR BRIDGE
CORPUS CHRISTI, NUECES COUNTY, TEXAS

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1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT) Corpus Christi District proposes to replace the existing US 181 Harbor Bridge over the Corpus Christi ship channel (the Channel) (see **Figure 1** for the project location). In order to improve safety, reduce maintenance costs, remove vertical and horizontal clearance restrictions, and improve roadway geometry, mobility and level of service for the City of Corpus Christi. The improved mobility and accessibility for people and goods would be accomplished by replacing and moving the location of the Harbor Bridge, and aligning it more directly with SH 286, the Crosstown Highway. In addition, this would provide a smoother transition between the Central Business District (CBD) and Corpus Christi's northern suburbs, as well as reconnect the downtown communities with the CBD that were severed when the US 181 and Interstate 37 intersection was constructed. The project corridor begins at Beach Street on US 181 and terminates at Buford Street on SH 286. It extends from east to west along IH 37 beginning at Nueces Bay and ending at the IH 37 and US 181 interchange. In addition, a portion of US 181 would be demolished to allow for a reconnection of downtown streets between Hirsch Street and the IH 37 and US 181 interchange.

The proposed improvements would involve the removal of the existing Harbor Bridge and the construction of a new bridge in a new location. Design details for the new bridge structure are not currently available. The additional capacity and improved geometry of the bridge would provide greater capacity in the event of a large scale evacuation of the city, such as in the case of a hurricane; it would provide a link in the city's Bicycle and Pedestrian Plans between Corpus Christi and the communities to the north and west; and it would be more efficient at moving goods and people throughout the area as well as military equipment and assets in and out of the port area. Its navigational vertical clearance will increase from 138 feet to approximately 180-200 feet to provide clearance for modern maritime vessels; specifically container, cruise and military. New-location roadway would be required north and south of the bridge between Burleson Road to the north and IH 37 to the south, in order to align US 181 with the bridge.

Additional right-of-way (ROW) would be required from the northern terminus south to Burleson Road; IH 37 south along SH 286 to Buford Road; west along IH 37 to Nueces Bay; and east along IH 37 to the IH 37 and US 181 interchange. Takings of existing property would be kept to a minimum, but will be required in a few instances. The Corpus Christi District (District) of the Texas Department of Transportation (TxDOT) will be responsible for making the improvements. Highway improvements include reconstruction to provide for additional main lanes and frontage roads, and reversible managed high-occupancy vehicle (HOV/M) lanes or express lanes. The project would also encompass all interconnecting cross-streets and associated direct connections and access ramps, including highway/freeway interchanges. Typical sections have not yet been developed, but will be included in future drafts of this document if available.

The US 181 Harbor Bridge Replacement project area encompasses urban and suburban development north, west, and southwest of downtown Corpus Christi, Nueces County. Originally populated by agricultural and ranching settlers, the

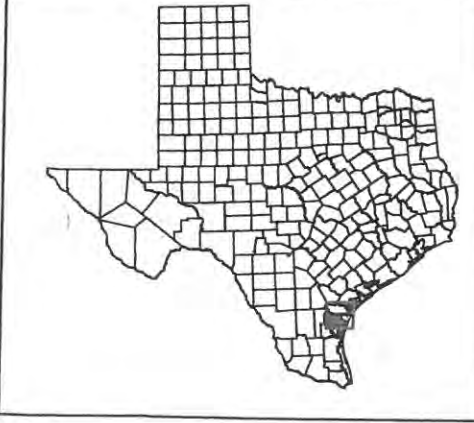
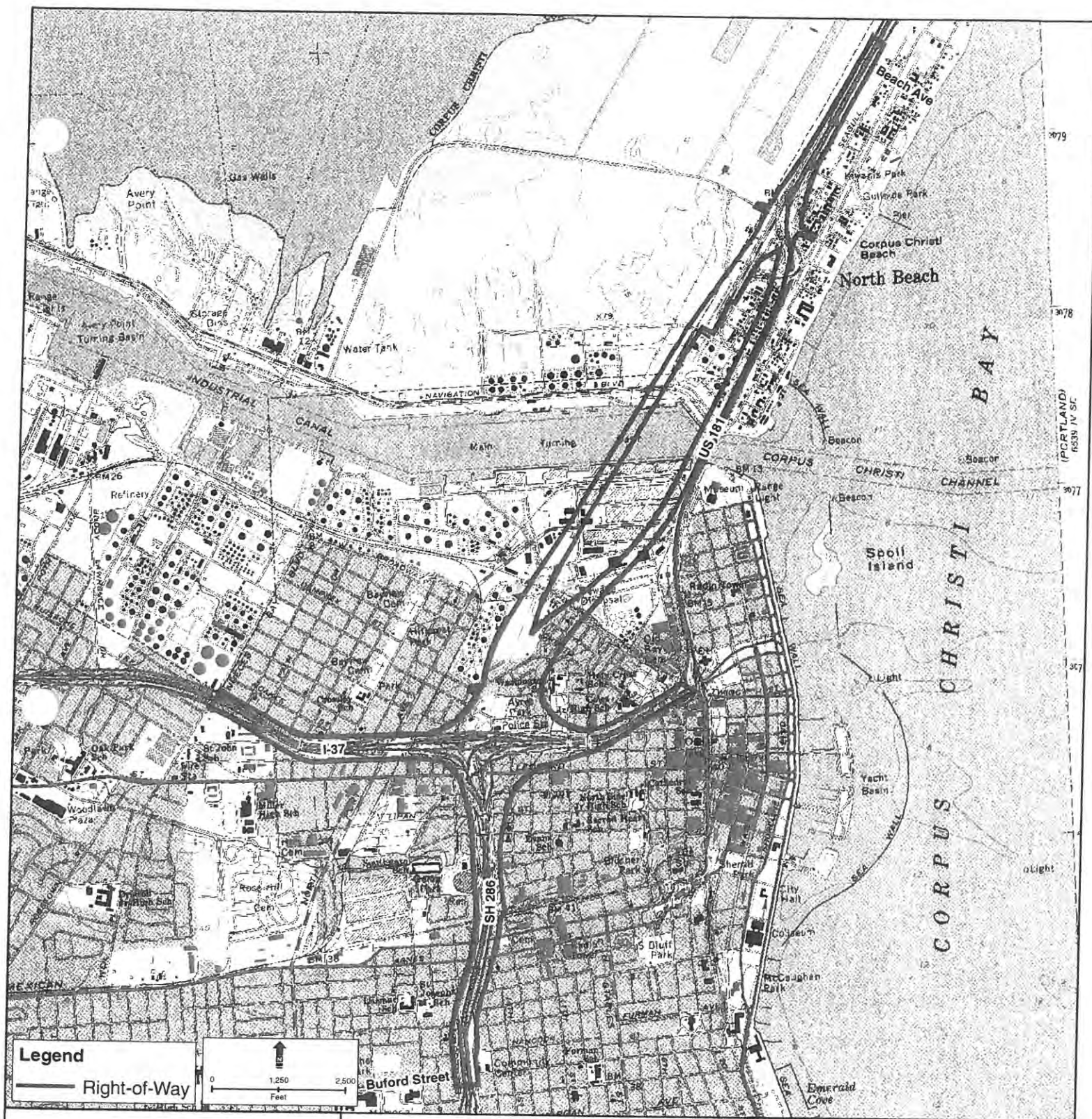
development of Corpus Christi since the mid-nineteenth has been driven by commerce, transportation, the establishment of a port, the establishment of a military base, and the discovery of oil in the surrounding region. The project area is adjacent to the sixth largest port in the United States. The highway components in the project area primarily serve as a cross-town artery providing access to downtown, to the Crosstown Expressway, across the ship channel, and entry and egress to town via the interstate.

1.2 METHODS

This report addresses historic resources in the project area, including non-archaeological sites and districts, buildings, structures, and objects. Identification efforts were centered on the land potentially affected by the proposed project described above. The area of potential effect (APE) cuts through moderately to heavily developed residential, commercial, and industrial areas. In consultation with TxDOT ENV and the THC, the project area was designated with two different APEs, 150 feet and 300 feet. The areas with the 150-foot APE include the northern terminus at Beach Street, south across the Corpus Christi Channel and Turning Basin, including the Harbor Bridge; along US 181 between Hirsch and IH 37; and along SH 286 from Caldwell south to the southern terminus at Buford. The most central portion of the project area would be partly new location roadway or encompass sensitive residential and commercial areas that had the potential of being designated historic districts. As a result, a 350-foot APE was surveyed. The new location roadway would be from the south side of the Corpus Christi Channel and Turning Basin south to IH 37. The areas with potential districts were east along IH 37 to the US 181 intersection; west along IH 37 to Nueces Bay; and south along SH 286 to Caldwell.

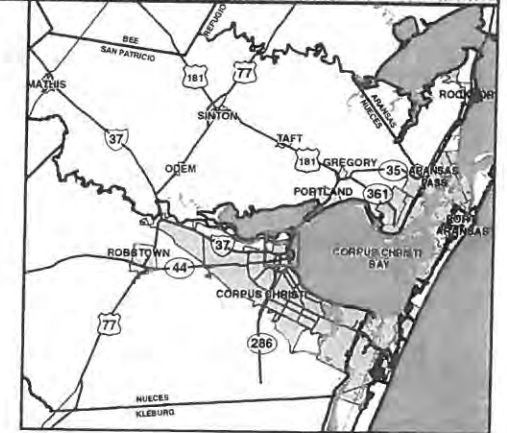
Archival research and a reconnaissance survey were conducted to identify historic (pre-1960) resources within the APE. Pre-survey archival research consisted of reviewing the NRHP, the Texas Historical Commission (THC) Atlas, and the Corpus Christi Landmark Commission website. This research indicated numerous previously documented properties, including Recorded Texas Historic Landmarks, NRHP-listed properties, three historic cemeteries, numerous State Historical Marker and local historic marker properties in or near the study area. Data on surveyed properties and Official State Historical Marker (OSHM) properties was obtained from the THC Atlas. County histories, Sanborn maps, and U.S. Department of the Interior Geological Survey maps from 1951 and 1968 were reviewed in order to identify historic resources. In addition, *Harbor Bridge Feasibility Study* (TxDOT, 2003), *Corpus Christi City-wide Historic Site Survey Phase II* (Victor, 1991), *Corpus Christi City-wide Historic Site Survey Phase IIA* (Victor, 1993), and *Corpus Christi City-wide Historic Site Survey Phase IIB* (Victor, 1995) were consulted.

The lead historian visited the study area and performed a windshield survey in May 2005. Project historians reviewed this and secondary materials from The Handbook of Texas Online, Center for American Research at The University of Texas, Austin, and relevant websites to ascertain historic themes common to the project area. As a result of the archival research, a basic outline of historic contexts was prepared in which to evaluate the surveyed properties. The historic context is provided below, followed by the National Register of Historic Places (NRHP) evaluation methods and the results of the surveys.



US 181 Harbor Bridge Project Location

Figure 1



Project historians surveyed the length of the project area, identifying, photographing, and mapping all historic resources fifty years of age or older within the APE. With a letting date of 2010, the fifty-year cutoff for the survey is 1960. For planning purposes, properties dating from the early 1960s were included as well. Overall, the project identified 532 sites that architectural historians then analyzed per NRHP evaluation criteria. Each site has been noted on the aerial photographs and maps of the project area (see **Appendix A**). Reconnaissance-level descriptive information is provided in an inventory table (see **Appendix B**) and summarized on individual inventory forms (see **Appendix C**).

2.0 HISTORIC CONTEXTS OF THE PROJECT AREA

2.1 OVERVIEW

In compliance with the Secretary of Interior's Standards and Guidelines for the Identification, Evaluation and Documentation of Historic Properties, project historians developed specific contexts to facilitate evaluation of the significance of historic resources identified during the field surveys. As defined by these Standards, historic contexts are "those patterns, themes, or trends in history by which a property, or site, is understood and its meaning within history is made clear."

Corpus Christi is one of the natural harbors on the Texas Gulf Coast. From its initial settlement in 1839, this area has been strongly influenced by its protected coastal location. From the mid-nineteenth century through the mid-twentieth century commerce and transportation have played major roles in the development of this region. In addition, ranching, agriculture, the discovery of oil, and development of its port have altered this once brushy land into a metropolitan city of south Texas.

Project historians therefore developed the themes of Early Settlement (1839-1870), Ranching and Agriculture (1845-1990), Transportation (1876-1968), Commerce and Trade (1874-2005), and Community Planning and Development (1870-2005) as a framework in which patterns of settlement, land use, and other historic trends in the project area could be analyzed, and associated properties evaluated. The Ranching and Agriculture theme is separated into subthemes of Ranching (1845-1900) and Agriculture (1885-1990). The Transportation theme is broken down into subthemes of Rail Transportation (1876-1914), Automobile (1889-1968), and Air Transportation (1932-1968). Commerce and Trade is separated into subthemes of Port Development (1874-2005), Oil and Gas Discovery (1922-2005), Industry (1926-1960), and Navy (1940-1950). Community Planning and Development is divided into the periods of Early Infrastructure (1870-1900), Modernization and Beautification (1900-1940), Mid-Twentieth Century Development (1940-1970), and Late-Twentieth Century Development (1970-2005). Properties identified in the APE have been classified according to these periods if the association between context and property was discernable.

2.1.1 Early Settlement (1839-1870)

The earliest Europeans to reach the future Nueces County may have been the party of Alonzo Alvarex de Pineda who reputedly reached Corpus Christi Bay on the feast of Corpus Christi, 1519 (Long, 2002). The Corpus Christi Bay area remained largely unexplored until 1747 when Joaquin de Orobio y Basterra led an expedition down the Nueces River to the mouth of Corpus Christi Bay. The Spanish continued to devise settlement strategies for this region during the late seventeenth century, but all were abandoned due to friction with the Lipan Apaches. During the 1830s, a German nobleman tried to found a settlement, but the French prevented the ship from landing. Also during the 1830s, abolitionist Benjamin Lundy planned to establish a colony of freed slaves on the site, but decided against it with the outbreak of the Texas Revolution (Long, 2005). The land south and west of the Nueces River was generally a no-man's land after the Texas Revolution. Texas claimed it but Mexico believed it was part of Tamaulipas. Both Texan and Mexican raiding parties made forays into the

region between 1838 and 1841 (Long, 2002). The area remained largely uninhabited until September 1839 when Henry L. Kinney and William P. Aubrey established a trading post on the west shore of Corpus Christi Bay. In 1841 Captain Enrique Villarreal, a rancher who had been granted the land by the Mexican government, led a group of men to reclaim this property. Kinney negotiated an agreement to purchase the land and Kinney and Aubrey's established site soon became a popular trading post (Long, 2005).

In the mid 1840s, the settlement of Corpus Christi was a small frontier village. A post office opened in 1842 with Aubrey as postmaster of fifty families. In 1845 U.S. troops under the command of General Zachary Talyor arrived in Corpus Christi and set up camp before the Mexican War. In 1846 Nueces County, formed from San Patricio County, was organized and Corpus Christi became the county seat. Although many passed through Corpus Christi, the town had few settlers. Fortune-seekers traveled through town joining wagon trains headed west for the California gold rush of 1849. The relative isolation of the region and continuous attacks by Indians kept away many potential settlers. The population of Nueces County was 689 according to the first county census of 1850 (Long, 2002). In 1852, Kinney organized a state fair in an attempt to draw permanent settlers to the town. He also placed advertisements in northern city newspapers about a place of natural beauty where business opportunities abounded. Some immigrants responded to Kinney's attempts to draw settlers to town. The population grew slowly throughout the 1850s, despite the yellow fever epidemic of 1854.

By the early 1850s the city was platted on the west shore of Corpus Christi Bay with numbered blocks on a grid-pattern plan. The blocks from Water Street west to Broadway were based on a grid pattern but followed the contour of the shore. Blocks west of Broadway were more uniform. A natural lagoon was the boundary to the north and a salt lake was west of town (Blucher, ca. 1850). The terrain was generally flat with the exception of a 40-foot bluff, in the vicinity of Broadway, several hundred yards back from the Corpus Christi Bay (Bluff Improvements NR nom.). It did not take long for both the upper and lower regions of town to be developed with residential and commercial buildings. General Zachary Taylor's engineers laid out Old Bayview Cemetery, at Waco and W. Broadway Streets, between 1845-1846 after ten men were killed when a steamer exploded nearby. Lacking a proper burial ground for these men, General Taylor commissioned his engineers to survey the site high on the bluff for cemetery purposes. Today Old Bayview Cemetery is the final resting place of many early Corpus Christi families, victims of the 1919 hurricane, and includes Black, White, Hispanic, and Irish ethnicities (Corpus Christi Landmark Commission website).

By the eve of the Civil War, Corpus Christi was incorporated and fast on its way to becoming settled. Along with a courthouse and jail built in the early 1850s, the town also had schools, several churches, and fraternal lodges. In 1860, Corpus Christi had a population of 1,200 with approximately one-third foreign born (Long, 2005). During the early years of the Civil War, Corpus Christi served as an important center for Confederate commerce. The battle of Corpus Christi occurred during the summer of 1862 while the Texas coast from Cavallo Pass to Corpus Christi was under blockade by the USS *Arthur*. The *Arthur* was unable to cross the shallow inlets to pursue small vessels trafficking in cotton and goods. Once the commander, lieutenant John W. Kittredge received two light-draft vessels and was able to then capture two Confederate vessels, he landed at Corpus Christi. The 700 defenders of Corpus Christi defied Kittredge's

request to inspect all United States government buildings and the Texans held back the federals. The defending soldiers were eventually withdrawn, leaving the city and its residents vulnerable and in need of supplies (Delaney, 2001).

The survey identified one historic resource relating to the Early Settlement theme in the APE, the Old Bayview Cemetery (1845).

2.1.2 Ranching and Agriculture (1845-1990)

2.1.2.1 Ranching (1845-1900)

The Nueces River Valley was the cradle of the Plains cattle industry, and livestock had long nurtured the economy of Corpus Christi. Before 1800 the herds had grazed northward from ranches along the Rio Grande and the first Spanish settlers had followed their cattle to the coastal plains of Nueces County. In 1900 Corpus Christi's basic wealth still stemmed from the descendants of the original longhorn cattle, which had developed from the Spanish herds (Kilgore, 1972).

Between the Texas Revolution and the late 1840s the area's ranches had been virtually abandoned (Long, Nueces County, 2005). After the Mexican War, Anglos, who reestablished the cattle and horse industries, gradually acquired the land grants of Mexican ranchers in the region. From 1848 to 1860 the number of livestock increased from 647 cattle and 19 horses to 56,454 cattle and 8,554 horses. At this time farming was not extensive and was only for subsistence (Long, Nueces County, 2005).

During the years following the Civil War, the Corpus Christi economy overcame the postwar depression due to the growth of sheep and cattle ranching in the surrounding region. Between 1870 and 1880 Corpus Christi was the center of a wool market, and during the great cattle boom of the 1870s the city emerged as an important shipping point for cattle from the South Texas plains. The cattle were shipped to market by two main routes: by water to New Orleans and Havana, or overland to Kansas, where they were shipped by rail to the east (Long, Nueces County, 2005). In the 1880s packinghouses, stockyards, and markets for hides, tallow, and other cattle by-products flourished (Long, Corpus Christi, 2005). The advent of fencing caused wool prices to fall and the sheep industry to decline. In addition, the heat and humidity of south Texas were too debilitating on the goats and sheep. By 1900 climate-related disease caused a decline in the number of sheep and a reemergence of the cattle industry.

The visible manifestation of the cattle barons' wealth was seen in the magnificent Victorian homes constructed along the 40-foot bluff overlooking the bay just beyond the business district and east of the project area. Martha Rabb, Mifflin Kenedy, and Henrietta M. King of King Ranch were among the most famous residents of Corpus Christi. The majestic houses of the rich formed only an elegant facade, however; the area immediately behind them was described on an early city map as "almost entirely occupied by Mexicans living in jacales (Kilgore, 1972).

Although railroads are most notably known for improving access to markets, they were also responsible for the breaking up of big ranches around the city. Early in the twentieth century land speculators worked enthusiastically to convert large ranches into smaller farms. Developers often named residential

subdivisions after the larger ranch, including their own name followed by the name of the ranch (Kilgore, 1972).

The survey identified no historic resources relating to the Ranching subtheme in the APE.

2.1.2.2 Agriculture (1885-1990)

The mid-1880s witnessed the beginnings of cash-crop agriculture in the surrounding areas of Corpus Christi as traditional farming methods, especially of cotton and vegetables, began to replace ranching as the primary economic source. The growth of farms began the breakup of the huge expanses of pastureland in the county and spelled the beginning of the end of the old cattle-ranching life (Long, Nueces County, 2005). By the end of the nineteenth century, cotton production had more than doubled, and by 1930 the region became one of the leading cotton producing areas in the state.

In 1886 the Aransas Pass Railroad was constructed from San Antonio to the Coastal Bend area providing an outlet for farm products (Hager, 1983). The beginning of the twentieth century instituted the largest breakup of the big ranches into smaller farms resulting from the building of the railroad into the Lower Rio Grande Valley. Land promoters had converted and sold the large expanses of pasturelands into fields before the tracks were even laid. The first cotton gin was built in the Coastal Bend area in 1907 (Hager, 1983).

Diversified agriculture came with the division of ranches into farms (Kilgore, 1972). Although cotton was the dominant crop during the first part of the twentieth century, the region also produced large quantities of vegetables, including cabbage, onions, spinach, carrots, cucumbers, and turnips. The transition to cash crop farming brought dramatic changes in land tenure (Long, Nueces County, 2005). Although large ranchers owned their land during the antebellum and early postwar period, by the turn of the century tenant farmers increasingly worked the land. In 1910, when agriculture was still developing in the area, only 35.5 percent of farmers were tenants; however, by 1925, 76.4 percent of the area farmers were tenants. The majority of the leaseholders were Anglos, but poorly paid Mexican Americans who frequently lived in poverty performed most of the labor.

During the 1920s agriculture mechanization began in the region (Long, Nueces County, 2005). Tractors and other machines began to appear on the market in increasing numbers until the onset of World War II. In the 1930s, the Great Depression, falling cotton prices, and the boll weevil brought hardships to the area farmers. Cotton production and the number of farms drastically decreased during the 1930s to mid-1940s. Economics and the U.S. government ordained the need for other crops such as sorghum, which gained popularity in the 1930s (Hager, 1983). In the late 1940s, cotton production rebounded to its pre-Depression levels. Since then, cotton production has gradually declined and yet it remains a significant part of the area's economy.

In the 1950s, truck farming flourished, but was replaced by sorghum, which was the area's largest crop in the 1980s and 1990s. The decline in cotton and truck farming in the post World War II era also forced many tenant farmers to leave the land or to hire out as agricultural workers (Long, Nueces County, 2005). In the 1980s the economic base of the region, outside of the Corpus Christi area, was still overwhelmingly agricultural (Long, Nueces County, 2005).

The survey identified no historic resources relating to the Agriculture subtheme in the APE.

2.1.3 Transportation (1876-1968)

2.1.3.1 Rail Transportation (1876-1914)

During the mid-1870s construction began on Nueces County's first railroad, a narrow-gauge line from Corpus Christi to Laredo. The Corpus Christi, San Diego and Rio Grande built 52 miles of track from Corpus Christi to San Diego, Texas between 1876 and 1879. In 1881 Uriah Lott and Mifflin Kenedy sold the railroad to the owners of the Mexican National Railway, which ran between Nuevo Laredo and Mexico City. The name was changed to the Texas Mexican Railroad and the company completed the remaining line to Laredo in September 1881 (Werner, 2001). After its completion, the San Antonio and Aransas Pass Railway Company built a railroad to connect Corpus Christi with San Antonio. Between 1885 and 1887 the railroad built 222 miles between San Antonio and Corpus Christi as well as San Antonio and Kerrville. During the next few years the San Antonio and Aransas Pass Railway constructed hundreds of miles of track throughout central and southeast Texas (Young, 2001). The completion of this second railroad was marked with a town celebration. An invitation in the *Austin Daily Statesman* from November 9, 1886 announced a grand barbecue at Corpus Christi and the railroad company issued \$5 round-trip tickets. Tourists were to become one of the city's newest assets. With the railroad, folks from more densely populated regions were now able to ride the train to the coast and visit the year-round resort city (Writers' Program of the WPA, 1942). The San Antonio and Aransas Pass built a fireproof passenger depot and office in 1913 at Gavilan (Tancahua) and Aubrey just west of the Nueces County Courthouse and Jail (Sanborn, 1914). Both the Texas Mexican and San Antonio and Aransas Pass (Southern Pacific) are in the project area.

By 1914 Corpus Christi was served by the Texas Mexican Railroad, the San Antonio and Aransas Pass Railroad, the St. Louis, Brownsville and Mexico Railroad, and the San Antonio, Uvalde and Gulf Railroad. The San Antonio, Uvalde and Gulf Railroad Company, constructed a line between Uvalde and Carrizo Springs and from Crystal City to Fowlerton between 1909 and 1911. The SAU&G, commonly called the "Sausage" because of its initials, completed the line from San Antonio to Pleasanton by 1912 and Pleasanton and Corpus Christi by 1914. The San Antonio, Uvalde and Gulf Railroad built a passenger depot ca. 1915 at W. Broadway and Aubrey due west of the San Antonio and Aransas Pass depot and tracks (Sanborn, 1919). The San Antonio, Uvalde and Gulf Railroad Company merged into the Missouri Pacific ownership by 1956 (Young, 2001). The Southern Pacific lines acquired the San Antonio and Aransas Pass Railway in 1925. Under the Southern Pacific, the San Antonio and Aransas Pass Railway built 135 miles of track into the lower Rio Grande Valley (Young, 2001). This expanding network of connections with other markets and contributed to the town's rapid development in the early twentieth century.

Also interested in reaching the vast territory south of the Rio Grande, the St. Louis, Brownsville and Mexico Railway Company began construction on a line from Robstown to Brownsville in 1903. This line reached Sinton by 1905, and by 1907 the line extended from Houston to Brownsville. The St. Louis, Brownsville and Mexico became part of the Missouri Pacific in 1925 and finally

merged into the Missouri Pacific Railroad Company in 1956 (Werner, 2001). Today Corpus Christi's rail transportation is served by the Southern Pacific, Missouri Pacific, and Texas Mexican railroads.

The survey identified one historic resource, the Missouri Pacific Railroad Depot, relating to the Rail Transportation subtheme in the APE. The depot was constructed ca. 1915 and is located at W. Broadway and Aubrey. It was originally associated with the San Antonio, Uvalde and Gulf Railroad Company, which reached Corpus Christi in 1914.

2.1.3.2 Automobile (1889-1968)

Modernization came to Corpus Christi in the form of planned infrastructure from the late 1880s to the early twentieth century. City streets were paved for the first time and a street railway system was built in 1889 (Long, 2005). Popular horse drawn trolleys were discontinued around 1910 and replaced with the electric trolley. New heavier tracks were laid along the main streets and a powerhouse was built as electric streetcars were introduced in the city. As the automobile arrived and became important as a means of transportation during the early twentieth century, roadways beyond the city streets were constructed and paved. Numerous roads in the Corpus Christi region were paved with shells. The first causeway was built over the reef dividing Corpus Christi and Nueces Bays in 1911-1912. It ran parallel to the trestle of the San Antonio and Aransas Pass Railroad. Newly elected Mayor Roy Miller adopted an aggressive modernization program in 1913 and in three years the city had paved 12 miles of streets, constructed 2 new miles, laid 26 miles of sanitary and storm sewers, built a garbage incinerator, and installed a new water system (Writers' Program of the WPA, 1942).

The popularity of the automobile helped define commercial corridors in the project area. These corridors are generally within city limits along older roads connecting Corpus Christi with surrounding towns. By 1909, dance halls, restaurants, groceries, stores, and barbershops were scattered along Leopard Street (Sanborn, 1909). By 1931, rows of commercial blocks were concentrated along Leopard and Agnes and Waco between Antelope and Mestina (Sanborn, 1931). By 1940, SH 9, along Leopard, and SH 44, along the Texas Mexican Railroad, were the main east-west automobile corridors while US 181, SH 286, and Port Avenue were the major north-south routes in Corpus Christi. SH 9 was designated in 1939 from a point on U.S. 281 near Three Rivers to Corpus Christi via Mathis and Calallen. SH 44, also designated in 1939, extended from Corpus Christi to Alice via Robstown (TxDOT, 2006). By 1940, SH 44 followed the Texas Mexican Railroad corridor, then ran eastward along Agnes Street between Port Avenue and SH 286 (Staples Street), then meandered northeastward crossing Broadway to its connection with US 181. US 181 entered Corpus Christi from the north and generally followed Water Street south to its junction with SH 9. SH 286 ran north-south largely east of the bluff in downtown and along Staples Street south of SH 44. Port Avenue began south of the ship channel at the Aransas Compress Company. Port Avenue and US 181 took automobile traffic from the bascule bridge either eastward through downtown along existing Water Street (on US 181) or around the western side of the city on Port Avenue to southern Corpus Christi (Texas State Highway Dept. 1936, revised 1940).

The 1930s and 1940s also brought improvements in the transportation network of the county. In 1940, most of the major roads in the county were paved and

U.S. 77 and US 181 as well as state highways 44, 9, and 286 gave farmers and travelers better access to markets (Long, 2002). US 181, designated in 1927, was the original route to Corpus Christi, from San Antonio via Beeville and Skidmore. Today, US 181 lies completely within Texas and starts and ends at Interstate 37, the highway it basically parallels to the east (TxDOT, 2006). U.S. 77 linked the Texas/Oklahoma State line to Corpus Christi by the mid-1930s via Dallas, Waco, and Sinton. In 1939 U.S. 77 terminated in Corpus Christi via Gregory. U.S. 77, by 1943, extended from the Texas/Oklahoma State line to the International Border via Sinton and Brownsville while the section from Sinton to Corpus Christi was cancelled (TxDOT, 2006).

In 1951, SH 9, along Leopard Street, and SH 44, along the Texas Mexican Railway and Agnes Street, were the major east-west automobile corridors. US 181 continued to enter the city from the north but extended further south to a junction with SH 9. SH 286 had been designated to a different location west of the original SH 286, aligned along Port Avenue from south of the ship channel to southern Corpus Christi (USGS, 1951).

Beginning in the mid-1950s, Corpus Christi's downtown changed dramatically with changes at the port and highway construction. The old bascule bridge connecting Corpus Christi with the North Beach area was replaced with the Harbor Bridge. It was constructed in the late 1950s when growth at the port called for a taller bridge intended for larger barges to have access to the ship channel. There was also a need to accommodate the increasing automobile traffic between Corpus Christi and the North Beach area. Construction on Harbor Bridge started June 1956 and took over 3 years to complete (TxDOT, 2005). The old bascule bridge was sold for scrap and by 1961 was completely torn down (Corpus Christi Caller Times, 2000). US 181 was extended and widened along existing Broadway Street, to a junction near the Nueces County Courthouse with Interstate 37, which was then under construction. Designated in 1959, IH 37 was constructed from Corpus Christi to a junction with I-35 in San Antonio during this period (TxDOT, 2006).

By 1961, US 181 joined IH 37 at the junction of West Broadway and Mann Street, just east of the Southern Pacific Railroad tracks (Texas State Highway Department 1956, revised to 1961). Broadway, north of the Broadway Bluff Improvements, was raised and US 181 connected with IH 37 in one of Corpus Christi's most historic areas, southwest of the county courthouse. In 1965, Harbor Bridge was extended to the end of IH 37 at Waco Street (TxDOT, 2006). Today, the Southern Pacific Railroad Depot is no longer extant and the junction of US 181 with IH 37 severs the historic connection between an important grouping of rail-related transportation facilities and the 1914 Nueces County Courthouse and downtown. These changes altered the historic character and traffic flow of the region south of the ship channel.

Road construction continued during the mid-1960s, with completion of IH 37 and the new SH 286 (Crosstown Expressway), cutting through large residential neighborhoods west and south of downtown Corpus Christi. The large expressways further divided neighborhoods, making through roads dead-end into the highway. By 1968, IH 37 was completed and formed a new east-west automobile corridor only a few blocks north of Leopard Street. Its construction required extensive demolition through the large residential neighborhoods north of Leopard including Oak Park, Hillcrest, and North Side neighborhoods. Entire blocks of homes and commercial buildings between Buffalo and Antelope were demolished to accommodate the IH 37 corridor. IH 37 joins US 181 near the

intersection of Broadway and Twigg just southwest of the Nueces County Courthouse. The newly constructed SH 286 (Crosstown Expressway) joins IH 37 at a junction near what was the intersection of Leopard and Culberson. In 1961 SH 286 followed Port Avenue and by 1968 the new SH 286 was in an entirely new location. Like IH 37, the new SH 286 did not follow a prior transportation corridor; instead, it cut through the center of 1920s-1940s historically Hispanic residential neighborhoods from the bluff west to Port Avenue, then turning south on a new alignment between IH 37 and Morgan Street. Numerous blocks largely between Culberson and S. Dwight (Brownlee) from Antelope south to the Texas Mexican Railroad and continuing south between 16th and 17th streets beyond the project area were cleared for this construction. South of Morgan, SH 286 follows a southwesterly direction, from Morgan to southwest Corpus Christi.

Also by 1968, SH 9, remaining in the same location along Leopard Street was identified as SH 407. West of Corpus Christi, SH 44 turned north and ended at IH 37. From this point eastward through the city, SH 44 was named SH 443 (USGS 1968). These new highways in the project area drew development and business away from Corpus Christi's commercial downtown and its uptown commercial corridors such as Leopard Street. Many historic commercial and community buildings on Leopard, that tell the story of Corpus Christi's heyday after the 1926 opening of the deepwater port, sit vacant and neglected.

Much as the railroads before them, the new highways provided connections to markets outside Corpus Christi and brought travelers and their demand for goods and services to the project area. New business types and building forms such as gasoline and service stations arose. As the number of automobiles in the community rose, new features such as detached garages also appeared on earlier residential properties. Automobile-related businesses in the project area include filling stations, auto repair shops, and auto sales shops.

The survey identified one historic resource relating to the Automobile subtheme in the APE, the Harbor Bridge (1959).

2.1.3.3 Air Transportation (1932-1968)

Cliff Maus Field, off Brownsville Road (Morgan Avenue in the city) southwest of the city, served as the municipal airport from the 1930s through the 1950s. Established in 1932, shell runways were built in 1938 and improvements followed through the early 1940s. In 1942 Cliff Maus Field was a station for Braniff and Eastern Airlines (Writers' Program of the WPA, 1942). Cliff Maus Airport remained in use through the 1950s (USGS 1951, Texas State Highway Department, 1956). During the 1960s Corpus Christi International Airport was constructed farther west of the city and Cliff Maus Airfield became the site of Corpus Christi Golf Center (USGS, 1968).

The survey identified no historic resources relating to the Air Transportation subtheme in the APE.

2.1.4 Commerce and Trade (1874-2005)

2.1.4.1 Port Development (1874-2005)

Through the later part of the nineteenth century and during the early twentieth century the lack of a deepwater port was a chief impediment to growth for the city of Corpus Christi. As far back as 1859 land speculators and developers saw

the benefits of Corpus Christi as a port city with its location, year-round pleasant weather, and overall agricultural richness (Walraven, 1997). In those early years, large ships, unable to enter Corpus Christi Bay, were forced to anchor offshore where supplies were offloaded onto lighters, shallow-draft vessels capable of navigating the narrow, twisting channels of the bay (Long, Corpus Christi, 2005). After the Civil War, the region's population began to center in and around Corpus Christi, and the city gradually emerged as the commercial hub of the region. As the city grew in importance as a shipping center, efforts were made to improve access to the ocean. In 1874 the main sea channel was dredged to a depth of eight feet to allow large steamers to navigate the waters.

In 1890, Elihu H. Ropes, a New York businessman and railroad promoter who had relocated to Texas, announced plans to build a deep-water seaport. He made claims that a deep-water seaport would make Corpus Christi a combined "Chicago of the Southwest" and "Long Branch of the South." His plan fell through with the onset of the national depression of the early 1890s (Long, Corpus Christi, 2005). However, the city continued its rapid growth rate relying on agriculture, ranching, and commercial fishing, which had benefited by more modern methods introduced during this period, to pull the region through its economic woes (American Guide, 1942).

On September 14, 1919, Corpus Christi was hit with a powerful hurricane, the city's greatest natural disaster. A ten and one-half foot high tide and winds of 70 to 80 miles per hour destroyed much of the North Beach area and the central business district. Corpus Christi suffered much property damage and the loss of hundreds of lives. Martial law was declared as the first step toward reconstruction, and the United States troops brought supplies from San Antonio (American Guide, 1942). The tremendous economic loss and the tragic number of deaths convinced civic and business leaders that construction of a deep-water port would be necessary in order for the city to recover and prosper once again.

The Federal Rivers and Harbors Act of June 5, 1920 called for the preliminary examination of the towns of Aransas Pass, Port Aransas, Corpus Christi, and Rockport to determine the location for a "safe and adequate harbor" for this area of Texas (Kilgore, 1972). In addition, city and local organizations lobbied the federal authorities to build a thirty-foot-deep channel from the gulf to a protected harbor in the city. Finally, three years after the storm, on September 22, 1922, President Warren G. Harding approved a Rivers and Harbors Act, which designated Corpus Christi as the site for a port and authorized construction of the ship channel to the Gulf (Kilgore, 1972).

In 1926, seven years to the day after the disastrous storm, Corpus Christi opened its deepwater port. The legislature made the port a state project by allocating the taxes from seven adjacent counties for the construction of breakwaters, jetties, and other ancillary improvements. The 25-foot deep deep-water channel was dug from the Gulf of Mexico to the turning basin and is a part of the Gulf Intracoastal Waterway connecting the port with cities of the Mississippi Valley as well as with foreign markets and makes it potentially one of the chief ports of America (Long, Nueces County, 2005). A land-locked turning basin, 1,000 feet wide and 3,000 feet long, was created on the north side of the city, and connected with the channel by an outer harbor. In addition, a bascule bridge was erected at the eastern end of the turning basin to allow for the passage of large ships (American Guide, 1942).

Corpus Christi felt the immediate effects of the deep-water channel. In 1926, the city experienced a record-breaking year in building, real estate transfers, and general developments in and around the city. Between 1926 and 1931 the population of the city almost tripled (Walraven, 1997).

During the years of the Great Depression the continued growth of the port helped to offset the effects the falling economy. In 1930, the depth of the channel was increased to 30 feet to accommodate larger ships. As the city's population continued to increase during the 1930s and early 1940s so did the businesses and the demand for more port development. In 1938 the Port was fourth among all of the ports in the United States in the shipment of cotton. In addition, in 1940 the turning basin was enlarged from 3,000 feet in length to 5,500 feet. Soil dredged from the channel was deposited on the north side of the basin to elevate land owned by the Nueces County Navigation District creating new sites for industrial expansion (American Guide, 1942).

Corpus Christi's section of the Intracoastal Canal was completed in 1941, connecting the ports of Galveston, New Orleans, and the Mississippi. The Corpus Christi port's greatest business in 1942 was in cotton and oil shipments (Writers' Program of the WPA, 1942). In 1948 the Port was twelfth in volume of total business in the United States, and it ranked ninth in the United States and second in Texas in 1969, when it handled more than 29-million tons of cargo. A new system of channels forty feet deep and 400 feet wide was completed in 1965, assuring entry of the latest supertankers into the port (Long, Corpus Christi, 2005). Today the port is the sixth largest in the United States and one of the top 20 worldwide (Walraven, 1997).

The survey identified one historic resource relating to the Port Development subtheme in the APE, the Port of Corpus Christi (1926).

2.1.4.2 Oil and Gas Discovery (1922-2005)

Oil and gas was another important sector of the Corpus Christi economy in the twentieth century. In 1922 natural gas was first discovered in Nueces County. The next year, the Saxet Company brought in the first producing gas well in the county, and natural gas began being used for domestic and industrial purposes (American Guide, 1942). Soon after several major oilfields were developed, and gas-recycling plants, carbon black plants and oil refineries were located throughout the region.

In 1930 a second well was discovered in Saxet field, producing oil in commercial quantities. By 1934 oil production in Nueces County had increased from less than 11,000 barrels in 1930 to 845,940 barrels. Corpus Christi profited from the influx of oil workers and dealers in oil machinery and tools offsetting the effects of the Depression. However, because many of the workers families sought residences in Corpus Christi, an acute housing shortage resulted. Real estate values skyrocketed as a wave of prosperity spread over the community. Oil supply houses were established, merchants increased their stocks, and farmers commanded better prices for their produce (American Guide, 1942).

From the mid-1930s, the major portion of the tonnage moved through the Port shifted from cotton to petroleum and petroleum products as refineries began to locate along the Port. The Taylor Refining Company was the first to locate there in 1934. As a result, the Nueces County Navigation District began to construct oil docks for the shipment of oil. The docks were constructed on the dredged

material levee on the north side of the Industrial Canal and at the Avery Point Turning Basin. Private oil docks were also built at the refineries along the Industrial Canal under the cross-conveyances, which entitled the Navigation District to receive one-half of the published tariff wharfage from the private docks.

From 1936 to 1939 Nueces County reported an average of one new producing well each day. There were 7,518 producing wells in the port's territory, and oil development was increasing rapidly. In 1937 the Port loaded 31,843,135 barrels of petroleum onto ships resulting from the increased oil production in near-by fields. By 1938 Petroleum was being conveyed through an elaborate network of pipelines to the tidewater. Nueces County had 16 producing fields, and ores from other states and from the western mines were being shipped through Corpus Christi by this time (American Guide, 1942).

In 1987 oil and gas production was valued at 277 million dollars (Long, Corpus Christi, 2005). Today, coastal shipments, such as, fuel oils, gasoline, crude petroleum, natural gas are major income sources for the city. In addition, the region has become the center of a large petroleum and petrochemical industry. Its six oil refineries are located in close proximity to 1,500 oil wells, and short distance pipelines connect Corpus Christi to one of the nation's largest supplies of natural gas.

The survey identified one historic resource relating to the Oil and Gas subtheme in the APE, the Port of Corpus Christi (1926).

2.1.4.3 Industry (1926-1960)

Several successive factors contribute to the rapid growth of Corpus Christi in the twentieth century. They have been a part of Corpus Christi's history since the first occupants of the land, and finally came together during the city's modern development. They include first, the opening of a deep-water port in 1926 by the United States Government; second, agriculture development and expansion, which peaked in 1930; and third, the discovery of rich petroleum sands in 1930, and the enlargement of the port and increased oil development in 1935. The port invited shipping; increased cotton production sustained the port's commerce; and the oil industry gave balance to maritime traffic (American Guide, 1942).

During the early days of the Port, cotton was at the height of its production. Nueces County and the surrounding counties were among the State's leaders in cotton production. The first business at the Port was on Port-owned land, which was franchised or leased for a cotton compress to the Aransas Compress Company located adjacent to and just behind Cargo Docks 1 and 2 (Weil, 1986).

In 1930 the first major industry came to Corpus Christi, the subsidiary of Pittsburgh Plate Glass Company called Southern Alkali Corporation (Weil, 1986). The company, located approximately one and one-half miles west of the turning basin at Avery Point, indicated that it needed deep water, which would require an extension of the channel. The Board of Navigation and Canal Commissioners completed the channel extension in 1933 by borrowing money from the Public Works Administration and named it the "Industrial Canal." By 1938 large storage tanks were located in the industrial areas on both side of the turning basin. Within ten years the ship channel west of the turning basin was

widened, the industrial areas were more developed and there were more storage tanks (Lanmon Photography, 1938 and 1948).

By 1947, the Coastal Bend area had become known for its grain and sorghum production, and the Corn Products Refining Company wished to locate its plant in Corpus Christi to make sugar, syrups, and starches from sorghum grains. They proposed to the Navigation District that they would acquire land and construct a plant approximately three miles west of Avery Point if the district would provide a barge depth channel. The district constructed a channel 18 feet deep and 25 feet wide to obtain sufficient material to construct the required protective levee.

By 1987 22 docks in the Corpus Christi port handled only petrochemicals and petroleum products. Other manufactured goods of importance are metals, stone products, glass, chemicals, and gypsum products. In addition to its port facilities for agriculture products, Corpus Christi also has some food processing, meatpacking, and cottonseed oil manufacturing. Corpus Christi and nearby Aransas Pass are the commercial fishing headquarters of the area, and the city is a seafood-processing center (Long, Corpus Christi, 2005).

The survey identified one historic resource relating to the Industry subtheme in the APE, the Port of Corpus Christi (1926).

2.1.4.4 Navy (1940-1950)

The Naval Air Station at Corpus Christi, also known as the University of the Air, began on June 13, 1940, when President Franklin D. Roosevelt signed a \$25,000,000 appropriations proposal. The base was dedicated on March 12, 1941 (Leatherwood, 2001). The Naval Air Station was dedicated only eight months after the U.S. Navy acquired the 2,050 acres on the south shore of Corpus Christi Bay twelve miles southeast of the city. Construction of the reservation required between 12,000 and 15,000 workmen. The initial cost of land, buildings, grading, highways, and utility connections was \$28 million. With additional construction and improvements including a new channel for the station's navigation basin, expenditures totaled \$53 million in 1942. It had personnel of 12,000 men in 1942. The naval air station was patterned after one at Pensacola, Florida. By 1942, both steel and frame-construction hangers, shops, warehouses, barracks, mess halls, and school buildings covered a total area of over 11,000 acres (Writers' Program of the WPA, 1942).

The survey identified no historic resources relating to the Navy subtheme in the APE.

2.1.5 Community Planning and Development (1870-2005)

2.1.5.1 Early Infrastructure (1870-1900)

An increase in the Nueces County population during the late nineteenth and into the early twentieth century centered in and around Corpus Christi. Land surrounding Corpus Christi was generally open range and during the cattle boom of the 1870s the city emerged as a shipping center for cattle from the South Texas plains. To increase the level of trade, the main sea channel was dredged deeper in 1874 to accommodate larger ships and the county's first rail line was completed in 1881 (see Rail Transportation) (Long, 2002).

Corpus Christi population reached 4,200 in 1885. There were banks, a customhouse, railroad machine shops, carriage factories, an ice factory, and numerous hotels. In addition to commercial establishments and two newspapers, several schools and churches served the residents. The 1880s and 1890s brought much needed modernization to the growing city. City streets were paved for the first time and in 1889 a street railway system was constructed. A public water system opened in 1893 (Long, 2005). Around 1890, Elihu H. Ropes, a speculator from New York, arrived in Corpus Christi promising to build a great deepwater seaport. Backed by Eastern financiers, he laid out and graded streets for a suburb on bay-front land south of the city. He charted a new channel to Mustang Island, began cutting a canal through the sand dunes for an opening to the Gulf, and constructed the Alta Vista Hotel (Writers' Program of the WPA, 1942). With the national depression of the early 1890s, Ropes abandoned his projects and abruptly left town. The local population, after an increase during the Ropes Boom, dropped to 4,700 in 1900 (Kilgore, 1972). New businesses, established during the Ropes Boom, as well as local agriculture, ranching, and commercial fishing benefited by the modern methods introduced during the Ropes Boom.

The survey identified two historic resources, the Hebrew Rest Cemetery (1875) and the Belanger House (ca. 1890) relating to the Early Infrastructure subtheme in the APE.

2.1.5.2 Growth, Modernization, and Beautification (1900-1940)

At the turn of the century Corpus Christi's future looked bright, with a developing port, expanded markets, and local improvements for its residents. Four railroads served Corpus Christi by 1914. With intentions of increasing rail business, railroad companies promoted the city and surrounding countryside offering inexpensive fares. The city was also promoted as a year-round seaside resort. During the nineteen-teens, the Texas Epworth League of the Methodist Church held its annual encampment in Corpus Christi. With 5,000 to 8,000 visitors attending the Epworth League annual retreat, hotels, cottages, and boardinghouses were constructed throughout the city (Long, 2005).

Improvements in utilities and transportation also arrived to residents in the first part of the twentieth century. During the years from 1906 to 1914, bank deposits increased ten-fold and property values more than doubled (Long, 2005). In 1909 a newly formed second power company made electricity available for daytime use (Kilgore, 1972). Electric trolleys were introduced in Corpus Christi in 1910 and in 1911 the first causeway was built over the reef dividing Corpus Christi and Nueces Bays (Writers' Program of the WPA, 1942). In addition, in 1913 an elected city administration headed by Corpus Christi Mayor Roy Miller adopted an aggressive civic improvements program for the next several years. Their plans included paving many more streets, laying storm and sanitary sewers, installation of a modern water system, organizing a paid fire department, as well as construction of a new city hall building and municipal wharf (Long, 2005).

By 1913 Nueces County had its present boundaries with an area of 775 square miles and an organized county government (Nueces County Courthouse NR nom). The 1875 courthouse was not large enough to accommodate new government offices and as part of the civic improvements Nueces County erected a new courthouse. Harvey L. Page, of San Antonio, was chosen in 1913 as the architect for the new county courthouse. The T-shaped, reinforced steel and

brick veneer, Classical Revival courthouse, built 1913-1914, is the third courthouse constructed on the original courthouse block in downtown Corpus Christi. The courthouse block, set aside as early as 1853, is bounded by Belden, Aubrey, N. Mesquite, and Broadway. The building was constructed to house new county government offices, courtrooms, and the jail on the upper two floors. Residents of the building, from the 1910s through the 1950s, often included jailers living with their families as well as some county officials. In the early 1930s, a large six-story addition was made on the west side making the building a cruciform shape (Nueces County Courthouse NR nom).

Following the popular City Beautiful Movement affecting cities and towns nationwide, Corpus Christi Mayor requested that Alexander Potter, a New York engineer, prepare plans for improving the city's bluff. Potter planned improvements for the bluff following the bluff's natural features with curvilinear patterns. Proposed changes included building retaining walls, stairways, balustrades, roadways, and beautiful landscaping. The construction along the Broadway bluff was carried out in three phases that took place between 1913 and 1918. These six blocks of Broadway thus became divided into Upper and Lower Broadway and Corpus Christi now had an "uptown" and "downtown." A major addition was made in 1928-29 with a pedestrian tunnel connecting downtown and uptown. Bluff improvements also had an addition of a landscape memorial feature dedicated in 1931 to Corpus Christi men killed in World War I (Broadway Bluff Improvements NR nom).

Improvements continued for residents of Corpus Christi when in 1919 the Nueces Gas Company petitioned to serve Corpus Christi customers and waterfront improvements, including the construction of a sea wall, were proposed, (Writers' Program of the WPA, 1942). Unfortunately, the sea wall wouldn't be completed until July 1941. A hurricane hit Corpus Christi on September 14, 1919 destroying much of the resort area of North Beach, flooding the central business district, and killing nearly 400 people. Frame structures on the waterfront in the business district were destroyed and 14,000 bales of cotton stored on the demolished city wharf slammed against downtown buildings. The causeway across Nueces Bay was also demolished (Kilgore, 1972). A low lying residential area south of Hall's Bayou known as Irish Town was also severely damaged by flooding, high winds, and debris from the hurricane (Victor, 1991). This was a tremendous blow to the town's economy, which resulted in the development of a deepwater seaport (See Section 2.1.4.1 Port Development).

Corpus Christi witnessed many changes beginning in the mid-1920s. The 1920 population of 10,522 doubled in 1930 with a total of 27,741 residents (Kilgore, 1972). Newly constructed buildings, including the 12-story Nixon Building (1927) and the Plaza Hotel (1930) were constructed in Uptown. Commercial and governmental properties replaced residential properties along Leopard Street. Leopard Street became a prominent Uptown commercial corridor during this period due to its proximity to the port facilities and as an east-west transportation route (Victor, 1991). The Sanborn Fire Insurance Map Company published new maps in January 1927, due to the significant changes.

In the early nineteen-teens land north, south, and west of downtown and uptown Corpus Christi were becoming developed. By 1914, most of the project area was covered by a grid pattern of blocks. Development was expanding to the Salt Lake, just west of Sam Rankin, and beyond it, in the northern part of the project area (Sanborn, 1914). By 1919 Salt Lake is no longer on the map (Sanborn, 1919). Nineteenth century residential areas of the city began to

expand south and west of uptown around the turn of the century and continued expansion through 1945 (Victor, 1991). The westward expansion of residential development, beginning in late 1910s, was fueled largely by the mid-1920s port activity.

New subdivisions including Hillcrest, Nueces Bay Heights, Craven Heights, and La Colonia Mexicana, platted in the early part of the twentieth century, were largely outside city limits north of the Texas Mexican Railroad and west of the Bluff. **Figure 2** illustrates the historical development of Corpus Christi, indicating when the city boundaries expanded through annexations. The western boundary of the city limits was Sam Rankin or Culberson until the mid 1920s (Sanborn, 1919 and 1927). The first tract of Hillcrest was platted in 1911, one mile west of city limits on the Texas Mexican Railway with one-acre lots. The Hillcrest Addition was platted in 1915. Nueces Bay Heights was a subdivision platted in 1909. Craven Heights, currently including Dempsey, Nueces, Pearsall, and Moore Streets, was platted around 1891. La Colonia Mexicana includes Resaca, Sam Rankin, N. Staples, N. Broadway, Chipito, and Winnebago Streets. Many African American families settled in this area on the north side of Corpus Christi to be close to jobs at the docks (Victor, 1993). The North Side area includes several neighborhoods largely north of Buffalo and Winnebago. During the first part of the twentieth century, community buildings for African American-use were largely between Staples and the Bluff north of Leopard Street and south of Broadway. During the 1910s and 1920s the Negro Baptist Church, Negro High School, Solomon M. Coles School, Missionary Baptist Church (colored), and Negro First Baptist Congregational Church were in this general region (Sanborn, 1914 and 1919).

Bayview Cemetery was identified in the far western boundary of the city on the Sanborn map from 1919. By 1927, the area just west of Bayview Cemetery known as Hillcrest was divided into grid-patterned lots and blocks with numerous one-story dwellings, and the Crossley School (Sanborn, 1927). In 1931, the number of dwellings had doubled and the Crossley School had expanded. The majority of development in the Hillcrest neighborhood, west of Port Avenue and north of Leopard Street, was then bordered by Palmer on the west, Bagnal on the south, Kennedy on the east, and Dempsey on the north (Sanborn, 1931). Farther west of Hillcrest, Oak Park developed between the 1920s and 1940s (Victor, 1993). In 1936 the neighborhood of Oak Park was near the northwest city limits, in close proximity to the country club and golf course, due north of the neighborhood (Texas State Highway Department, 1936).

The area known as "The Hill" west of the Bluff was the predominately Hispanic part of Corpus Christi from as early as 1914. During the 1910s the Fourth Ward School (Mexican), Mexican Methodist Church, Presbyterian Mexican Silesia, and Mexican Club House were in the region between Sam Rankin and the Bluff, south of Buffalo (Sanborn, 1914 and 1919). By 1931 the area from the bluff west to Port Avenue was densely developed with dwellings, commercial buildings, schools, churches, parks, industrial areas, and the Hebrew Rest Cemetery (Sanborn, 1931). Corpus Christi's Hispanic population grew from approximately 1,650 in 1900 to 37,820 in 1950. Port and Morgan Avenues were the main commercial districts in this region. The North Morgan and Port Avenue areas were roughly bounded by Leopard Street to the north, Agnes to the south, Port Avenue to the west, and the bluff to the east (Victor, 1993).

Progress slowed briefly in the city during the Great Depression. However, with the discovery of oil in Nueces County in 1930 and industrial expansion at the

port, Corpus Christi regained momentum. The city's population more than doubled again between 1930 and 1940, rising to 57,301 in 1940 (McCampbell, 1952). Cliff Maus Field, three miles southwest of the city on Brownsville Road, served as the municipal airport from the 1930s through the 1950s.

In 1938 Corpus Christi adopted a city and federally funded public housing project to address unfit living conditions in poor neighborhoods in the city. Many of the slums had sub-standard shacks, many of which had no electricity or direct water supply. In June 1938, Corpus Christi City Council entered into a contract with Corpus Christi Housing Authority to eliminate approximately 335 unfit dwelling units. One month later the U.S. Housing Authority provided enough funding for 242 units to be built. Demolition began in early 1939 in some of Corpus Christi's worst slums. The new low-rent housing projects were designed to allow people with low-income jobs to obtain decent living quarters at a monthly rate commensurate with their income. Kinney Place was the first housing project constructed. It was located south of IH 37 and west of the Crosstown Expressway, and is bordered by Ruth Street on the north, Buford Street on the south, 19th Street on the east and 22nd Street on the west. Approximately 100 local residents were employed with construction of Kinney Place. Kinney Place, constructed in 1939-1940, was designated for Anglo-American residents with 158 units grouped around a new city park, recreation center, playgrounds, softball diamond, basketball courts, and picnic areas. By 1943 the name had changed to George W. Wiggins Homes (HACC History n.d.). The public housing was built in a predominately Anglo neighborhood in 1940, but the ethnic representation has changed over the years to primarily Hispanic residents (Victor, 1993). It remains in use today and is outside the APE of this project.

Located north of IH 37, bordered by Winnebago on the north, West Street on the west and Coke Street on the east, D.N. Leathers I was constructed for African-American occupancy in a predominately Black neighborhood of Corpus Christi in 1940. This housing project had a total of 122 units, in 28 buildings on 9 acres with a park area, family resource center, and children's playground. The housing project remains in use today and is partially within the APE. Navarro Place, completed in 1941 with 210 units, was constructed for Latin-American occupancy. It was built over one of the worst slum sections in the city, in a Mexican neighborhood known as "La Pascua Addition." The public housing project covers 14.5 acres and remains in use today (HACC History n.d.). It falls partially within the APE. In 1939 Garza Park opened in the Mexican quarter. The entrance to the L-shaped tract of 11 acres was at the junction of Howard and Culberson. The public park was adjacent to Navarro Place and included a baseball diamond, tennis courts, and playgrounds (Writers' Program of the WPA, 1942).

The survey identified four historic resources, the Nueces County Courthouse of 1914, the Solomon M. Coles School (1925), and the Leathers I (1940) and Navarro Place (1941) Housing Developments relating to the Growth, Modernization, and Beautification period in the APE.

2.1.5.3 Mid-Twentieth Century Development (1940-1970)

By the early 1940s, Corpus Christi was an established city with approximately 57,000 residents. Several major highways, three railroads, a deepwater port, and a municipal airport served the city. State highways 9 and 44 were the main east-west routes into the central business district. SH 286 was a north-south



Source: Texas Department of Transportation



connector that ran along Water Street and Staples in the city. Cotton compresses were located south of the ship channel and docks and east of Port Avenue and west of 19th Street. Established neighborhoods were located to the north, south, and west of the growing downtown and uptown areas. Public parks included Garza Park near Navarro Place, Hillcrest Park on Kennedy, and Lovenskiold Park between Antelope and Leopard and Mexico and Dwight Streets. Hillcrest Golf Course, west of Port Avenue, was between Holy Cross and Rose Hill cemeteries and Leopard Street (Map 1941, Writers' Program of the WPA, 1942). North Beach was a tourist haven, with hundreds of small cottages, lodges, camps and the Breakers Hotel. Large civic projects such as Corpus Christi's sea wall, with parks and boulevards on the reclaimed land between the sea wall and the former shoreline, and construction of three public housing projects, came to completion in the early 1940s.

The Naval Air Station at Corpus Christi, commissioned on March 12, 1941, was constructed on the south shore of Corpus Christi Bay (Writers' Program of the WPA, 1942). Its construction provided civic progress and employment. The Naval Air Station at Corpus Christi was dedicated and in service only eight months after the U.S. Navy acquired the 2,050 acres on the south shore of Corpus Christi Bay. Construction of the reservation required between 12,000 and 15,000 workmen. In 1942 the Naval Air Station had a personnel of 12,000 men (Writers' Program of the WPA, 1942).

An influx in Corpus Christi population, beginning in the mid-1930s, created the need for additional housing. Before, during, and after World War II the military presence in Corpus Christi created a demand for housing. In June 1940, the U.S. Navy announced an allocation of \$25 million for the Naval Air Station in Corpus Christi. La Armada, designed as housing for enlisted men and civilian employees of the naval air training station, was the first defense housing project in the country. By 1941, La Armada I was completed with 250 dwelling units on 60 acres between Ayers and Port, south of the project area (HACC History n.d.). Many single-family dwellings and apartment buildings constructed in the early years of World War II were south of Uptown and Downtown, fanning out along Ocean Drive, Santa Fe, and South Alameda Streets (Victor, 1995). Also, an analysis of city directories from 1941-1945 indicates an increase in population and in renters and boarders at previously single-family residences in the North Side area, Hillcrest, and "The Hill" (Victor, 1993). In 1941, construction of private residences and apartment houses averaged eight completed units a day (Writers' Program of the WPA, 1942). In 1952, Corpus Christi had a population of 108,053. By 1968, the population reached 200,000 (Long, 2005). No longer extant, D.N. Leathers II was constructed in 1952, adjacent to D.N. Leathers I. The public housing project had 200 units for African-American residents. It was located at 1800 Winnebago, northeast of Leathers I. Richard S. Colley served as architect for Leathers II (Victor, 1995).

Segregation was prevalent during this period. In 1942 the docks at the port were segregated. Although most Corpus Christi longshoremen were African American, out of the three docks, one was for Anglos, one for Hispanics, and one for African Americans (Writers' Program of the WPA, 1942). Neighborhoods and regions of the city remained largely segregated into the 1960s and 1970s. West of Port Avenue, Lexington Street was the approximate boundary line that separated the white Hillcrest and Craven subdivisions from the Black Nueces Bay Heights and La Colonia Mexicana neighborhoods further east. White students attended Crossley Elementary while Black students attended Booker T. Washington and Solomon Coles Schools. Beginning in the 1940s, many white

residents of Hillcrest moved out of the area westward to newer subdivisions of Oak Park, Woodlawn, and Westgate while Black residents moved into Hillcrest (Victor, 1993).

Road construction, beginning in the late 1950s, with the extension of US 181 and installation of Harbor Bridge in 1959 altered city roadways south of the ship channel. Broadway, north of the Broadway Bluff Improvements, was raised and US 181 soon connected with IH 37 in one of Corpus Christi's most historic areas. In 1961, US 181 connected with SH 9 at the junction of West Broadway and Mann Street, just east of the Southern Pacific Railroad tracks. (see Automobile (1889-1968)) Today, the Southern Pacific Railroad Depot is no longer extant and US 181 bisects the 1914 Nueces County Courthouse with the Missouri Pacific Railroad Station on West Broadway and Old Bayview Cemetery.

Highway construction continued during the mid-1960s, with completion of IH 37 and SH 286, forever altering residential neighborhoods west and south of downtown Corpus Christi and taking hundreds of dwellings and community buildings. Hillcrest and North Side neighborhoods experienced the most change and overall decline due to road construction. The North Side area is often referred to often as "the Cut," because IH 37 now forms the southern and eastern borders making a slice shape out of the boundary. Major roads such as N. Staples, Winnebago, and N. Broadway now dead-end into the highway significantly altering the traffic patterns through the area. With decreased traffic and integration of the schools, historic-age Washington School has closed and most dwellings and commercial buildings are left abandoned. Farther west, outside of the APE, IH 37 also bisected the Oak Park neighborhood into a northern portion and southern portion. Furthermore, Corpus Christi Country Club moved out of this region to the southwest part of the city in the mid-1960s (Victor, 1993).

The survey identified two historic resources, the Harbor Bridge (1959) and the R. Galvan Building and Ballroom (1949) relating to the Mid-Twentieth Century Development period in the APE.

2.1.5.4 Late Twentieth Century Development (1970-2005)

A new county courthouse was constructed on Leopard in 1975 leaving the Old Nueces County Courthouse abandoned by late 1976. Fenced off with numerous plants and trees at the fence, it appears that the historic courthouse has remained vacant since the late 1970s. Due east of US 181 north of the Old Nueces County Courthouse, nine architecturally significant Victorian homes from Corpus Christi are located in a central area named Heritage Park. They are at the southern end of the Bayfront Arts and Sciences Park, in the Old Irish neighborhood that is fast disappearing. Most of the homes in Heritage Park were moved into the complex from other parts of Corpus Christi in the early 1980s and restored. Several of these homes are listed in the NRHP including the Charlotte Sidbury House (1893) moved to this location from the bluff in 1927; S. Julius Lichenstein House (ca. 1905) moved into Heritage Park in 1927; and the Simon Gugenheim House (1905) moved to this block in 1927 and relocated to current site 1977. Six of the nine are Recorded Texas Historic Landmarks. Heritage Park is made up of:

- Jalufka-Govatos House (ca. 1905) moved to Heritage Park 1987
- Grande-Grossman House (1904) moved to Heritage Park 1982 (RTHL)

- Simon Gugenheim House (1905) moved to block in 1927 and relocated to current site 1977 (RTHL, NRHP)
- S. Julius Lichenstein House (ca. 1905) moved to Heritage Park in 1927 (RTHL, NRHP)
- Galvan House (1908) moved to Heritage Park 1982 (RTLH)
- Charlotte Sidbury House (1893) moved to Heritage Park 1927 (RTHL, NRHP)
- Ward-McCampbell House (ca. 1908) moved to area of Heritage Park 1983
- Littles-Martin House (ca. 1910) moved to Heritage Park 1986
- Merriman-Bobys House (1851) moved to Heritage Park 1982 (RTHL)

Corpus Christi population reached 250,000 by 1990. The 1992 population was approximately 50 percent Hispanic, 43 percent white, 4 percent African American, and 3 percent Asian and other. In 2000, the city had 277,454 residents and 10,173 businesses (Long, 2005). Most of the neighborhoods near IH 37, some of which were originally outside the city limits, became inner city areas by the 1960s. An analysis of city directories indicates that ethnic representation in many of these neighborhoods has changed from predominately White to Hispanic and/or Black (Victor, 1993). Due to several happenings of the 1960s, including highway development and integration of schools, the North Side area north of Leopard Street and east of Port Avenue, now has a majority of abandoned residential and commercial buildings. The North Side area has become barely recognizable due to the significant loss of historic fabric. Leathers II, the public housing project near Winnebago, was demolished in the 1990s. Historic-age dwellings and commercial buildings sit vacant and boarded up, most in poor physical condition. Historic-age Booker T. Washington School has been closed for some time and Solomon M. Coles School appears closed. Vacant lots are also plentiful in this blighted area. Hillcrest neighborhood has also lost much of its historic fabric, but not as much as in the North Side area. Crossley School is closed but the neighborhood appears full of residents. Most of these frame dwellings have been altered. Several blocks of dwellings on the western edge of the neighborhood have been demolished, and only hints of driveways remain. An industrial storage facility is west of Hillcrest and it is rumored that the industrial plant bought up these homes in the past several decades. Residential neighborhoods south of IH 37 are mostly intact, with predominately one-story frame dwellings on small lots. SH 286 has altered neighborhood boundaries and traffic flow.

Much of the change that occurred in the late twentieth century in the US 181 region has been focused on tourism and recreation. Corpus Christi's historic landmarks and modern arts facilities make this South Texas city a tourist destination. Proximity to numerous bays and waterways as well as Padre Island National Seashore and Mustang Island provides opportunity for fishing, camping, swimming and boating. Two tourist destinations, in particular, appeared north of the Corpus Christi Channel and Harbor Bridge near the end of the twentieth century changing the landscape where North Beach and Corpus Christi Beach once dominated. The Texas State Aquarium, opened in July 1990, is a leading Coastal Bend visitor attraction. Beginning in 1969, the Junior League of Corpus Christi and local Jaycees formed a partnership creating the Gulf Coast Zoological and Botanical Society whose purpose would be to build a local aquarium. By 1986, the name had been changed to the Texas State Aquarium Association (TSAA) and they had purchased 6.3 acres of land on the southern tip of Corpus Christi Beach. Local voters approved a \$4.4 million bond issue for the improvement of public properties around the site (Texas State Aquarium, 2003).

The NRHP-listed *USS Lexington* sits in the Corpus Christi Bay adjacent to the Texas State Aquarium (NPS listed, 2003). The wartime aircraft carrier, decommissioned from the Navy in 1991, is now a floating naval museum the *USS Lexington* Museum on the Bay. With the strength of community support and a Corpus Christi Area Economic Development Commission task force, the Navy awarded the *USS Lexington* to Corpus Christi. The 910-foot, 16-deck, 33,000-ton aircraft carrier was commissioned in 1943 and served longer and set more records than any other carrier in the U.S. Navy (Texas Visitors Guide, 2003). The *USS Lexington* opened to the public in October 1992 (The U.S.S. Lexington Museum on the Bay, 2003).

Land south of Harbor Bridge witnessed many changes during the decades of the late twentieth century. The Bayfront Plaza and Convention Center area is on land south of the ship channel and Harbor Bridge, east of US 181. Surrounding the Bayfront Plaza and Convention Center is the Selma Auditorium, Harbor Playhouse, and several museums. Often referred to as the Museum District, the Art Museum of South Texas, the Corpus Christi Museum of Science and History, and the Asian Cultures Museum and Educational Center surround the Bayfront Plaza and Convention Center. The Bayfront Plaza and Convention Center was originally built in the late 1970s. The Selma Auditorium constructed in 1979 and renovated and expanded in 2003 is an integral part of the complex of meeting and entertainment venues. The Convention Center also underwent renovation and expansion during 2003. In addition, the city worked to secure private dollars to establish a new art museum. Philip Johnson designed the Art Museum of South Texas, completed in 1972, along the Bayfront (South Texas Institute for the Arts, 2005). Corpus Christi's Museum of Science and History, at 1900 N. Chaparral Street, holds collections of both history and natural history objects with an emphasis on South Texas (<http://www.cctexas.com/?fuseaction=main.view&page=2537>). The Asian Cultures Museum and Educational Center, at 1809 N. Chaparral Street, just east of US 181 below the Harbor Bridge was under construction in 1996 (Asian Cultures Museum and Educational Center date (?) www.geocities.com/asiancm/?200617). Richter Architects, of Corpus Christi, designed and adaptively re-used an existing building creating the Asian Cultures Museum (<http://www.richterarchitects.com/projdetails.asp?id=14>).

More recent developments include the Congressman Solomon P. Ortiz International Center, at 402 Harbor Drive, and the Whataburger Field south of the ship channel, west of US 181. The Ortiz International Center, which opened in 2000, is a modern meeting and banquet facility designed by Richter Architects of Corpus Christi. It is at the edge of downtown and adjacent to the museum district. The facility blends contemporary building materials and design with renovation and expansion of existing cargo docks and pedestrian plazas (<http://www.richterarchitects.com/projdetails.asp?id=31>). Whataburger Field opened for its first game in April 2005. The stadium was built on Port of Corpus Christi land that had been the site of the Aransas Compress Company. Some abandoned cotton warehouse facilities were incorporated into the design of the park (Grand Slam Enterprises, Inc., 1998-2005).

The survey identified no resources of outstanding significance relating to the Late-Twentieth Century Development period in the APE.

3.0 ANALYSIS OF SURVEY DATA

3.1 GENERAL CHARACTER OF THE SURVEY AREA

The project area primarily includes the existing highway system in Corpus Christi incorporating US 181, IH 37, and SH 286 into the connection of the new Harbor Bridge. From the northern terminus south to the Harbor Bridge, the land is scattered with commercial properties. As the resort area of Corpus Christi, much of the building stock includes late twentieth century hotels and restaurants with access to beaches. The area closest to the Corpus Christi Channel and Turning Basin features several notable museums including the Corpus Christi Aquarium and the USS Lexington.

US 181 is the only roadway in the project area that offers access across the Corpus Christi Channel and Turning Basin. Traveling south across the Harbor Bridge, US 181 empties into the new location roadway portion of the project area. Characterized by industrial and commercial building stock, the area features to the west of US 181 the existing Port of Corpus Christi and What-a-Burger Field, and a museum district including Bayfront Science Park and Heritage Park to the east. As the new location roadway travels south toward IH 37, it intersects the Hillcrest and North Side Areas, which encompass some of the oldest neighborhoods in Corpus Christi including Hillcrest, Nueces Bay Heights, Craven Heights, and La Colonia Mexicana. This area includes Leathers I, the first African-American public housing facility in Corpus Christi.

The area along IH 37 to the east of the new location roadway mostly features commercial buildings from the late twentieth century. The APE also includes the Old Bayview Cemetery and Solomon M. Coles School. West of the new location roadway near IH 37, the APE includes a large portion of 1920s and 1930s residences from the Hillcrest and Northside Neighborhoods. On the south side of IH 37 modern commercial buildings line the frontage road from Nueces Bay Street to US 181.

SH 286 intersects the south side of IH 37 and follows the project area to its southern terminus at Buford Street. Both IH 37 and SH 286 were constructed during the 1960s, cutting through early- to mid-twentieth century neighborhoods and commercial districts leading to an overall decline in the area. The commercial corridor at Leopard Street is located one block south of IH 37 on the east side of SH 286. It was a primary east-west transportation route featuring commercial and governmental buildings during the 1920s and 1930s. The surrounding neighborhood extends south to Mussett Street and mostly features building stock from the first quarter of the twentieth century. The area south of Mussett Street to the end of the project area was developed during the early to mid-twentieth century and features bungalows and early twentieth century commercial buildings. The APE includes Navarro Place, the first Hispanic Public Housing project in Corpus Christi, the Hebrew Rest Cemetery, the first Jewish Cemetery in Corpus Christi, and the R. Galvan Building and Ballroom, developed by a prominent Mexican-American businessman and civic leader in Corpus Christi.

The field surveys identified 532 historic resources within the APE (Site Nos. 1-532). They include three cemeteries, ten markers, three schools, two public housing facilities, and numerous churches, residences, commercial and

industrial buildings. Based on the Secretary of the Interior's Standards and Guidelines for the Evaluation of Historic Properties, specific contexts were developed to better interpret the historical significance of the resources within the project area, and each resource was assigned to an appropriate theme (see Historic Contexts of the Project Area above). The surveyed properties were then analyzed in terms of architectural integrity and evaluated for eligibility for listing in the NRHP, in consultation with the TxDOT Corpus Christi District, TxDOT-ENV and the THC. Specific information pertaining to each historic resource is included in the appendices. **Appendix A** contains location information for each resource. **Appendix B** contains the historic resource inventory table and lists eligibility, integrity issues, and impacts to eligible resources. **Appendix C** includes photo documentation for each resource and additional information; specifically, if a resource was initially suspected as significant under a context but additional research failed to validate the significance; this will be noted on the individual form.

3.2 NATIONAL REGISTER OF HISTORIC PLACES EVALUATION CRITERIA

In order to be considered for listing in the NRHP, buildings, structures, objects, sites, and districts must meet standards of historic significance defined by the Keeper of the NRHP (36 CFR 60). A property must be evaluated within its historic context and it must retain characteristics that make it a good representative of properties associated with that aspect of the past (U.S. Department of the Interior, 1998). The NRHP criteria for evaluation state that:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, setting, design, materials, workmanship, feeling, and association, and:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Are associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded or may be likely to yield information important in prehistory or history.

In addition to being significant under one or more of the Criteria listed above, a NRHP site must also retain historic integrity of those features necessary to convey its significance (U.S. Department of the Interior, 1998:3). The Keeper of the NRHP has identified and defined seven aspects of integrity by which potential candidates for the NRHP must be measured (U.S. Department of the Interior, 1998:44-45):

- **Location** is the place where the historic property was constructed or the place where the historic event occurred.
- **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting** is the physical environment of a historic property.

- **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship** is the physical evidence of the crafts of a particular culture of people during any given period in history or prehistory.
- **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time.
- **Association** is the direct link between an important historic event, person, or period and a historic property.

Determining which of these aspects of integrity are most important to a particular property requires knowing why, where and when the property is significant (U.S. Department of the Interior, 1998:48). For eligibility under Criteria A and B, a significant property "is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event [or] historic pattern." While it is preferable under Criteria A or B for all aspects of integrity to be present, eligibility for the NRHP under these Criteria is less dependent on design and workmanship than on historical associations, materials, setting, location, and feeling.

Properties eligible for the NRHP under Criterion C are significant as good examples of an architectural style, a building form, a type or method of construction, or an architect or builder's body of work. Therefore, they must retain a high degree of physical integrity as well as having a relation to the historic context. The most important aspects of integrity under Criterion C are design, materials, and workmanship. Location and setting will also be important for those properties whose design is a reflection of their immediate environment (U.S. Department of the Interior, 1998: 48).

In all cases (except for archaeological sites nominated under Criterion D) the physical features of the site "must be visible enough to convey their significance. Its integrity is questionable if its significant features are concealed under modern construction" (U.S. Department of the Interior, 1998:46).

3.3 RESULTS OF THE SURVEY

Hicks & Company staff architectural historians conducted a windshield survey and a reconnaissance survey. The windshield survey was conducted in May 2005, and the reconnaissance survey was conducted in January 2006. Pre-1960-1963 properties within the APE and visible from public roadways were photographed and marked on aerial maps. Additional research was conducted at the Port of Corpus Christi and at Leathers I, one of several public housing facilities in Corpus Christi. On occasion the surveys were supplemented with informal interviews with interested property owners.

3.3.1 NRHP Listed and Eligible Sites

Of the historic resources surveyed, one resource, the Nueces County Courthouse of 1914 (Site No. 037), is currently listed in the NRHP. The courthouse is located at 1101 Mesquite and is currently undergoing an extensive renovation under the Texas Historical Commission's historic courthouse renovation program.

Using the evaluation methods above, project architectural historians applied the NRHP criteria for evaluation in determining that a total of nine historic resources (one bridge, one railroad station, one school, one residence, one commercial building, two public housing facilities, and two cemeteries) are eligible for NRHP listing, and 523 historic resources are not eligible. The following properties are recommended eligible for NRHP listing (cemeteries are addressed at the end of this section):

Site No. 022 Harbor Bridge (1959), over Corpus Christi Channel and Turning Basin

Description: The Harbor Bridge carries a six-lane divided highway (US 181) without shoulders. Standing 234 feet high, it has 138 feet of vertical clearance and is 5,818 feet long. The bridge consists of a combination of pre-stressed concrete beam spans, steel plate girder spans, simple deck truss spans, and continuous truss and suspended tied-arch spans.

Significance: In the late 1950s, Harbor Bridge was constructed to replace the old bascule bridge that connected downtown Corpus Christi to the North Beach area. It was constructed when growth at the Port called for a taller bridge to allow for larger barges to access to the ship channel, and to accommodate the increased automobile traffic between Corpus Christi and North Beach. Construction of the bridge started in 1956 and took three years to build. Harbor Bridge is the only surviving example of a steel truss bridge located along the Texas coast. It is eligible for the NRHP at the local and state level of significance under Criterion C in the areas of Engineering and Transportation.

Site No. 035 Missouri Pacific Railroad Depot (ca. 1915), 1101 N. Tancahua

Description: The train depot is a one-story, rectangular shape brick building. It is accessed through a multiple-arched porte-cochere, and is topped with a flat roof behind parapet supported by a cornice below. The building features rectangular windows and an unadorned facade.

Significance: The ca. 1915 Missouri Pacific Railroad Depot is an excellent example of early railroad transportation in Corpus Christi, which had a significant impact on the economic development of the city. The building and adjacent railroad tracks remain intact and in their original configuration. The Southern Pacific Railroad Station, located northeast of the Missouri Pacific Railroad Station between N. Tancahua and N. Broadway, was destroyed in the late 1950s during the widening and extension of the existing US 181 along N. Broadway toward a junction near the Nueces County Courthouse and IH 37. This left the Missouri Pacific Railroad Station as the single remaining vestige of early railroad architecture in Corpus Christi. The railroad depot is eligible for NRHP listing at the local level of significance under Criterion A Commerce, for its contribution to the economic growth and development of the city, and under Criterion C Architecture, as an excellent example of early railroad architecture in Corpus Christi.

Site No. 083 Solomon M. Coles School (1925, additions 1942 and ca. 1950), 924 Winnebago

Description: The school is a one- and two-story, buff brick building with a flat roof and metal coping. Originally, it featured a symmetrical U-shaped form with a two-story rectangular central portion flanked by single-story wings that

projected from each side. Covered sidewalks access the entrances. The later additions include a gym, auditorium, manual training facility, and cafeteria in 1942, and an additional building in ca. 1950. The 1942 additions were constructed separately from the original U-shaped structure and then connected to it during the 1950s or 1960s.

Significance: The school is named for Solomon Melvin Coles, a former slave born in Petersburg, Virginia. Although it was against the law, Coles was taught to read and write at an early age. After the Civil War, he went on to earn bachelor's and master's degrees from Lincoln University in Pennsylvania, and a Bachelor of Divinity from Yale University before coming to Texas in 1877. He was ordained in Goliad, Texas and began preaching in Corpus Christi and teaching school to African-American students. In 1878 he gave up the ministry to teach full time and to serve as principal of a school in the 500 block of North Carancahua (outside the APE). In 1893 the school moved to the existing site and became the Public Free School for the Colored. The following year Coles moved to San Antonio where he taught until his retirement in 1914.

The existing school was constructed in 1925 and named for Coles in honor of his dedication to the education of African-Americans in Corpus Christi. Although the original site features several additions including a gym, auditorium, manual training facility, and cafeteria in 1942 and an additional building in 1950, it was the only school for African-Americans in Corpus Christi from 1925 until 1945 when Booker T. Washington was constructed. And although the 1893 structures were replaced, the current facility retains an association with the early history of African-American education through continued use of the 1893 location. Solomon M. Coles School is eligible for the NRHP at the local level of significance under Criterion A, Education as an early educational facility for the African-American community in Corpus Christi.

Site No.126 D.N. Leathers I, Corpus Christi Housing Authority (1940), 1001 Coke Street

Description: Twenty-eight concrete masonry buildings sit on a 26.5-acre lot. The complex is bordered by Winnebago, Coke, and West streets and features 23 dwellings, 4 storage buildings, and one office and maintenance building. Of the 122 residential units, 40 are one bedroom, 62 are two bedroom, and 20 are three bedroom. Community facilities such as a .514-acre park area, a family resource center, and a children's playground are included in the housing complex.

Significance: In 1938 Corpus Christi adopted a city and federally funded public housing project to address unfit living conditions in poor neighborhoods in the city. Many of the slums consisted of substandard shacks with no electricity or direct water supply. In June 1938, Corpus Christi City Council entered into a contract with the Corpus Christi Housing Authority to eliminate approximately 335 unfit dwellings, and replace them with new low-rent housing projects that were designed to allow people with low-income jobs to obtain decent living quarters at a monthly rate commensurate with their income. The D.N. Leathers I Housing Project, constructed in 1940, was the first low-income housing project in Corpus Christi designated for African-American occupancy. It was built in a neighborhood that had been predominantly African-American since the turn of the twentieth century. It is eligible for NRHP listing at the local level of significance under Criterion A, Community Planning and Development.

Site No. 422 Navarro Place, Corpus Christi Housing Authority (1941), 160 N. 19th Street

Description: Forty-four buildings of concrete masonry row houses sit on a 14.5-acre lot. The complex is bordered by 19th and Mussett streets and features 210 units. It includes 3.8 acres of park area, a Family Resource center, and a playground for children.

Significance: In 1938 Corpus Christi adopted a city and federally funded public housing project to address unfit living conditions in poor neighborhoods in the city. Many of the slums consisted of substandard shacks with no electricity or direct water supply. In June 1938, Corpus Christi City Council entered into a contract with the Corpus Christi Housing Authority to eliminate approximately 335 unfit dwellings, and replace them with new low-rent housing projects that were designed to allow people with low-income jobs to obtain decent living quarters at a monthly rate commensurate with their income. Navarro Place Housing Project, constructed in 1941, was the first low-income housing project in Corpus Christi designated for Latin-American occupancy. It was built in a Mexican neighborhood known as "La Pascua Addition," one of the worst slum sections in the city. Navarro Place is eligible for NRHP listing at the local level of significance under Criterion A, Community Planning and Development.

Site No. 362 Belanger House (ca. 1890), 1613 Mestina

Description: The single-story, Queen Ann-influenced, L-plan residence was constructed during the late 19th century. The wood frame house features double-hung windows, most of which are boarded up. The house was accessed through a single door entry placed within a tower in the bend of the L. The wing facing the street features a cutaway bay elevation topped with a hipped roof. The other wing is a traditionally flat facade with an enclosed gable. According to the Corpus Christi Landmark Commission, renovations of the house are pending until funding is secured.

Significance: This is one of several houses owned by the Belanger family until the 1990s located on Mestina Street. Very little information was available on the Belanger family. The ca. 1890 house is eligible for the NRHP at the local level of significance under Criterion C Architecture, as an excellent example of Queen Ann architecture built before the turn of century in Corpus Christi.

Site No. 517 R. Galvan Building and Ballroom (1949), 1632 Agnes

Description: The Galvan Building and Ballroom is a two-story commercial complex with a smooth stucco wall surface and a curved corner at the primary entrance of the building. The first story features glass block windows, and windows that curve around corners. The second story rises above a red linear cornice that emphasizes the horizontal form of the building, and features casement windows that are flush with the facade. The building is topped with a flat roof with metal coping.

Significance: In 1949, Rafael Galvan, a prominent Mexican-American businessman and civic leader, constructed and opened the Galvan Building and Ballroom. Galvan came to Corpus Christi in 1896 and first worked as a fisherman. During the early part of the twentieth century he became Corpus Christi's first Mexican-American police officer, and he was a founding member of the League of United Latin American Citizens (LULAC). The ballroom, located on

the second floor of the Galvan Building, became a focal point of social life for residents of Corpus Christi. The Galvan's children were all accomplished musicians who had an impact on the musical development of the region. The Galvan Building and Ballroom is eligible for NRHP listing at the local level of significance under Criterion B for its association with the Galvan family, and under Criterion C Architecture, as an excellent example of Moderne architecture in Corpus Christi.

Although many of the remaining buildings have been in existence through the evolution of Corpus Christi's community planning and development including transportation routes and Port development, very few rise to a level of significance necessary for NRHP eligibility. In addition, many properties have lost much of their integrity through alterations, modern intrusions, and demolitions, causing a loss of integrity that renders them ineligible for listing. No further consideration of these properties is warranted under the NEPA or NHPA compliance processes.

More specific information pertaining to each surveyed historic resource, including photographic documentation, is provided in **Appendices B and C**.

3.3.2 Official State Historical Markers

While there are no state or federal laws which safeguard the protection of Official State Historical Markers (OSHM) that are not 50 years of age or older, agreements between county historical commissions (CHC), the THC, and TxDOT require that proposals to impact or relocate historical markers be coordinated with CHCs and the THC. These "Subject" markers, standardized by the THC as cast aluminum plaques after 1958, may or may not be placed in proximity to historically significant sites. "Building Markers," signed either by the THC's freestanding medallion or the words "Recorded Texas Historic Landmark" (RTHL) affixed to a building or structure, carry an official designation of the State dating from 1962.

OSHMs that are 50 years of age or older and located within the project APE are subject to review and evaluation as objects of potential historical significance under Section 106 of the NHPA, as amended. These stone and metal markers themselves may be eligible for NRHP listing for their design/workmanship or association with a state-sponsored initiative to commemorate historic events or persons significant to Texas and/or U.S. history. Examples of these markers are the Zivley, El Camino Real (Old San Antonio Road) tablets, erected by the Daughters of the American Revolution in 1916-17, and Texas Centennial Markers.

Ten OSHMs were identified in the APE during the surveys. All of these markers are less than 50 years of age and none will be impacted by construction. They include:

- 1919 Storm
- Nueces County Courthouse of 1914
- Old Bayview Cemetery
- Explosion of the Steamship Dayton, Old Bayview Cemetery
- Thomas S. Parker, Old Bayview Cemetery
- Solomon M. Coles
- Kelsey Memorial Methodist Church (Iglesia Metodista Kelsey)

- Captain Enriue Villarreal and Rincon del Oso Land Grant, New Nueces County Courthouse
- Henry Lawrence Kinney, New Nueces County Courthouse
- Hebrew Rest Cemetery

3.3.3 Cemeteries

Cemeteries are protected by State law, primarily Chapters 694-712 of the Health and Safety Code. Those cemeteries found on property owned or controlled by a political subdivision of the state are also protected through the Texas Antiquities Code (Title 9, Chapter 191 of the Texas Natural Resources Code of 1977). Chapter 41 of this code contains the Rules of Practice Procedure that are applicable to the identification and consideration that must occur at historic cemeteries.

Under Federal law cemeteries that are over 50 years of age are also subject to evaluation and review under Section 106 of the NHPA (36 CFR 800) if they fall within the project's APE. Cemeteries may be found eligible for listing in the NRHP if they derive their primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

The following cemeteries were identified in the APE of the project area:

Site No. 039 Old Bayview Cemetery (1845), Waco and Ramirez streets

Description: Bounded by black iron fence with a stone entryway, the cemetery contains approximately 540 graves. The graves include pioneers settlers, veterans of the War of 1812, Texas War for Independence, Mexican War, Indian campaigns, Civil War, and later conflicts. In addition, markers bear the names of men on the 9th U.S. Cavalry, 1st U.S. Infantry, 38th U.S. Infantry, U.S. Mounted Rifles, and 1st Texas Cavalry. The headstones consist mostly of custom monuments, commercial markers, and military markers. The cemetery is still in active use.

Significance: Old Bayview Cemetery is the oldest federal military cemetery in Texas. The cemetery was laid out in 1845 by U.S. Army engineers while General Zachary Taylor was encamped in Corpus Christi on the eve of the Mexican War. Taylor obtained the site from H.L. Kinney, founder of Corpus Christi, for the burial of seven soldiers who were killed aboard the steamer "Dayton," when one of its boilers exploded while transferring the men from St. Joseph's Island to Corpus Christi. When Taylor's men left Corpus Christi in 1846, the cemetery became a community burial ground. As a cemetery, the property is required to meet Criteria Consideration D: Cemeteries, in order to be considered eligible for the NRHP. The Old Bayview Cemetery meets the requirements for Consideration D through its age and its association with events in Corpus Christi and Texas. The cemetery is recommended eligible for NRHP listing at the State level of significance under Criterion A, in the area of Military.

Site No. 519 Hebrew Rest Cemetery (1875), Brownlee and Laredo

Description: The cemetery is bounded by a brick wall and access through a gated entry. Buried in the cemetery are victims of the 1919 Hurricane; prominent early residents of Corpus Christi, such as grocer Julius Henry, who served as city alderman and postmaster; business and civic leaders Charles and

Sarah H. Weil; Civil War veteran and merchant M. Lichtenstein; and businessman and philanthropist Simon Guggenheim. The headstones consist mostly of custom monuments and commercial markers. In 1961 Temple Beth El assumed control of the cemetery. It is still in active use today.

Significance: Established in 1875, land for the cemetery was deeded by Captain Richard King, founder of the noted King Ranch, to serve the pioneer Jewish settlers of Corpus Christi. David Hirsch and Emmanuel Morris, who acted as trustees for the Hebrew Benevolent Association, organized the cemetery. The earliest marked grave is that of Helena Henry, who died in 1878. She was the infant daughter of Paul and Frederika Henry. As a cemetery, the property is required to meet Criteria Consideration D: Cemeteries, in order to be considered eligible for the NRHP. As a reflection of the area's proud Jewish heritage, the Hebrew Rest Cemetery meets the requirements for Consideration D through its age and its association with early settlement patterns in Corpus Christi. The cemetery is recommended eligible for NRHP listing at the local level of significance under Criterion A, in the area of Exploration and Settlement.

3.4 IMPACTS TO HISTORIC RESOURCES

This section documents potential impacts to historic resources by the US 181 Harbor Bridge Replacement Project, and how they will be resolved. NEPA requires agencies of the federal government to consider effects of their actions on "the human environment," which includes cultural as well as natural aspects of the environment. Cultural resources are defined as any prehistoric or historic district, building, structure, object, or site included in or eligible for inclusion in the NRHP. This report addresses historic resources, including non-archaeological sites and districts, buildings, structures, and objects.

Under the Technical Advisory 771 of the Federal Highway Administration (FHWA), historic structures/archaeological sites determined eligible for listing in the NRHP by the State Historic Preservation Officer (SHPO) which will be directly impacted by a FHWA funded project are subject to evaluation under Section 4(f) of the DOT act of 1966 (23 CFR 771.135). Section 4(f) requires that the agency show that all planning to minimize harm to any NRHP property resulting from the proposed action was considered and that all feasible or prudent alternatives to avoid adverse impacts to the NRHP property have been explored.

In addition to Section 4(f) requirements, Section 106 (36 CFR 800) of the 1966 National Historic Preservation Act, as amended (NHPA), also requires the agency to consult with the SHPO concerning the potential effects that a proposed project may have on NRHP properties within the project's APE. The law requires that the agency show that project planners and engineers have "taken into account" the effects the project may have on NRHP properties and that a reasonable effort has been made to preserve the resource through avoidance or other means to minimize adverse impacts to the property and/or the historic resource.

The criteria for assessing effect are prescribed in 36 CFR 800.9. The law states: "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." Examples of adverse effects on historic properties include, but are not limited to:

- Physical destruction or damage to all or part of the property;
- Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

Note that the preliminary effect determinations in **Tables 1-3** are based on early project design information, and may be refined as the process progresses.

3.4.1 NRHP Listed and Eligible Historic Resources

Site #	Name and Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible	Integrity Issues	Effect
022	Harbor Bridge Over Corpus Christi Channel and Turning Basin	Transportation/ Road Related	Metal Truss	1959	Yes		Adverse Effect; Replacing Bridge.
035	Missouri Pacific Railroad Depot 1101 Tanchua	Transportation/ Rail Related	Mission	ca. 1915	Yes		No Adverse Effect Within APE; No new ROW required in this area.
083	Solomon M. Coles School 924 Winnebago	Education/ School	Moderne/ International Style	1925; gym, auditorium, manual training facility, and cafeteria additions 1942; additional building ca. 1950.	Yes	Several additions to the back of the original site of the school. The buildings were connected in the late 1950s.	No Adverse Effect Within APE; No new ROW required in this area.
126	D.N. Leathers I, Corpus Christi Housing Authority 1001 Coke	Domestic/ Multiple-family dwelling	International Style	1940	Yes		Adverse Effect Within ROW; project activities not yet known.
362	Belanger House 1613 Mestina	Domestic/ Single-family dwelling	Queen Anne influence	ca. 1890	Yes	Left vacant; in need of repairs, paint and renovation due to neglect.	Adverse Effect Within ROW; project activities not yet known.
422	Navarro Place, Corpus Christi Housing Authority 160 N. 19 th Street	Domestic/ Multiple-family dwelling	International Style	1941	Yes		No Adverse Effect Within APE; No new ROW required in this area.
517	R. Galvan Building and Ballroom 1632 Agnes	Commerce/Speci alty Store and Recreation and Culture/Music Facility	Moderne	1949	Yes		Adverse Effect Within ROW; project activities not yet known.

No other NRHP listed or eligible properties exist in the project APE.

3.4.2 Official State Historical Markers

Ten markers were identified within the APE of the project area. Of the markers identified, three will not be affected by construction of the project and seven are located within the 150-foot or 350-foot APE. Depending on the final design of the alignment, these seven may require mitigation consisting of relocation in

coordination with the County Historical Commission, as stipulated in the MOA between TxDOT and THC.

Table 2 Historical Markers Identified in the Project Area

Site #	Name and Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible	Integrity Issues	Effect
005	1919 Storm	Recreation and Culture/Marker	None	2000	No	N/A	No Effect
037	Nueces County Courthouse of 1914 , at Nueces County Courthouse of 1914	Recreation and Culture/Marker	None	1978	No	N/A	Within 150' APE
040	Old Bayview Cemetery , at Old Bayview Cemetery	Recreation and Culture/Marker	None	1967	No	N/A	Within 300' APE
041	Explosion of the Steamship Dayton , at Old Bayview Cemetery	Recreation and Culture/Marker	None	1997	No	N/A	Within 300' APE
042	Thomas S. Parker , at Old Bayview Cemetery	Recreation and Culture/Marker	None	1983	No	N/A	Within 300' APE
084	Solomon M. Coles , at Solomon M. Coles School	Recreation and Culture/Marker	None	1978	No	N/A	Within 300' APE
333	Kelsey Memorial Methodist Church (Iglesia Metodista Kelsey) at Kelsey Memorial Methodist Church	Recreation and Culture/Marker	None	1995	No	N/A	Within 300' APE
408	Captain Enriue Villarreal and Rincon del Oso Land Grant , New Nueces County Courthouse	Recreation and Culture/Marker	None	1986	No	N/A	No Effect
409	Henry Lawrence Kinney , New Nueces County Courthouse	Recreation and Culture/Marker	None	1986	No	N/A	No Effect
520	Hebrew Rest Cemetery , at Hebrew Rest Cemetery	Recreation and Culture/Marker	None	1981	No	N/A	Within 150' APE

3.4.3 Cemeteries

Table 3 Cemeteries Identified in the Project Area

Site #	Name and Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible	Integrity Issues	Effect
039	Old Bayview Cemetery Waco and W. Broadway	Funerary/ Cemetery	Eclectic	1845	Yes	N/A	No Adverse Effect; Within 300' APE but no ROW necessary.
519	Hebrew Rest Cemetery Brownlee and Laredo	Funerary/ Cemetery	Eclectic	1875	Yes	N/A	No Adverse Effect; Within 150' APE but no ROW necessary

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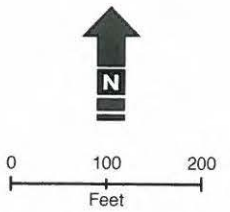
APPENDIX A

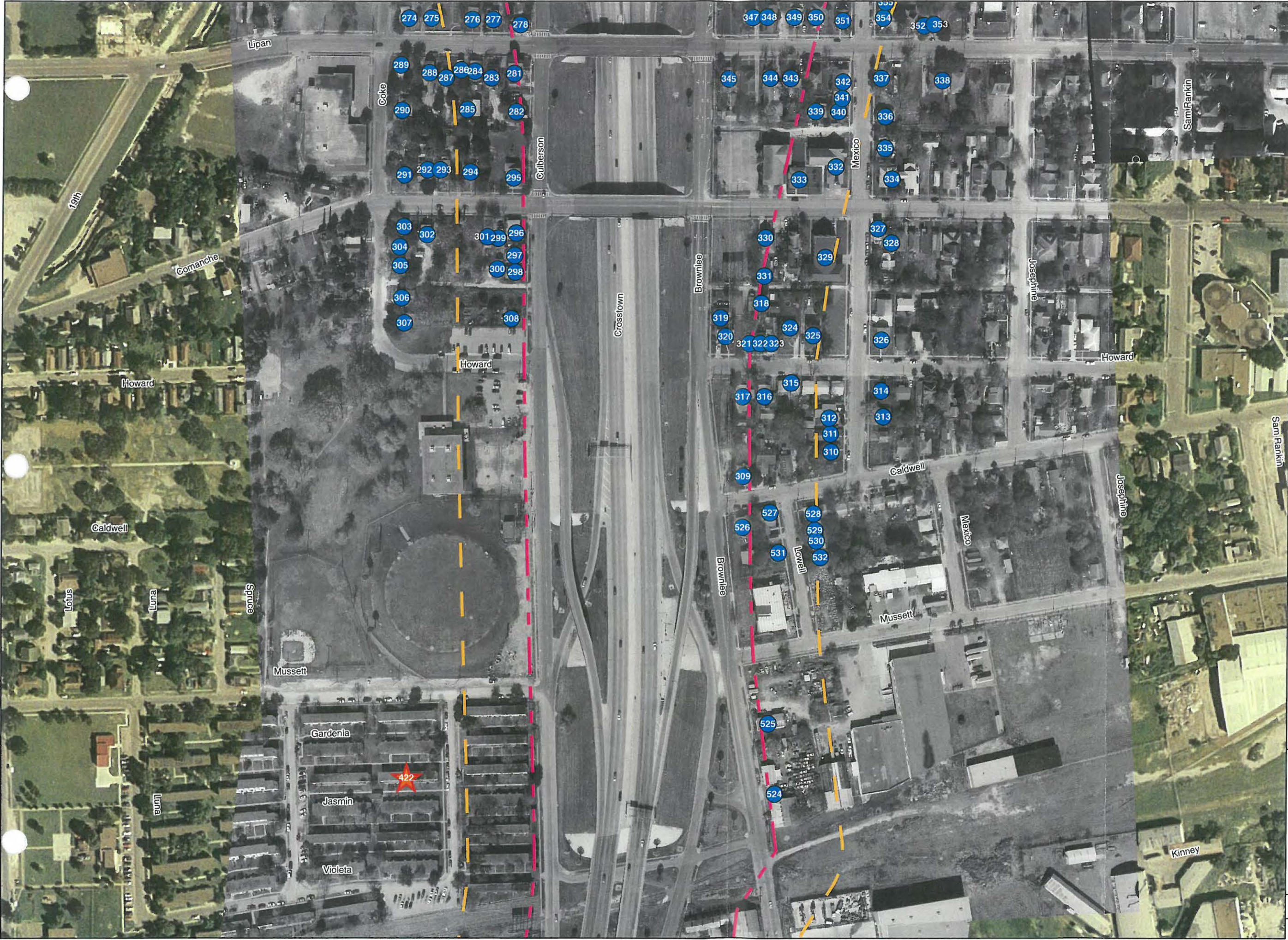
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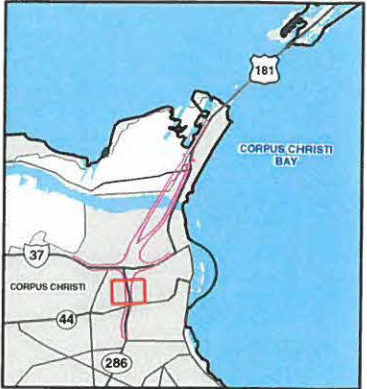


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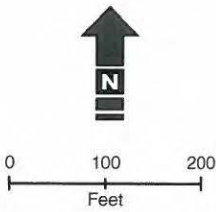




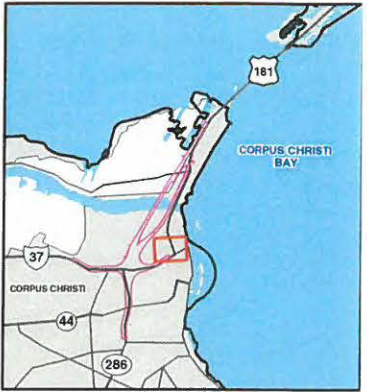
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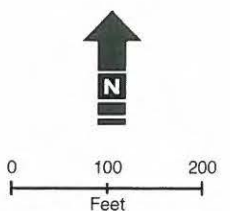
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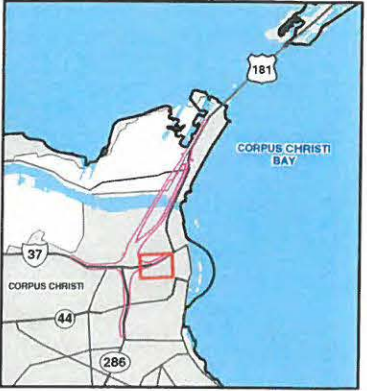
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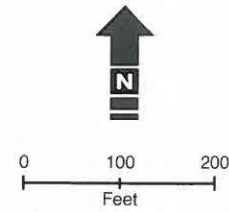
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Plate 12

U.S. 181 Harbor Bridge
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Surveyed Resources

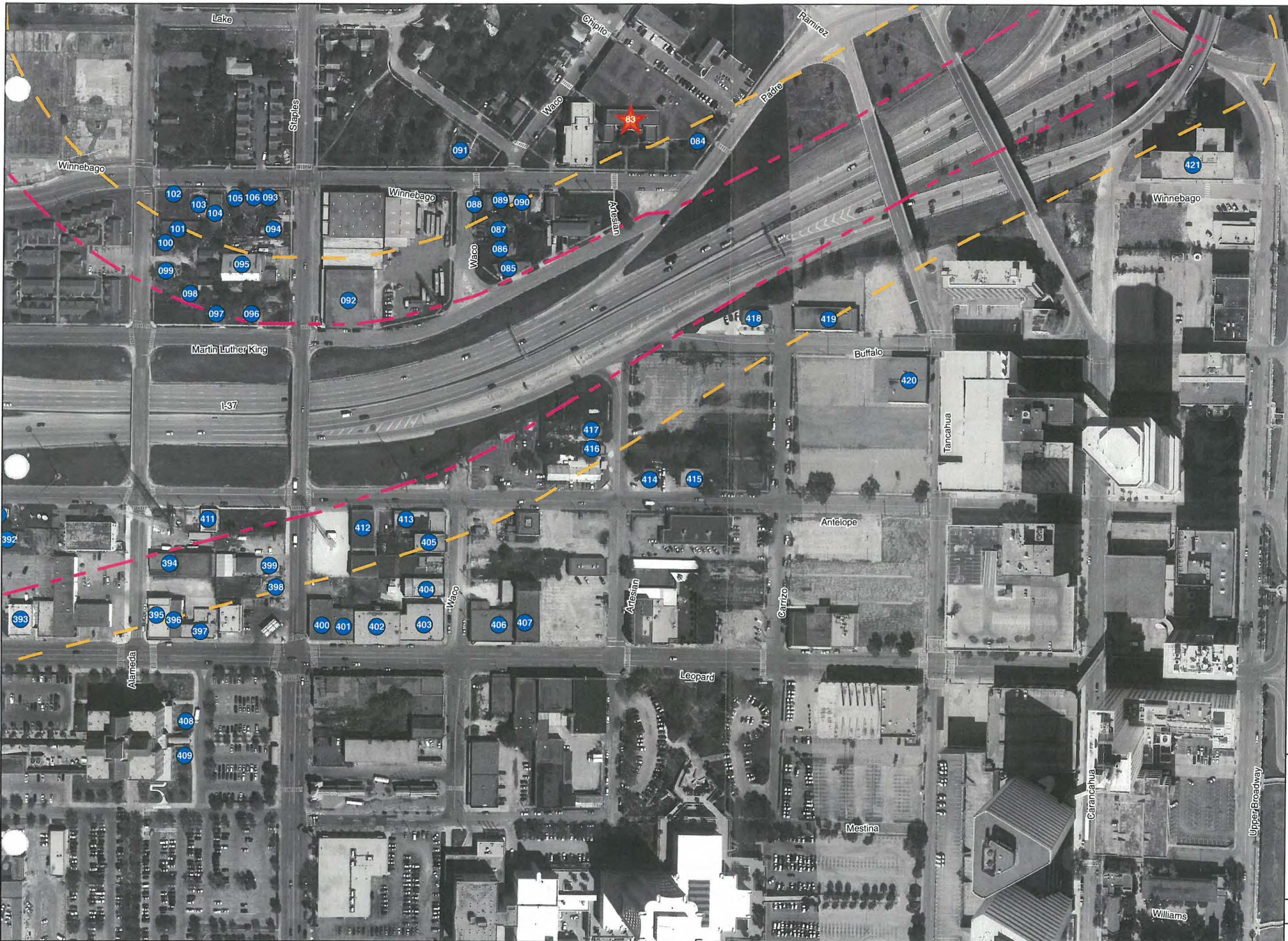


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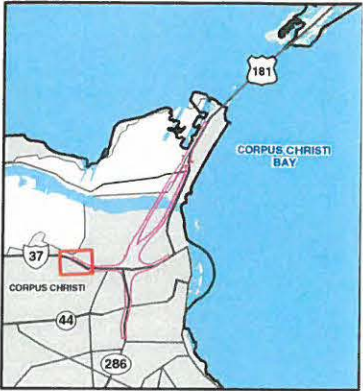


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Plate 11

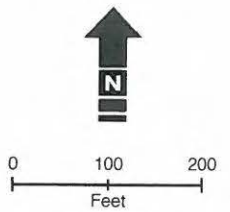


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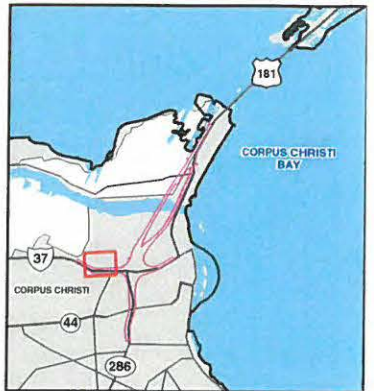
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- Area of Potential Effect



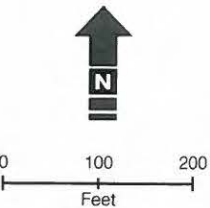
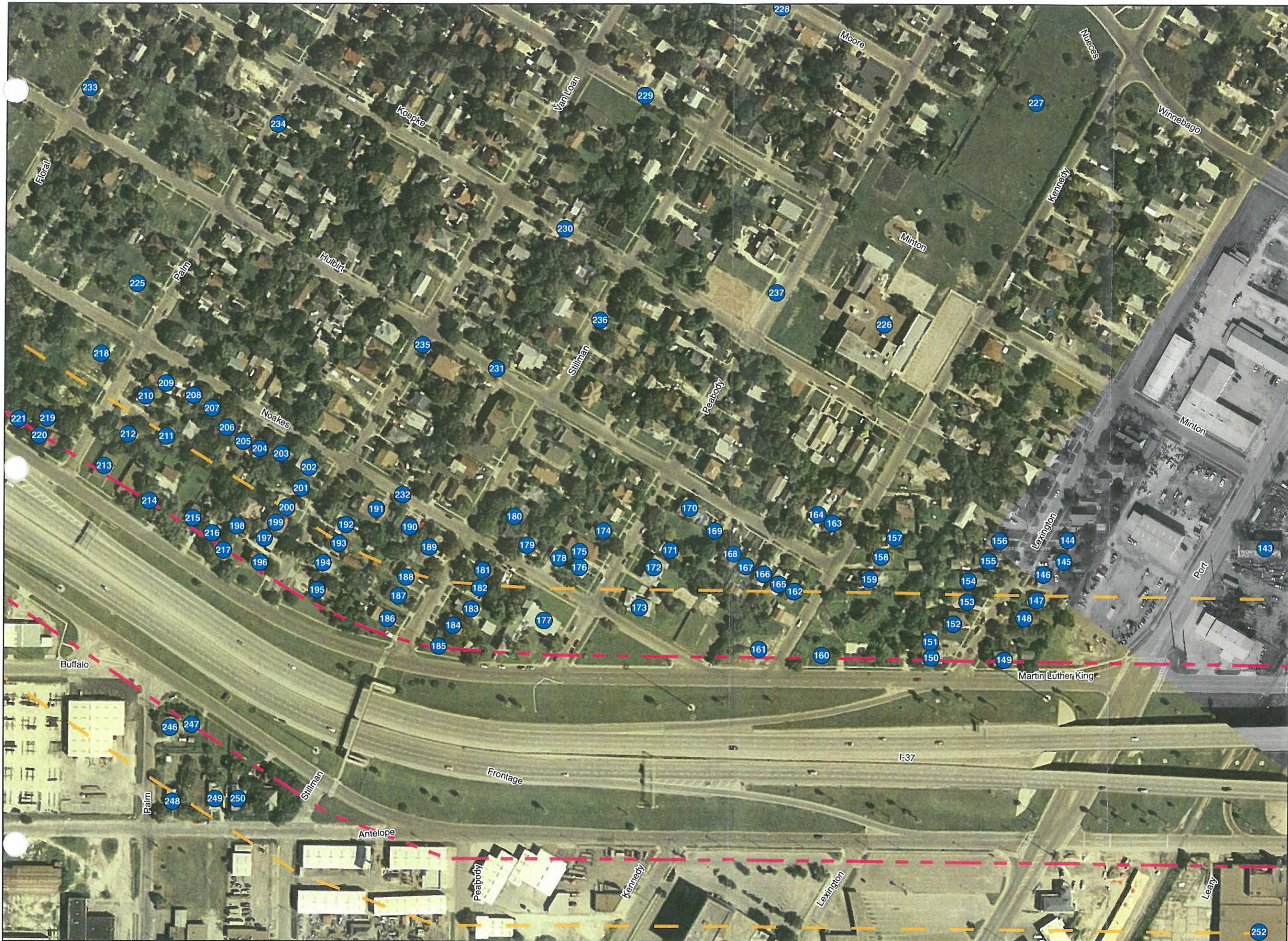
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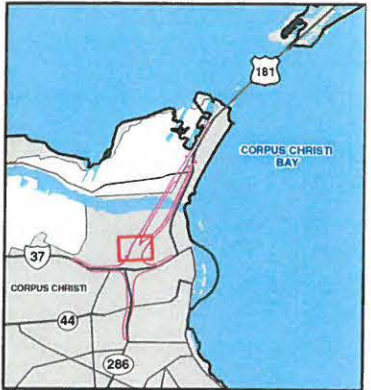
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 - ▭ Preliminary Required Right-of-Way
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U.S. 181 Harbor Bridge
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Surveyed Resources



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 - Surveyed Historic Resources
 - Preliminary Required Right-of-Way
 - Area of Potential Effect



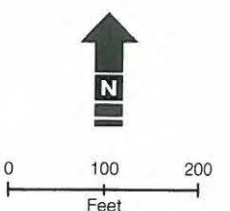


U.S. 181 Harbor Bridge APE and Surveyed Resources



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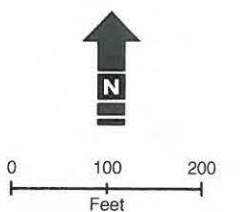
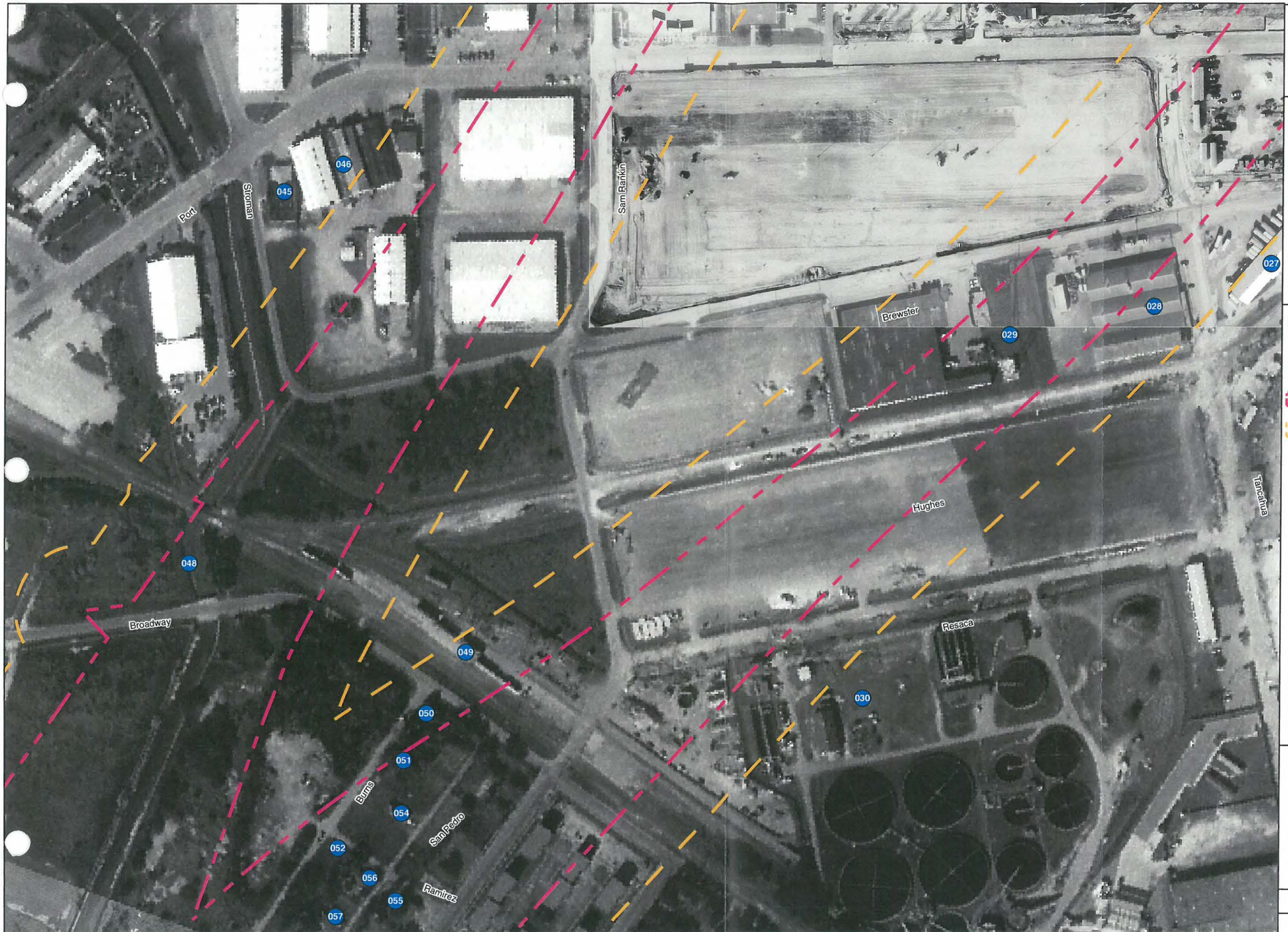
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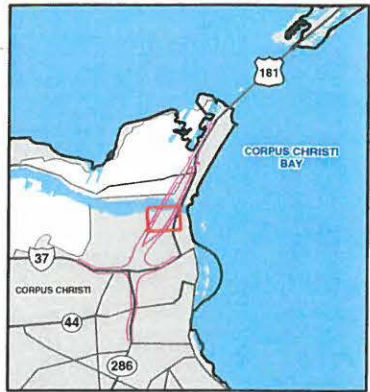
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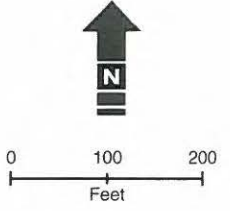
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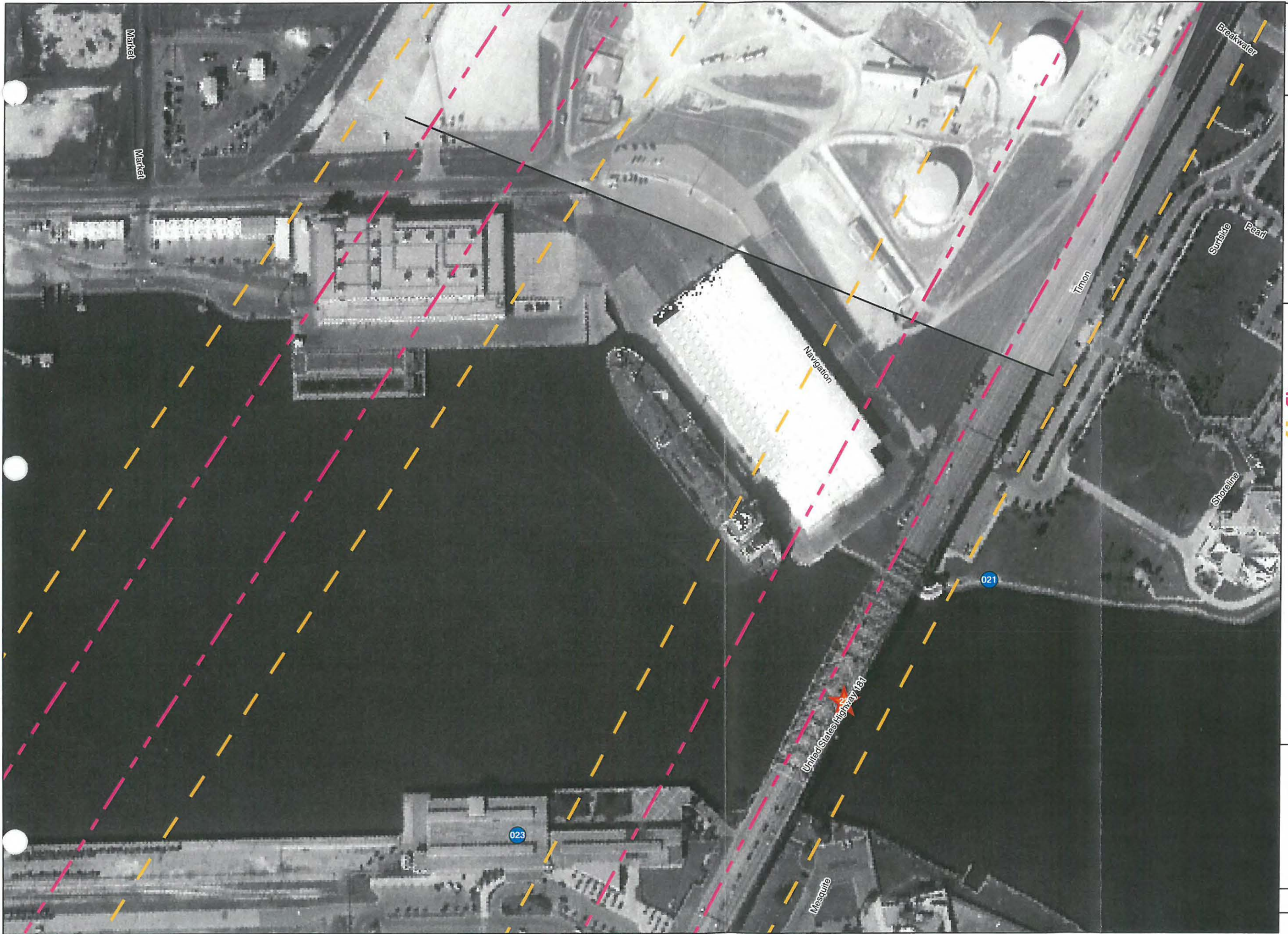
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U.S. 181 Harbor Bridge
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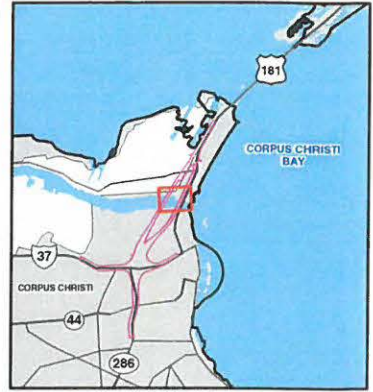


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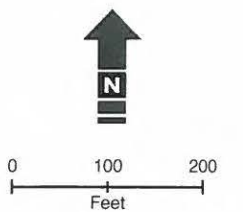


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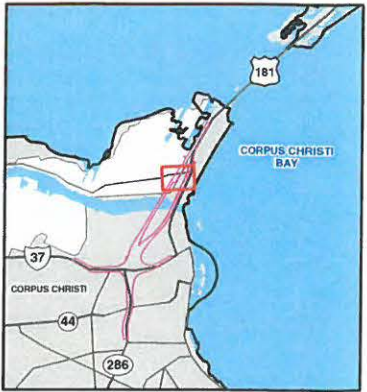
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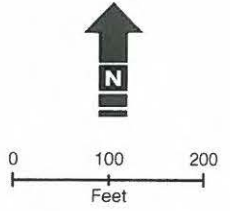
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Plate 4

U.S. 181 Harbor Bridge
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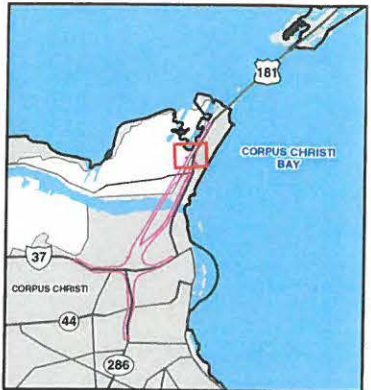
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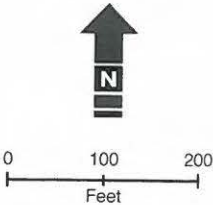
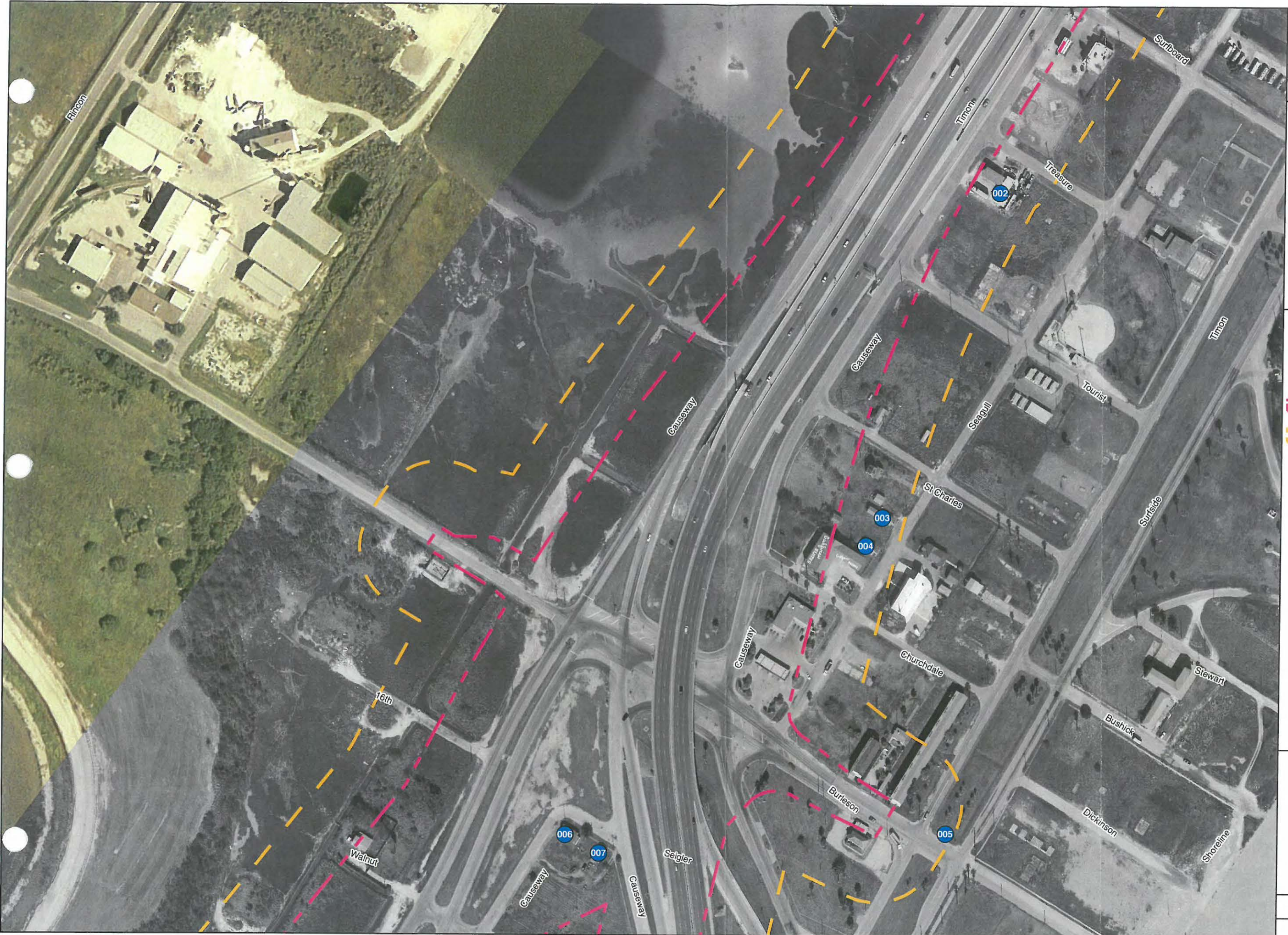
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Plate 3

U.S. 181 Harbor Bridge
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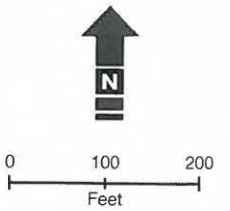
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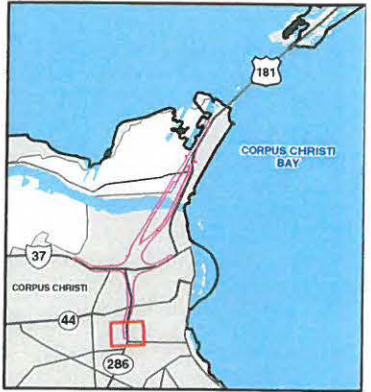
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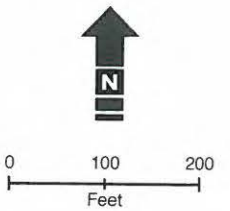
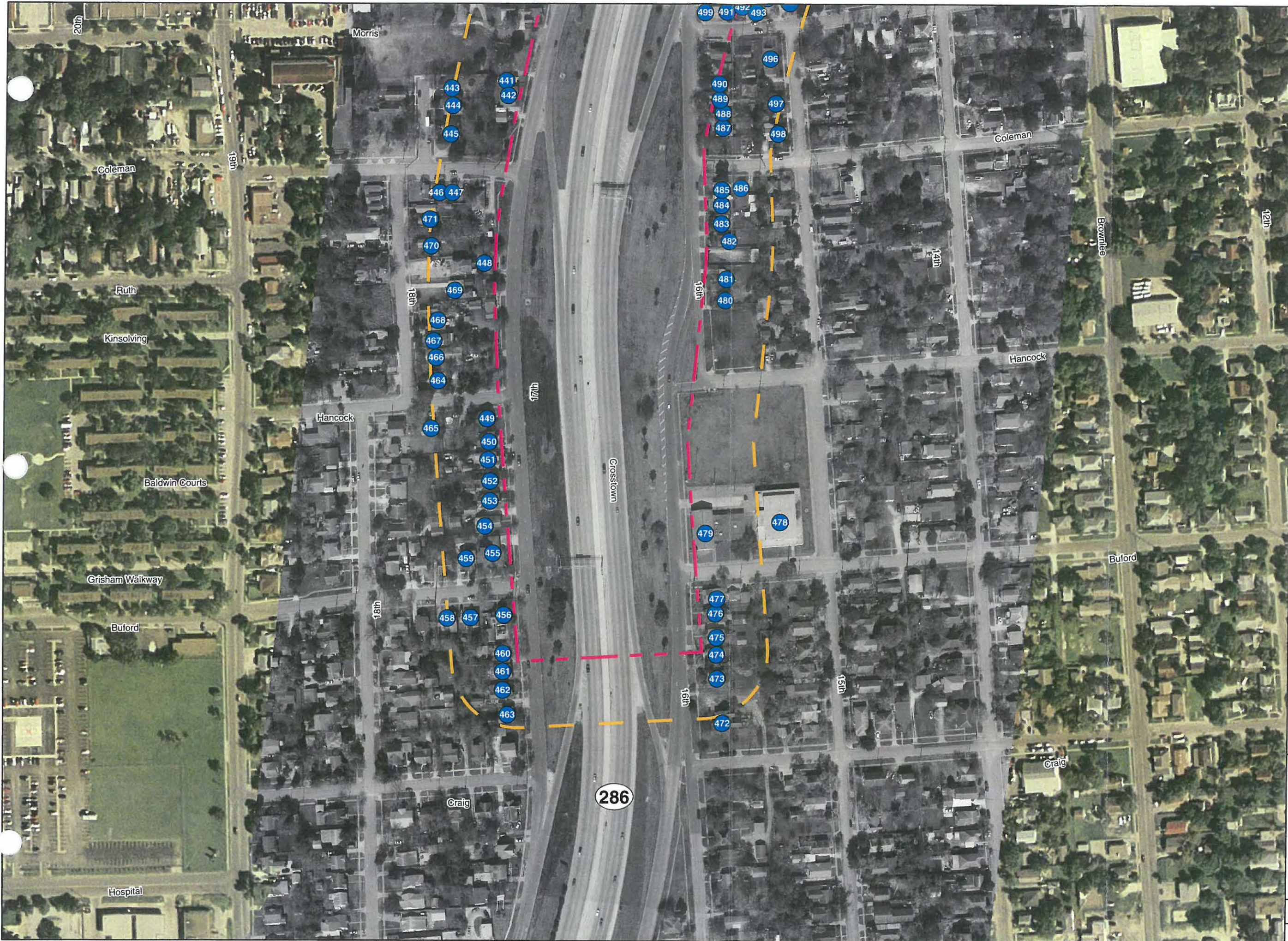
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Plate 1

U.S. 181 Harbor Bridge
APE and
Surveyed Resources



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- ★ NRHP Eligible Property
 - Surveyed Historic Resources
 - Preliminary Required Right-of-Way
 - Area of Potential Effect



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Plate 15

APPENDIX B

HISTORIC RESOURCES INVENTORY TABLE

Appendix B – Historic Resources Inventory Table

Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
001		509 Beach St.	Domestic/Single-family dwelling	Craftsman	ca. 1935	No	unremarkable example of its style; no significance	No Effect
002	Bay King House of Jumbo's	Causeway Blvd.	Commerce/ Specialty store	Googie	ca. 1950	No	unremarkable example of its style; no significance	No Effect
003		3715 Seagull	Domestic/Single-family dwelling	Craftsman	ca. 1935, later additions	No	unsympathetic additions	No Effect
004		3709 Seagull	Domestic/Single-family dwelling and Secondary structure	Craftsman	ca. 1935	No	unremarkable example of its style; no significance	No Effect
005	1919 Storm	200 Burleson	Recreation and Culture/Marker	None	2000	No	None	No Effect
006		3420 Causeway Blvd.	Domestic/Single-family dwelling	Craftsman	ca. 1945, later alterations	No	unremarkable example of its style; no significance	No Effect
007		513 Seigler St.	Domestic/Single-family dwelling	Craftsman	ca. 1935	No	unremarkable example of its style; no significance	No Effect
008		Causeway Blvd.	Domestic/Single-family dwelling	Colonial Revival	ca. 1920, moved in	No	possibly moved from original location	No Effect
009		Causeway Blvd.	Domestic/Single-family dwelling	Craftsman	ca. 1935, later alterations	No	unremarkable example of its style; no significance	No Effect
010		3209 Seagull	Domestic/Single-family dwelling	Craftsman	ca. 1935, later additions	No	unsympathetic additions	No Effect
011		3203 Surfside	Domestic/Single-family dwelling	Craftsman	ca. 1935	No	unremarkable example of its style and type; no significance	No Effect
012		3201 Surfside	Domestic/Single-family dwelling	Commercial	ca. 1935	No	unremarkable example of its style and type; no significance	No Effect
013	Our Lady Star of the Sea	3110 E. Causeway Blvd.	Religion/Religious facility	Gothic Revival	ca. 1882, moved here 1951	No	moved from original location	No Effect
014		401 Bridgeport	Domestic/Single-family dwelling	Craftsman	1936	No	unremarkable example of its style; no significance	No Effect
015		403 Bridgeport	Domestic/Single-family dwelling	Craftsman	ca. 1935	No	unremarkable example of its style; no significance	No Effect
016		405 Bridgeport	Domestic/Single-family dwelling	Craftsman	ca. 1935	No	unremarkable example of its style; no significance	No Effect
017		421 Bridgeport	Domestic/Single-family dwelling	Craftsman	ca. 1935	No	unremarkable example of its style; no significance	No Effect
018		423 Bridgeport	Domestic/Single-family dwelling	Craftsman	ca. 1935	No	unremarkable example of its style; no significance	No Effect

Appendix B – Historic Resources Inventory Table

Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
019		2920 Seagull	Domestic/Single-family dwelling	Craftsman	ca. 1935	No	unremarkable example of its style; no significance	No Effect
020		2918 Seagull	Domestic/Single-family dwelling	Colonial Revival	ca. 1935, later addition	No	unremarkable example of its style; no significance	No Effect
021	North Port docks	north side of Port of Corpus Christi	Transportation/ Water-related		1929, 1937, enlarged 1995	No	alterations; only element remaining from original construction of port	No Effect
022	Harbor Bridge	US 181 over Corpus Christi Channel and Turning Basin	Transportation/ Road-related	Metal Truss	1959	Yes		Adverse Effect - Bridge to be Replaced
023	Congressman Solomon P. Ortiz International Center	402 Harbor Drive	Social/Meeting hall	Contemporary	ca. 2000, new construction and renovation of ca. 1930 warehouses	No	significant alterations to building form	No Effect
024	Texas State Museum of Asian Cultures	1809 N. Chaparral St.	Recreation and Culture/Museum	Contemporary	ca. 1996, new construction and renovation of ca. 1930 warehouses	No	significant alterations to building form	No Effect
025	Heritage Park	N. Chaparral at N. Mesquite	Recreation and Culture/Museum	Queen Anne	various dates, moved to current location	A few NRHP listed		No Effect
026		Broadway at Brewster	Commerce/ Warehouse	Industrial	ca. 1940, facades altered later	No	unremarkable example of its style; no significance	No Effect
027		1724 Tanchua	Commerce/ Warehouse	Industrial	ca. 1940	No	unremarkable example of its style; no significance	No Effect
028	Keystone Automotive	1717-1721 Tanchua	Commerce/ Warehouse	Industrial	1954	No	unremarkable example of its style; no significance	No Effect
029	Crocker File Storage and Moving	817 Brewster	Commerce/ Warehouse	International Style	ca. 1960	No	unremarkable example of its style; no significance	No Effect
030	Broadway Wastewater Treatment Facility	1402 W. Broadway	Government/ Public works	Moderne	ca. 1933	No		No Effect
031	McComb	622 Power St.	Commerce/ Warehouse	Industrial	ca. 1945	No	unremarkable example of its style; no significance	No Effect
032		623 Power St.	Commerce/ Warehouse	International Style	ca. 1945	No	unremarkable example of its style; no significance	No Effect
033	Southern Pacific Credit Union	1120 Tanchua	Commerce/ Financial institution	Ranch	ca. 1960	No	unremarkable example of its style; no significance	No Effect
034	Advanced Adult Day Care Center	711 Belden St.	Commerce/ Organizational	None	ca. 1960	No	significant alterations to building form	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
035	Union Pacific RR Station	1101 N. Tanchua	Transportation/ Rail-related	Mission	ca. 1915	Yes		
036		514 Power St.	Commerce/ Warehouse	Moderne	1954	No	unremarkable example of its style; no significance	No Effect
037		1101 Mesquite St.	Vacant	Neo-Classical	1914, additional wing 1931, 2-story addition 1960s	NRHP listed		
038	Nueces County Courthouse of 1914		Recreation and Culture/Marker	None	1978	No	None	
039	Old Bayview Cemetery	Waco and W. Broadway	Funerary/Cemetery	?	est. 1845	Yes		
040	Old Bayview Cemetery	in Old Bayview Cemetery	Recreation and Culture/Marker	None	1967	No	None	
041	Explosion of the Steamship Dayton	in Old Bayview Cemetery	Recreation and Culture/Marker	None	1997	No	None	
042	Thomas S. Parker	in Old Bayview Cemetery	Recreation and Culture/Marker	None	1983	No	None	
043		— Broadway	Commerce/ Warehouse	Commercial Style	ca. 1935	No	unremarkable example of its style; no significance	No Effect
044		— Broadway	Commerce/ Warehouse	Commercial Style	ca. 1925, altered ca. 1955	No	unremarkable example of its style; no significance	No Effect
045	Bryant Heating and Cooling	1129 E. Port Ave.	Commerce/ Warehouse	Industrial/ Contemporary	ca. 1940, later addition	No	unremarkable example of its style; no significance	No Effect
046	H & S Fabricators	1133 E. Port Ave.	Commerce/ Warehouse	Industrial	1953	No	unremarkable example of its style; no significance	No Effect
047	West Port Food	1134 E. Port Ave.	Commerce/ Warehouse	Industrial	ca. 1950	No	unremarkable example of its style; no significance	No Effect
048	canal		Government/ Public works	None	ca. 1935	No	unremarkable example of its style	No Effect
049	Union Pacific RR equipment		Transportation/ Rail-related	None	ca. 1930	No	unremarkable example of its style	No Effect
050		1811 Broadway	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
051		1500 block Burns	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
052		Burns at Ramirez	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
053	Tippin Inn	Burns at Nueces	Commerce/ Restaurant and Domestic/Hotel	Craftsman/Commercial	ca. 1920, addition ca. 1950	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
054	Divine Temple of God	1513 San Pedro	Religion/Religious facility	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
055		1400 block San Pedro	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
056		1400 block San Pedro	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
057		1400 block San Pedro	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
058		1210 Carline Lane	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
059		1911? Carline Lane	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
060		___ Carline Lane	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
061		1500 block Sam Rankin	Vacant	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
062		1300 block Sam Rankin (5 houses)	Vacant	None	ca. 1920	No	unremarkable example of its style; no significance	No Effect
063		1300 block Sam Rankin	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
064	Erma's Diner	1331 Sam Rankin	Commerce/ Restaurant	Commercial Style	ca. 1920, alteration ca. 1950	No	unremarkable example of its style; no significance	No Effect
065		1300 block Sam Rankin (several commercial fronts)	Vacant	Commercial Style	ca. 1935, later alterations	No	unremarkable example of its style; no significance	No Effect
066	Harold's Market	___ Sam Rankin	Commerce/ Specialty store	Commercial Style	ca. 1935, later alterations	No	unremarkable example of its style; no significance	No Effect
067		1211 Sam Rankin	Vacant	Moderne	ca. 1935	No	unremarkable example of its style; no significance	No Effect
068		1200 block Sam Rankin	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
069	St. Paul United Methodist Church	1202 Sam Rankin	Religion/Religious facility	Contemporary	1952	No		No Effect
070	Unity Chapel/ Funeral Home	1207 Sam Rankin	Funerary/Mortuary	Ranch	1945, later additions	No	significant alterations to building form	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
71		___ Sam Rankin	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
72		___ Sam Rankin	Domestic/Single-family dwelling	Minimal Traditional	ca. 1940	No	significant alterations to building form	No Effect
073		1114 Sam Rankin	Vacant	International Style	1944-1945, wing addition 1949, additional building ca. 1960	No	unremarkable example of its style; no significance	No Effect
074	associated school bldgs.	Lobo at Alameda	Vacant	Craftsman	ca. 1940, moved ca. 1960	No	unremarkable example of its style; no significance	No Effect
075		1027 Sam Rankin	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
076		1021 Sam Rankin	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
077		1009 Sam Rankin	Vacant	Moderne/International Style	1936, additions 1947-1948	No	unremarkable example of its style; no significance	No Effect
078		1001 Sam Rankin	Vacant	Moderne	ca. 1935	No	unremarkable example of its style; no significance	No Effect
079		1412 Alameda	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
080	Savoy	1510 Ramirez	Commerce/ Restaurant and Domestic/Multiple-family dwelling	International Style	1952	No	unremarkable example of its style; no significance	No Effect
081		1500 block Alameda	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
082		1308-1310 Lobo	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
083	Solomon M. Coles School	924 Winnebago	Education/School	Moderne/International Style	1925, gym, auditorium, manual training, and cafeteria additions 1942, additional building ca. 1950	Yes		
084	Solomon M. Coles	924 Winnebago	Recreation and Culture/Marker	None	1978	No	None	
085		710 Padre (aka MLK)	Domestic/Single-family dwelling	Colonial Revival	ca. 1940, later alterations	No	significant alterations to building form	No Effect
086		916 Waco	Domestic/Single-family dwelling	Colonial Revival	ca. 1910	No	unremarkable example of its style	No Effect
087		920 Waco	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
088		914 Waco	Domestic/Single-family dwelling	Colonial Revival	ca. 1910	No	unremarkable example of its style; no significance	No Effect
089		1017 Winnebago	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
090		1015 Winnebago	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
091		1106 Winnebago	Domestic/Single-family dwelling	Minimal Traditional	ca. 1940	No	unremarkable example of its style; no significance	No Effect
092	Mayflower Corpus Christi Transfer Co.	900 Staples	Commerce/ Warehouse	Moderne	ca. 1940	No	unremarkable example of its style; no significance	No Effect
093		900 block Staples	Domestic/Single-family dwelling	Minimal Traditional	ca. 1940	No	unremarkable example of its style; no significance	No Effect
094		913 Staples	Domestic/Single-family dwelling	Minimal Traditional	ca. 1940	No	unremarkable example of its style; no significance	No Effect
095	Intra Coastal Enterprise	909 Staples	Commerce/ Warehouse	Industrial/Contemporary	1949, later addition	No	unremarkable example of its style; no significance	No Effect
096		1200 block MLK	Domestic/Single-family dwelling	Minimal Traditional	ca. 1940	No	unremarkable example of its style; no significance	No Effect
097		1200 block MLK	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
098		1200 block MLK (many houses NE corner MLK and Alameda	Domestic/Multiple-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
099		910 Alameda	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
100		916 Alameda	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
101		920 Alameda	Domestic/Multiple-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
102		1200 block Winnebago	Vacant	International Style	ca. 1940	No	unremarkable example of its style; no significance	No Effect
103		1200 block Winnebago	Domestic/Multiple-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
104		1215 Winnebago	Domestic/Multiple-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/Listed	Integrity Issues	Effect
105		1205 Winnebago	Domestic/Single- family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
106		1203 Winnebago	Domestic/Single- family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
107		1020 Josephine	Domestic/Single- family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
108		1016 Josephine	Domestic/Single- family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
109		1000 block Josephine	Domestic/Single- family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
110		____ Josephine	Domestic/Single- family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
111		____ Josephine	Domestic/Single- family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
112		____ Winnebago	Domestic/Single- family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
113		____ Winnebago	Domestic/Single- family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
114		____ Winnebago	Vacant	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
115		1500 block Winnebago	Domestic/Multiple- family dwelling	International Style	ca. 1920	No	unremarkable example of its style; no significance	No Effect
116		1500 block Winnebago	Domestic/Multiple- family dwelling	International Style	ca. 1950	No	unremarkable example of its style; no significance	No Effect
117		1520-1532 Winnebago (row of duplexes)	Domestic/Multiple- family dwelling	International Style	ca. 1950	No	unremarkable example of its style; no significance	No Effect
118	TC Ayers Park community center and park	____ Winnebago	Recreation and Culture/Outdoor recreation	Contemporary	ca. 1960	No	unremarkable example of its style; no significance	No Effect
119		1913 Nueces	Domestic/Single- family dwelling	Craftsman	1943	No	unremarkable example of its style; no significance	No Effect
120		1901 Nueces	Domestic/Single- family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
121		1109 Coke St.	Domestic/Single- family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
122		1902 Nueces	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
123		1906 Nueces	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
124		1910 Nueces	Domestic/Single-family dwelling	Craftsman	ca. 1940, later alterations	No	unremarkable example of its style; no significance	No Effect
125		1916 Nueces	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
126	Corpus Christi Housing Authority, Leathers I	north of IH 37, Winnebago, Coke, and West Sts.	Domestic/Multiple-family dwelling	International Style	1940-1941	Yes		
127	Corpus Christi Housing Authority, Leathers II (demolished)	Winnebago	Demolished	N/A	1952	No	Demolished	No Effect
128		1902 MLK	Domestic/Single-family dwelling	Colonial Revival	1918	No	unremarkable example of its style; no significance	No Effect
129		927 Coke St.	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
130		929 Coke St.	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
131		1906 MLK	Domestic/Single-family dwelling	Craftsman	ca. 1940, later alterations	No	additional houses moved from original location; no significance	No Effect
132		1900 block MLK	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
133		1900 block MLK	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
134		902 Cleveland	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
135		912 Cleveland	Domestic/Single-family dwelling	Craftsman	ca. 1940, later alterations	No	unremarkable example of its style; no significance	No Effect
136		? Cleveland (due N of 912 Cleveland)	Demolished	N/A	ca. 1940	No	demolished	No Effect
137		905 Cleveland	Domestic/Multiple-family dwelling	Craftsman	1944	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
138		2000 block MLK	Vacant	Moderne	ca. 1940	No	unremarkable example of its style; no significance	No Effect
139		913 Carlisle	Domestic/Single- family dwelling	Minimal Traditional	ca. 1940	No	unremarkable example of its style; no significance	No Effect
140		___ Carlisle	Domestic/Single- family dwelling	Minimal Traditional	ca. 1940, later alterations	No	unremarkable example of its style; no significance	No Effect
141		2102 MLK	Domestic/Single- family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
142		2108-2106 MLK (2 houses behind one facing MLK w/ no address)	Domestic/Single- family dwelling	Craftsman	ca. 1940, later additions and alterations	No	additional houses moved from original location; no significance	No Effect
143		916 N. Port	Commerce/ Warehouse	Industrial	ca. 1920	No	unremarkable example of its style; no significance	No Effect
144		924 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
145		922 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
146		916-918 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
147		912 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
148		910 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
149		902 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
150		901 Lexington	Domestic/Single- family dwelling		1941	No	unremarkable example of its style; no significance	No Effect
151		905 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
152		909 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
153		915 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
154		917 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
155		921 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
156		925 Lexington	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
157		1224 Kennedy	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
158		— Kennedy	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
159		— Kennedy	Domestic/Single- family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
160		East corner of Kennedy and MLK	Demolished	N/A	ca. 1940	No	demolished	No Effect
161		West corner of Kennedy and MLK	Demolished	N/A	ca. 1940	No	demolished	No Effect
162		2501 Hulbirt St.	Domestic/Single- family dwelling		ca. 1930, later additions	No	unremarkable example of its style; no significance	No Effect
163		2500 Hulbirt St.	Domestic/Single- family dwelling		1935	No	unremarkable example of its style; no significance	No Effect
164		2504 Hulbirt St.	Domestic/Single- family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
165		2505 Hulbirt St.	Domestic/Single- family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
166		2509 Hulbirt St.	Domestic/Single- family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
167		2511 Hulbirt St.	Domestic/Single- family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
168		2515 Hulbirt St.	Domestic/Single- family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
169		— Hulbirt St.	Domestic/Single- family dwelling and Secondary structure		ca. 1925	No	unremarkable example of its style; no significance	No Effect
170		SE corner of Hulbirt St. and Peabody	Domestic/Single- family dwelling		ca. 1930	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
171		____ Peabody	Domestic/Single-family dwelling		ca. 1930	No	unremarkable example of its style; no significance	No Effect
172		1305 Peabody	Domestic/Single-family dwelling		ca. 1930	No	unremarkable example of its style; no significance	No Effect
173		1304 Peabody	Domestic/Single-family dwelling		1928	No	unremarkable example of its style; no significance	No Effect
174		____ Peabody	Domestic/Single-family dwelling		ca. 1930	No	unremarkable example of its style; no significance	No Effect
175		1303 Peabody	Domestic/Single-family dwelling		ca. 1930	No	unremarkable example of its style; no significance	No Effect
176		Northwest corner of Peabody and Noakes St.	Domestic/Single-family dwelling		ca. 1935	No	unremarkable example of its style; no significance	No Effect
177	Church of Christ	1200? Peabody	Religion/Religious facility		ca. 1940	No	unremarkable example of its style; no significance	No Effect
178		____ Noakes St.	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
179		____ Noakes St.	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
180		1302 Stillman	Domestic/Single-family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
181	Victory Gospel International Ministries	1224 Stillman	Religion/Religious facility		ca. 1940	No	unremarkable example of its style; no significance	No Effect
182		1216 Stillman	Domestic/Single-family dwelling		1921	No	unremarkable example of its style; no significance	No Effect
183		1220 Stillman	Domestic/Single-family dwelling		1920	No	unremarkable example of its style; no significance	No Effect
184		1212 Stillman	Domestic/Single-family dwelling		1926	No	unremarkable example of its style; no significance	No Effect
185		1208 Stillman	Domestic/Single-family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
186		1205 Stillman	Domestic/Single-family dwelling		1934, addition 1977	No	unremarkable example of its style; no significance	No Effect
187		1213 Stillman	Domestic/Single-family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
188		1215 Stillman	Domestic/Single-family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
189		1221 Stillman	Domestic/Single-family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
190		2705-2707 Noakes St.	Domestic/Multiple-family dwelling		ca. 1935	No	unremarkable example of its style; no significance	No Effect
191		1224 Van Loan	Domestic/Single-family dwelling		ca. 1935	No	unremarkable example of its style; no significance	No Effect
192		1222 Van Loan	Domestic/Single-family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
193		1220 Van Loan	Domestic/Single-family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
194		1218 Van Loan	Domestic/Single-family dwelling		ca. 1930	No	unremarkable example of its style; no significance	No Effect
195		Northeast corner of Van Loan and MLK	Domestic/Multiple-family dwelling		ca. 1935	No	unremarkable example of its style; no significance	No Effect
196		1203 Van Loan	Domestic/Single-family dwelling		1959, addition 1992	No	unremarkable example of its style; no significance	No Effect
197		1207 Van Loan	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
198		1207-1/2 Van Loan	Domestic/ Secondary Structure		ca. 1940	No	unremarkable example of its style; no significance	No Effect
199		1211 Van Loan	Domestic/Single-family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
200		1215 Van Loan	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
201		1219 Van Loan	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
202		1223 Van Loan	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
203		____ Noakes St.	Domestic/Single-family dwelling		ca. 1935	No	unremarkable example of its style; no significance	No Effect
204		____ Noakes St.	Domestic/Single-family dwelling		ca. 1935	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
205		2819 Noakes St.	Domestic/Single-family dwelling		1940	No	unremarkable example of its style; no significance	No Effect
206		2821 Noakes St.	Domestic/Single-family dwelling		ca. 1935	No	unremarkable example of its style; no significance	No Effect
207		2825 Noakes St.	Domestic/Single-family dwelling		1930	No	unremarkable example of its style; no significance	No Effect
208		____ Noakes St.	Domestic/Single-family dwelling		ca. 1935	No	unremarkable example of its style; no significance	No Effect
209		1222 Palm	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
210		1220 Palm	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
211		____ Palm	Domestic/Multiple-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
212		____ Palm	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
213		Northeast corner of Palm and MLK	Domestic/Multiple-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
214		2828 MLK	Domestic/Multiple-family dwelling		1938	No	unremarkable example of its style; no significance	No Effect
215		____ MLK	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
216		2818 MLK	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
217		____ MLK	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
218		Southwest corner of Noakes and Palm	Demolished	N/A	ca. 1940	No	demolished	No Effect
219		1207 Palm	Domestic/Single-family dwelling		ca. 1925	No	unremarkable example of its style; no significance	No Effect
220		1201 Palm	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
221		2910 MLK	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
222		2914 MLK	Domestic/Single-family dwelling		ca. 1940	No	unremarkable example of its style; no significance	No Effect
223		Block bounded by Noakes, Floral, MLK, and Nueces Bay	Demolished	N/A	ca. 1940	No	demolished	No Effect
224	St. James Missionary Baptist Church	Floral St.	Religion/Religious facility		ca. 1940	No	unremarkable example of its style; no significance	No Effect
225		Northwest corner of Noakes and Palm	Demolished	N/A	ca. 1940	No	demolished	No Effect
226	Charles W. Crossley Elementary School	Bounded by Koepke, Peabody, and Kennedy	Education/School		1926, addition 1935	No		No Effect
227	Dr. H.J. Williams Park/ New Bayview Cemetery	Along Kennedy, Nueces, and John Streets	Landscape/Park and Funerary/Cemetery		cem 1860-1960/1960-1975	No		No Effect
228	Hillcrest/Northside Neighborhood	Van Loan and Moore	Streetscape		ca. 1930	No		No Effect
229	Hillcrest/Northside Neighborhood	Van Loan and Minton	Streetscape		ca. 1930	No		No Effect
230	Hillcrest/Northside Neighborhood	Van Loan and Koepke	Streetscape		ca. 1930	No		No Effect
231	Hillcrest/Northside Neighborhood	Van Loan and Hulbirt	Streetscape		ca. 1930	No		No Effect
232	Hillcrest/Northside Neighborhood	Van Loan and Noakes	Streetscape		ca. 1930	No		No Effect
233	Hillcrest/Northside Neighborhood	Hulbirt and Floral	Streetscape		ca. 1930	No		No Effect
234	Hillcrest/Northside Neighborhood	Hulbirt and Palm	Streetscape		ca. 1930	No		No Effect
235	Hillcrest/Northside Neighborhood	Hulbirt and Van Loan	Streetscape		ca. 1930	No		No Effect
236	Hillcrest/Northside Neighborhood	Hulbirt and Stillman	Streetscape		ca. 1930	No		No Effect
237	Hillcrest/Northside Neighborhood	Hulbirt and Peabody	Streetscape		ca. 1930	No		No Effect
238		3102 Huisache	Domestic/Single-family dwelling		ca. 1935	No		No Effect
239		3106 Huisache	Domestic/Single-family dwelling		ca. 1935	No		No Effect
240		3110 Huisache	Domestic/Single-family dwelling		ca. 1935	No		No Effect
241		3114 Huisache	Domestic/Single-family dwelling		1938	No		No Effect
242		3109 Huisache	Domestic/Single-family dwelling		1938	No		No Effect
243		3105 Huisache	Domestic/Single-family dwelling		ca. 1935	No		No Effect
244		3101 Huisache	Domestic/Single-family dwelling		ca. 1935	No		No Effect
245	Corpus Christi Baptist Church	3002 Buffalo St.	Religion/Religious facility		ca. 1940	No		No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/Listed	Integrity Issues	Effect
246		Southeast corner of Palm and Frontage Rd.	Domestic/Single-family dwelling		ca. 1940	No		No Effect
247		2713 Frontage Rd.	Domestic/Single-family dwelling		ca. 1940	No		No Effect
248		Northeast corner of Antelope and Palm	Domestic/Single-family dwelling		ca. 1940	No		No Effect
249		— Antelope	Domestic/Single-family dwelling		ca. 1935	No		No Effect
250		— Antelope	Domestic/Single-family dwelling		ca. 1935	No		No Effect
251		2105 Leopard St.	Commerce/		ca. 1925	No		No Effect
252	American Bottling Company	2100? Antelope	Commerce/		ca. 1925	No		No Effect
253		— Leopard St.	Commerce/		ca. 1925	No		No Effect
254	Gulf Radiator Works	2002 Leopard St.	Commerce/trade		1937	No		No Effect
255		— Doss	Domestic/Single-family dwelling		ca. 1930	No		No Effect
256		— Doss	Domestic/Single-family dwelling	Craftsman	ca. 1930	No		No Effect
257		Northeast corner of Leopard St. and Doss	Commerce/		ca. 1940	No		No Effect
258		Northwest corner of Leopard St. and Cleveland	Commerce/		ca. 1925	No		No Effect
259		709 Cleveland	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
260		713 Cleveland	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
261		721 Cleveland	Domestic/Single-family dwelling	Craftsman	1948, later additions	No		No Effect
262		723 Cleveland	Domestic/Single-family dwelling	Craftsman	1937	No		No Effect
263	La Esquina Nite Club	— Leopard St.	Commerce/Restaurant		ca. 1925	as part of district?		No Effect
264	Lucky Lady	— Leopard St.	Commerce/Restaurant		ca. 1925	as part of district?		No Effect
265	Corpus Christi Minitiries	1919 Leopard	Religion/Religious facility		ca. 1925	as part of district?		No Effect
266		Southwest corner of Leopard and Coke	Commerce/	Craftsman	ca. 1925	No		No Effect
267		1909 Mestina	Domestic/Single-family dwelling	Craftsman	ca. 1930	No		No Effect
268		1907 Mestina	Domestic/Single-family dwelling	Craftsman	ca. 1930	No		No Effect
269		1903 Mestina	Domestic/Single-family dwelling	Craftsman	1945	No		No Effect
270		1901 Mestina	Domestic/Single-family dwelling	Craftsman	ca. 1930	No		No Effect
271		507 Coke	Domestic/Single-family dwelling	Craftsman	ca. 1940	No		No Effect
272		1907 Brennan	Domestic/Single-family dwelling	Craftsman	ca. 1940	No		No Effect
273		508 Coke	Domestic/Single-family dwelling	Craftsman	ca. 1940	No		No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/Listed	Integrity Issues	Effect
274		1824 Lipan	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
275		1818 Lipan	Domestic/Single-family dwelling	Craftsman	ca. 1935	No		No Effect
276		1808 Lipan	Domestic/Single-family dwelling	Craftsman	ca. 1935	No		No Effect
277		1806 Lipan	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
278		1806 Lipan (detached garage)						
279		Northwest corner of Lipan and Culberson	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
279		— Culberson	Domestic/Single-family dwelling	Craftsman	ca. 1955	No		No Effect
280		423 Culberson	Domestic/Single-family dwelling	Craftsman	1955	No		No Effect
281		417 Culberson	Domestic/Single-family dwelling	Craftsman	ca. 1955	No		No Effect
282		1803 Lipan	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
283		1805 Lipan	Domestic/Single-family dwelling	Craftsman	1922	No		No Effect
284		Two houses in alley btwn Lipan & Comanche	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
285		1807 Lipan	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
286		— Lipan	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
287		— Lipan	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
288		1821 Lipan	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
289		410? Coke	Domestic/Single-family dwelling	Craftsman	ca. 1940?	No		No Effect
290		1822 Comanche	Domestic/Single-family dwelling	Craftsman	ca. 1950	No		No Effect
291		1816? Comanche	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
292		1810 Comanche	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
293		1806 Comanche	Domestic/Single-family dwelling	Craftsman	ca. 1925, additions 1991?	No		No Effect
294		1802 Comanche (?) Northwest corner of Culberson and Comanche	Domestic/Single-family dwelling	Craftsman	1927	No		No Effect
295		323 Culberson	Domestic/Single-family dwelling	Craftsman	ca. 1940?	No		No Effect
296		317 Culberson	Domestic/Single-family dwelling	Craftsman	ca. 1940?	No		No Effect
297		— Culberson	Domestic/Single-family dwelling	Craftsman	ca. 1940?	No		No Effect
298		1805 Comanche	Domestic/Single-family dwelling	Craftsman	ca. 1925	No		No Effect
299		Houses between Comanche and Howard	Domestic/Single-family dwelling	Craftsman	ca. 1925	No	shanty-like houses	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
300		1807 Comanche	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
301		1817 Comanche	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
302		1823 Comanche	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
303		320 Coke	Domestic/Single- family dwelling	Craftsman	?	No		No Effect
304		310 Coke	Domestic/Single- family dwelling	Craftsman	?	No		No Effect
305		308 Coke	Domestic/Single- family dwelling	Craftsman	?	No		No Effect
306		300? Coke	Domestic/Single- family dwelling	Craftsman	?	No		No Effect
307		306 Culberson	Domestic/Single- family dwelling	Craftsman	?	No		No Effect
308		— Caldwell	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
309		— Mexico	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
310		207 Mexico	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
311		— Mexico	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
312		210 Mexico	Domestic/ Secondary structure	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
313		Southeast corner of Howard and Mexico	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
314		1611-1613 Howard	Domestic/Single- family dwelling	Craftsman	ca. 1935	No		No Effect
315		1615 Howard	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
316		1621? Howard	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
317		House in alley btwn Comanche & Howard	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
318		Brownlee	Domestic/Single- family dwelling	Craftsman	ca. 1930?	No		No Effect
319		1622 Howard	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
320		1620? Howard	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
321		1618? Howard	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
322		1614 Howard	Domestic/Single- family dwelling	Craftsman	1927	No		No Effect
323		1612 Howard	Domestic/Single- family dwelling	Minimal Traditional	ca. 1945	No		No Effect
324		1608 Howard	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
325		1518 Howard	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
327		1523 Comanche	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
328		— Comanche	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
329	Mt. Zion Baptist Church	1605 Comanche	Religion/Religious facility		ca. 1947	No		No Effect
330		1617 Comanche	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/Listed	Integrity Issues	Effect
331		House in alley btwn Howard and Comanche	Domestic/Single- family dwelling	Craftsman	ca. 1925	No		No Effect
332	Kelsey Memorial Methodist Church (Iglesia Metodista Kelsey Memorial)	1610 Comanche	Religion/Religious facility		1948, educational building addition ca. 1960	No		No Effect
333	Kelsey Memorial Methodist Church (Iglesia Metodista Kelsey Memorial)	1610 Comanche	Recreation and Culture/Marker	None	1995	No	None	No Effect
334		1522 Comanche	Domestic/Single- family dwelling	Queen Anne	ca. 1890, per map research moved in post 1960	No		No Effect
335		414 Mexico	Domestic/Single- family dwelling		ca. 1940	No		No Effect
336		416 Mexico	Domestic/Single- family dwelling		ca. 1940	No		No Effect
337	Iglesia Del Nombre Jesus	Southeast corner of Lipan and Mexico	Religion/Religious facility		ca. 1925	No		No Effect
338		1513 Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
339		House in alley between Comanche and Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
340		415 Mexico	Domestic/Single- family dwelling		ca. 1940	No		No Effect
341		419 Mexico	Domestic/Single- family dwelling		ca. 1940	No		No Effect
342		1601 Lipan	Domestic/Single- family dwelling		ca. 1930	No		No Effect
343		___ Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
344		___ Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
345		1625 Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
346		___ Brownlee	Domestic/Single- family dwelling		ca. 1930?	No		No Effect
347		1620 Lipan	Domestic/Single- family dwelling		1910	No		No Effect
348		1616 Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
349		1612 Lipan	Domestic/Single- family dwelling		1949	No		No Effect
350		1606 Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
351		1604 Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
352		1520 Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
353		1514 Lipan	Domestic/Single- family dwelling		ca. 1925	No		No Effect
354		504 Mexico	Domestic/Single- family dwelling		ca. 1925	No		No Effect
355		508 Mexico	Domestic/Single- family dwelling		ca. 1925	No		No Effect
356		510 Mexico	Domestic/Single- family dwelling		ca. 1925	No		No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
357		House in alley btwn Lipan and Mestina	Domestic/Single- family dwelling		ca. 1925	No		No Effect
358		512 Mexico	Domestic/Single- family dwelling		ca. 1930	No		No Effect
359		517 Mexico	Domestic/Single- family dwelling		ca. 1925	No		No Effect
360		1511 Mestina	Domestic/Single- family dwelling		ca. 1925	No		No Effect
361		Southeast corner of Mexico and Mestina	Domestic/Single- family dwelling		ca. 1940	No		No Effect
362	Belanger House	1613 Mestina	Domestic/Single- family dwelling	Queen Anne	ca. 1890	Yes		TBD
363		1623 Mestina	Domestic/Single- family dwelling	Queen Anne	1904, rear addition post 1950	No		No Effect
364		1624 Mestina	Domestic/Single- family dwelling		ca. 1925	No		No Effect
365		1622? Mestina	Domestic/Single- family dwelling		ca. 1925	No		No Effect
366		1618? Mestina	Domestic/Single- family dwelling		ca. 1940	No		No Effect
367		1612 Mestina	Domestic/Single- family dwelling		ca. 1940	No		No Effect
368		1610 Mestina	Domestic/Single- family dwelling		ca. 1940	No		No Effect
369		1606-1608 Mestina	Domestic/Single- family dwelling		ca. 1940	No		No Effect
370		1524 Mestina	Domestic/Single- family dwelling		ca. 1950	No		No Effect
371		1518-1520 Mestina	Domestic/Single- family dwelling		1929	No		No Effect
372		1514 Mestina	Domestic/Single- family dwelling		ca. 1925	No		No Effect
373		1508? Mestina	Domestic/Single- family dwelling		ca. 1925	No		No Effect
374		1502 Mestina	Domestic/Single- family dwelling		1940	No		No Effect
375		603-605 Josephine	Domestic/Single- family dwelling		ca. 1940	No		No Effect
376		607-609 Josephine	Domestic/Single- family dwelling		ca. 1940	No		No Effect
377	Maurin Day House	1608 Leopard	Domestic/Single- family dwelling		ca. 1925	No		No Effect
378		1601 Leopard	Domestic/Single- family dwelling		1936	No		No Effect
379	Holiday Motors	1519 Leopard	Domestic/Single- family dwelling		1937	No		No Effect
380		— Mexico (btwn Antelope and Leopard)	Commerce/		ca. 1925	No		No Effect
381		— Josephine	Domestic/Single- family dwelling		ca. 1925	No		No Effect
382		— Josephine	Domestic/Single- family dwelling		ca. 1925	No		No Effect
383		— Josephine	Domestic/Single- family dwelling		ca. 1925	No		No Effect
384		— Josephine	Domestic/Single- family dwelling		ca. 1925	No		No Effect
385		— Josephine	Domestic/Single- family dwelling		ca. 1925	No		No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/Listed	Integrity Issues	Effect
386		Northeast corner of Leopard and Josephine	Commerce/		ca. 1925	No		No Effect
387		1414 Leopard	Commerce		ca. 1925	as part of district?		No Effect
388		Leopard	Commerce		ca. 1925	as part of district?		No Effect
389		713-715 Sam Rankin	Commerce		ca. 1925	No		No Effect
390		Sam Rankin	Commerce		ca. 1925	No		No Effect
391		Sam Rankin	Commerce		ca. 1925	No		No Effect
392		1320 Leopard	Commerce		ca. 1930	as part of district?		No Effect
393		Alameda	Commerce		ca. 1925	No		No Effect
394		1224 Leopard	Commerce		ca. 1925	as part of district?		No Effect
395		Leopard	Commerce		ca. 1925	as part of district?		No Effect
396		1212-1214 Leopard	Commerce		1930	as part of district?		No Effect
397								
398	Texas Café	Staples	Commerce/ Restaurant		ca. 1930	No		No Effect
399	Thermac Logging	Staples	Commerce		ca. 1930	No		No Effect
400	Austin Woods	1122 Leopard	Commerce/ Specialty store	Classical Revival	1928	as part of district?		No Effect
401	Bel's Bonds on Wheels	1120 Leopard	Commerce		ca. 1920	as part of district?		No Effect
402		1108-1118 Leopard	Commerce		1928	as part of district?		No Effect
403		1102-1104 Leopard	Commerce		ca. 1920	as part of district?		No Effect
404	Search for Truth Mission	709 Waco	Religion/Religious facility		ca. 1925	as part of district?		No Effect
405	Templo Trinidad	Waco	Religion/Religious facility		ca. 1925	as part of district?		No Effect
406	Wolfson Furniture	1024 Leopard	Commerce/ Specialty store		1926	as part of district?		No Effect
407	Theater	1016 Leopard	Recreation and Culture/Theater	Spanish Colonial	1927	No		No Effect
408	Captain Enrue Villarreal and Rincon del Oso Land Grant	at main entrance to City Hall, Leopard St.	Recreation and Culture/Marker	None	1986	No	None	No Effect
409	Henry Lawrence Kinney	at main entrance to City Hall, Leopard St.	Recreation and Culture/Marker	None	1986	No	None	No Effect
410		Sam Rankin at Antelope	Domestic/Single-family dwelling	Craftsman	ca. 1920	No	unremarkable example of its style; no significance	No Effect
411	Motorcycle Shop	1213 Antelope	Commerce/ Specialty store	Commercial Style	ca. 1935	No	unremarkable example of its style; no significance	No Effect
412		Antelope	Vacant	Commercial Style	ca. 1940	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
413		1107-1105? Antelope	Vacant	Classical Revival	ca. 1925	No	unremarkable example of its style; no significance	No Effect
414		___ Antelope	Vacant	Moderne	ca. 1940	No	unremarkable example of its style; no significance	No Effect
415		___ Antelope	Commerce	Moderne	ca. 1940	No	unremarkable example of its style; no significance	No Effect
416	A&R Shoe Hospital	809 Artesian	Commerce/ Specialty store	Moderne	1946	No	unremarkable example of its style; no significance	No Effect
417		___ Artesian	Domestic/Single-family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
418		902? Buffalo	Commerce/ Professional	International Style	ca. 1950	No	unremarkable example of its style; no significance	No Effect
419		___ Buffalo (at Carrizo)	Commerce/ Professional	International Style	ca. 1950	No	unremarkable example of its style; no significance	No Effect
420		800? Buffalo (at Tancahua)	Vacant	International Style	1950	No	unremarkable example of its style; no significance	No Effect
421		602 Winnebago	Vacant	Skyscraper	ca. 1960	No	unremarkable example of its style; no significance	No Effect
422	Corpus Christi Housing Authority, Navarro Place	Culberson and Luna (btwn. Mussett and Violet)	Domestic/Multiple-family dwelling	International Style	1940-1941	Yes		
423		206 16th St.	Domestic/Single-family dwelling	Craftsman	1929	No	unremarkable example of its style; no significance	No Effect
424		___ Laredo	Domestic/Single-family dwelling	Craftsman	ca. 1925, later alterations	No	unremarkable example of its style; no significance	No Effect
425		___ Laredo	Vacant	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
426	Good Used Mattresses	1901 Laredo	Commerce/ Specialty store	Commercial Style	ca. 1925	No	unremarkable example of its style; no significance	No Effect
427		1907 Laredo	Domestic/Single-family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
428	Crosstown Beer and Pool	321 16th St.	Commerce/ Restaurant	Moderne	ca. 1940	No	unremarkable example of its style; no significance	No Effect
429		405 16th St.	Vacant	Craftsman	ca. 1935	No	unremarkable example of its style; no significance	No Effect

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Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
430		1901 Agnes	Vacant	Commercial Style	1935	No	unremarkable example of its style; no significance	No Effect
431		1913 Marguerite	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
432		502 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1950	No	unremarkable example of its style; no significance	No Effect
433		501? 17th St. (corner 17th and Marguerite)	Commerce/?	Commercial Style	ca. 1930	No	unremarkable example of its style; no significance	No Effect
434		507 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930, later additions	No	unremarkable example of its style; no significance	No Effect
435		513 17th St.	Domestic/Single- family dwelling	Craftsman	1956	No	unremarkable example of its style; no significance	No Effect
436	James Chapel Church of God in Christ	519 17th St.	Religion/Religious facility	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
437		601 17th St.	Domestic/Single- family dwelling	Minimal Traditional	1956, later additions	No	unremarkable example of its style; no significance	No Effect
438		605 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
439		607 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
440		613 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
441		705 17th St.	Domestic/Single- family dwelling	Craftsman	1956	No	unremarkable example of its style; no significance	No Effect
442		711 17th St.	Domestic/Single- family dwelling	Craftsman	1952	No	unremarkable example of its style; no significance	No Effect
443		708 18th St.	Domestic/Single- family dwelling	Minimal Traditional	ca. 1950	No	unremarkable example of its style; no significance	No Effect
444		714 18th St.	Domestic/Single- family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
445		Coleman at 18th St.	Domestic/Single- family dwelling and Secondary structure	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
446		20?? Coleman	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect

Appendix B – Historic Resources Inventory Table

Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
447		20?? Coleman	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
448		— 17th St.	Domestic/Single- family dwelling	None	ca. 1930	No	unremarkable example of its style; no significance	No Effect
449		1001 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
450		1003 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
451		1011 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
452		1013 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
453		1015 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
454		1021 17th St.	Domestic/Single- family dwelling	Craftsman	1930	No	unremarkable example of its style; no significance	No Effect
455		2002 Buford	Domestic/Single- family dwelling	Prairie School	ca. 1930	No	unremarkable example of its style; no significance	No Effect
456		2001 Buford	Domestic/Single- family dwelling and Secondary structure	Tudor Revival	ca. 1930	No	unremarkable example of its style; no significance	No Effect
457		2007 ? Buford	Domestic/Single- family dwelling	Minimal Traditional	ca. 1940	No	unremarkable example of its style; no significance	No Effect
458		2011 Buford	Domestic/Single- family dwelling	Minimal Traditional	ca. 1940	No	unremarkable example of its style; no significance	No Effect
459		2006 Buford	Domestic/Single- family dwelling	Minimal Traditional	ca. 1940	No	unremarkable example of its style; no significance	No Effect
460		1109 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
461		1113 17th St.	Domestic/Single- family dwelling	Craftsman	1939	No	unremarkable example of its style; no significance	No Effect
462		1117 17th St.	Domestic/Single- family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
463		1121 17th St.	Domestic/Single- family dwelling	Craftsman	1939	No	unremarkable example of its style; no significance	No Effect

Appendix B – Historic Resources Inventory Table

Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
464		920 ? 18th St.	Domestic/Single-family dwelling and Secondary structure	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
465		— Hancock	Domestic/ Secondary structure	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
466		— 18th St.	Domestic/Single-family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
467		— 18th St.	Domestic/Single-family dwelling	Craftsman	ca. 1935, later additions	No	significant alterations to building form	No Effect
468		910 18th St.	Domestic/Single-family dwelling	Craftsman	ca. 1935, later additions	No	unremarkable example of its style; no significance	No Effect
469		906 18th St.	Domestic/Single-family dwelling	Craftsman	ca. 1935, later additions	No	unremarkable example of its style; no significance	No Effect
470		908 ? 18th St.	Domestic/Single-family dwelling	Craftsman	ca. 1935, later additions	No	unremarkable example of its style; no significance	No Effect
471		806-808 18th St.	Domestic/Single-family dwelling	Craftsman	ca. 1935, later additions	No	unremarkable example of its style; no significance	No Effect
472		1124 16th St.	Domestic/Single-family dwelling	Queen Anne	ca. 1920	No	bay window addition	No Effect
473		1118 16th St.	Domestic/Single-family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
474		1114 16th St.	Domestic/Single-family dwelling	Craftsman	1923	No	unremarkable example of its style; no significance	No Effect
475		1110 16th St.	Domestic/Single-family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
476		1106 16th St.	Domestic/Single-family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
477		1102 16th St.	Domestic/Single-family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
478	Corpus Christi Police Athletic center	1802 Buford	Social/Clubhouse	Contemporary	ca. 1960	No	unremarkable example of its style; no significance	No Effect
479	The Salvation Army Church	1820? Buford	Social/Civic	International Style	ca. 1945	No	unremarkable example of its style; no significance	No Effect
480		826? 16th St.	Domestic/Single-family dwelling	Minimal Traditional	ca. 1957	No	unremarkable example of its style; no significance	No Effect
481		822 16th St.	Domestic/Single-family dwelling	Minimal Traditional	1957	No	unremarkable example of its style; no significance	No Effect

Appendix B – Historic Resources Inventory Table

Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
482		814 16th St.	Domestic/Single-family dwelling	Minimal Traditional	1957	No	unremarkable example of its style; no significance	No Effect
483		810 16th St.	Domestic/Single-family dwelling	Minimal Traditional	1957	No	unremarkable example of its style; no significance	No Effect
484		806? 16th St.	Domestic/Single-family dwelling	Minimal Traditional	1957, later additions	No	unremarkable example of its style; no significance	No Effect
485		802 16th St.	Domestic/Single-family dwelling	Minimal Traditional	ca. 1957	No	unremarkable example of its style; no significance	No Effect
486		Coleman at 16th St.	Domestic/Single-family dwelling	Minimal Traditional	ca. 1957	No	unremarkable example of its style; no significance	No Effect
487		718? 16th St.	Domestic/Single-family dwelling	None	ca. 1930 later additions	No	unremarkable example of its style; no significance	No Effect
488		714 16th St.	Domestic/Single-family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
489		710 16th St.	Domestic/Single-family dwelling	Colonial Revival/Craftsman	ca. 1930	No	additional houses moved from original location; no significance	No Effect
490		704 16th St.	Domestic/Single-family dwelling	Craftsman	1947	No	unremarkable example of its style; no significance	No Effect
491		1800? Morris	Domestic/Single-family dwelling	Craftsman	ca. 1947	No	unremarkable example of its style; no significance	No Effect
492		1802 Morris	Domestic/Single-family dwelling	Craftsman	ca. 1947	No	unremarkable example of its style; no significance	No Effect
493		1804? Morris	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
494		180? Morris	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
495		1722 Morris	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
496		1729 Morris	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
497		719 15th St.	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
498		721 15th St.	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect

Appendix B – Historic Resources Inventory Table

Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
499	Mike Chavez Building	Morris at 16th St.	Commerce/ Professional	International Style	ca. 1940	No	unremarkable example of its style; no significance	No Effect
500		618-616 16th St.	Domestic/Single-family dwelling	Colonial Revival	1945, addition 1971	No	unremarkable example of its style; no significance	No Effect
501		— 16th St.	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
502		618? 16th St.	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
503		608 16th St.	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
504		606 16th St.	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
505		1801 Mary	Domestic/Single-family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
506		1725 Mary	Domestic/Single-family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
507		1717 Mary	Domestic/Single-family dwelling	Craftsman	ca. 1930	No	unremarkable example of its style; no significance	No Effect
508		1716 Mary	Domestic/Single-family dwelling	Ranch	ca. 1945	No	unremarkable example of its style; no significance	No Effect
509		5?? 14th St.	Domestic/Single-family dwelling	Minimal Traditional	ca. 1960	No	unremarkable example of its style; no significance	No Effect
510		513 14th St.	Vacant	Craftsman	1935	No	unremarkable example of its style; no significance	No Effect
511		5?? 14th St.	Domestic/Single-family dwelling	Minimal Traditional	ca. 1940	No	unremarkable example of its style; no significance	No Effect
512		5?? 14th St. (corner Marguerite and 14th)	Domestic/Single-family dwelling	Ranch	ca. 1950	No	unremarkable example of its style; no significance	No Effect
513	Ruiz Tamales and Tortillas	1600? Marguerite	Commerce/ Specialty store	International Style	ca. 1940	No	unremarkable example of its style; no significance	No Effect
514		1600 block Marguerite	Domestic/Single-family dwelling	Craftsman	ca. 1940	No	unremarkable example of its style; no significance	No Effect
515	Templo Emmanuel	1600 block Marguerite	Religion/Religious facility	Mission	ca. 1940	No	unremarkable example of its style; no significance	No Effect

Appendix B – Historic Resources Inventory Table

Site #	Current Name	Address	Property Type/ Subtype	Stylistic Influence	Date	NRHP Eligible/ Listed	Integrity Issues	Effect
516		— 14th St.	Vacant	Moderne	ca. 1935	No	unremarkable example of its style; no significance	No Effect
517	R. Galvan Building	1632 Agnes	Commerce/ Specialty store and Recreation and Culture/Music facility	Moderne	1949	Yes		
518		1612-1610 Agnes	Vacant	Classical Revival	ca. 1925	No	unremarkable example of its style; no significance	No Effect
519	Hebrew Rest Cemetery	Brownlee and Laredo	Funerary/Cemetery	?	established 1875	Yes		
520	Hebrew Rest Cemetery	Brownlee at Laredo	Recreation and Culture/Marker	None	1981	No	None	No Effect
521		1610 Laredo	Domestic/Single- family dwelling	Minimal Traditional	ca. 1930	No	unremarkable example of its style; no significance	No Effect
522		1614 Laredo	Domestic/Multiple- family dwelling	None	ca. 1950	No	unremarkable example of its style; no significance	No Effect
523		1618 Laredo	Domestic/Single- family dwelling	Minimal Traditional	1951	No	unremarkable example of its style; no significance	No Effect
524		100 N. Brownlee	Industry/Industrial storage	Industrial	ca. 1925	No	unremarkable example of its style; no significance	No Effect
525		130 N. Brownlee	Industry/Industrial storage	Industrial	ca. 1940	No	unremarkable example of its style; no significance	No Effect
526		1600 block Caldwell	Domestic/Single- family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
527		123 Lowell	Domestic/Single- family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
528		12? Lowell	Domestic/Single- family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
529		118 Lowell	Domestic/Single- family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
530		116 Lowell	Domestic/Single- family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
531		121 Lowell	Domestic/Single- family dwelling	Craftsman	ca. 1925	No	unremarkable example of its style; no significance	No Effect
532		114 Lowell	Domestic/Single- family dwelling	Craftsman	Ca. 1925	No	unremarkable example of its style; no significance	No Effect

APPENDIX C
PHOTO INVENTORY FORMS



Site No. 1: 509 Beach St.



Site No. 2: Bay King House of Jumbo's, Causeway Blvd.



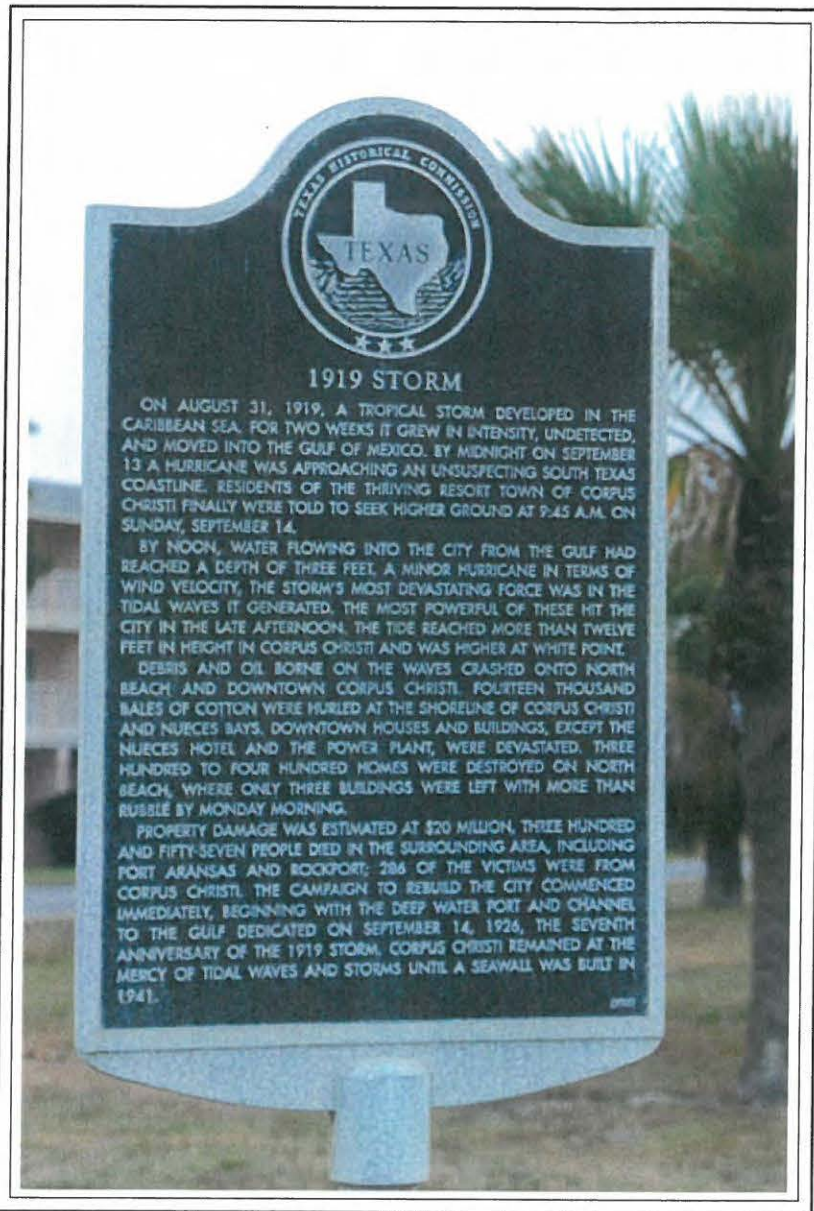
Site No. 3: 3715 Seagull



Site No. 3: 3715 Seagull



Site No. 4: 3709 Seagull



Site No. 5: 200 Burleson



Site No. 6: 3420 Causeway Blvd.



Site No. 7: 513 Seigler St.



Site No. 8: Causeway Blvd.



Site No. 9: Causeway Blvd.



Site No. 10: 3209 Seagull



Site No. 11: 3203 Surfside



Site No. 12: 3201 Surfside



Site No. 12: 3201 Surfside



Site No. 13: Our Lady Star of the Sea, 3110 E. Causeway Blvd.



Site No. 13: Our Lady Star of the Sea, 3110 E. Causeway Blvd.



Site No. 14: 401 Bridgeport



Site No. 15: 403 Bridgeport



Site No. 16: 405 Bridgeport



Site No. 17: 421 Bridgeport



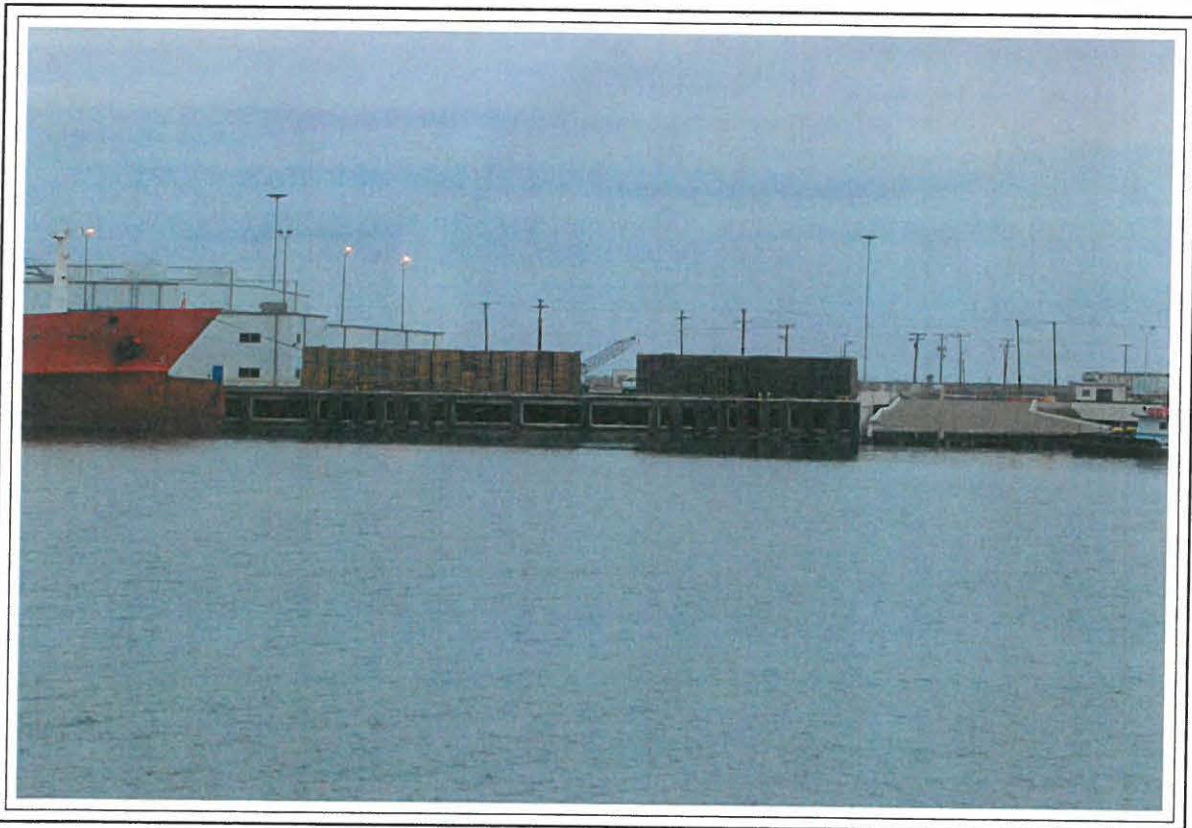
Site No. 18: 423 Bridgeport



Site No. 19: 2920 Seagull



Site No. 20: 2918 Seagull

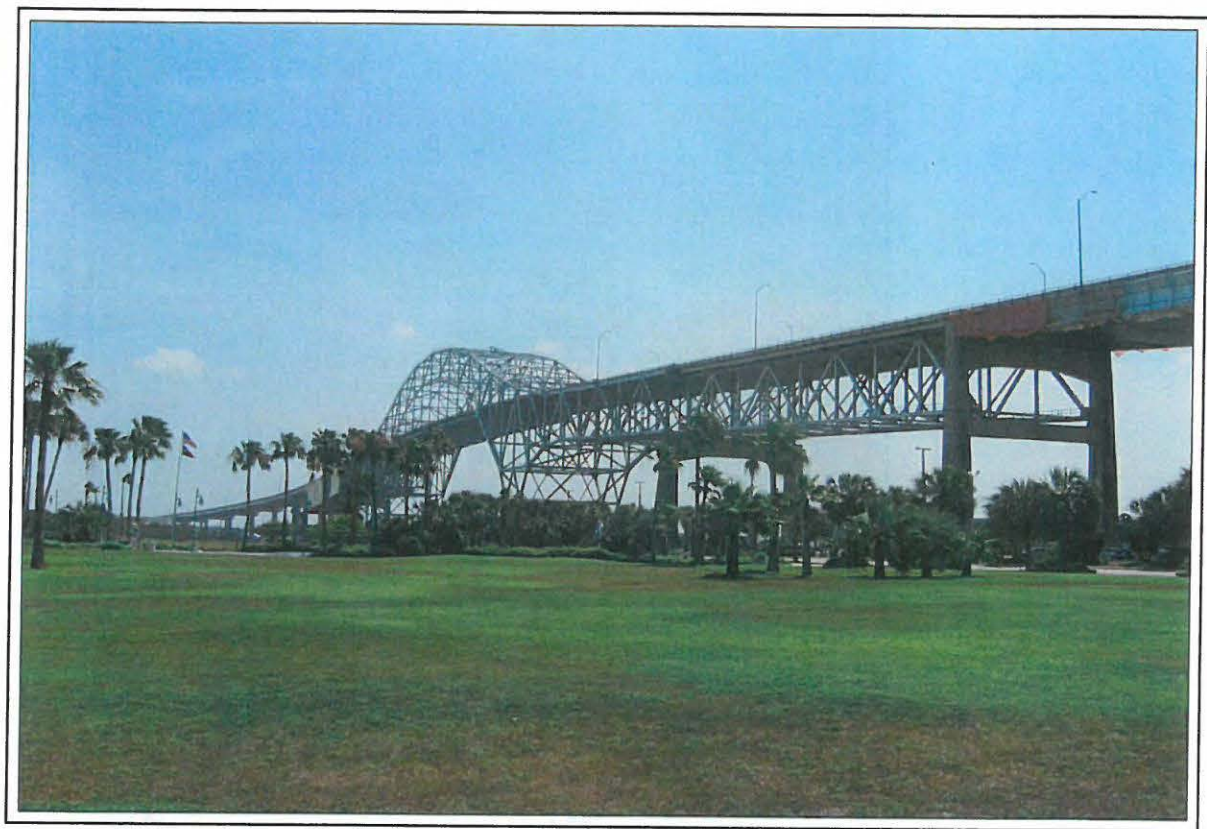


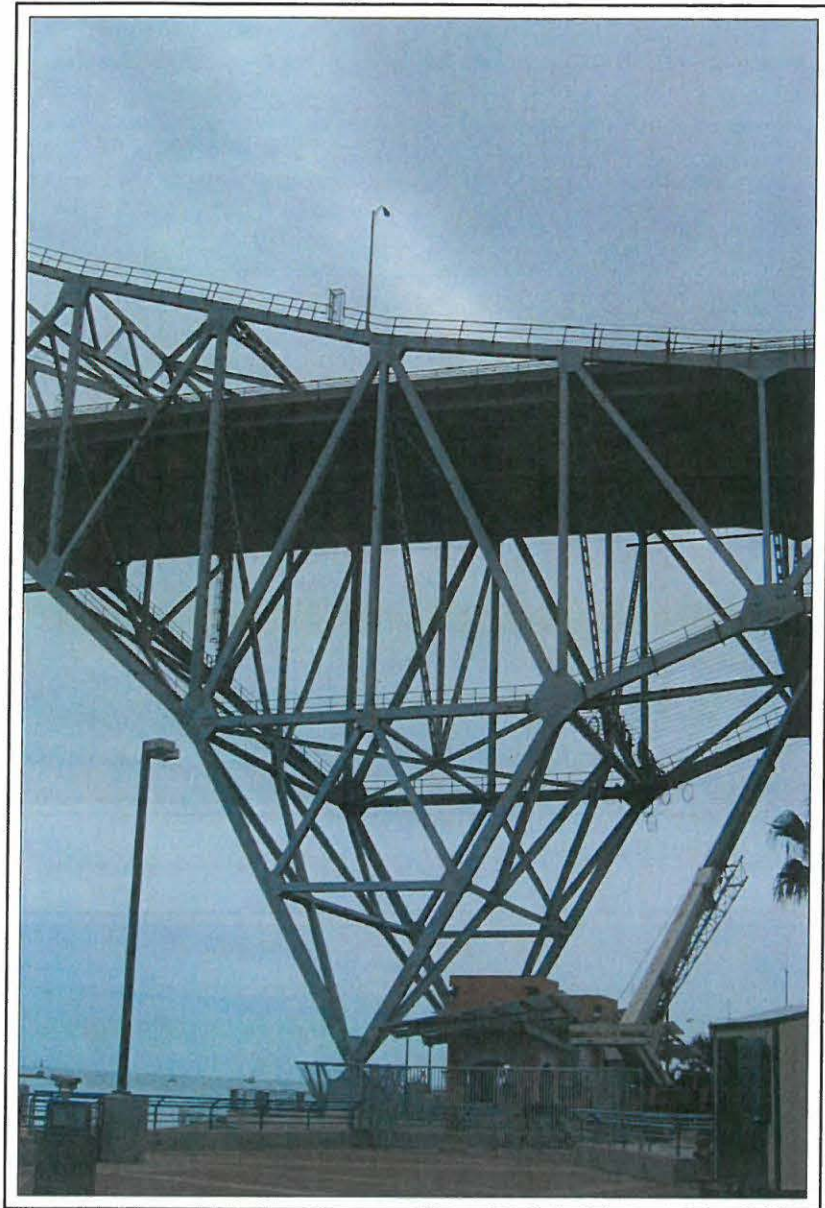
Site No. 21: North side of Port of Corpus Christi

Site No.: 22
Location: over Port of Corpus Christi
Construction Date: 1959
Property Type: Transportation/Railroad-related
Documentation: THC surveyed property
Description: The Harbor Bridge carries a six-lane divided highway (U.S. 181) without shoulders. Standing 234 feet high, it has 138 feet of vertical clearance and is 5,818 feet long. The bridge consists of a combination of pre-stressed concrete beam spans, steel plate girder spans, simple deck truss spans, and continuous truss and suspended tied-arch spans.

Comments: In the late 1950s, Harbor Bridge was constructed to replace the old bascule bridge that connected downtown Corpus Christi to the North Beach area. It was constructed when growth at the Port called for a taller bridge to allow for larger barges to access to the ship channel, and to accommodate the increased automobile traffic between Corpus Christi and North Beach. Construction of the bridge started in 1956 and took three years to build. Harbor Bridge is the only surviving example of a steel truss bridge located along the Texas coast. It is eligible for the NRHP at the local and state level of significance under Criterion C in the areas of Engineering and Transportation.









Site No. 23: Congressman Solomon P. Ortiz International Center, 402 Harbor Dr.



Site No. 23: Congressman Solomon P. Ortiz International Center, 402 Harbor Dr.



Site No. 24: Texas State Museum of Asian Cultures, 1809 N. Chaparral St.



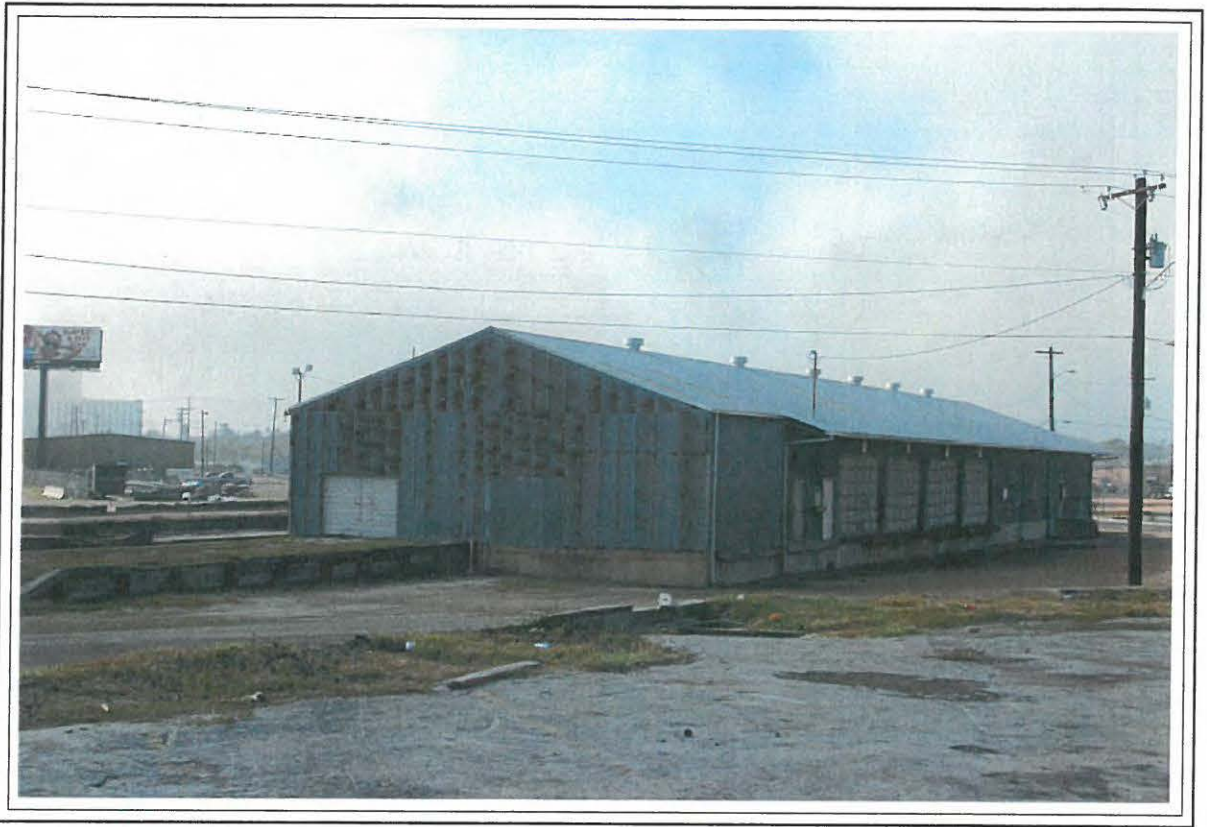
Site No. 24: Texas State Museum of Asian Cultures, 1809 N. Chaparral St.



Site No. 25: Heritage Park, N. Chaparral and N. Mesquite



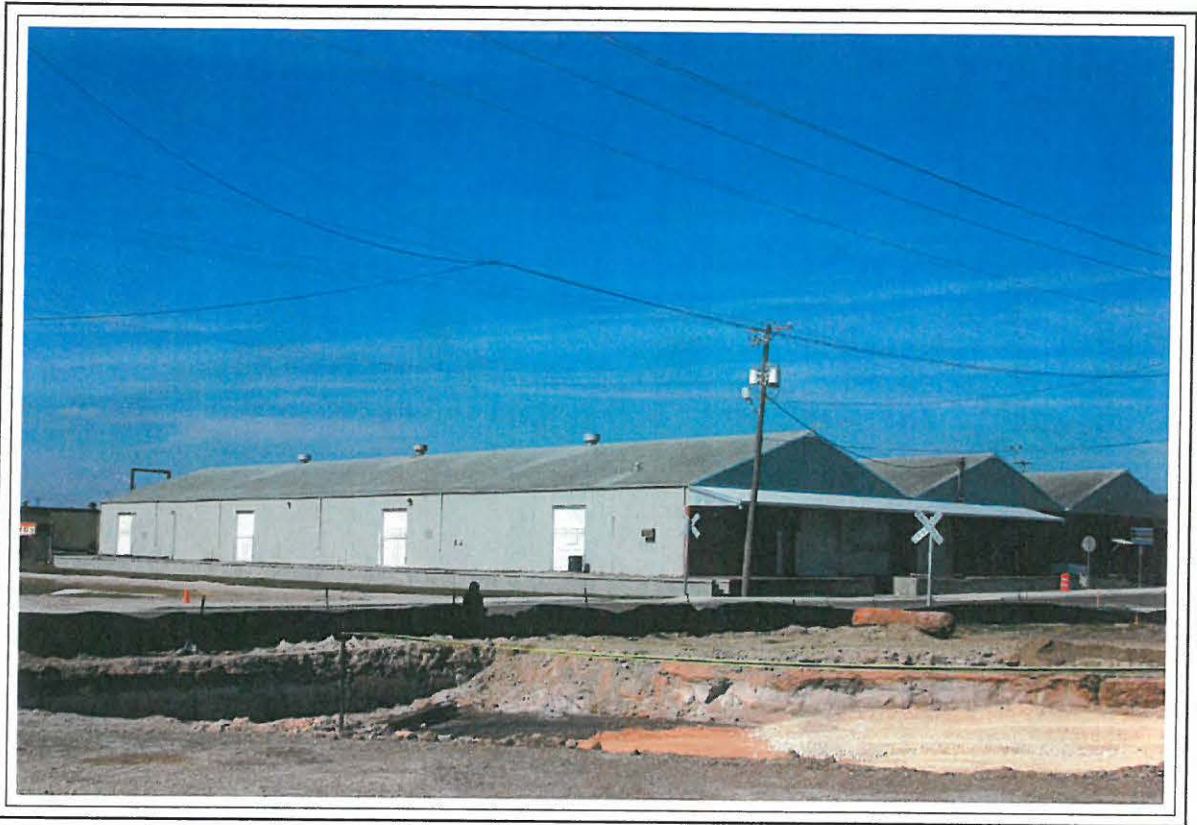
Site No. 26: Broadway and Brewster



Site No. 27: 1724 Tancagua



Site No. 28: Keystone Automotive, 1717 Tancagua



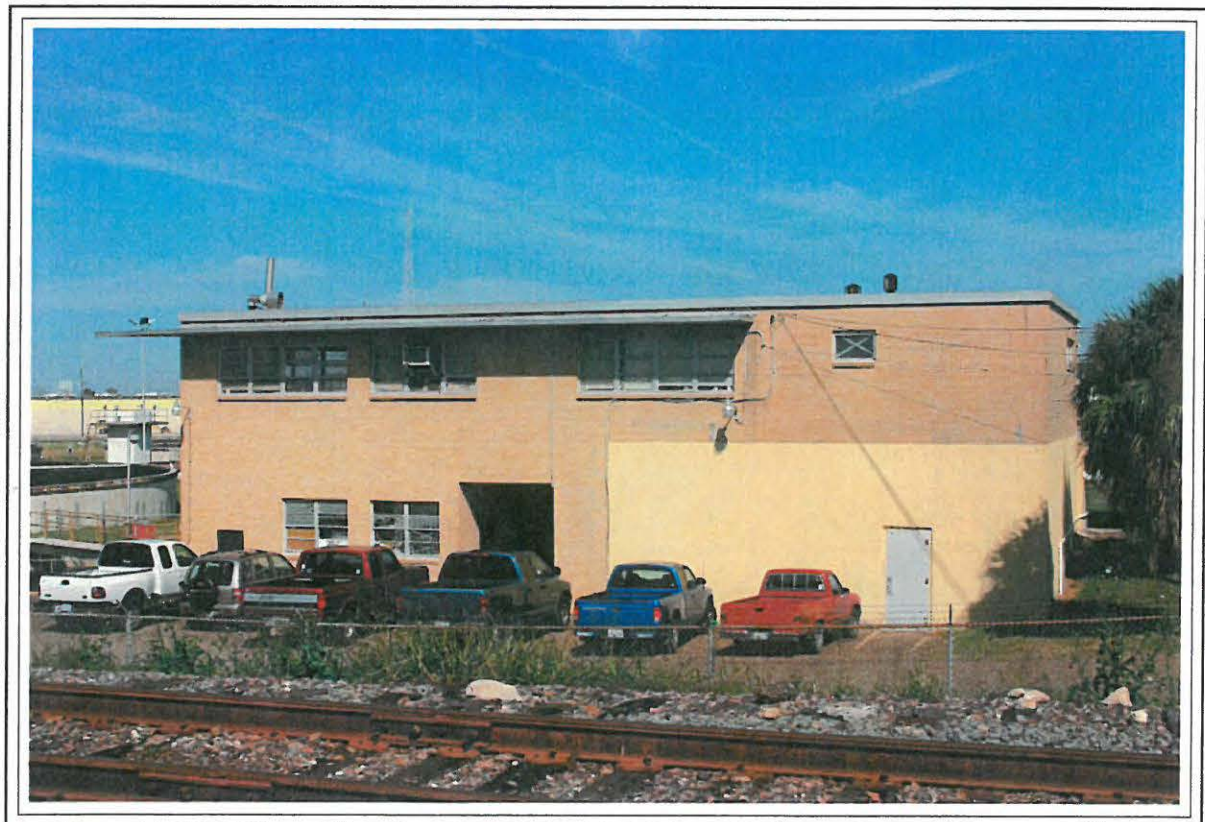
Site No. 28: Keystone Automotive, 1717 Tancanhua



Site No. 29: Crocker File Storage and Moving, 817 Brewster



Site No. 30: Broadway Wastewater Treatment Facility, 1402 W. Broadway



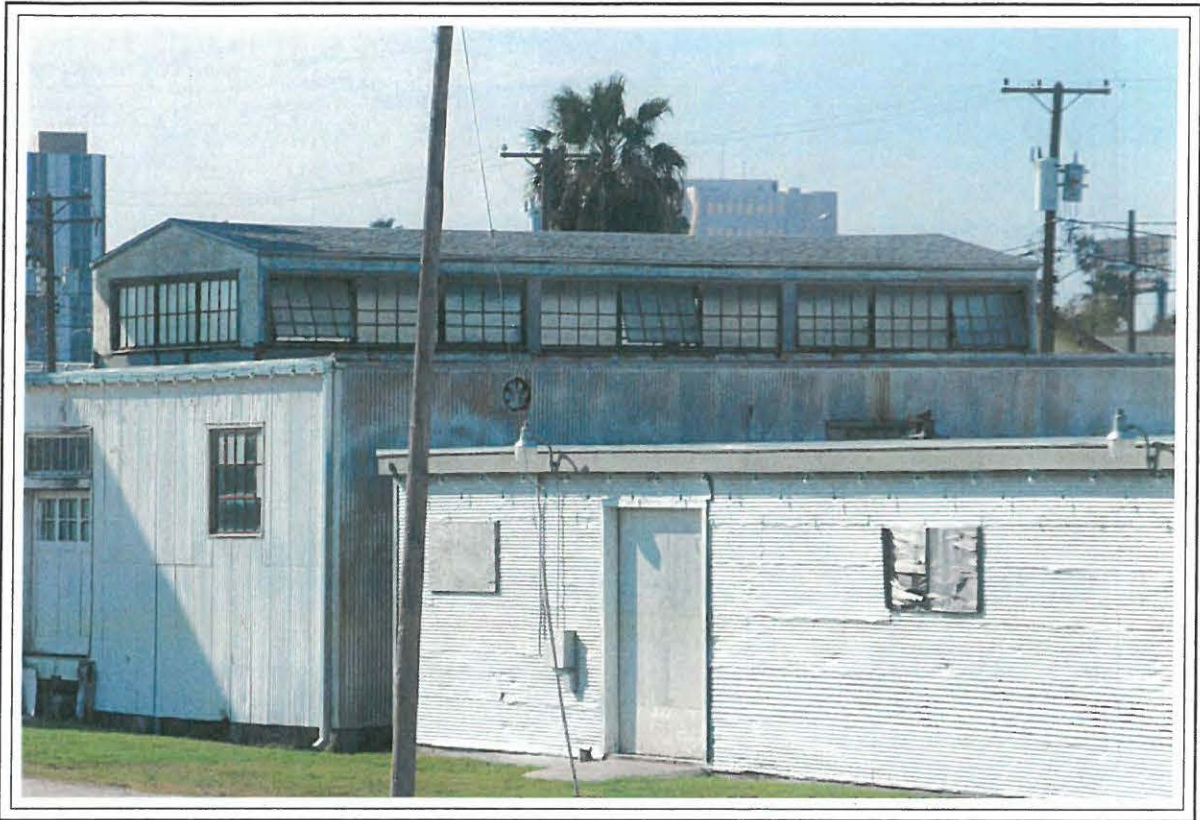
Site No. 30: Broadway Wastewater Treatment Facility, 1402 W. Broadway



Site No. 31: McComb, 622 Power St.



Site No. 32: 623 Power St.



Site No. 32: 623 Power St.



Site No. 33: Southern Pacific Credit Union, 1120 Tancahua

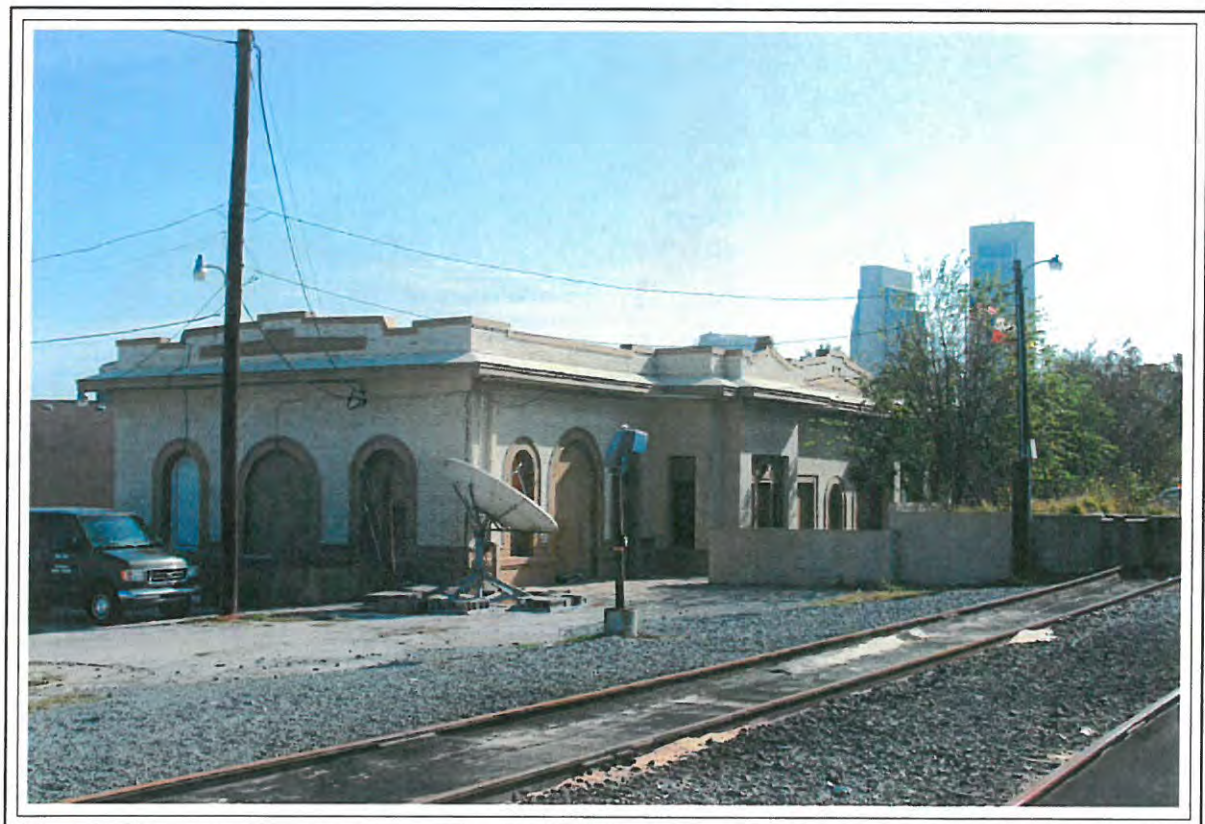


Site No. 34: Advanced Adult Day Care Center, 711 Belden St.



Site No. 34: Advanced Adult Day Care Center, 711 Belden St.

Site No.: 35
Location: 1101 N. Tancahua
Construction Date: ca. 1915
Property Type: Transportation/Rail-related
Documentation: THC surveyed property
Description: The train depot is a one-story, rectangular shape brick building. It is accessed through a multiple-arched porte-cochere, and is topped with a flat roof behind parapet supported by a cornice below. The building features rectangular windows and an unadorned facade.
Comments: The ca. 1915 Missouri Pacific Railroad Depot is an excellent example of early railroad transportation in Corpus Christi, which had a significant impact on the economic development of the city. The building and adjacent railroad tracks remain intact and in their original configuration. The Southern Pacific Railroad Station, located northeast of the Missouri Pacific Railroad Station between N. Tancahua and N. Broadway, was destroyed in the late 1950s during the widening and extension of the existing US 181 along N. Broadway toward a junction near the Nueces County Courthouse and IH 37. This left the Missouri Pacific Railroad Station as the single remaining vestige of early railroad architecture in Corpus Christi. The railroad depot is eligible for NRHP listing at the local level of significance under Criterion A Commerce, for its contribution to the economic growth and development of the city, and under Criterion C Architecture, as an excellent example of early railroad architecture in Corpus Christi.

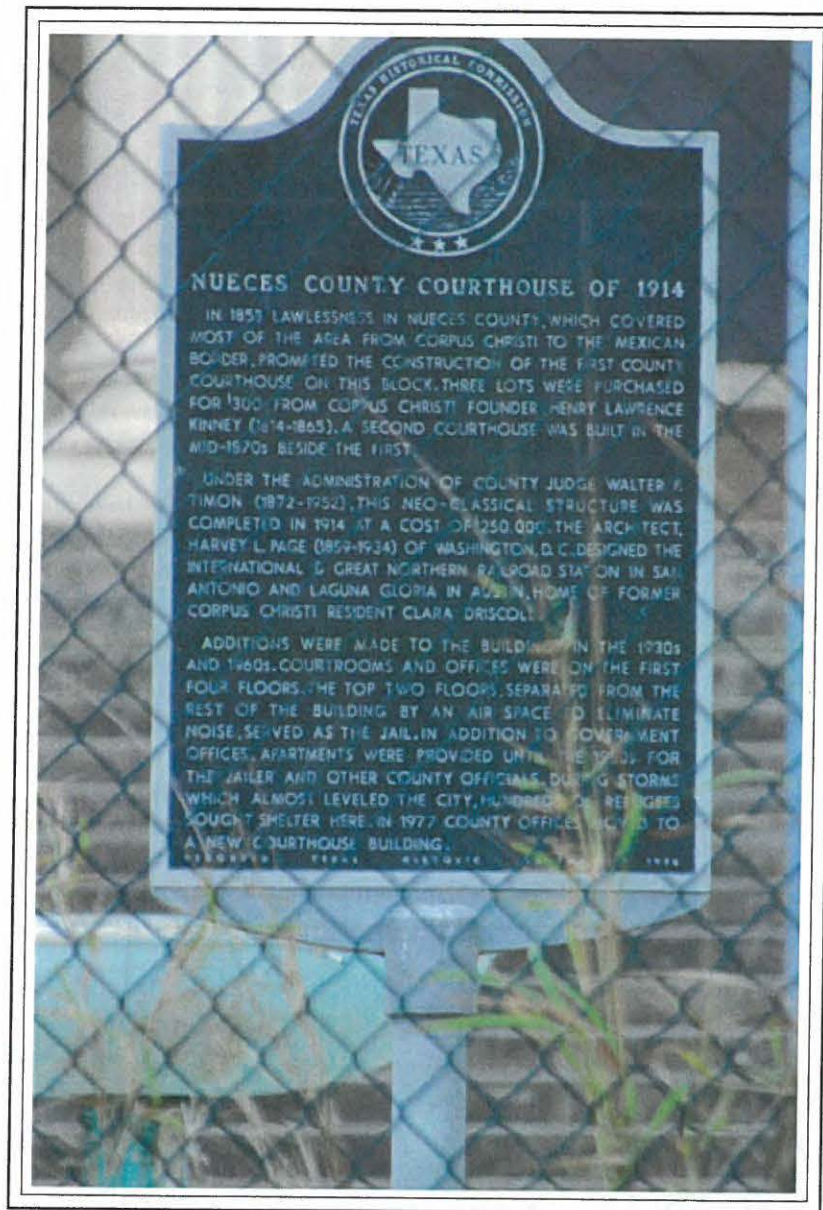




Site No. 36: 514 Power St.

Site No.: 37
Location: 1101 Mesquite St.
Construction Date: 1914, additional wing 1931, 2-story addition 19602
Property Type: Vacant
Documentation: Historical marker, RTHL, NRHP, S. Victor Phase IIA
Description: Currently listed in NRHP

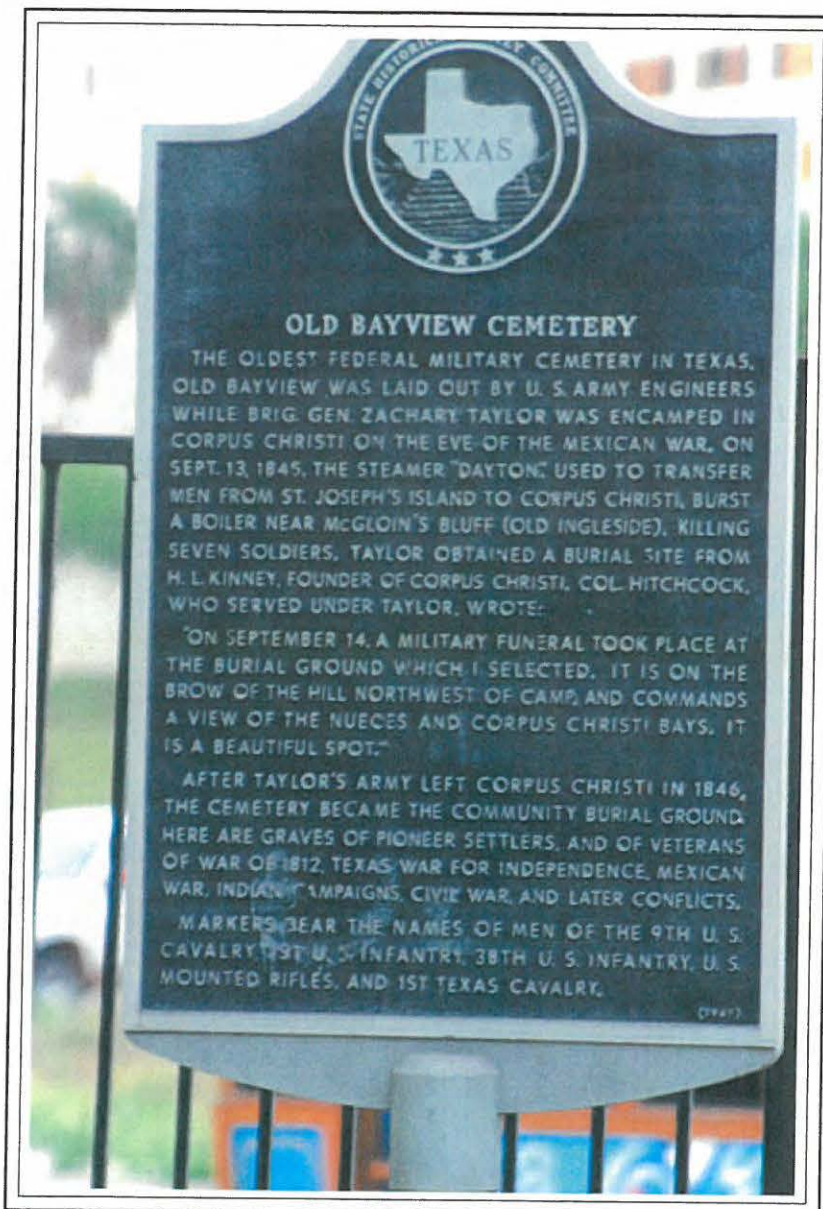




Site No. 38: Nueces County Courthouse of 1914 Historical Marker

Site No.: 39
Location: Waco and W. Broadway
Construction Date: established 1845
Property Type: Funerary/Cemetery
Documentation: Historical Marker; Corpus Christi Historic Cultural Landmark; S. Victor Phase IIA, Site #R-001
Description: Bounded by black iron fence with a stone entryway, the cemetery contains approximately 540 graves. The graves include pioneers settlers, veterans of the War of 1812, Texas War for Independence, Mexican War, Indian campaigns, Civil War, and later conflicts. In addition, markers bear the names of men on the 9th U.S. Cavalry, 1st U.S. Infantry, 38th U.S. Infantry, U.S. Mounted Rifles, and 1st Texas Cavalry. The headstones consist mostly of custom monuments, commercial markers, and military markers. The cemetery is still in active use.
Comments: Old Bayview Cemetery is the oldest federal military cemetery in Texas. The cemetery was laid out in 1845 by U.S. Army engineers while General Zachary Taylor was encamped in Corpus Christi on the eve of the Mexican War. Taylor obtained the site from H.L. Kinney, founder of Corpus Christi, for the burial of seven soldiers who were killed aboard the steamer "Dayton," when one of its boilers exploded while transferring the men from St. Joseph's Island to Corpus Christi. When Taylor's men left Corpus Christi in 1846, the cemetery became a community burial ground. As a cemetery, the property is required to meet Criteria Consideration D: Cemeteries, in order to be considered eligible for the NRHP. The Old Bayview Cemetery meets the requirements for Consideration D through its age and its association with events in Corpus Christi and Texas. The cemetery is recommended eligible for NRHP listing at the State level of significance under Criterion A, in the area of Military.

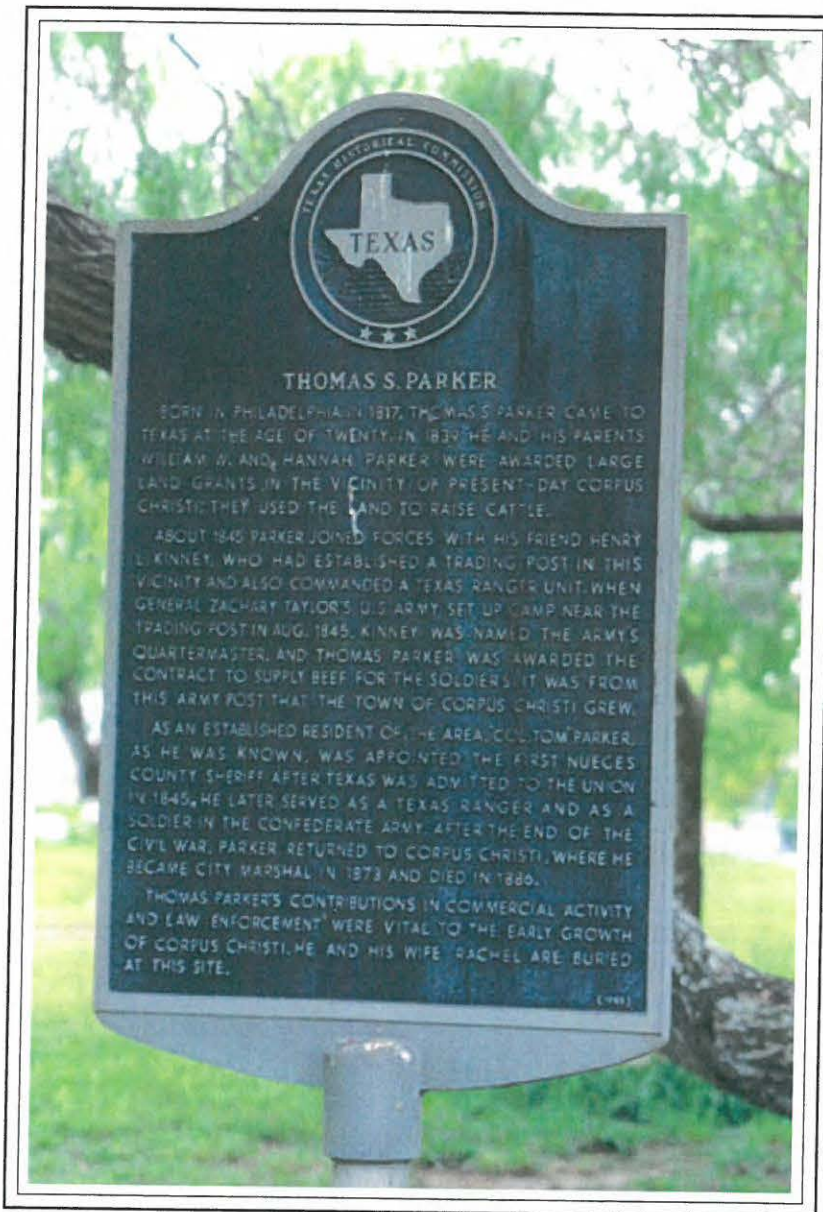




Site No. 40: Old Bayview Cemetery Historical Marker



Site No. 41: Explosion of the Steamship Dayton, Old Bayview Cemetery, Historical Marker



Site No. 42: Thomas S. Parker, Old Bayview Cemetery, Historical Marker



Site No. 43: Broadway



Site No. 44: Broadway



Site No. 45: Bryant Heating and Cooling, 1129 E. Port Ave.



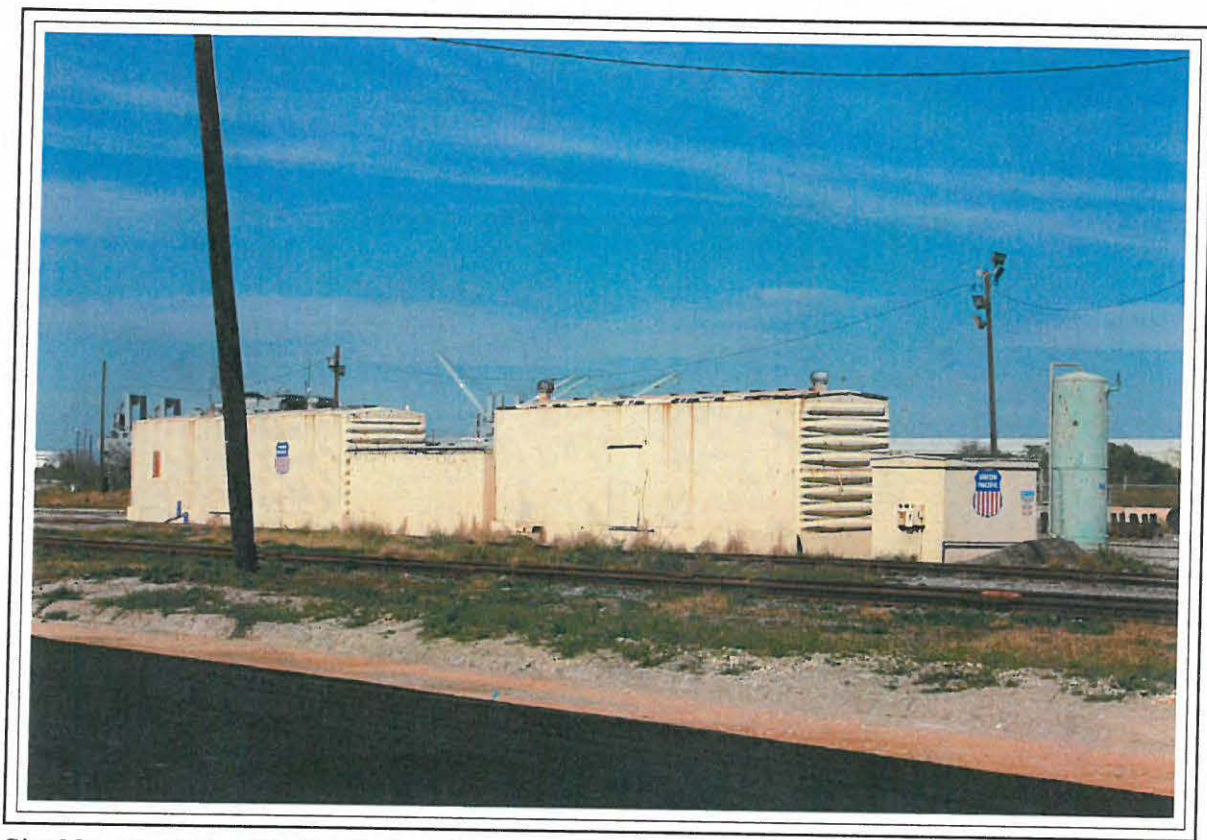
Site No. 46: H & S Fabricators, 1133 E. Port Ave



Site No. 47: West Port Food, 1134 E. Port Ave.



Site No. 48: canal



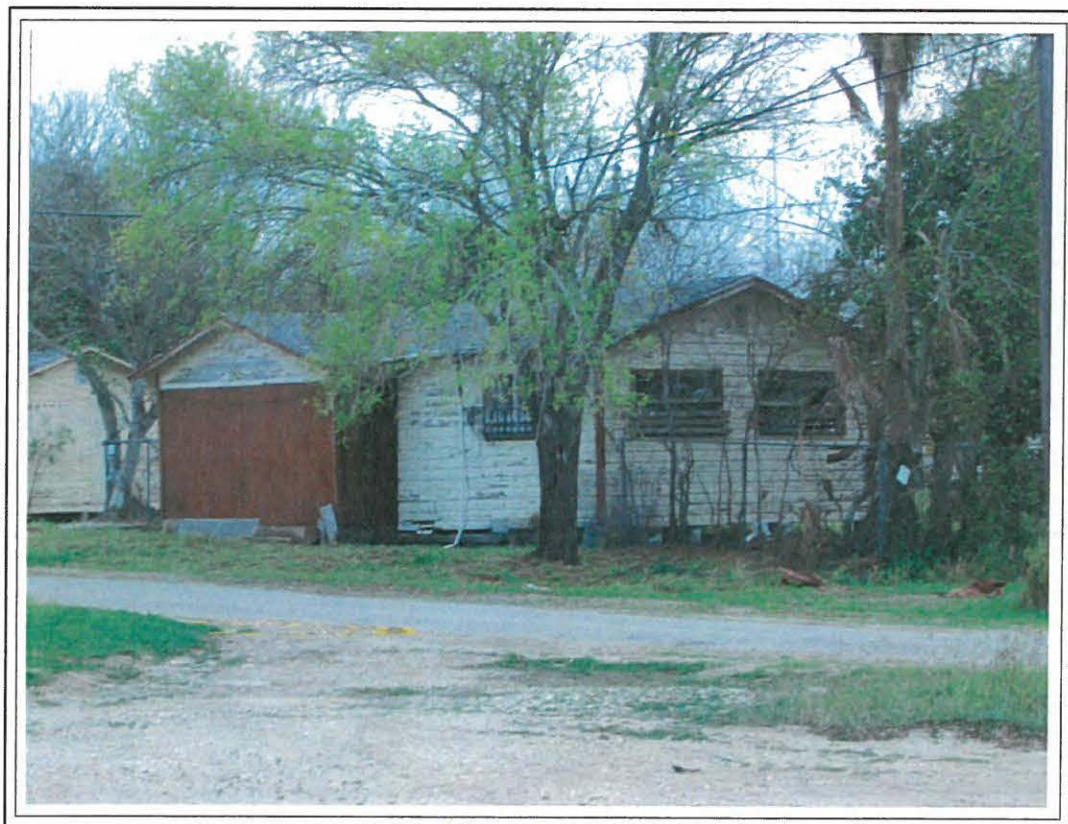
Site No. 49: Union Pacific Railroad equipment



Site No. 50: 1811 Broadway



Site No. 51: 1500 Burns block



Site No. 52: 1500 Burns block (Burns at Ramirez)



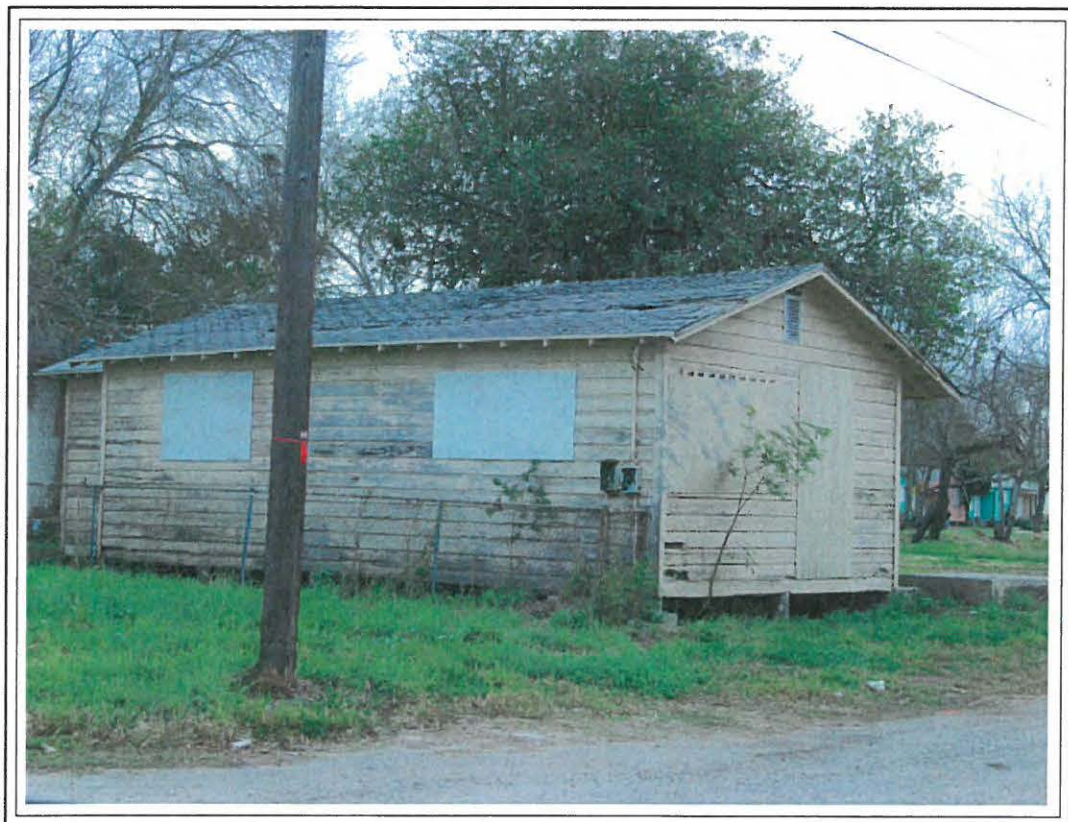
Site No. 53: Tippin Inn, Burns (at Nueces)



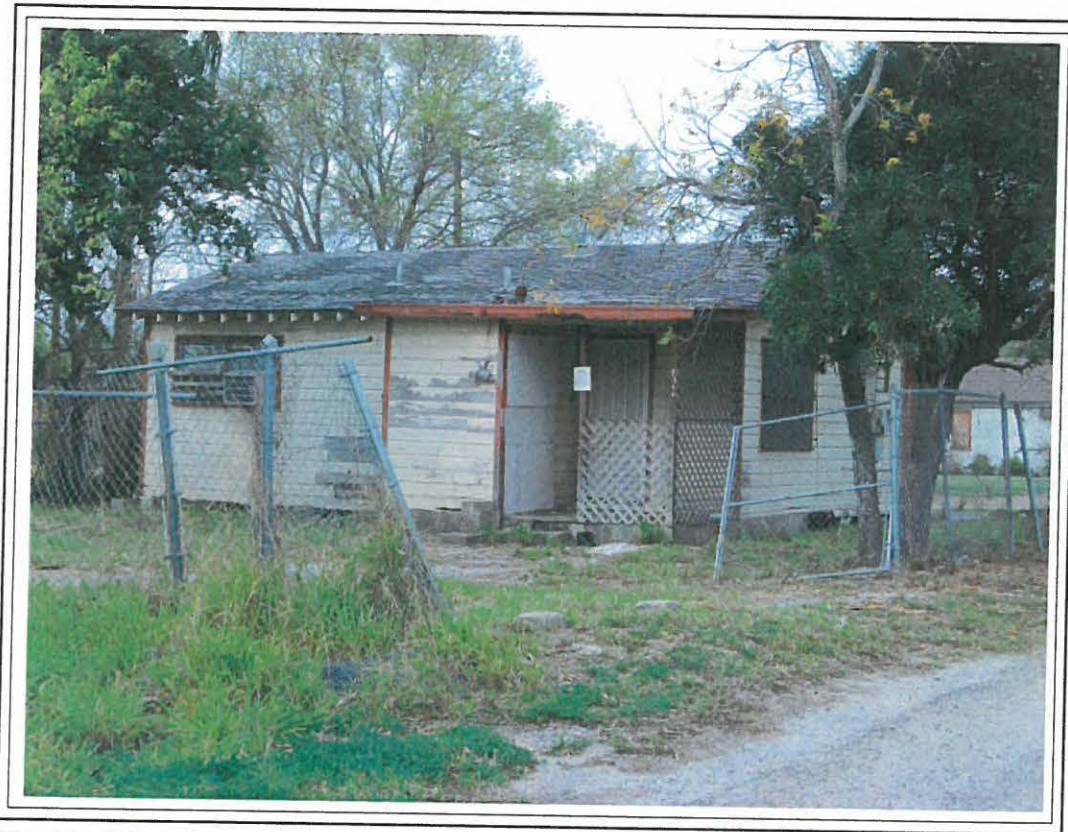
Site No. 53: Tippin Inn, Burns (at Nueces)



Site No. 54: Divine Temple of God, 1513 San Pedro



Site No. 55: 1400 block of San Pedro



Site No. 56: 1400 block of San Pedro



Site No. 57: 1400 block of San Pedro



Site No. 58: 1210 Carline Lane



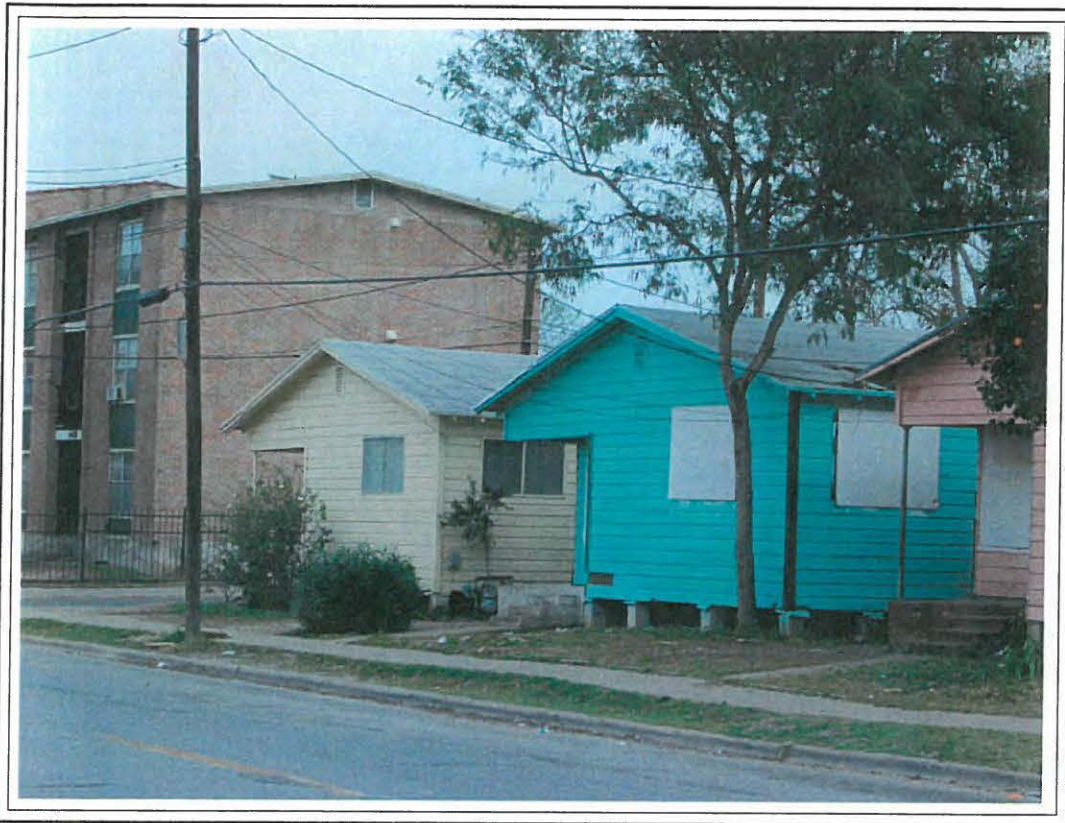
Site No. 59: 1911? Carline Lane



Site No. 60: Carline Lane



Site No. 61: 1500 block of Sam Rankin



Site No. 62: 1300 block of Sam Rankin



Site No. 62: 1300 block of Sam Rankin



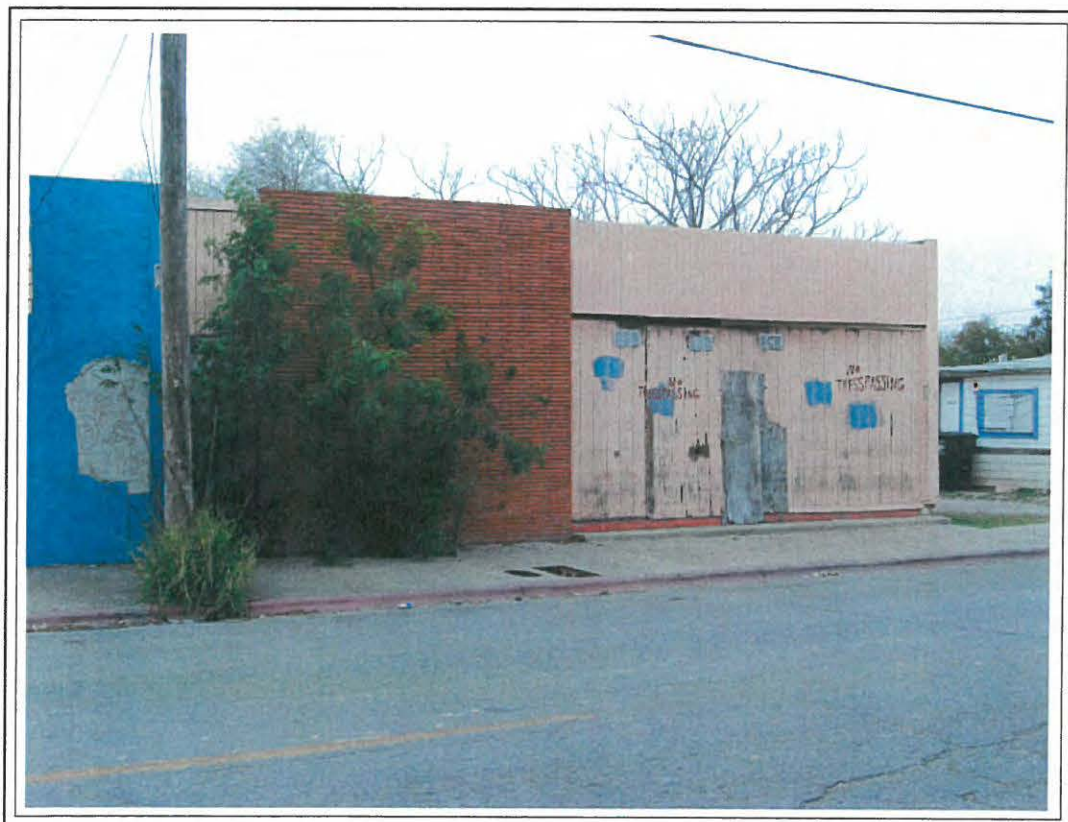
Site No. 62: 1300 block of Sam Rankin



Site No. 63: 1300 block of Sam Rankin



Site No. 64: Erma's Diner, 1331 Sam Rankin



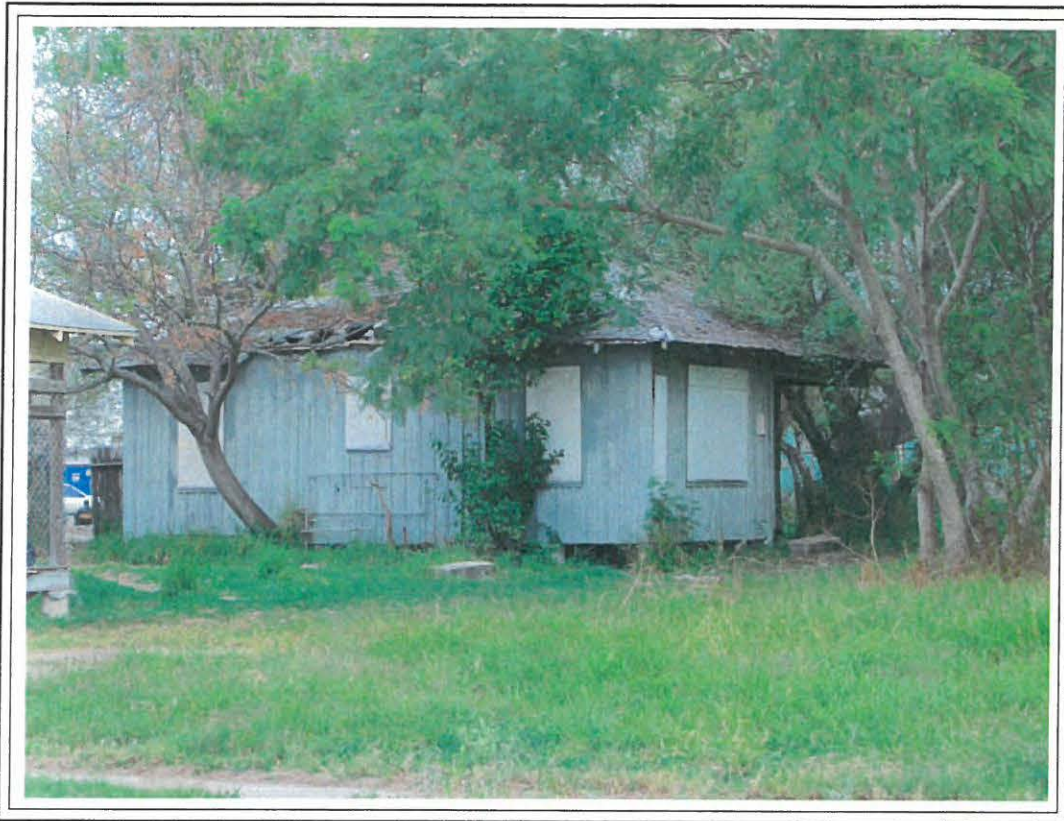
Site No. 65: Sam Rankin, several commercial fronts abutting the north wall of Site No. 66



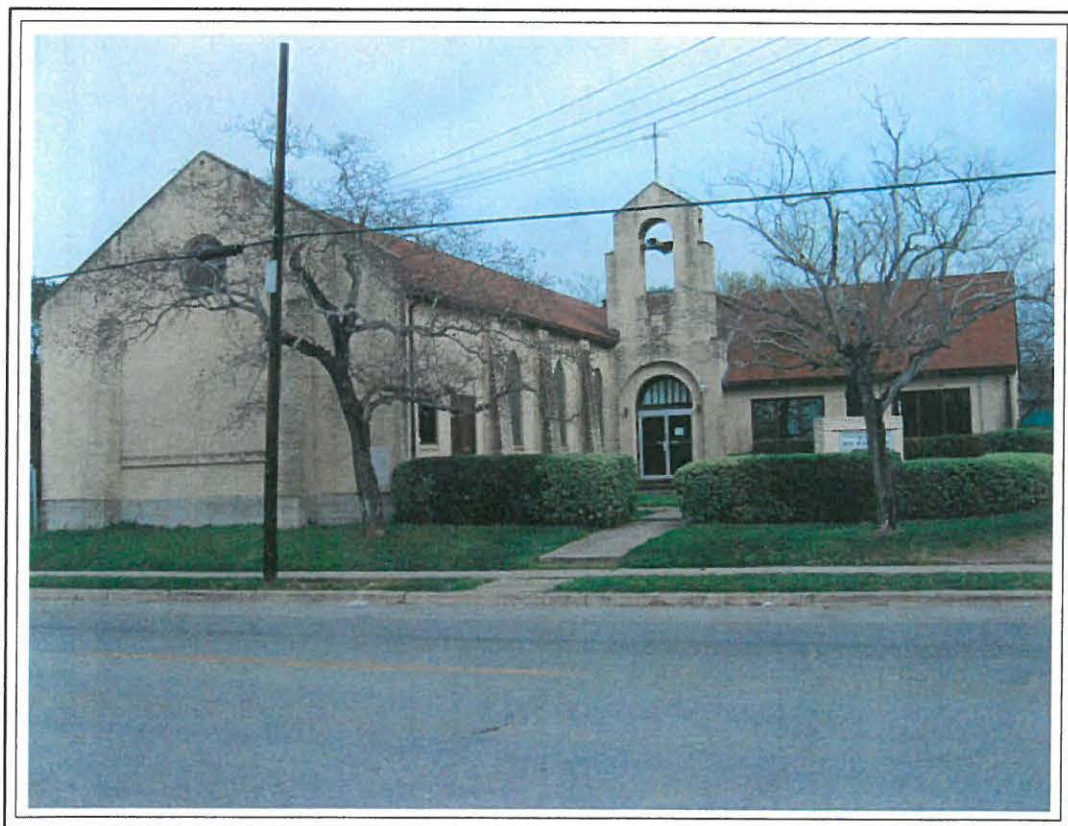
Site No. 66: Harold's Market, Sam Rankin



Site No. 67: 1211 Sam Rankin



Site No. 68: Sam Rankin



Site No. 69: St. Paul United Methodist Church, 1202 Sam Rankin



Site No. 70: United Chapel/Funerary Home, 1207 Sam Rankin



Site No. 71: Sam Rankin



Site No. 72: Sam Rankin



Site No. 73: Booker T. Washington Elementary School,



Site No. 74: associated buildings for Booker T. Washington School, Lobo at Alameda



Site No. 75: 1027 Sam Rankin



Site No. 76: 1021 Sam Rankin



Site No. 77: 1009 Sam Rankin



Site No. 77: 1009 Sam Rankin



Site No. 78: 1001 Sam Rankin



Site No. 79: 1412 Alameda



Site No. 80: Savoy, 1510 Ramirez



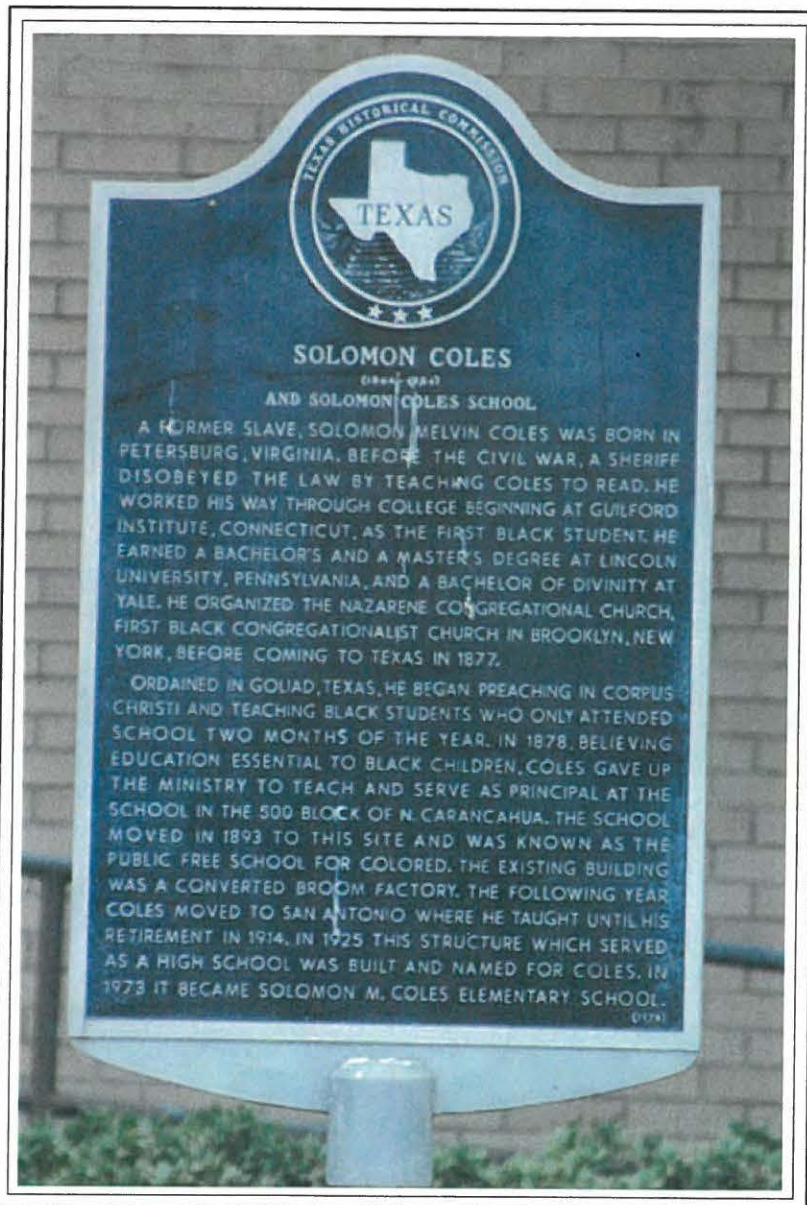
Site No. 81: 1500 block of Alameda



Site No. 82: 1308-1310 Lobo

Site No.: 83
Location: 924 Winnebago
Construction Date: 1925, gym, auditorium, manual training, and cafeteria additions
1942, additional building ca. 1950
Property Type: Education/School
Documentation: Historical Marker
Description: The school is a one- and two-story, buff brick building with a flat roof and metal coping. Originally, it featured a symmetrical U-shaped form with a two-story rectangular central portion flanked by single-story wings that projected from each side. Covered sidewalks access the entrances. The later additions include a gym, auditorium, manual training facility, and cafeteria in 1942, and an additional building in ca. 1950. The 1942 additions were constructed separately from the original U-shaped structure and then connected to it during the 1950s or 1960s.
Comments: The existing school was constructed in 1925 and named for Solomon Melvin Coles in honor of his dedication to the education of African-Americans in Corpus Christi. Although the original site features several additions including a gym, auditorium, manual training facility, and cafeteria in 1942 and an additional building in 1950, it was the only school for African-Americans in Corpus Christi from 1925 until 1945 when Booker T. Washington was constructed. And although the 1893 structures were replaced, the current facility retains an association with the early history of African-American education through continued use of the 1893 location. Solomon M. Coles School is eligible for the NRHP at the local level of significance under Criterion A, Education as an early educational facility for the African-American community in Corpus Christi.





Site No. 84: Solomon M. Coles School, Historical Marker, 924 Winnebago



Site No. 85: 710 Padre (or MLK)



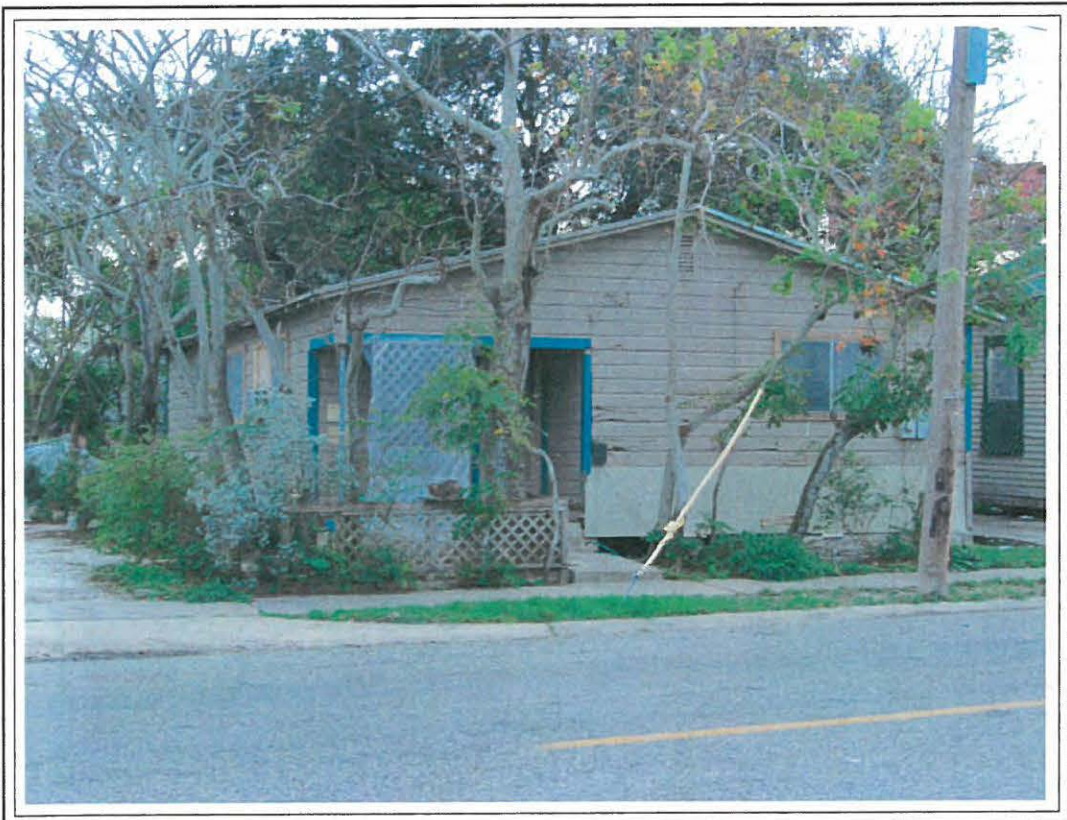
Site No. 86: 916 Waco



Site No. 87: 920 Waco



Site No. 88: 914 Waco



Site No. 89: 1017 Winnebago



Site No. 90: 1015 Winnebago



Site No. 91: 1106 Winnebago



Site No. 92: Mayflower Corpus Christi Transfer Co., 900 Staples



Site No. 93 Staples



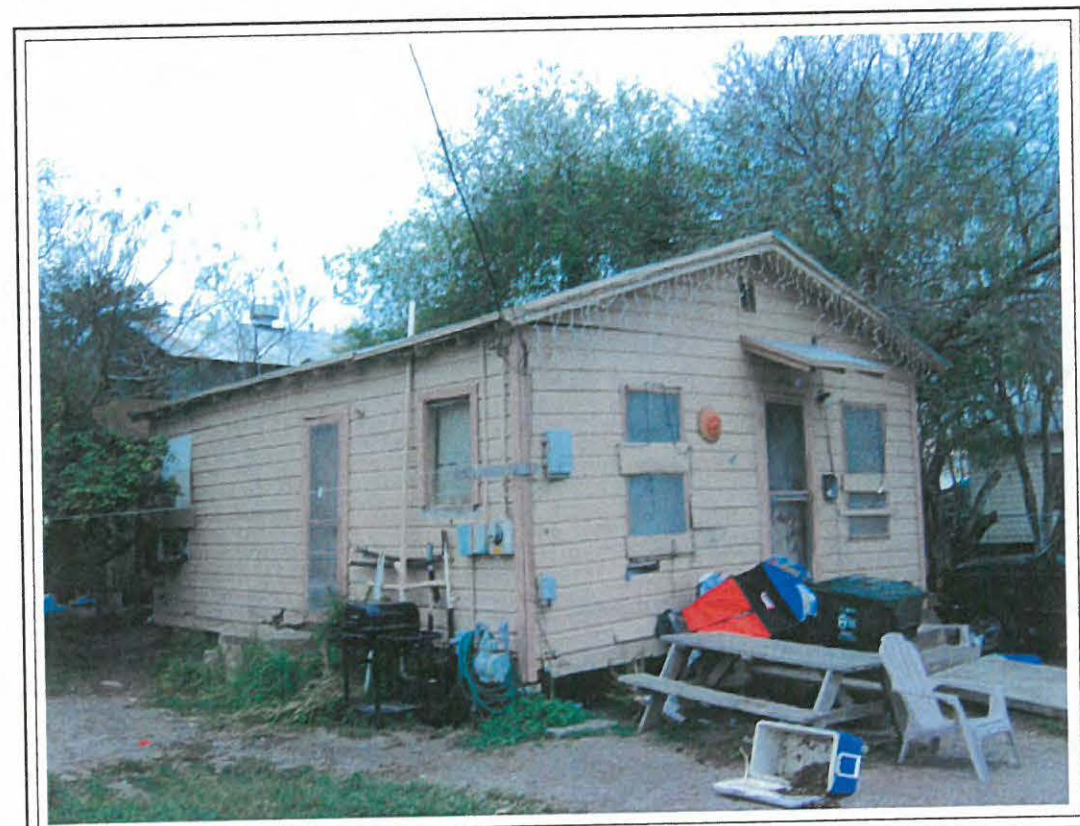
Site No. 94: 913 Staples



Site No. 95: Intra Coastal Enterprise, 909 Staples



Site No. 96: 1200 block of MLK



Site No. 97: 1200 block of MLK



Site No. 98: 1200 block of MLK (many houses NE corner of MLK and Alameda)



Site No. 98: 1200 block of MLK



Site No. 98: 1200 block of MLK



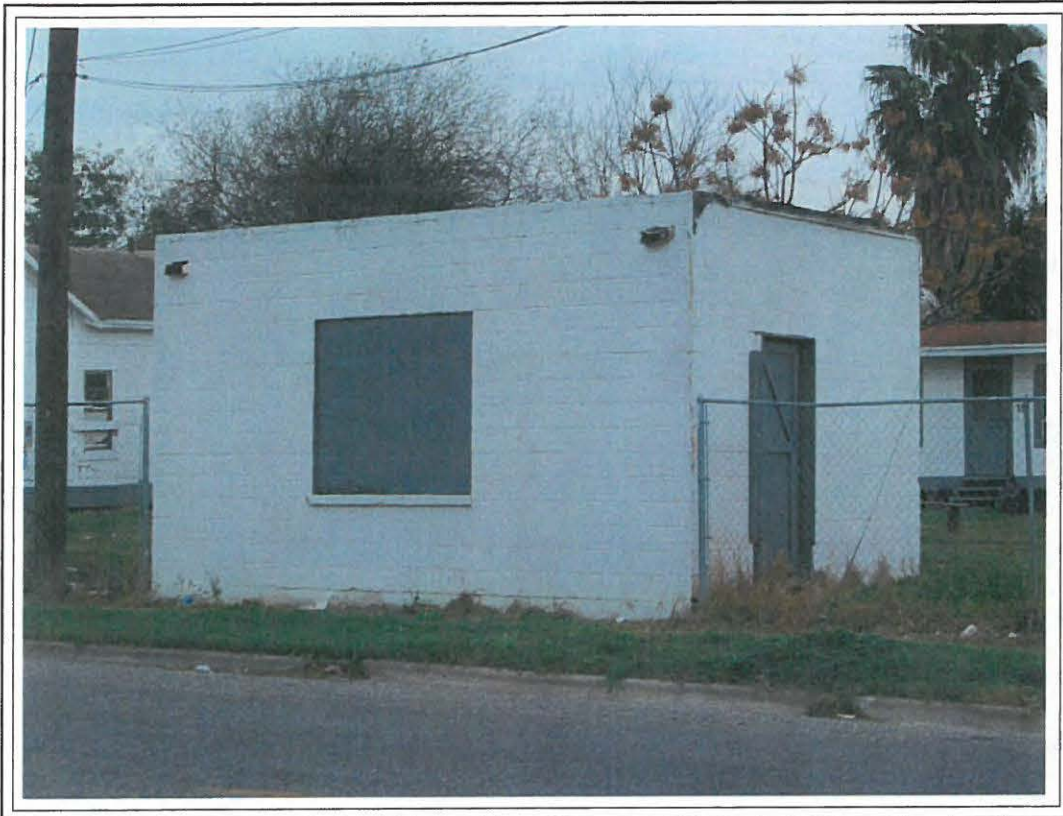
Site No. 99: 910 Alameda



Site No. 100: 916 Alameda



Site No. 101: 920 Alameda



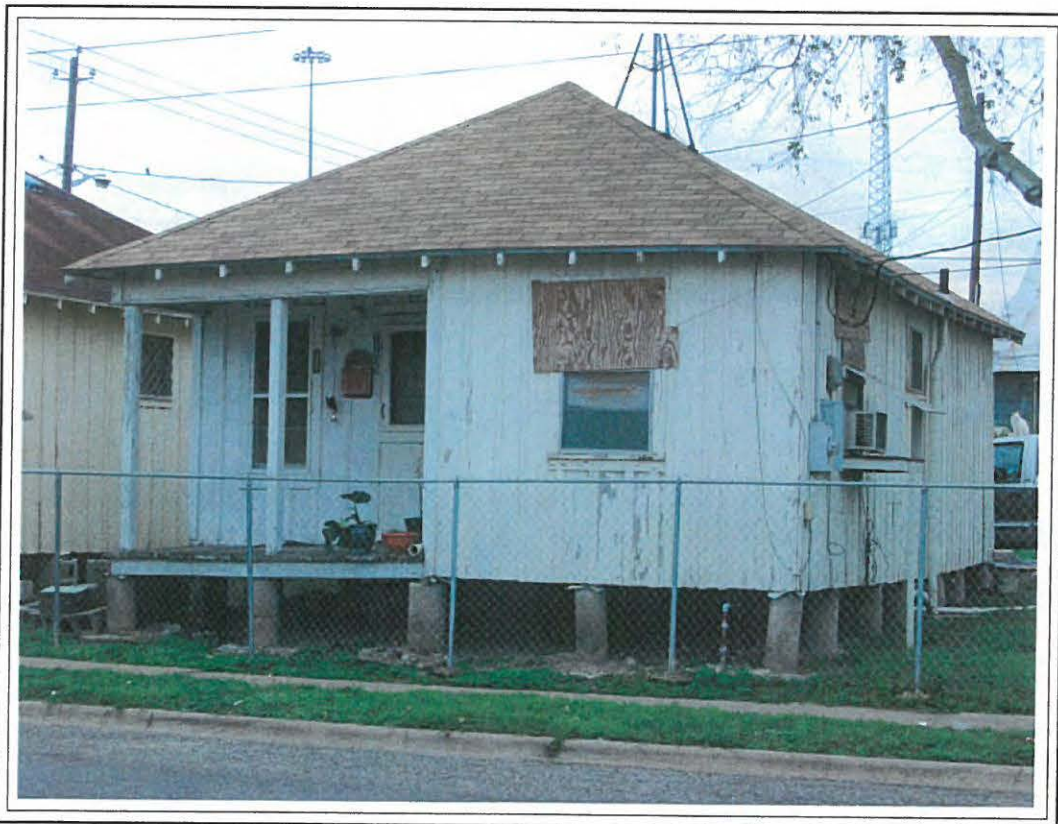
Site No. 102: 1200? Winnebago



Site No. 103: 1215 Winnebago



Site No. 104: 1215 Winnebago annex



Site No. 105: 1205 Winnebago



Site No. 106: 1203 Winnebago



Site No. 107: 1020 Josephine



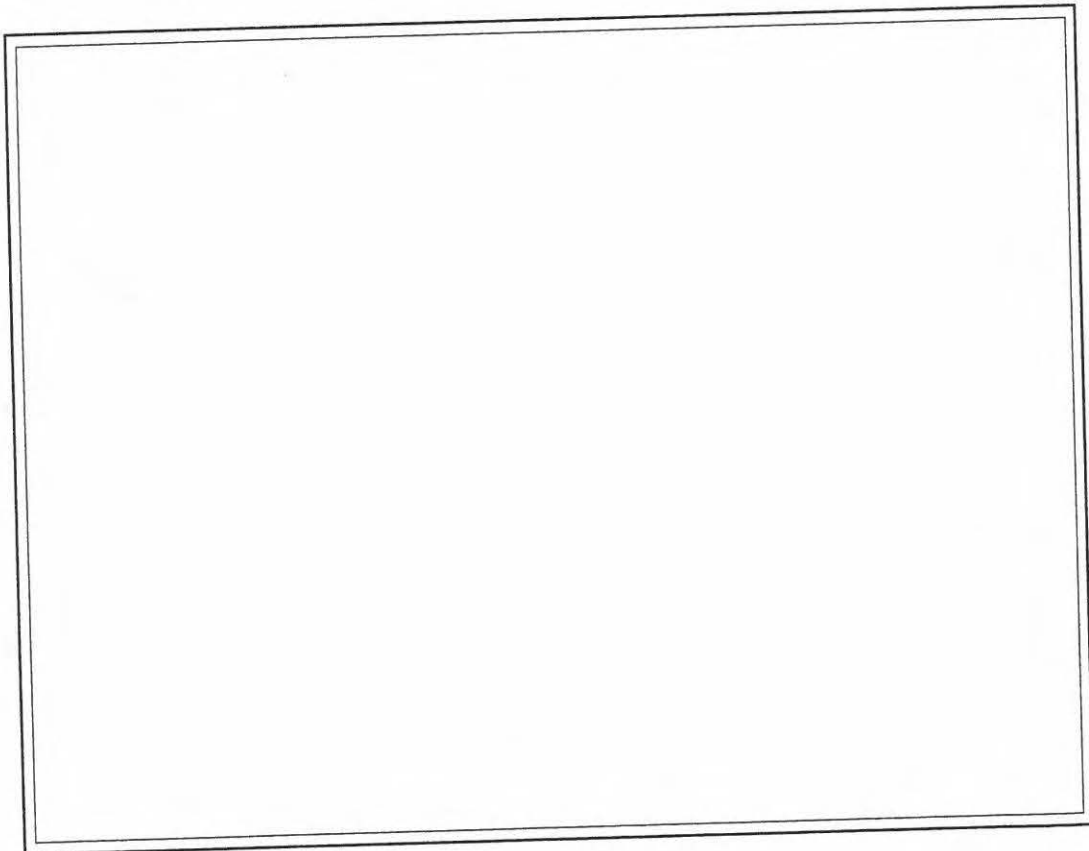
Site No. 108: 1016 Josephine



Site No. 110: Josephine



Site No. 111: Josephine



Site No. 112: Winnebago



Site No. 113: Winnebago



Site No. 114: Winnebago



Site No. 115: 1500 block of Winnebago



Site No. 116: 1500 block of Winnebago



Site No. 117: 1520-1532 Winnebago (row of duplexes)



Site No. 118: TC Ayers Park community center and park, Winnebago



Site No. 118: TC Ayers Park community center and park, Winnebago



Site No. 119: 1913 Nueces



Site No. 120: 1901 Nueces



Site No. 121: 1109 Coke St.



Site No. 122: 1902 Nueces



Site No. 123: 1906 Nueces



Site No. 124: 1910 Nueces



Site No. 125: 1916 Nueces

Site No.:
Location:
Construction Date:
Property Type:
Description:

126

north of IH 37, Winnebago, Coke, and West Sts.
1940-1941

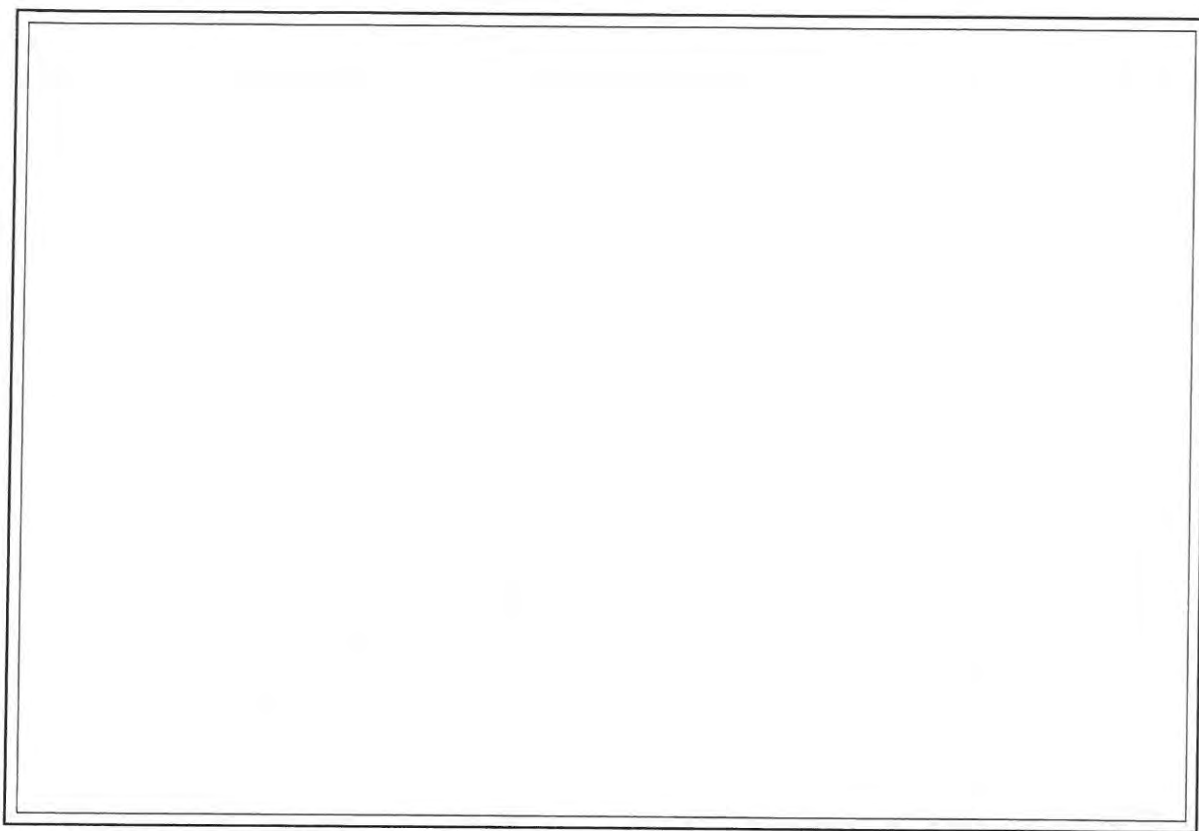
Domestic/Multiple-family dwelling

Twenty-eight concrete masonry buildings sit on a 26.5-acre lot. The complex is bordered by Winnebago, Coke, and West streets and features 23 dwellings, 4 storage buildings, and one office and maintenance building. Of the 122 residential units, 40 are one bedroom, 62 are two bedroom, and 20 are three bedroom. Community facilities such as a .514-acre park area, a family resource center, and a children's playground are included in the housing complex.

Comments:

In 1938 Corpus Christi adopted a city and federally funded public housing project to address unfit living conditions in poor neighborhoods in the city. Many of the slums consisted of substandard shacks with no electricity or direct water supply. In June 1938, Corpus Christi City Council entered into a contract with the Corpus Christi Housing Authority to eliminate approximately 335 unfit dwellings, and replace them with new low-rent housing projects that were designed to allow people with low-income jobs to obtain decent living quarters at a monthly rate commensurate with their income. The D.N. Leathers I Housing Project, constructed in 1940, was the first low-income housing project in Corpus Christi designated for African-American occupancy. It was built in a neighborhood that had been predominantly African-American since the turn of the twentieth century. It is eligible for NRHP listing at the local level of significance under Criterion A, Community Planning and Development.





Site No. 127: Corpus Christi Housing Authority, Leathers II, Winnebago



Site No. 128: 1902 MLK



Site No. 129: 927 Coke St.



Site No. 130: 929 Coke St.



Site No. 131: 1906 MLK



Site No. 132: MLK



Site No. 133: MLK



Site No. 134: 902 Cleveland



Site No. 135: 912 Cleveland



Site No. 136: ? Cleveland (due north of 912 Cleveland)



Site No. 137: 905 Cleveland



Site No. 137: 905 Cleveland



Site No. 138: 2000 block of MLK



Site No. 138: 2000 block MLK



Site No. 139: 913 Carlisle



Site No. 140: Carlisle



Site No. 141: 2102 MLK



Site No. 142: 2108-2106 MLK (2 houses behind one facing MLK with no address)



Site No. 142: 2108-2106 MLK (2 houses behind one facing MLK with no address)



Site No. 142: 2108-2106 MLK (2 houses behind one facing MLK with no address)



Site No. 143: Best Deal Auto Parts, 916 N. Port



Site No. 144: 924 Lexington



Site No. 145: 922 Lexington



Site No. 146: 916-918 Lexington



Site No. 147: 912 Lexington



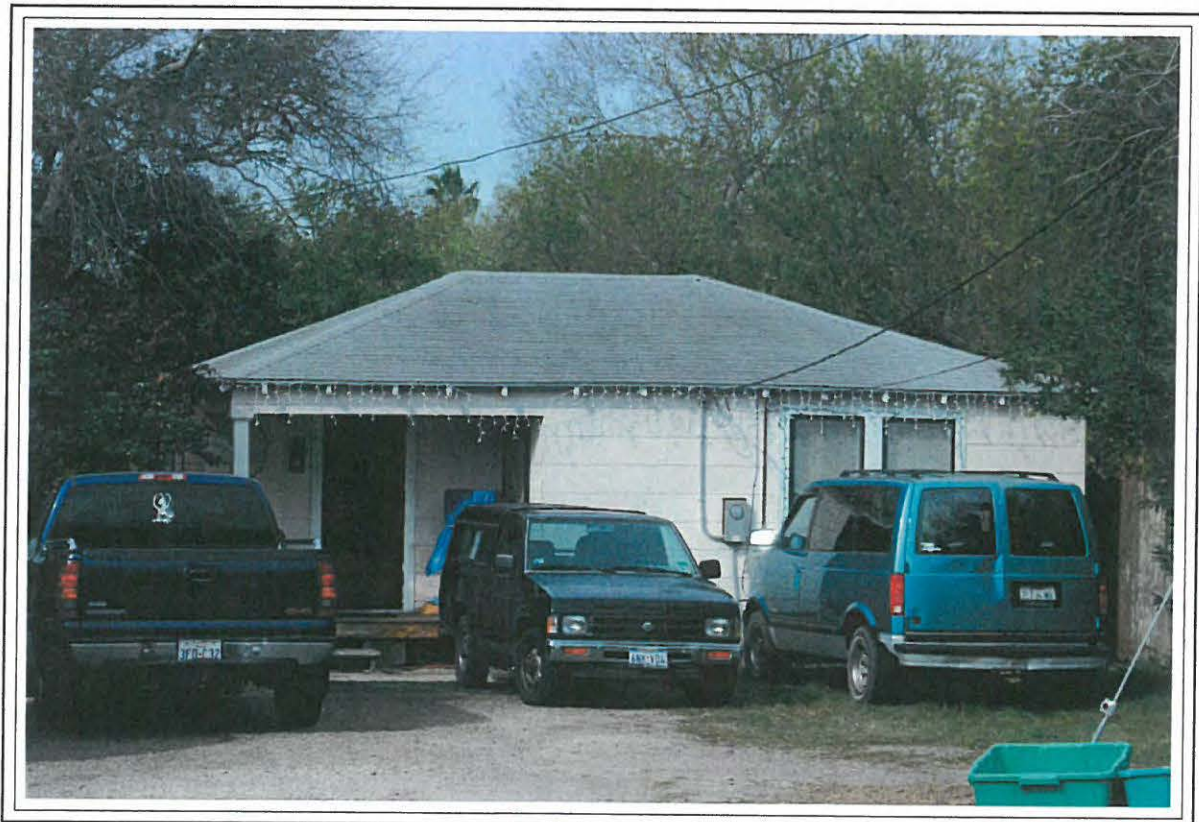
Site No. 148: 910 Lexington



Site No. 149: 902 Lexington



Site No. 150: 901 Lexington



Site No. 151: 905 Lexington



Site No. 152: 909 Lexington



Site No. 153: 915 Lexington



Site No. 154: 917 Lexington



Site No. 155: 921 Lexington



Site No. 156: 925 Lexington



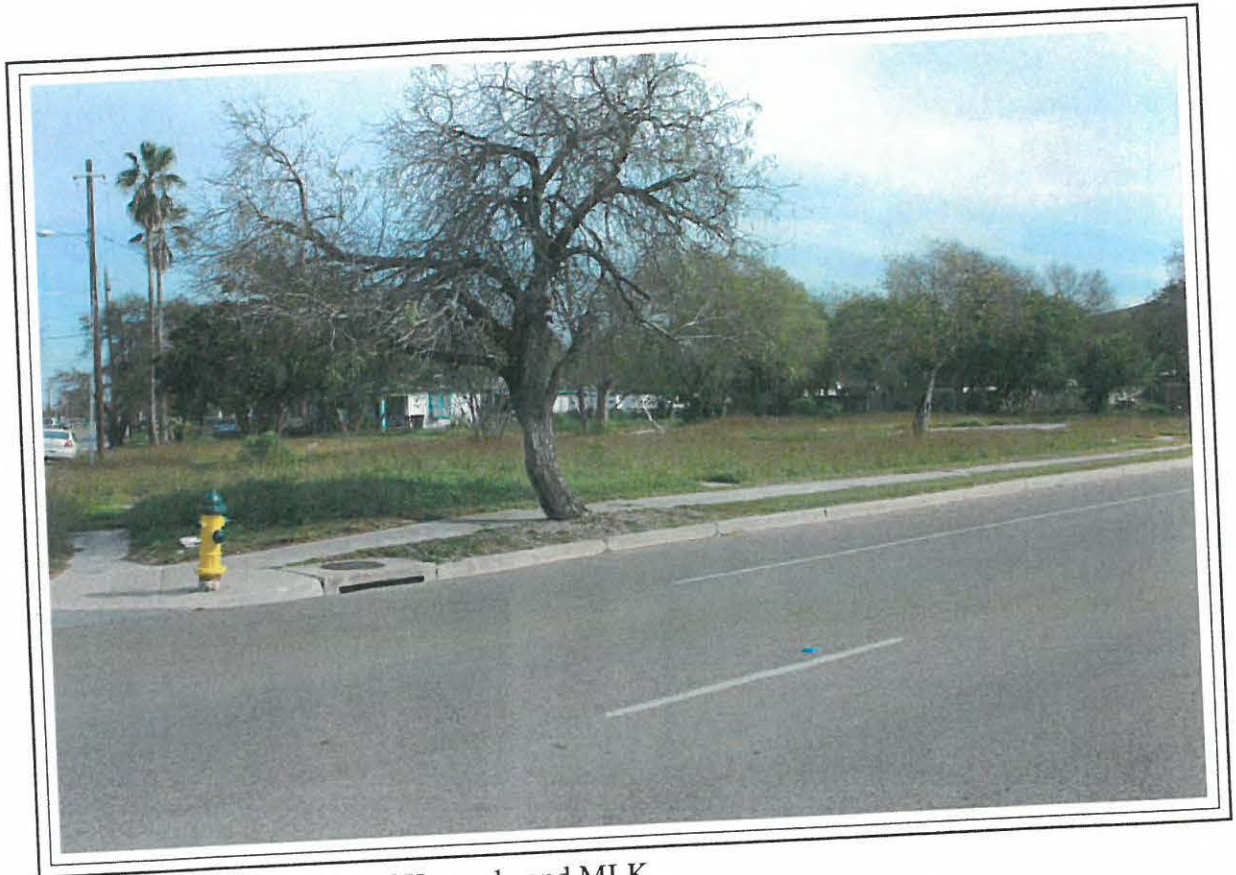
Site No. 157: 1224 Kennedy



Site No. 158: Kennedy



Site No. 159: Kennedy



Site No. 160: East corner of Kennedy and MLK



Site No. 161: West corner of Kennedy and MLK



Site No. 162: 2501 Hulbirt St.



Site No. 163: 2500 Hulbirt St.



Site No. 164: 2504 Hulbirt St.



Site No. 165: 2505 Hulbirt St.



Site No. 166: 2509 Hulbirt St.



Site No. 167: 2511 Hulbirt St.



Site No. 168: 2515 Hulbirt St.



Site No. 169: Hulbirt St.



Site No. 170: SE corner of Hulbirt St. and Peabody



Site No. 171: Peabody



Site No. 172: 1305 Peabody



Site No. 173: 1304 Peabody



Site No. 174: Peabody



Site No. 175: 1303 Peabody



Site No. 176: Northwest corner of Peabody and Noakes St.



Site No. 177: Church of Christ, 1200? Peabody



Site No. 178: Noakes St.



Site No. 179: Noakes St.



Site No. 180: 1302 Stillman



Site No. 180: 1302 Stillman



Site No. 181: 1224 Stillman



Site No. 182: 1216 Stillman



Site No. 183: 1220 Stillman



Site No. 184: 1212 Stillman



Site No. 185: 1208 Stillman



Site No. 186: 1205 Stillman



Site No. 187: 1213 Stillman



Site No. 188: 1215 Stillman



Site No. 189: 1221 Stillman



Site No. 190: 2705-2707 Noakes St.



Site No. 191: 1224 Van Loan



Site No. 192: 1222 Van Loan



Site No. 193: 1220 Van Loan



Site No. 194: 1218 Van Loan



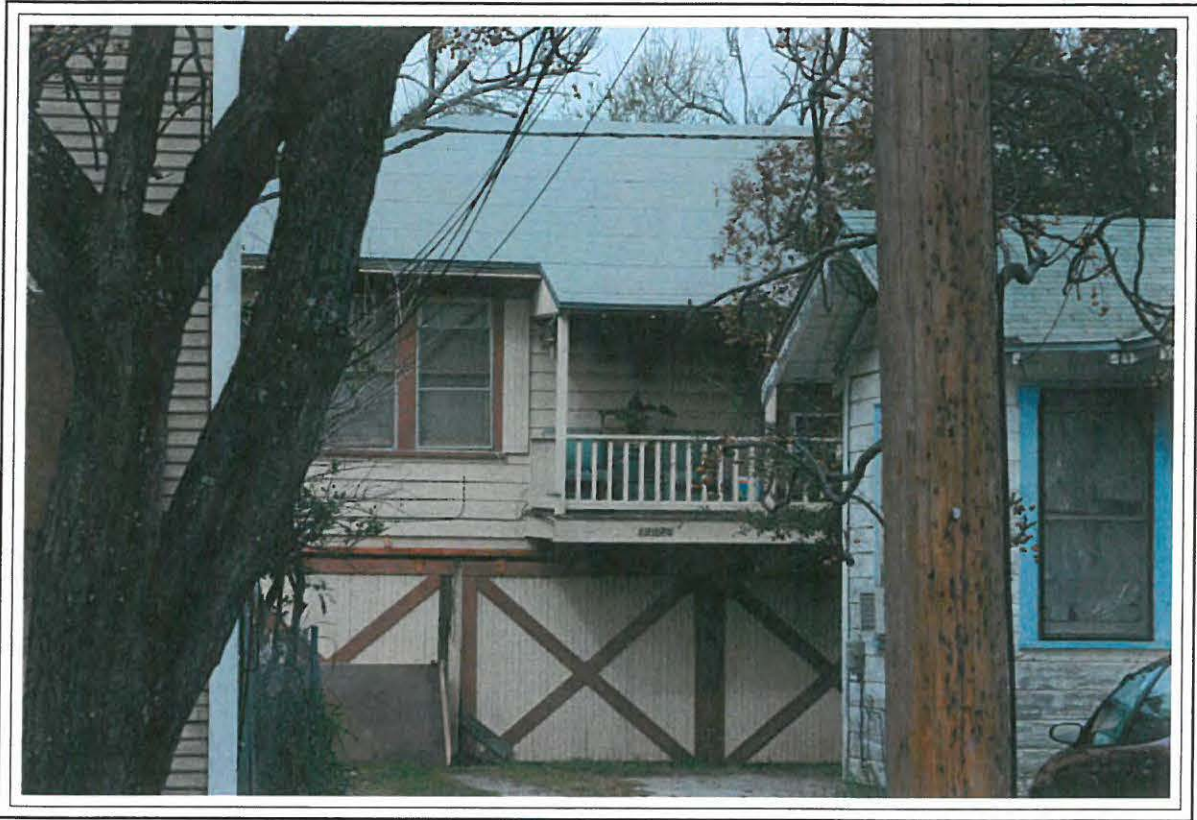
Site No. 195: Northeast corner of Van Loan and MLK



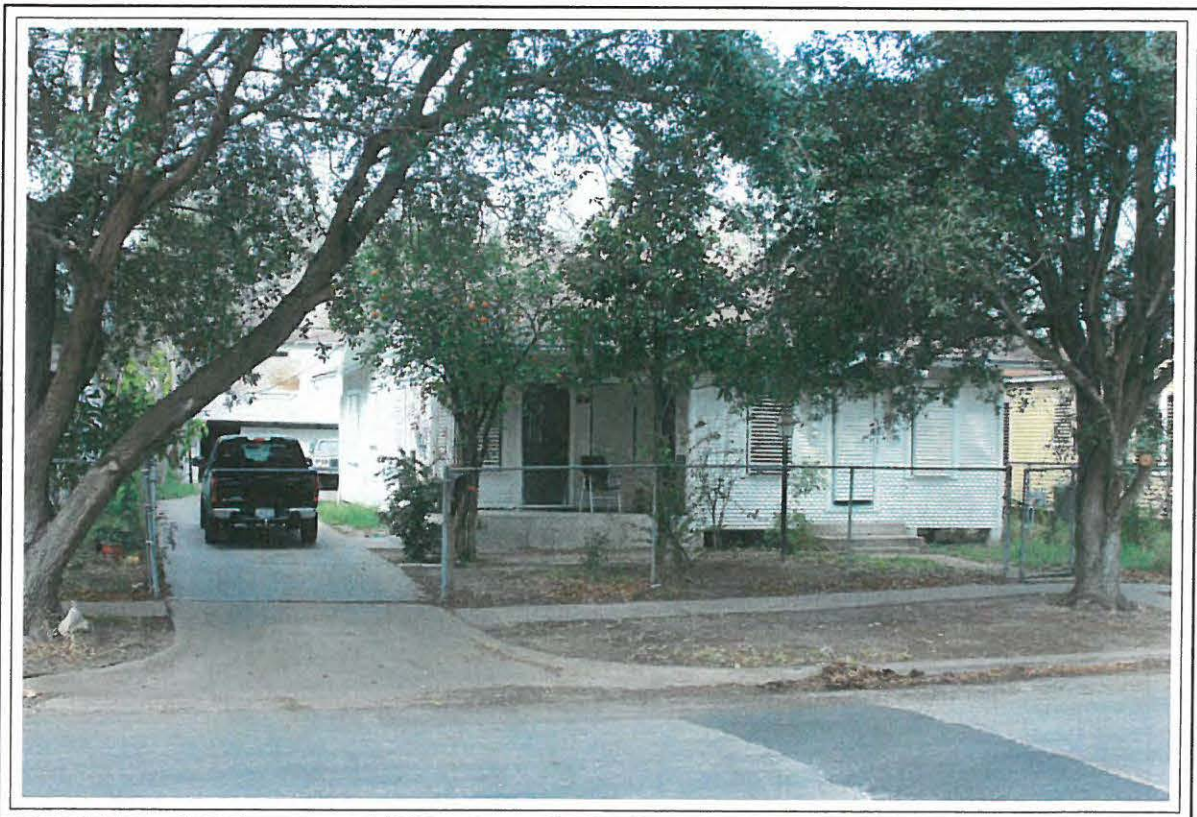
Site No. 196: 1203 Van Loan



Site No. 197: 1207 Van Loan



Site No. 198: 1207-1/2 Van Loan



Site No. 199: 1211 Van Loan



Site No. 200: 1215 Van Loan



Site No. 201: 1219 Van Loan



Site No. 202: 1223 Van Loan



Site No. 203: Noakes St.



Site No. 204: Noakes St.



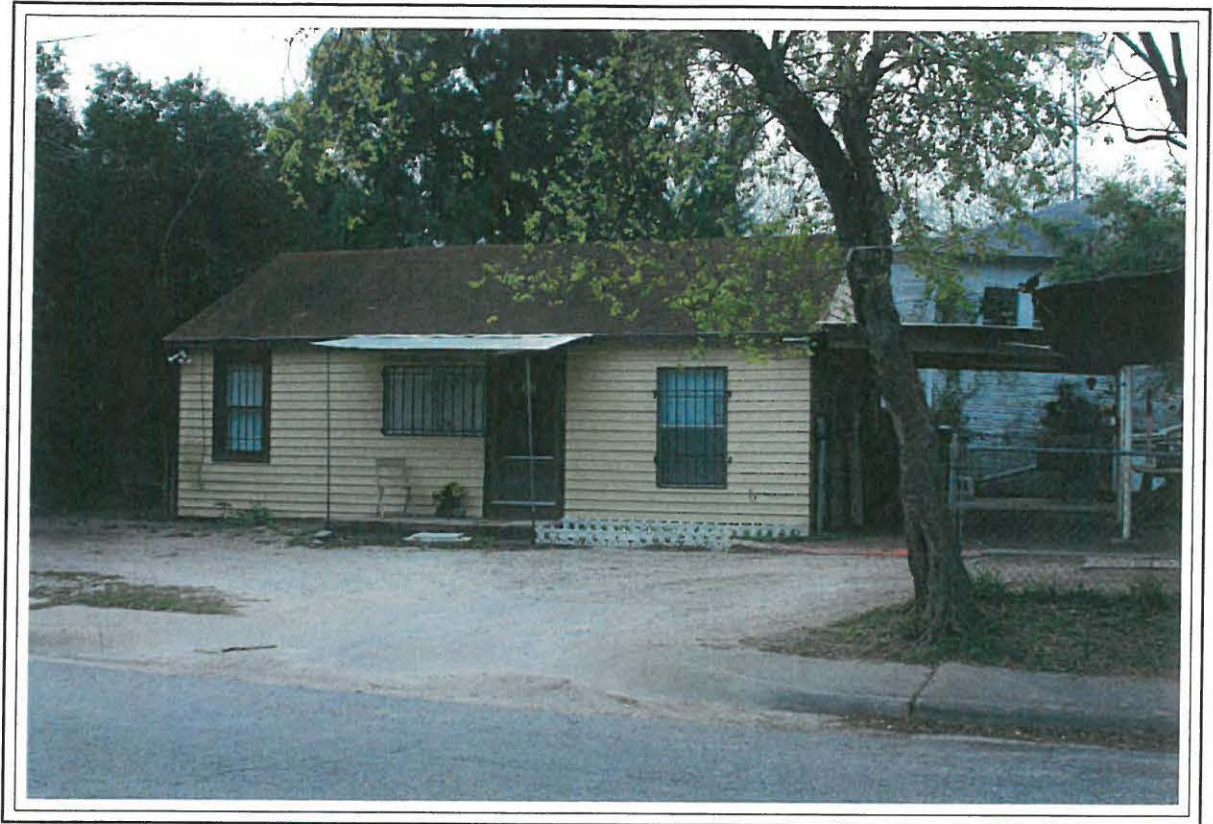
Site No. 205: 2819 Noakes St.



Site No. 206: 2821 Noakes St.



Site No. 207: 2825 Noakes St.



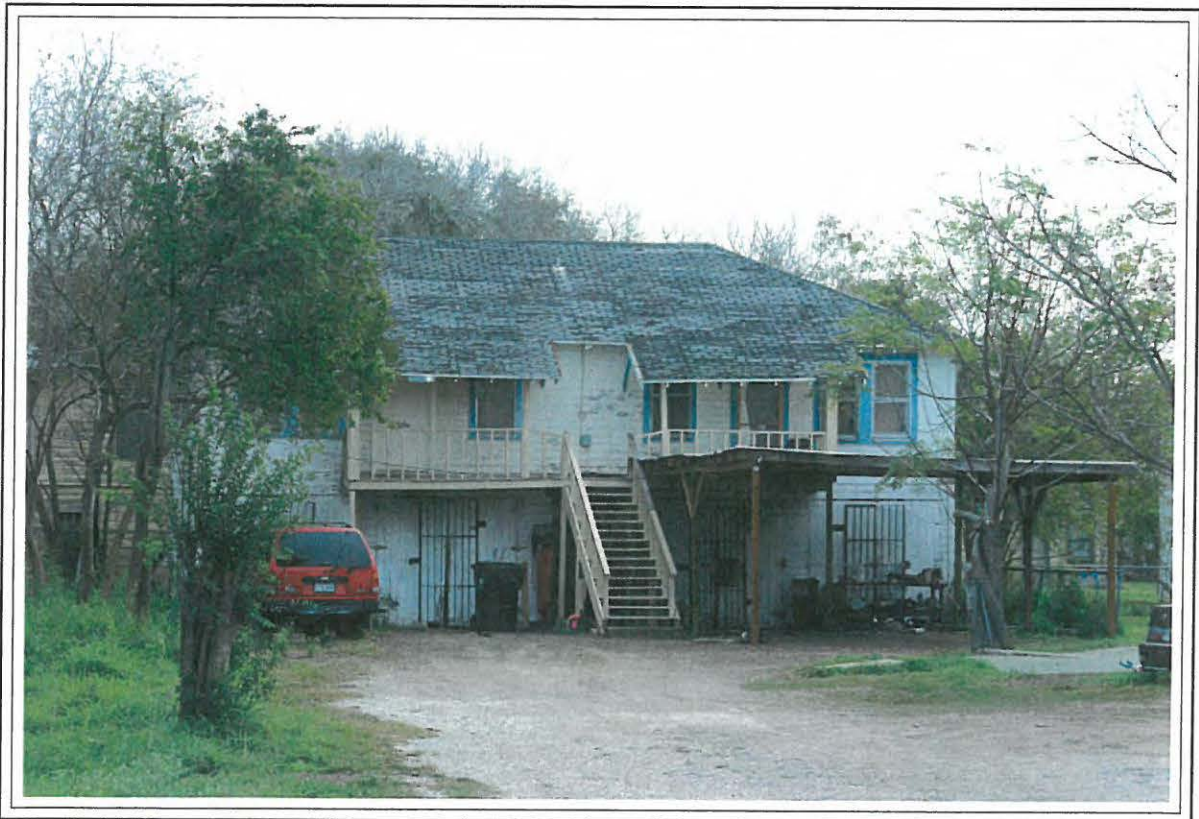
Site No. 208: Noakes St.



Site No. 209: 1222 Palm



Site No. 210: 1220 Palm



Site No. 211: Palm



Site No. 212: Palm



Site No. 212: Palm



Site No. 213: Northeast corner of Palm and MLK



Site No. 214: 2828 MLK



Site No. 215: MLK



Site No. 216: 2818 MLK



Site No. 217: MLK



Site No. 218: Southwest corner of Noakes and Palm



Site No. 219: 1207 Palm



Site No. 220: 1201 Palm



Site No. 221: 2910 MLK



Site No. 222: 2914 MLK



Site No. 223: Block bounded by Noakes, Floral, MLK, and Nueces Bay



Site No. 223: Block bounded by Noakes, Floral, MLK, and Nueces Bay



Site No. 223: Block bounded by Noakes, Floral, MLK, and Nueces Bay



Site No. 224: St. James Missionary Baptist Church, Floral St.



Site No. 225: Northwest corner of Noakes and Palm



Site No. 226: Charles W. Crossley Elementary School, bounded by Koepke, Peabody, and Kennedy



Site No. 226: Charles W. Crossley Elementary School, bounded by Koepke, Peabody, and Kennedy



Site No. 226: Charles W. Crossley Elementary School, bounded by Koepke, Peabody, and Kennedy



Site No. 227: Dr. H.J. Williams Park/ New Bayview Cemetery, along Kennedy, Nueces, and John Streets



Site No. 227: Dr. H.J. Williams Park/ New Bayview Cemetery, along Kennedy, Nueces, and John Streets



Site No. 227: Dr. H.J. Williams Park/ New Bayview Cemetery, along Kennedy, Nueces, and John Streets



Site No. 227: Dr. H.J. Williams Park/ New Bayview Cemetery, along Kennedy, Nueces, and John Streets



Site No. 228: Hillcrest/Northside Neighborhood, Van Loan and Moore



Site No. 229: Hillcrest/Northside Neighborhood, Van Loan and Minton



Site No. 230: Hillcrest/Northside Neighborhood, Van Loan and Koepke



Site No. 231: Hillcrest/Northside Neighborhood, Van Loan and Hulbirt



Site No. 232: Hillcrest/Northside Neighborhood, Van Loan and Noakes



Site No. 233: Hillcrest/Northside Neighborhood, Hulbirt and Floral



Site No. 234: Hillcrest/Northside Neighborhood, Hulbirt and Palm



Site No. 235: Hillcrest/Northside Neighborhood, Hulbirt and Van Loan



Site No. 236: Hillcrest/Northside Neighborhood, Hulbirt and Stillman



Site No. 237: Hillcrest/Northside Neighborhood, Hulbirt and Peabody



Site No. 238: 3102 Huisache



Site No. 239: 3106 Huisache



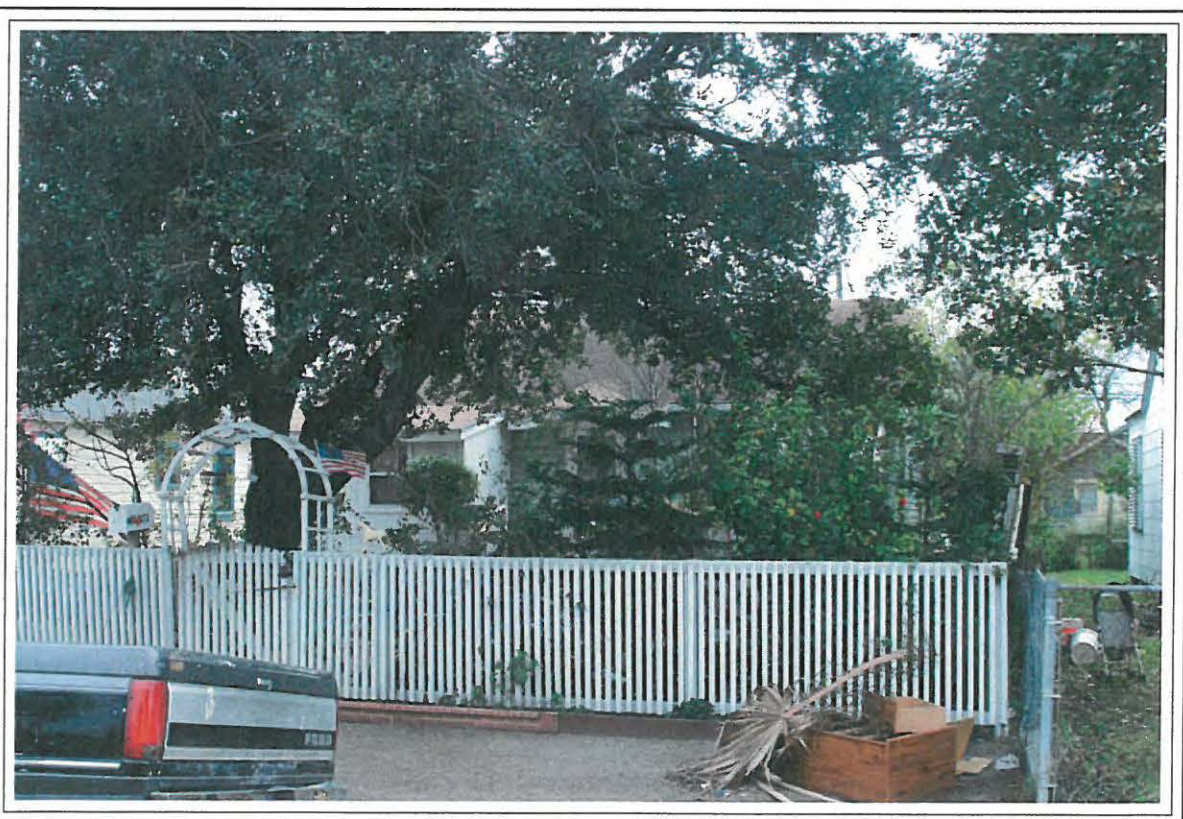
Site No. 240: 3110 Huisache



Site No. 241: 3114 Huisache



Site No. 242: 3109 Huisache



Site No. 243: 3105 Huisache



Site No. 244: 3101 Huisache



Site No. 245: 3002 Buffalo St.



Site No. 246: Southeast corner of Palm and Frontage Rd.



Site No. 247: 2713 Frontage Rd.



Site No. 248: Northeast corner of Antelope and Palm



Site No. 249: Antelope



Site No. 250: Antelope



Site No. 251: 2105 Leopard St.



Site No. 252: American Bottling Company, 2100? Antelope



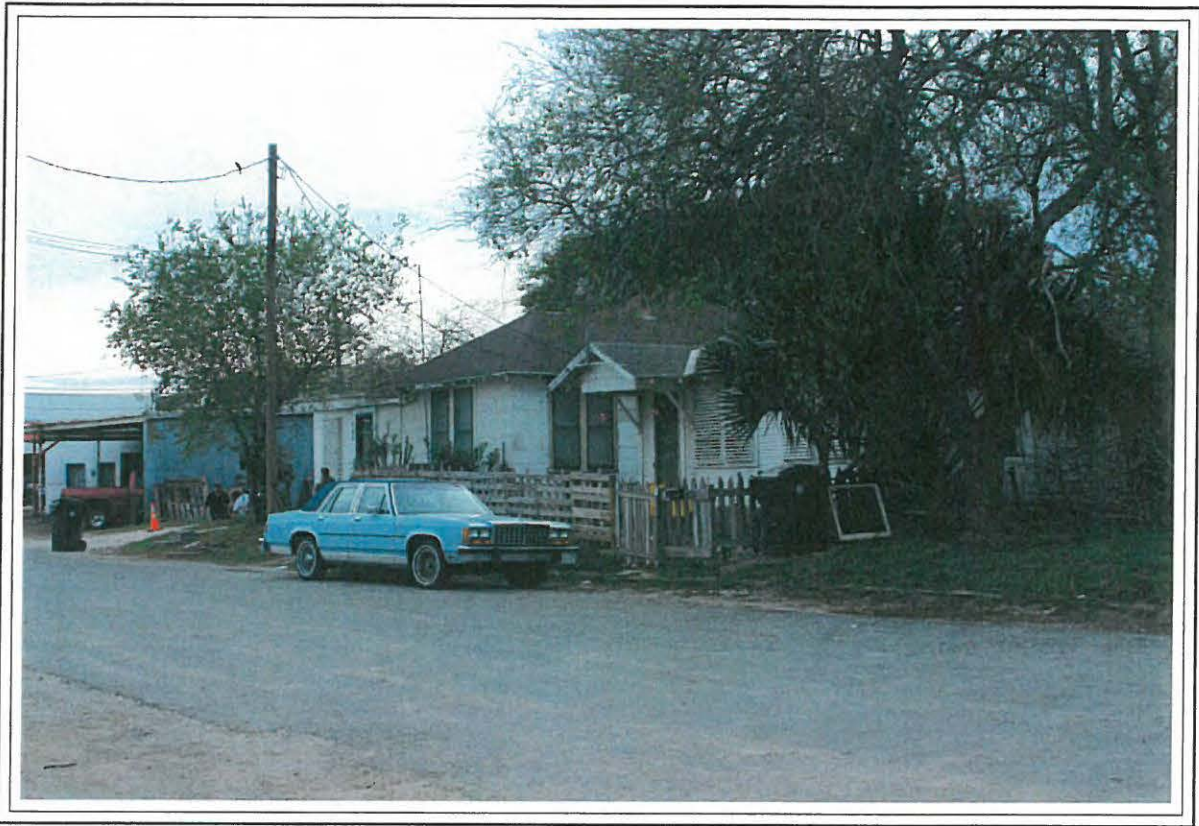
Site No. 252: American Bottling Company, 2100? Antelope



Site No. 253: Leopard St.



Site No. 254: 2002 Leopard St.



Site No. 255: Doss



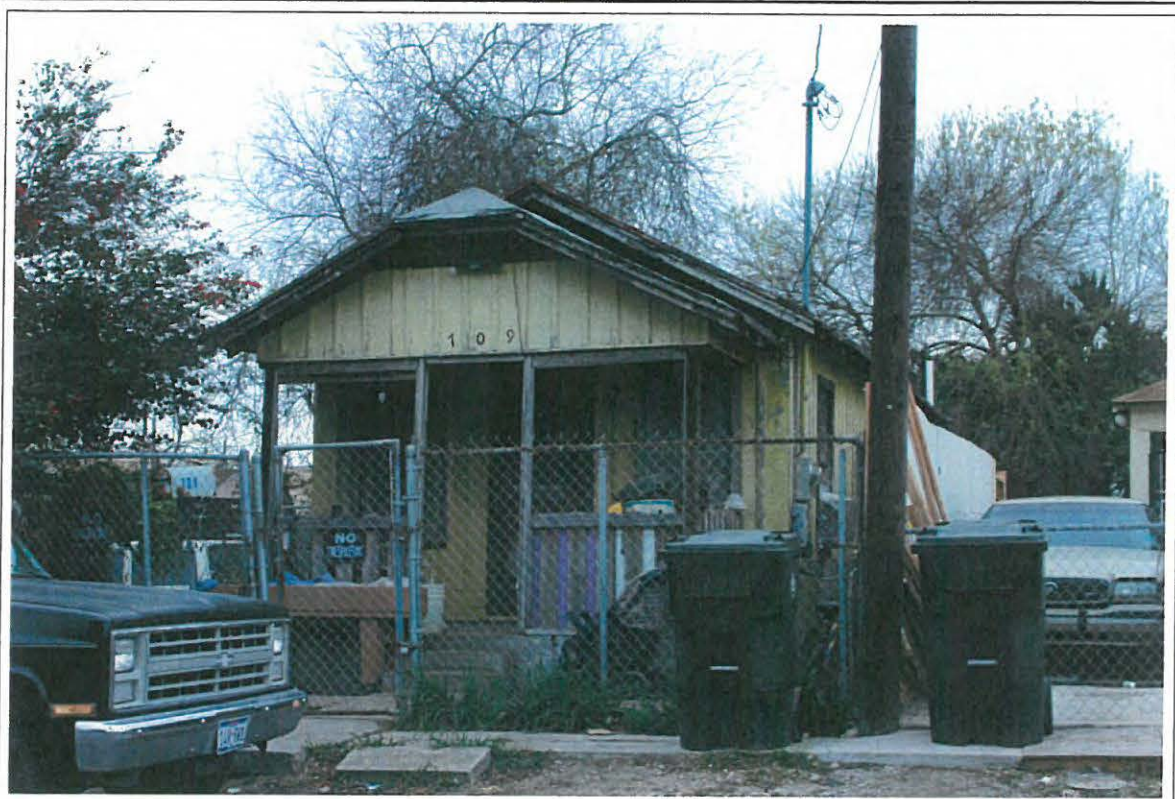
Site No. 256: Doss



Site No. 257: Northeast corner of Leopard St. and Doss



Site No. 258: Northwest corner of Leopard St. and Cleveland



Site No. 259: 709 Cleveland



Site No. 260: 713 Cleveland



Site No. 261: 721 Cleveland



Site No. 262: 723 Cleveland



Site No. 263: La Esquina Nite Club, Leopard St.



Site No. 264: Lucky Lady, Leopard St.



Site No. 265: 1919 Leopard



Site No. 266: Fire Station No. 2, southwest corner of Leopard and Coke



Site No. 266: Fire Station No. 2, southwest corner of Leopard and Coke



Site No. 267: 1909 Mestina



Site No. 268: 1907 Mestina



Site No. 269: 1903 Mestina



Site No. 270: 1901 Mestina



Site No. 271: 507 Coke



Site No. 272: 1907 Brennan



Site No. 273: 508 Coke



Site No. 274: 1824 Lipan



Site No. 275: 1818 Lipan



Site No. 276: 1808 Lipan



Site No. 277: 1806 Lipan



Site No. 278: 1806 Lipan



Site No. 279: Northwest corner of Lipan and Culberson



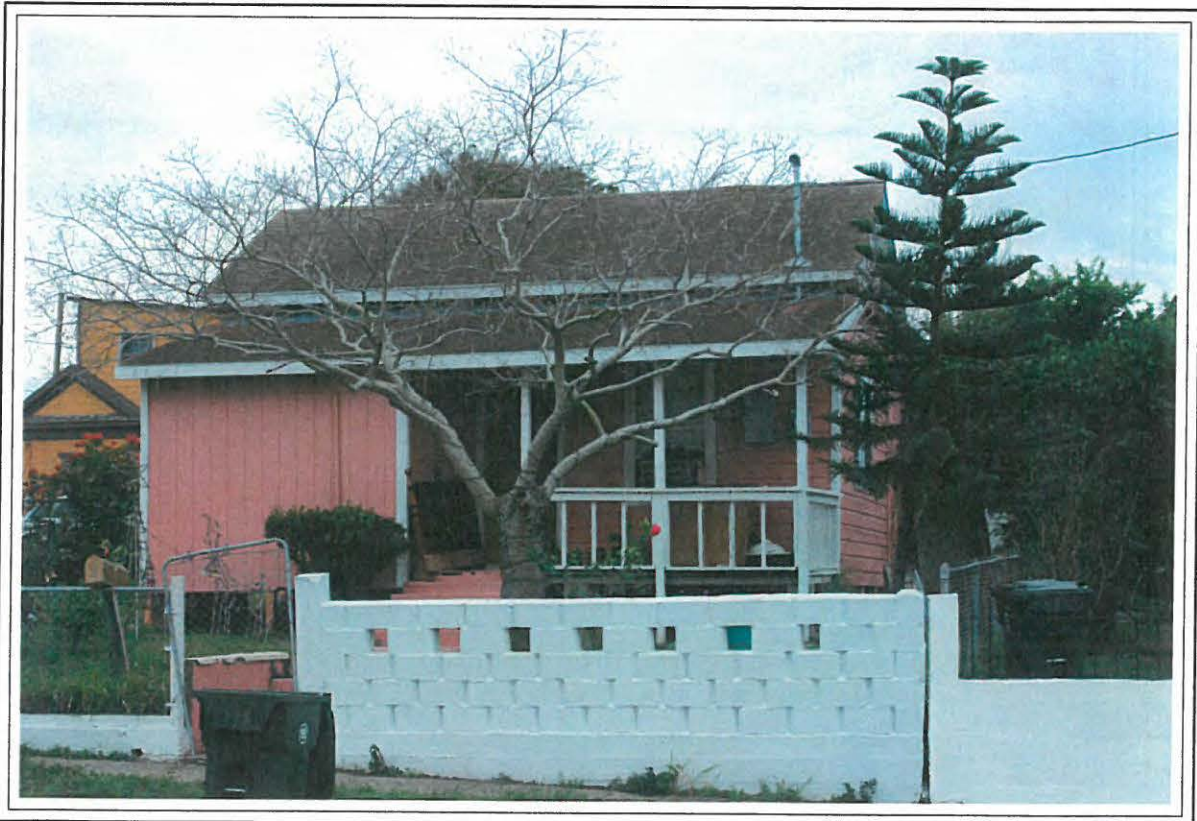
Site No. 280: Culberson



Site No. 281: 423 Culberson



Site No. 282: 417 Culberson



Site No. 283: 1803 Lipan



Site No. 284: 1805 Lipan



Site No. 285: Two houses in alley btwn Lipan and Comanche



Site No. 286: 1807 Lipan



Site No. 287: Lipan



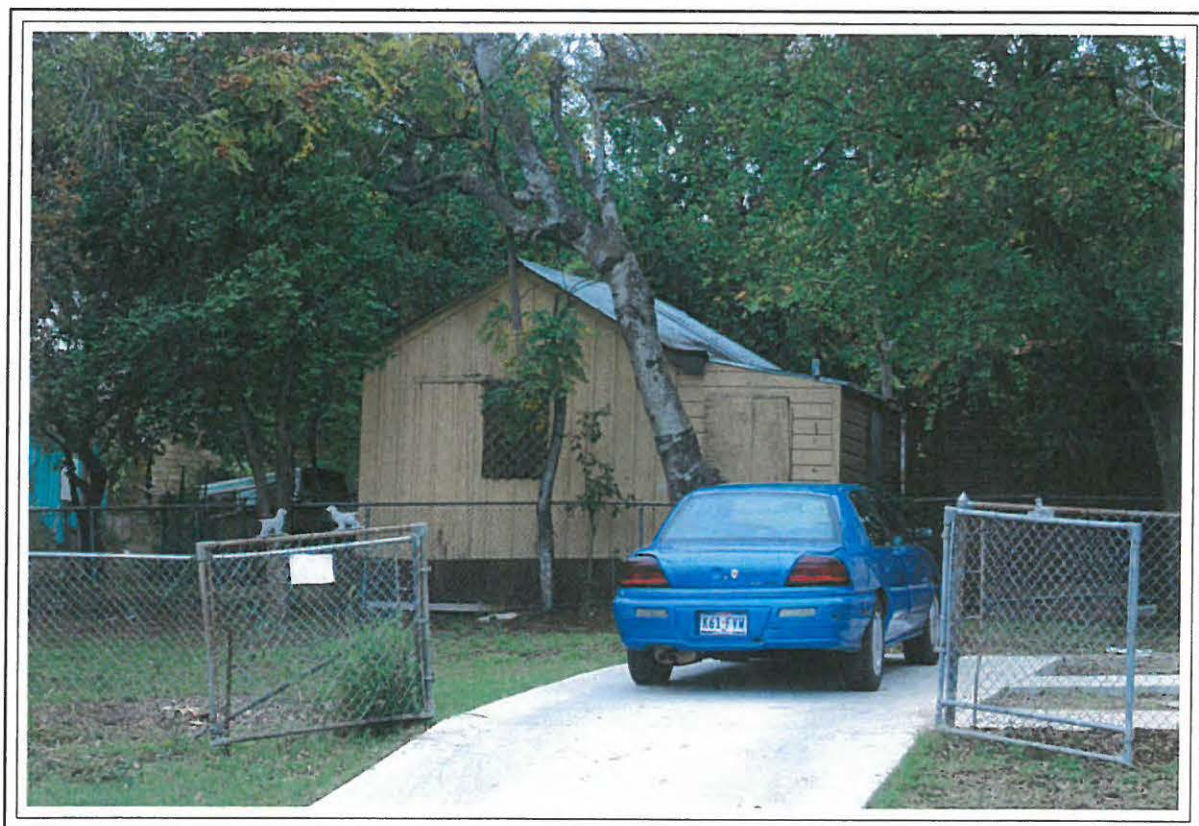
Site No. 289: Lipan



Site No. 290: 410? Coke



Site No. 291: 1822 Comanche



Site No. 292: 1816? Comanche



Site No. 292: ??



Site No. 293: 1810 Comanche



Site No. 294: 1806 Comanche



Site No. 295: 1802 Comanche(?), northwest corner of Culberson and Comanche



Site No. 296: 323 Culberson



Site No. 297: 317 Culberson



Site No. 298: Culberson



Site No. 299: 1805 Comanche



Site No. 300: Houses between Comanche and Howard



Site No. 301: 1807 Comanche



Site No. 302: 1817 Comanche



Site No. 303: 1823 Comanche



Site No. 304: 320 Coke



Site No. 305: 310 Coke



Site No. 306: 308 Coke



Site No. 307: 300? Coke



Site No. 308: 306 Culberson



Site No. 309: Caldwell



Site No. 310: Mexico



Site No. 311: 207 Mexico



Site No. 312: Mexico



Site No. 313: 210 Mexico



Site No. 313: 210 Mexico



Site No. 314: Southeast corner of Howard and Mexico



Site No. 315: 1611-1613 Howard



Site No. 316: 1615 Howard



Site No. 317: 1621? Howard



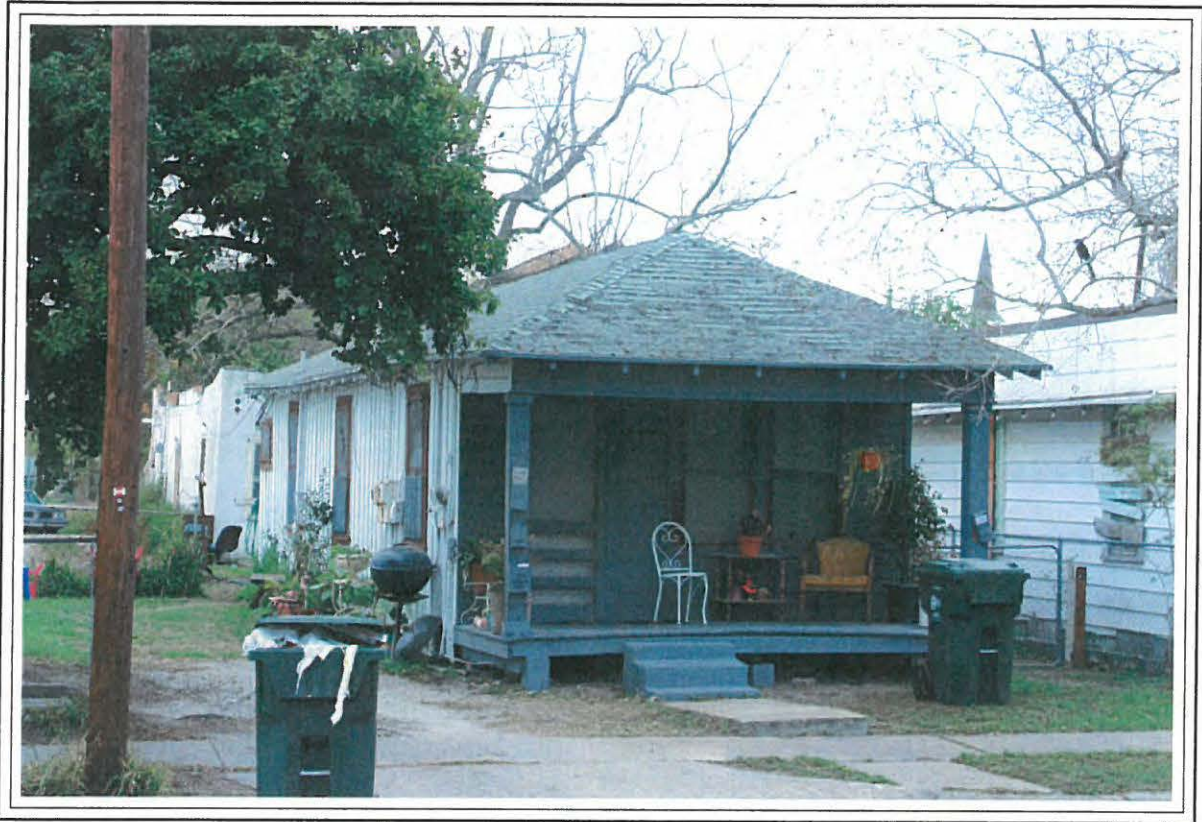
Site No. 318: Houses in alley btwn Comanche and Howard



Site No. 319: Brownlee



Site No. 320: 1622 Howard



Site No. 321: 1620? Howard



Site No. 322: 1618? Howard



Site No. 323: 1614 Howard



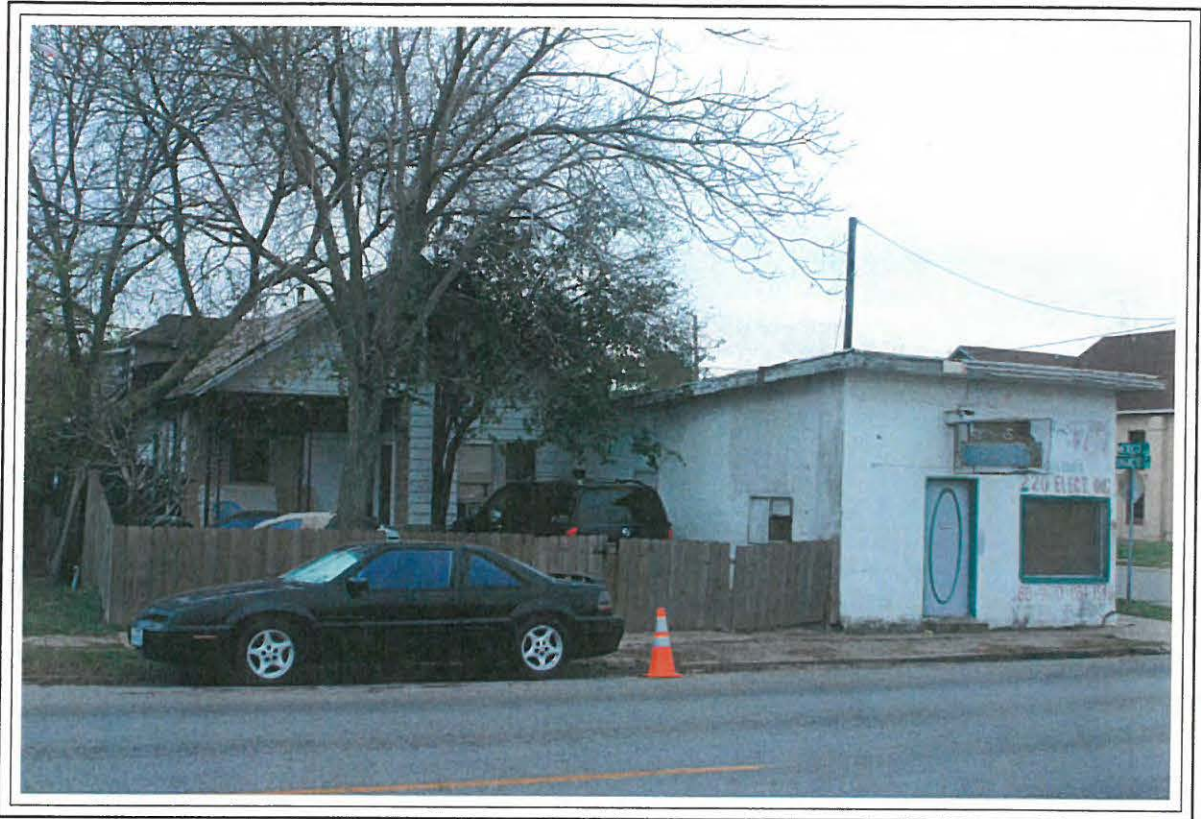
Site No. 324: 1612 Howard



Site No. 325: 1608 Howard



Site No. 326: 1518 Howard



Site No. 327: 1523 Comanche



Site No. 328: Comanche



Site No. 329: 1605 Comanche



Site No. 330: 1617 Comanche



Site No. 331: House in alley btwn Howard and Comanche



Site No. 332: 1610 Comanche



Site No. 332: 1610 Comanche



Site No. 333: 1610 Comanche



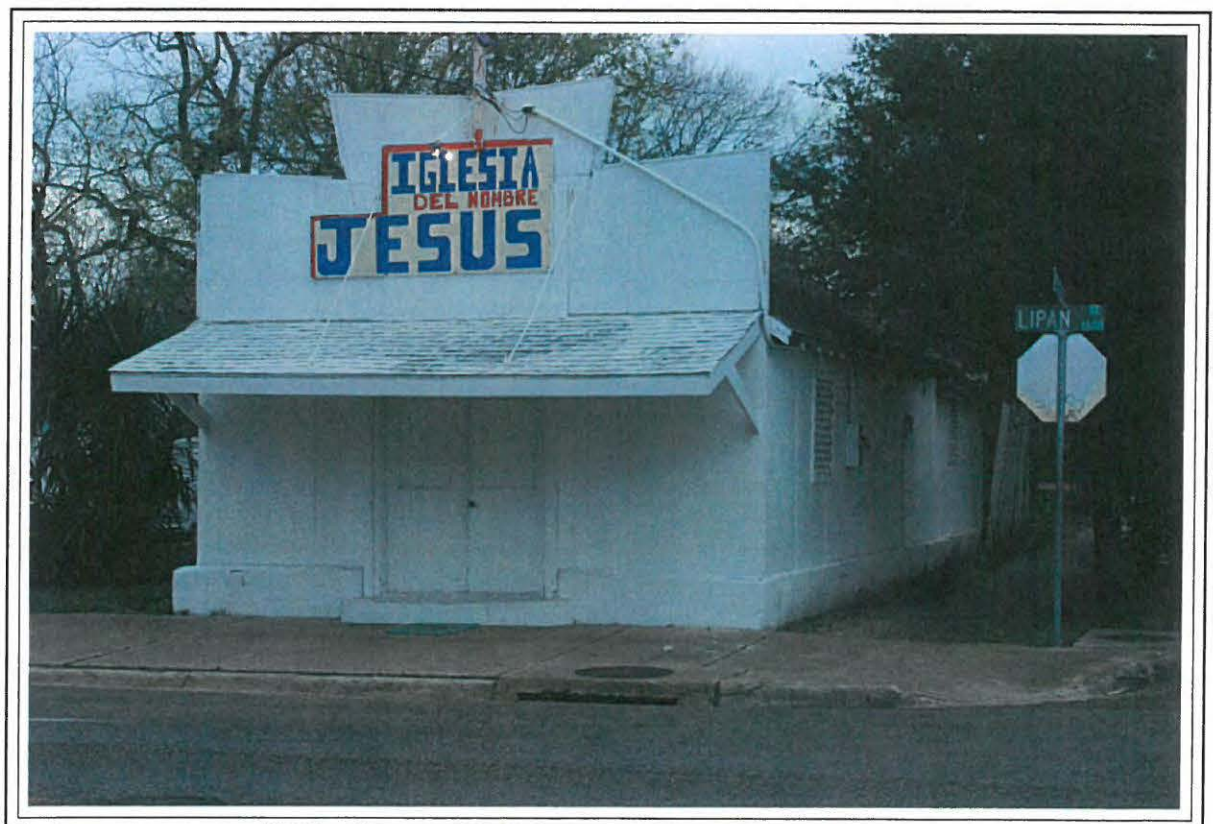
Site No. 334: 1522 Comanche



Site No. 335: 414 Mexico



Site No. 336: 416 Mexico



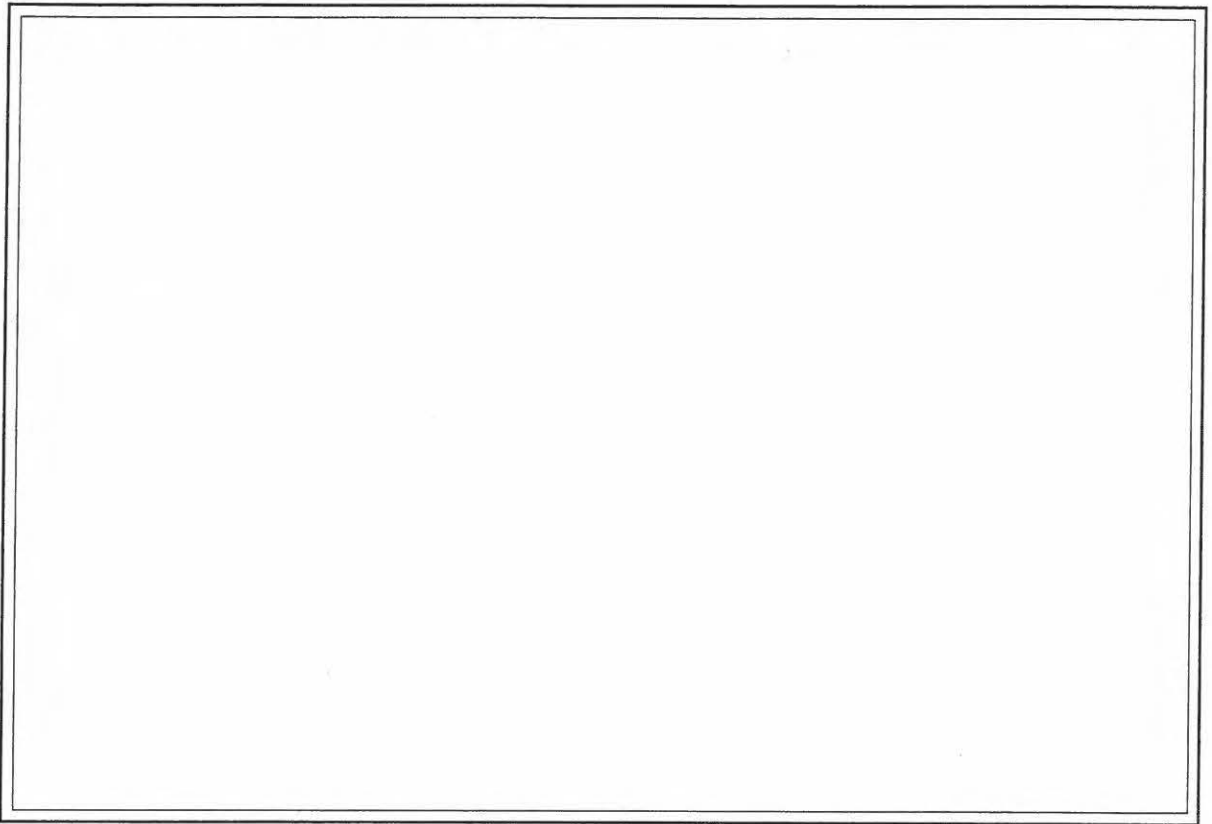
Site No. 337: Iglesia del Nombre Jesus, southeast corner of Lipan and Mexico



Site No. 338: 1513 Lipan



Site No. 339: House in alley between Comanche and Lipan



Site No. 340: 415 Mexico



Site No. 341: 419 Mexico



Site No. 342: 1601 Lipan



Site No. 343: Lipan



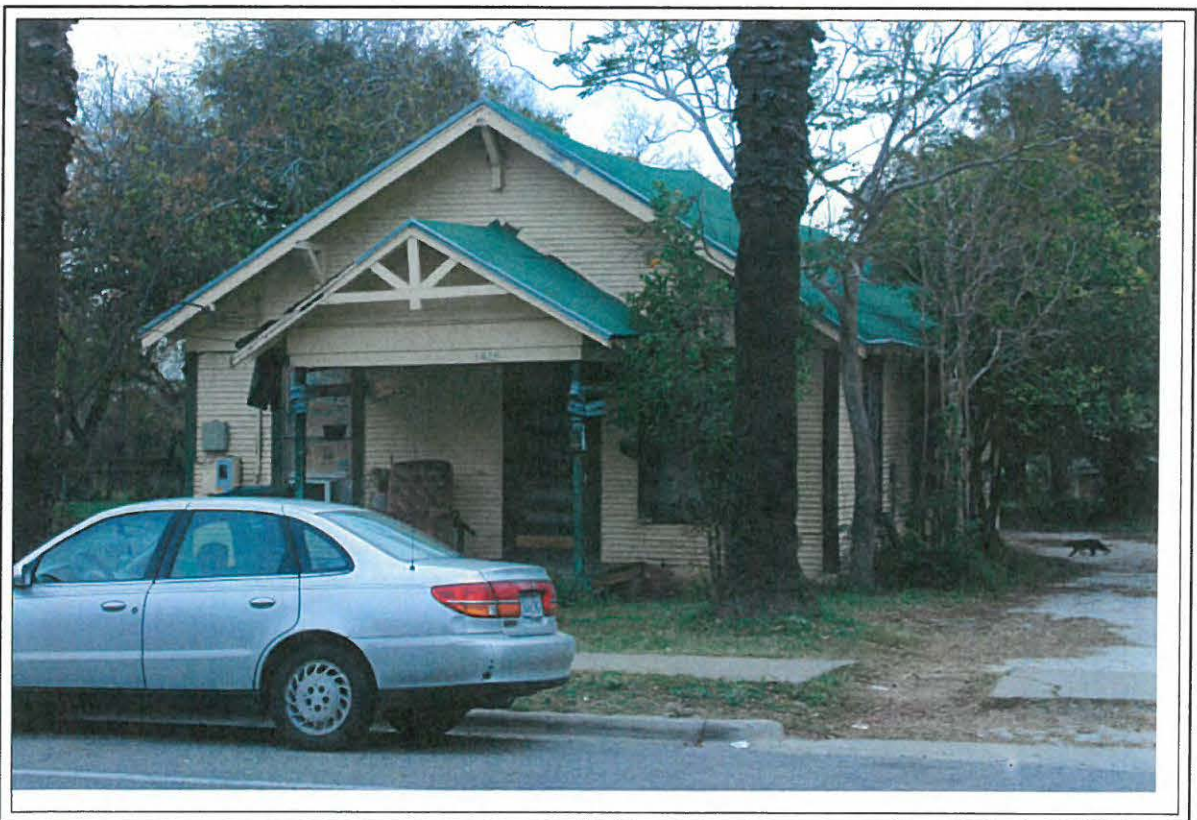
Site No. 344: Lipan



Site No. 345: 1625 Lipan



Site No. 346: Brownlee



Site No. 347: 1620 Lipan



Site No. 348: 1616 Lipan



Site No. 349: 1612 Lipan



Site No. 350: 1606 Lipan



Site No. 351: 1604 Lipan



Site No. 352: 1520 Lipan



Site No. 353: 1514 Lipan



Site No. 354: 504 Mexico



Site No. 355: 508 Mexico



Site No. 356: 510 Mexico



Site No.357: House in alley between Lipan and Mestina



Site No. 358: 512 Mexico



Site No. 359: 517 Mexico



Site No. 360: 1511 Mestina



Site No. 361: Southeast corner of Mexico and Mestina



Site No. 361: Southeast corner of Mexico and Mestina

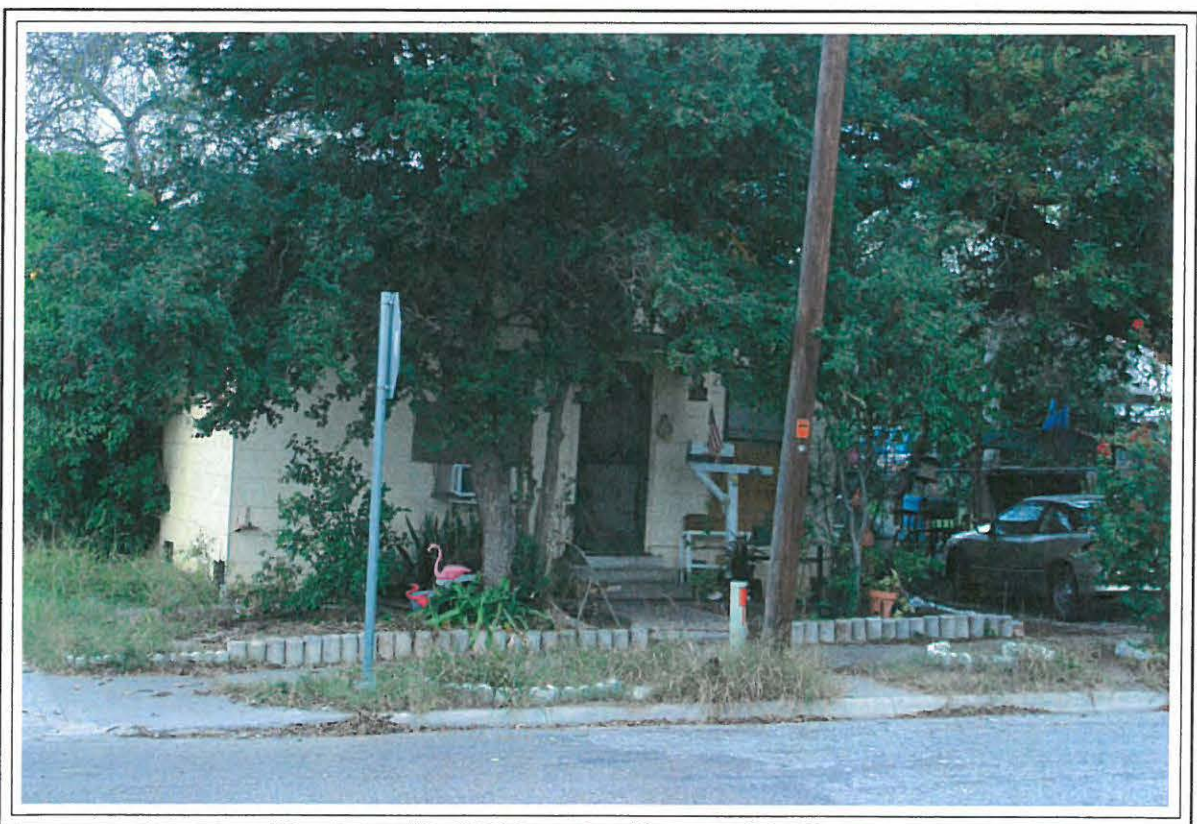
Site No.: 362
Location: 1613 Mestina
Construction Date: ca. 1980
Property Type: Domestic/Single-family dwelling
Description: The single-story, Queen Ann-influenced, L-plan residence was constructed during the late 19th century. The wood frame house features double-hung windows, most of which are boarded up. The house was accessed through a single door entry placed within a tower in the bend of the L. The wing facing the street features a cutaway bay elevation topped with a hipped roof. The other wing is a traditionally flat facade with an enclosed gable. According to the Corpus Christi Landmark Commission, renovations of the house are pending until funding is secured.

Comments: This is one of several houses owned by the Belanger family until the 1990s located on Mestina Street. Very little information was available on the Belanger family. The ca. 1890 house is eligible for the NRHP at the local level of significance under Criterion C Architecture, as an excellent example of Queen Ann architecture built before the turn of century in Corpus Christi.





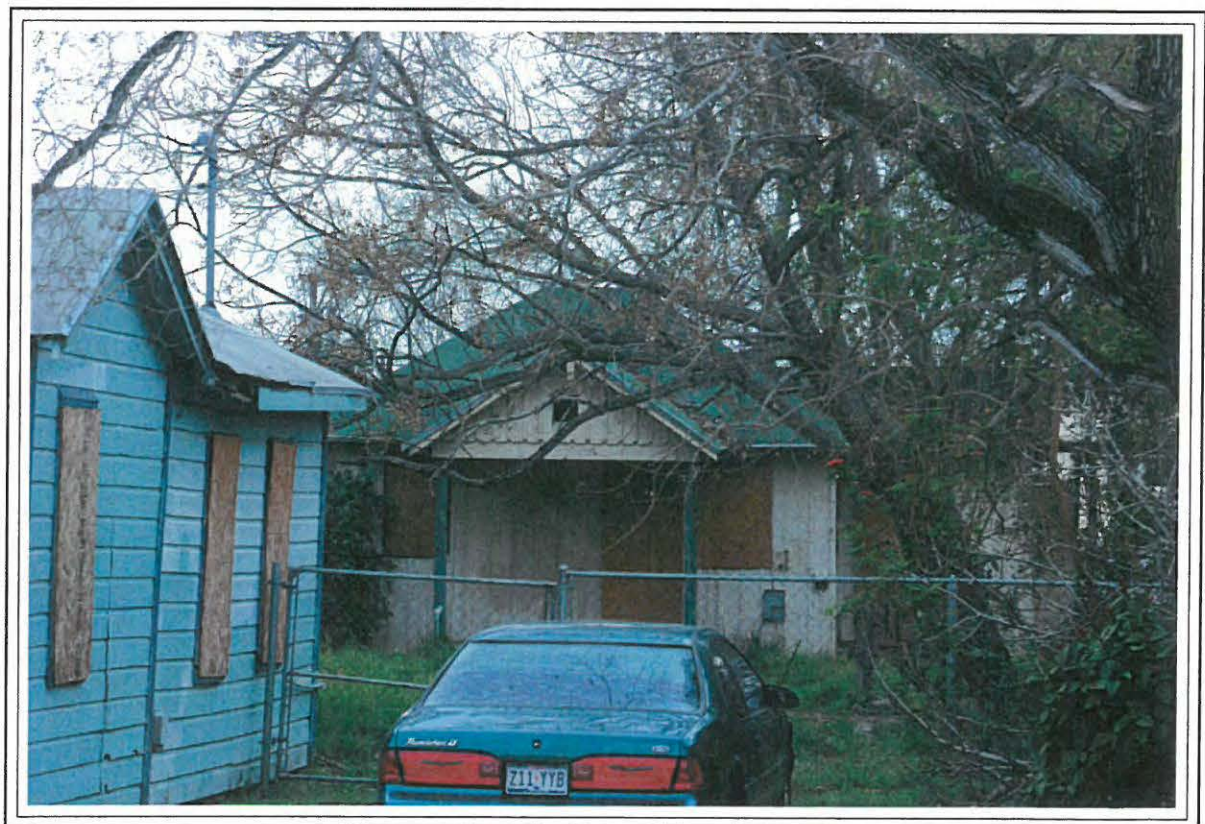
Site No. 363: 1623 Mestina



Site No. 364: 1624 Mestina



Site No. 365: 1622? Mestina



Site No. 366: 1618? Mestina



Site No. 367: 1612 Mestina



Site No. 368: 1610 Mestina



Site No. 369: 1606-1608 Mestina



Site No. 370: 1524 Mestina



Site No. 371: 1518-1520 Mestina



Site No. 372: 1514 Mestina



Site No. 373: 1508? Mestina



Site No. 374: 1502 Mestina



Site No. 375: 603-605 Josephine



Site No. 376: 607-609 Josephine



Site No. 377: 1608 Leopard



Site No. 378: 1601 Leopard



Site No. 379: 1519 Leopard



Site No. 380: Mexico (between Antelope and Leopard)



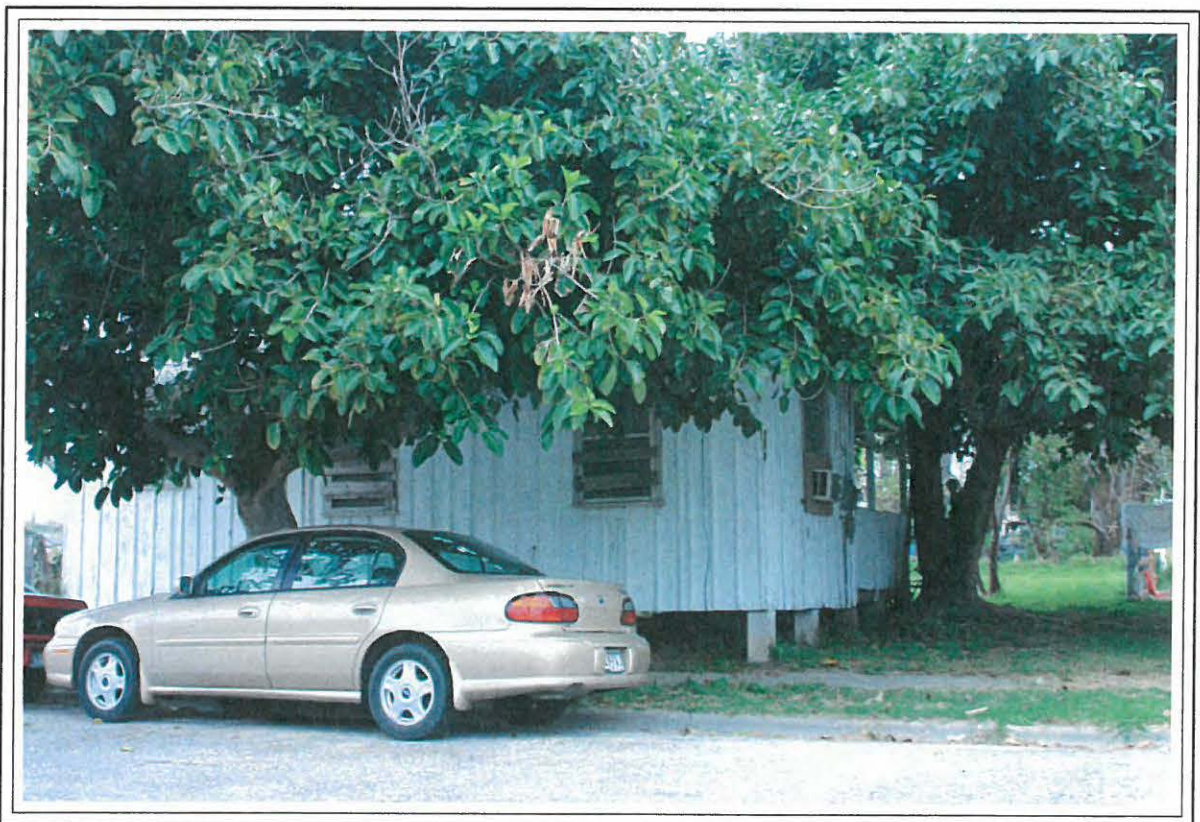
Site No. 381: Josephine



Site No. 382: Josephine



Site No. 383: Josephine



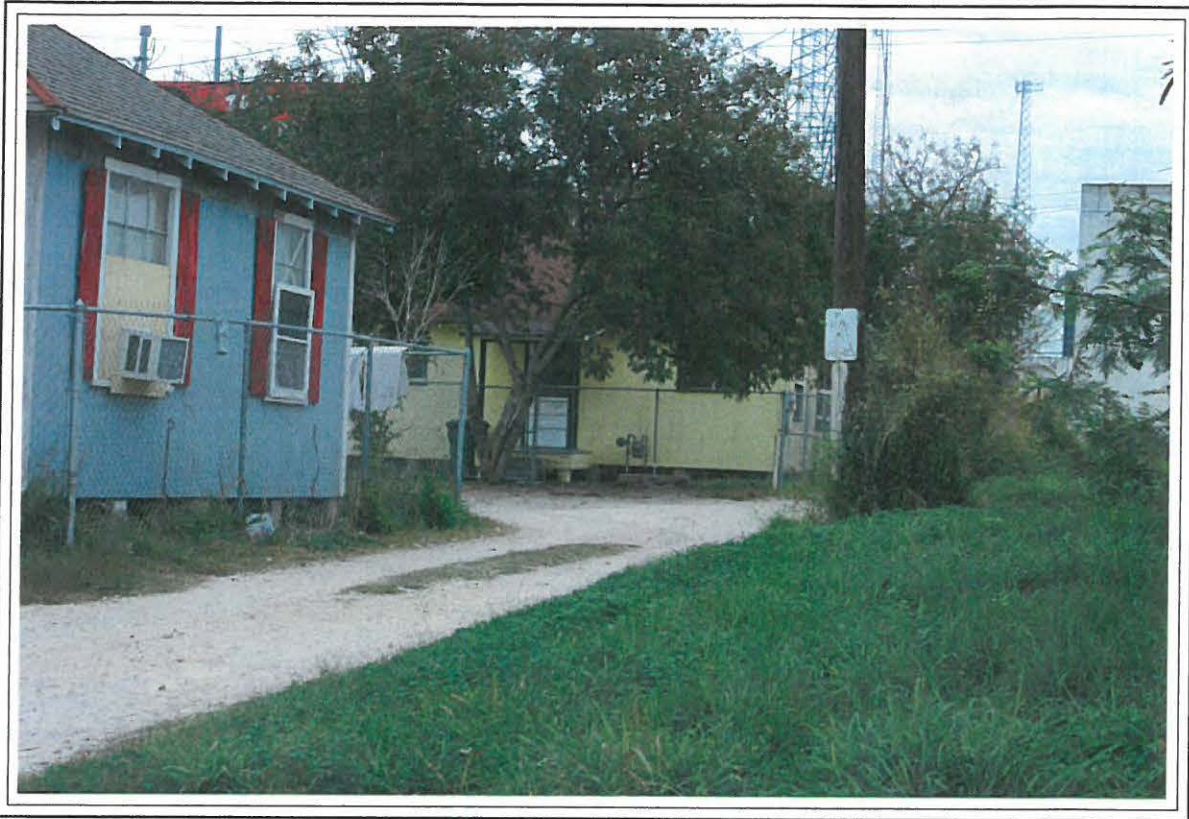
Site No. 384: Josephine



Site No. 385: Josephine



Site No. 386: Northeast corner of Leopard and Josephine



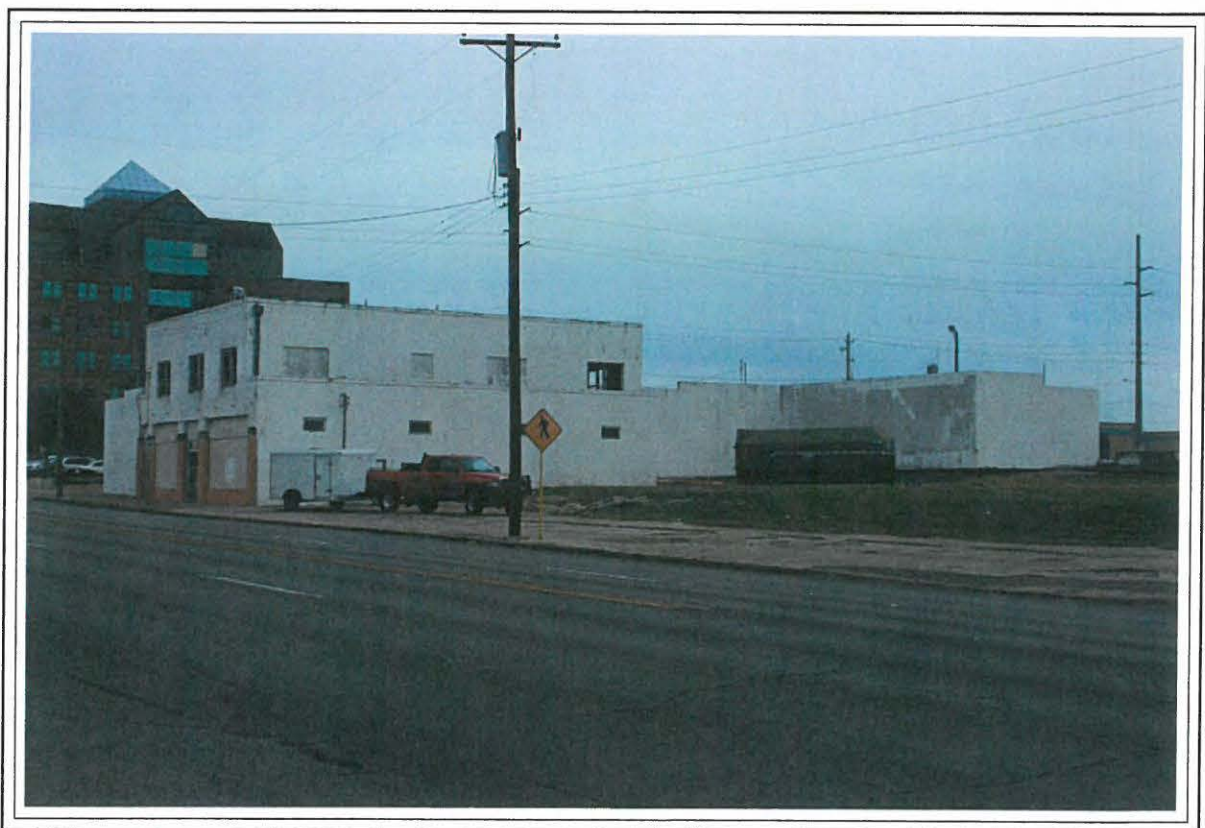
Site No. 386: Northeast corner of Leopard and Josephine



Site No. 387: 1414 Leopard



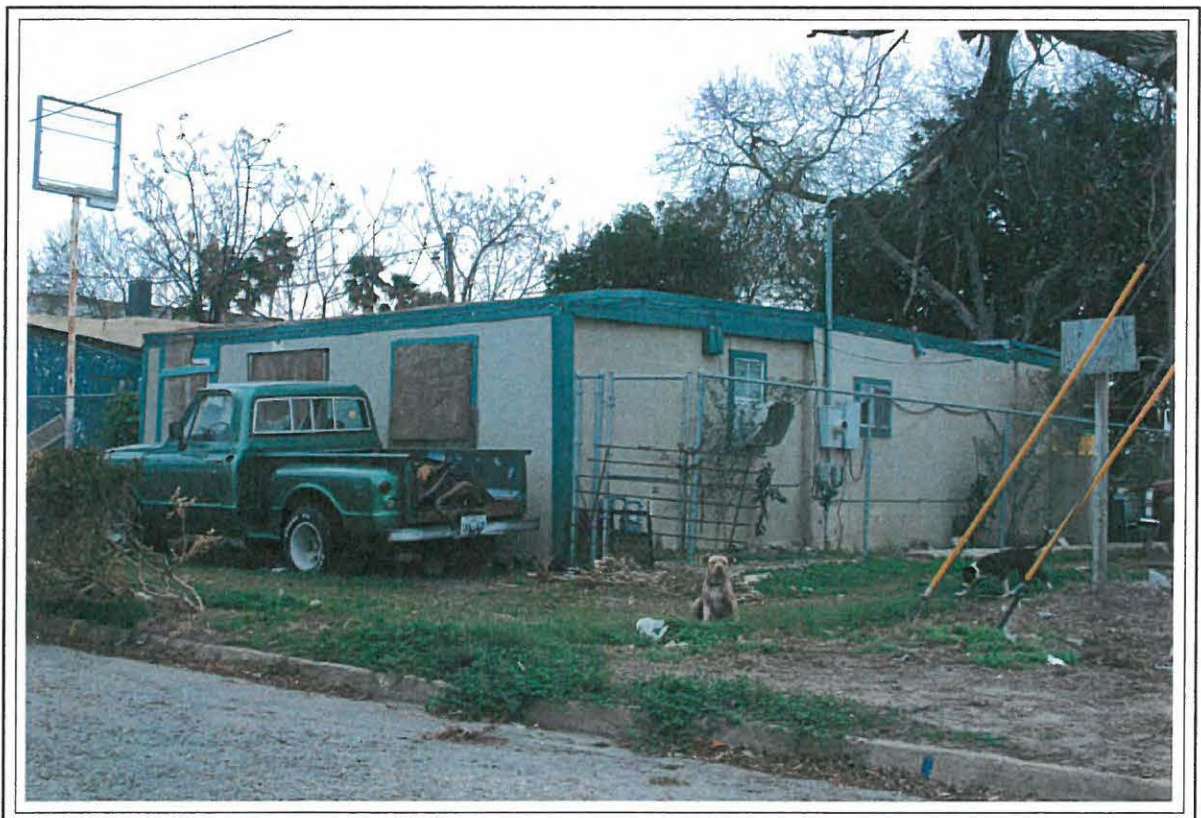
Site No. 388: Leopard



Site No. 389: 713-715 Sam Rankin



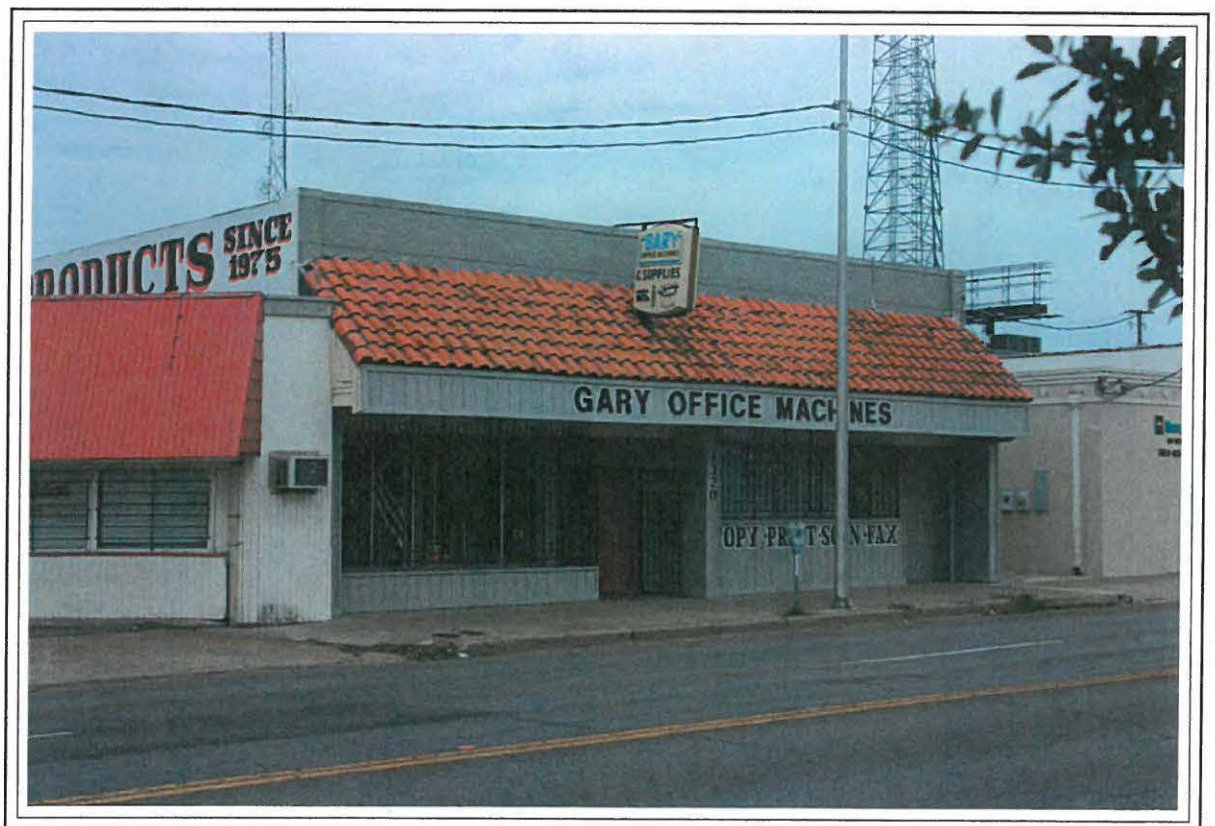
Site No. 390: Sam Rankin



Site No. 391: Sam Rankin



Site No. 392: 1320 Leopard



Site No. 393: Alameda



Site No. 394: 1224 Leopard



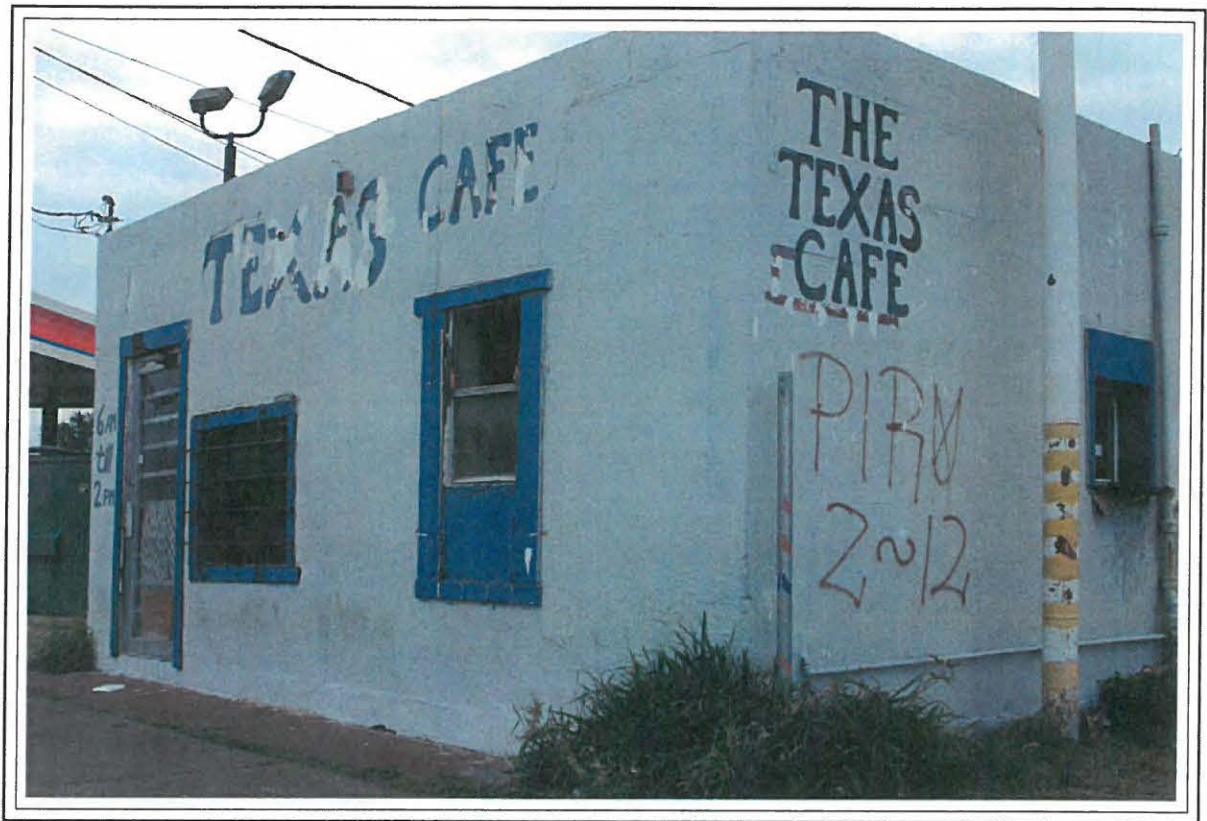
Site No. 395: Leopard



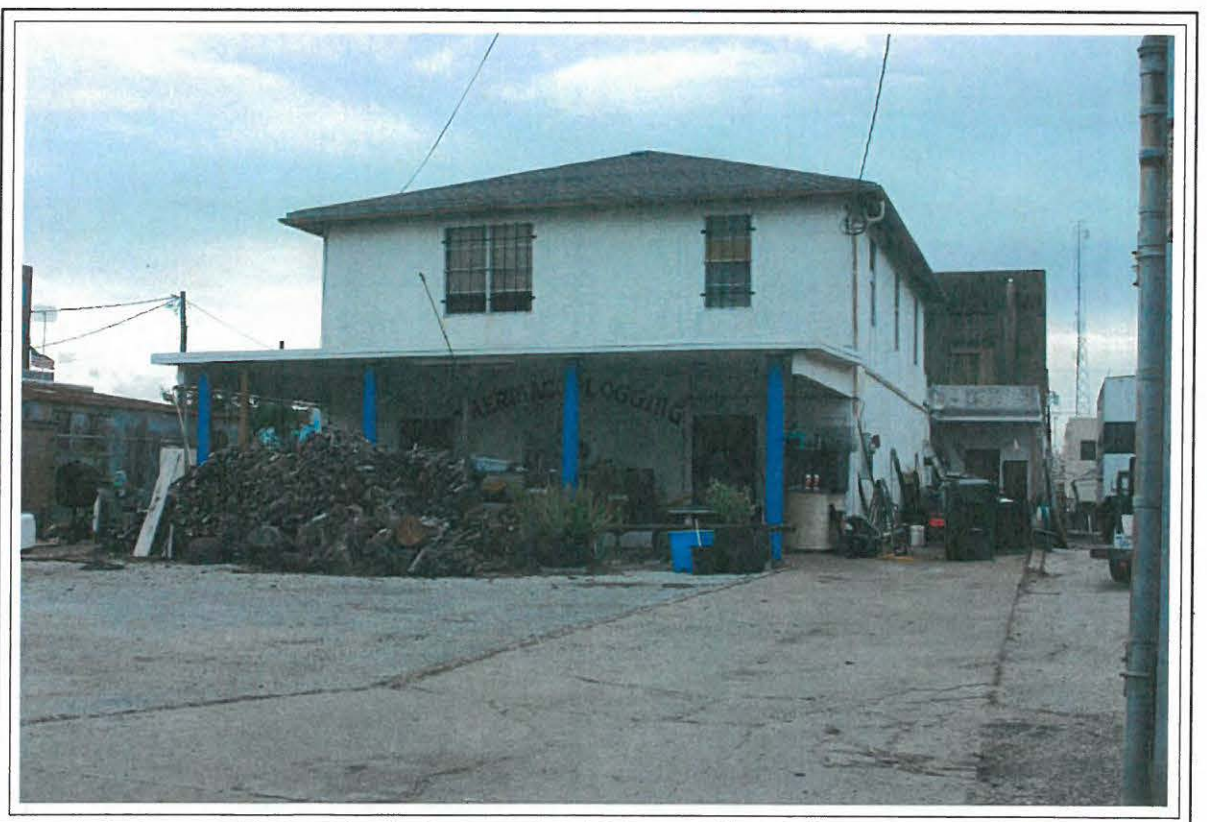
Site No. 396: 1212-1214 Leopard



Site No. 397: Leopard



Site No. 398: Texas Cafe, Staples



Site No. 399: Thermac Logging, Staples



Site No. 400: 1122 Leppard



Site No. 401: 1120 Leppard



Site No. 402: 1108-1118 Leopard



Site No.403: 1102-1104 Leopard



Site No. 404: 709 Waco



Site No. 405: Templo Trinidad



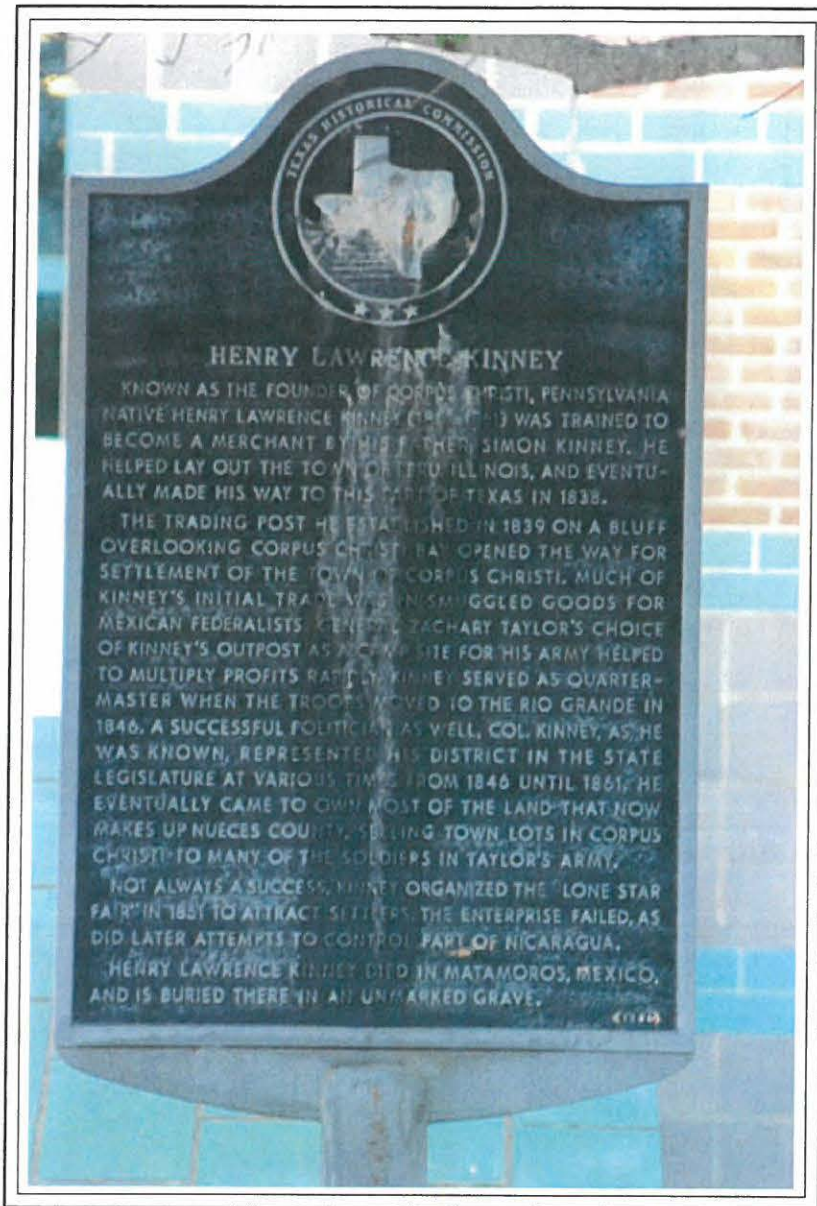
Site No. 406: 1024 Leopard



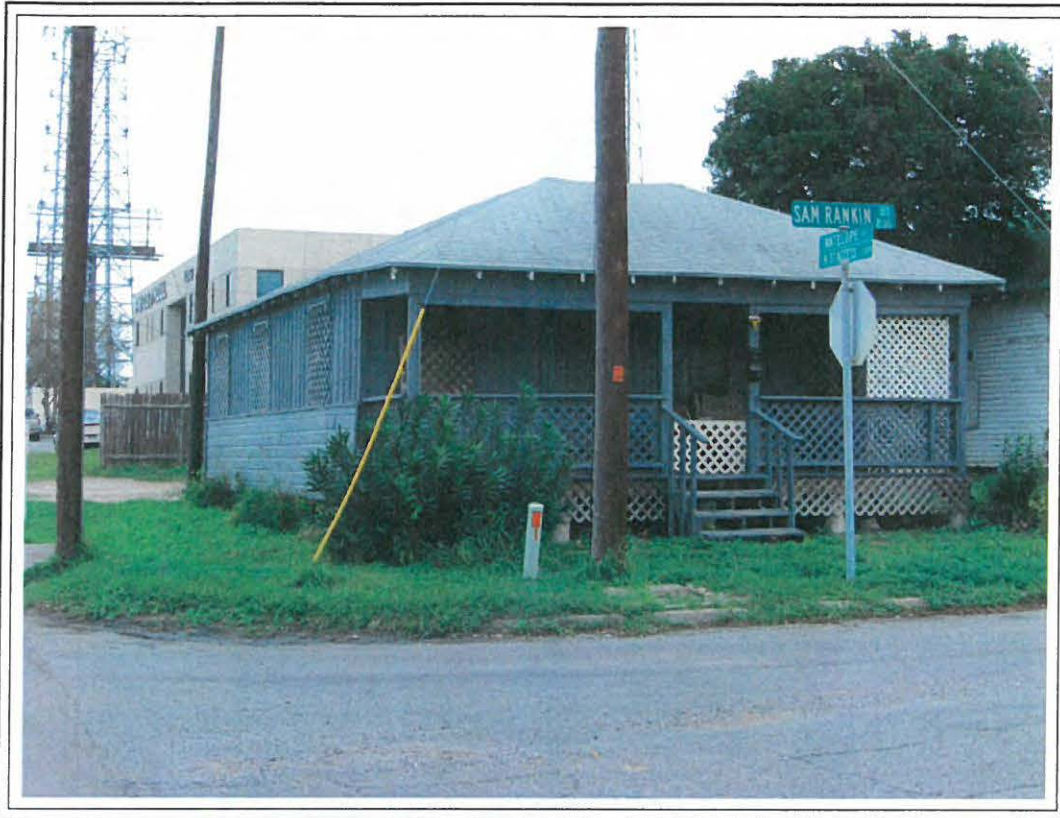
Site No. 407: 1016 Leopard



Site No. 408: Captain Enriue Villareal and Rincon del Oso Land Grant, at main entrance to City Hall, Leopard St.



Site No. 409: Henry Lawrence Kinney, at main entrance to City Hall, Leopard St.



Site No. 410: Sam Rankin (at Antelope)



Site No. 411: 1213 Antelope



Site No. 412: Antelope



Site No. 413: 1107-1105? Antelope



Site No. 413: 1107-1105? Antelope



Site No. 414: Antelope



Site No. 415: Antelope



Site No. 416: 809 Artesian



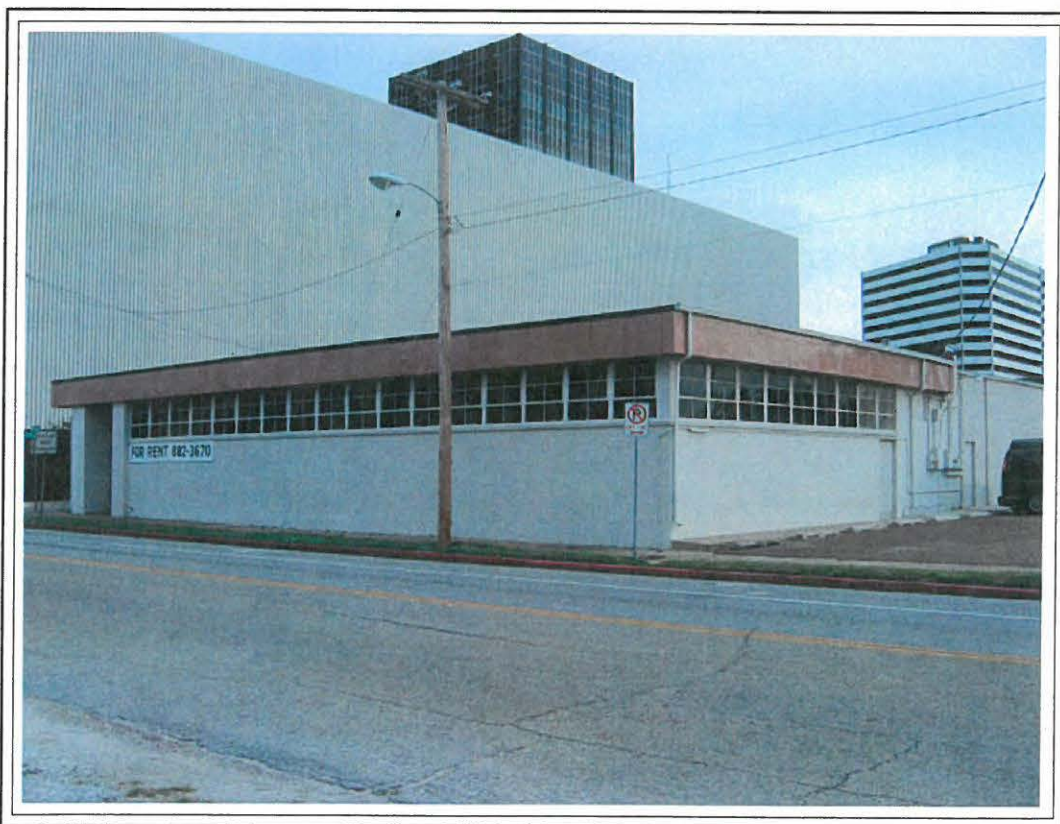
Site No. 417: Artesian



Site No. 418: 902? Buffalo



Site No. 419: Carrizo (at Buffalo)



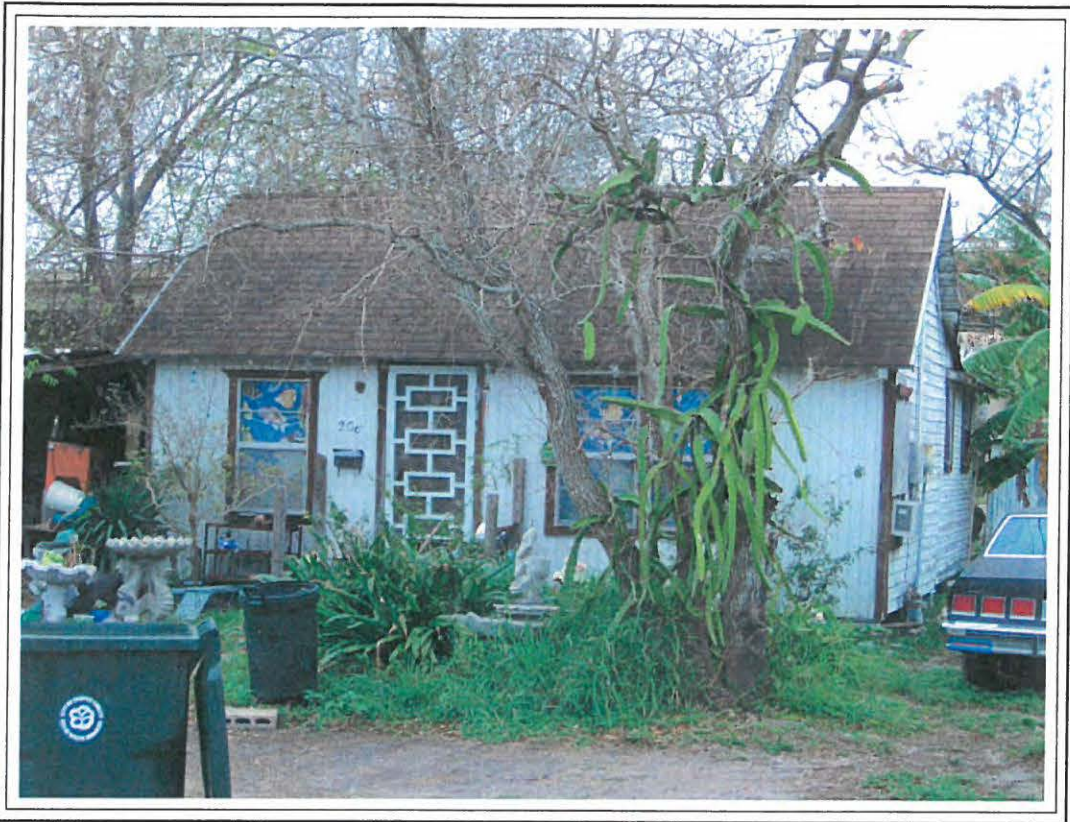
Site No. 420: 800? Buffalo (at Tancahua)



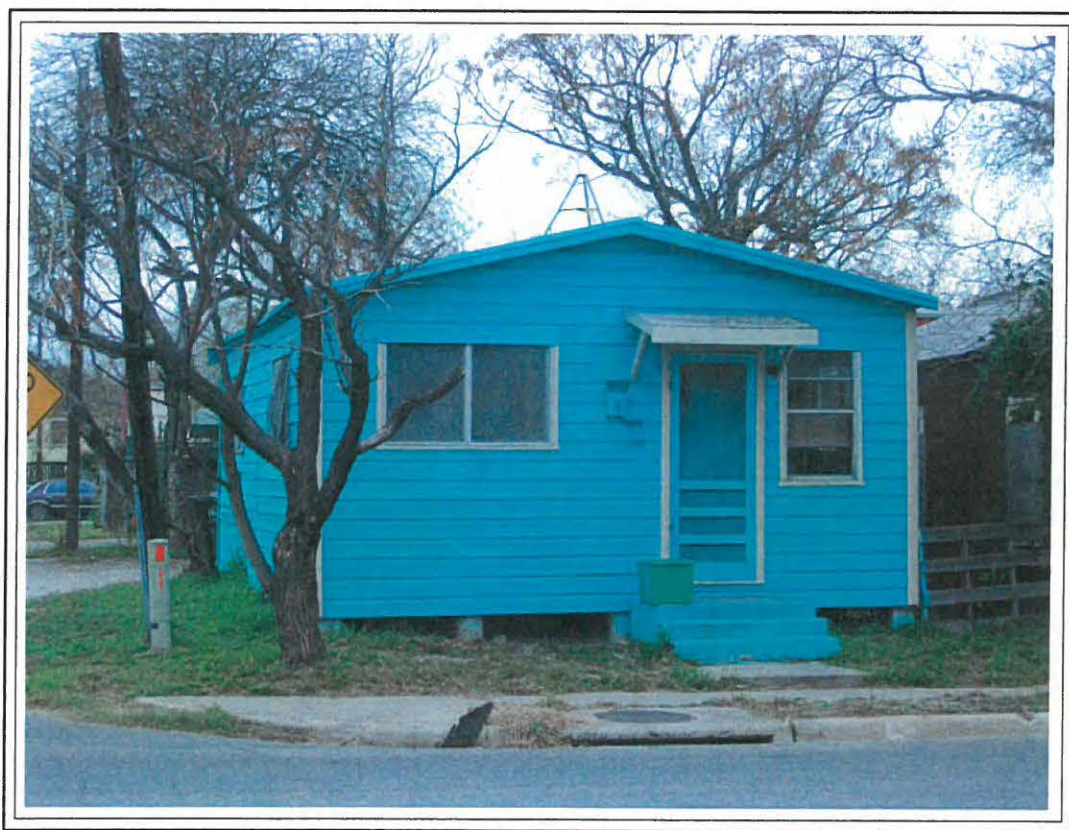
Site No. 421: 602 Winnebago

Site No.: 422
Location: Culberson and Luna (between Mussett and Violet)
Construction Date: 1940-1941
Property Type: Domestic/Multiple-family dwelling
Description: Forty-four buildings of concrete masonry row houses sit on a 14.5-acre lot. The complex is bordered by 19th and Mussett streets and features 210 units. It includes 3.8 acres of park area, a Family Resource center, and a playground for children.
Comments: In 1938 Corpus Christi adopted a city and federally funded public housing project to address unfit living conditions in poor neighborhoods in the city. Many of the slums consisted of substandard shacks with no electricity or direct water supply. In June 1938, Corpus Christi City Council entered into a contract with the Corpus Christi Housing Authority to eliminate approximately 335 unfit dwellings, and replace them with new low-rent housing projects that were designed to allow people with low-income jobs to obtain decent living quarters at a monthly rate commensurate with their income. Navarro Place Housing Project, constructed in 1941, was the first low-income housing project in Corpus Christi designated for Latin-American occupancy. It was built in a Mexican neighborhood known as "La Pascua Addition," one of the worst slum sections in the city. Navarro Place is eligible for NRHP listing at the local level of significance under Criterion A, Community Planning and Development.





Site No. 423: 206 16th St.



Site No. 424: Laredo



Site No. 425: Laredo



Site No. 426: 1901 Laredo



Site No. 427: 1907 Laredo



Site No. 428: 321 16th St.



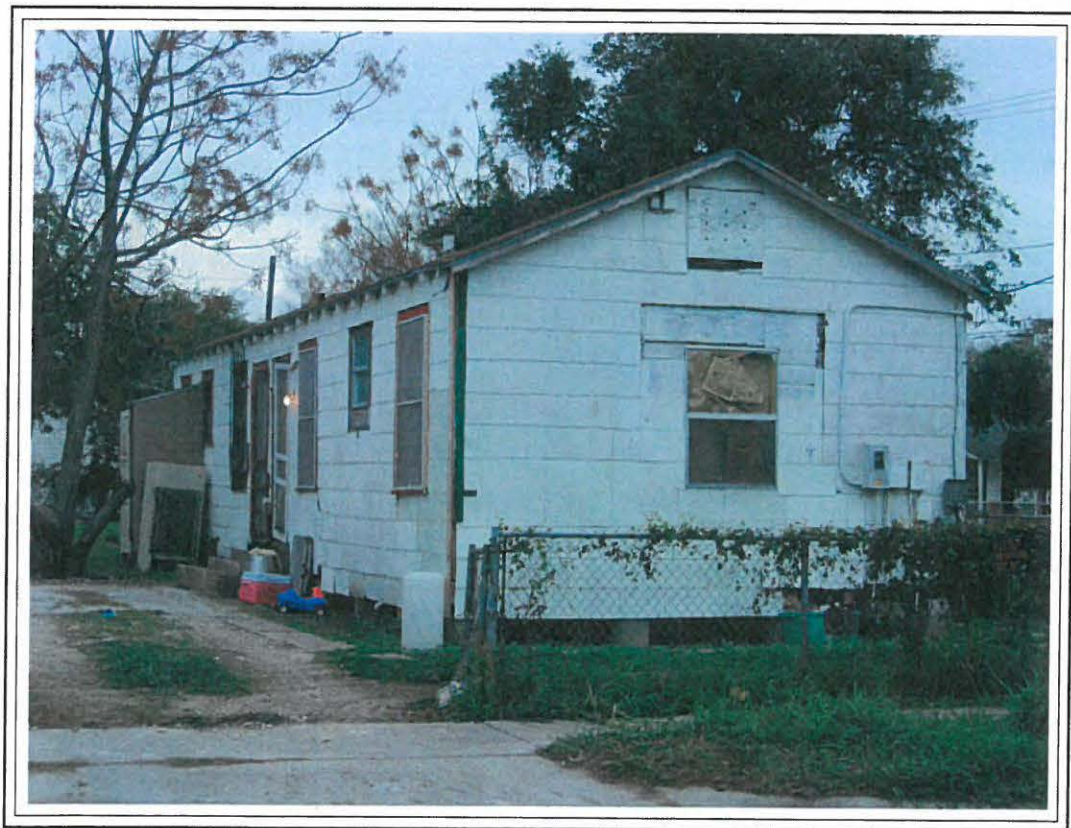
Site No. 429: 405 16th St.



Site No. 430: 1901 Agnes



Site No. 431: 1913 Marguerite



Site No. 432: 502 17th St.



Site No. 433: 501? 17th St. (corner of Marguerite and 17th)



Site No. 434: 507 17th St.



Site No. 435: 513 17th St.



Site No. 436: 519 17th St.



Site No. 437: 601 17th St.



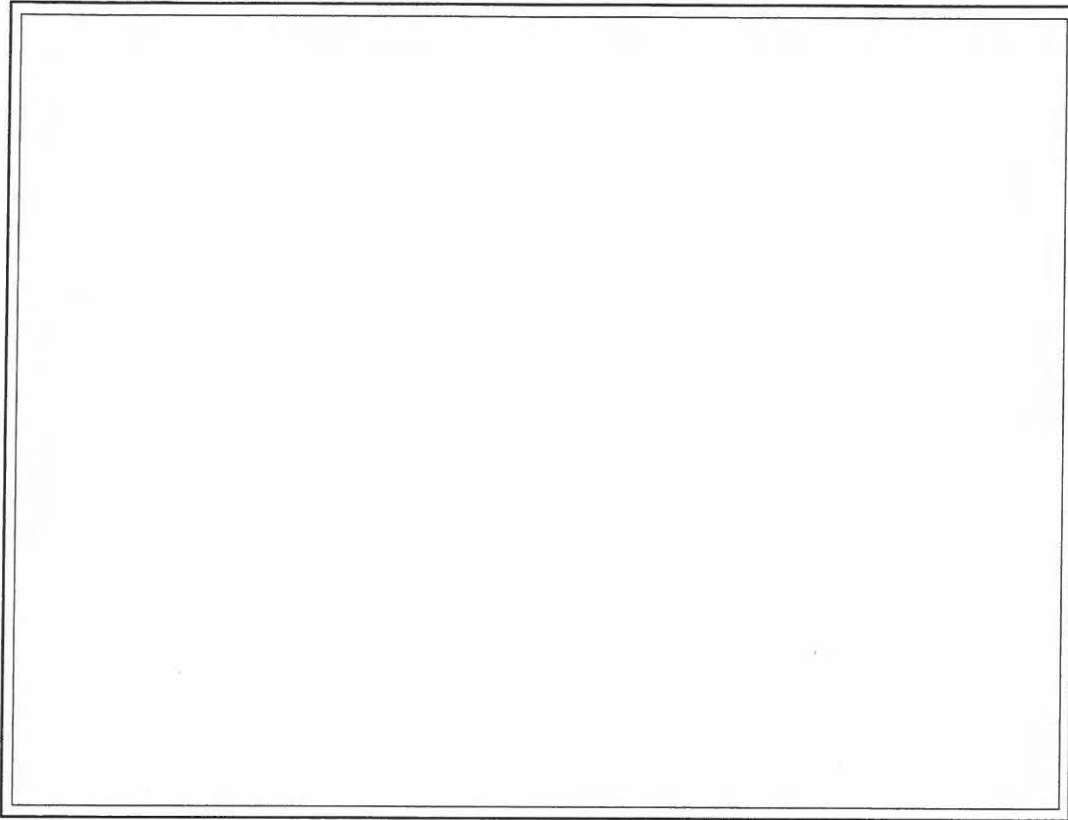
Site No. 438: 605 17th St.



Site No. 439: 607 17th St.



Site No. 440: 613 17th St.



Site No. 441: 705 17th St.



Site No. 442: 711 17th St.



Site No. 443: 708 18th St.



Site No. 444: 714 18th St.



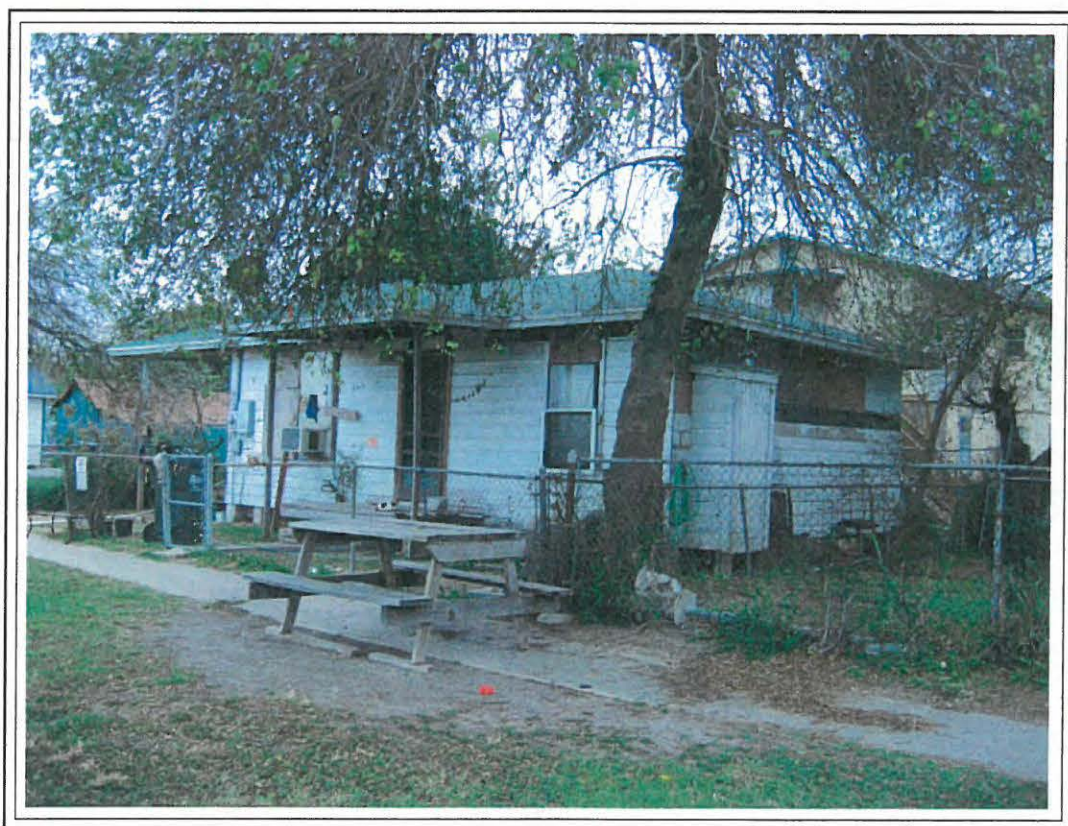
Site No. 445: Coleman (at 18th St.)



Site No. 446: 20?? Coleman



Site No. 447: 20?? Coleman



Site No. 448: 17th St.



Site No. 449: 1001 17th St.



Site No. 450: 1003 17th St.



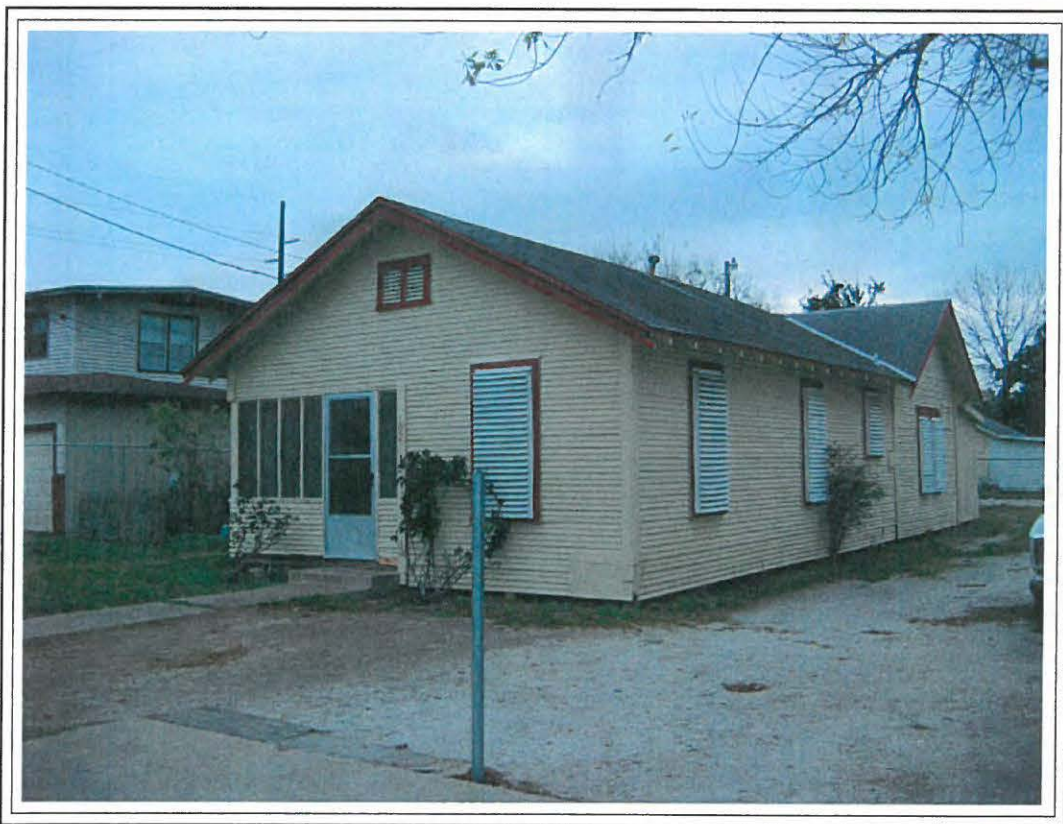
Site No. 451: 1011 17th St.



Site No. 452: 1013 17th St.



Site No. 453: 1015 17th St.



Site No. 454: 1021 17th St.



Site No. 455: 2002 Buford



Site No. 456: 2001 Buford



Site No. 457: 2007 (?) Buford



Site No. 458: 2011 Buford



Site No. 459: 2006 Buford



Site No. 460: 1109 17th St.



Site No. 461: 1113 17th St.



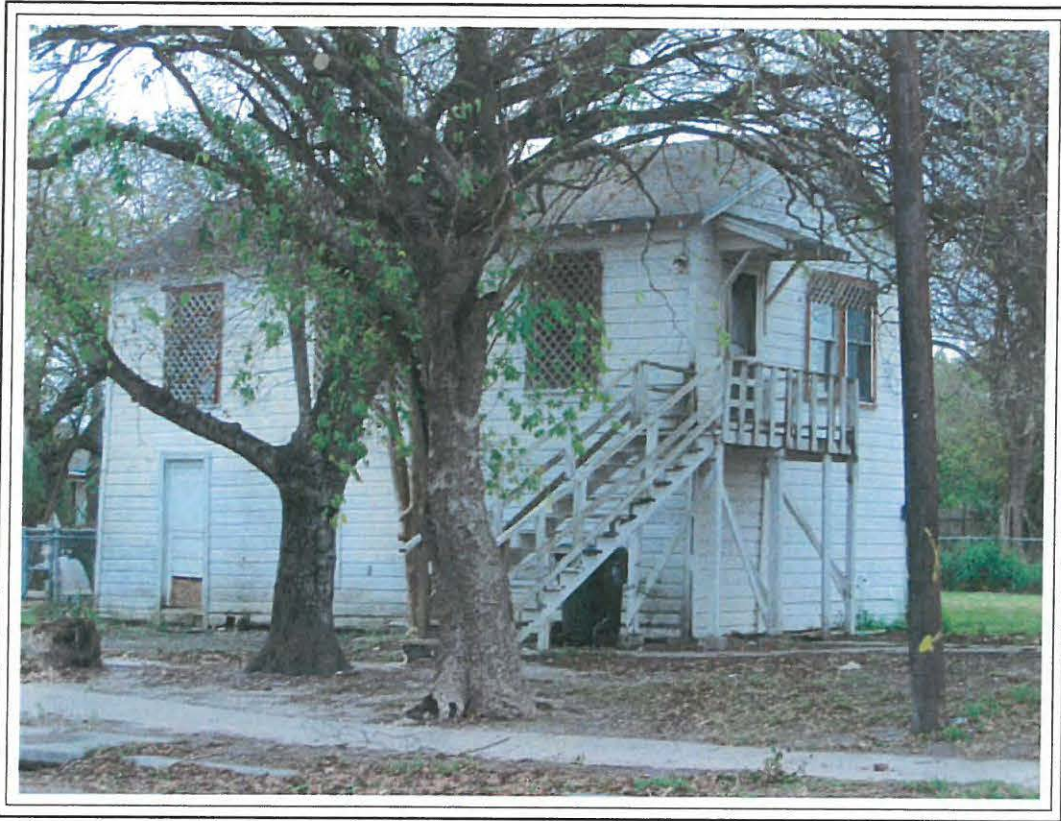
Site No. 462: 1117 17th St.



Site No. 463: 1121 17th St.



Site No. 464: 920? 18th St. with detached garage (at Hancock)



Site No. 465: Hancock



Site No. 466: 18th St.



Site No. 467: 18th St.



Site No. 468: 910 18th St.



Site No. 469: 906 18th St.



Site No. 470: 908 (?) 18th St.



Site No. 471: 806-808 18th St.



Site No. 472: 1124 16th St.



Site No. 473: 1118 16th St.



Site No. 474: 1114 16th St.



Site No. 475: 1110 16th St.



Site No. 476: 1106 16th St.



Site No. 477: 1102 16th St.



Site No. 478: 1802 Buford



Site No. 479: 1820 Buford



Site No. 480: 826? 16th St.



Site No. 481: 822 16th St.



Site No. 482: 814 16th St.



Site No. 483: 810 16th St.



Site No. 484: 806? 16th St.



Site No. 485: 802 16th St.



Site No. 486: Coleman (at 16th St.)



Site No. 487: 718? 16th St.



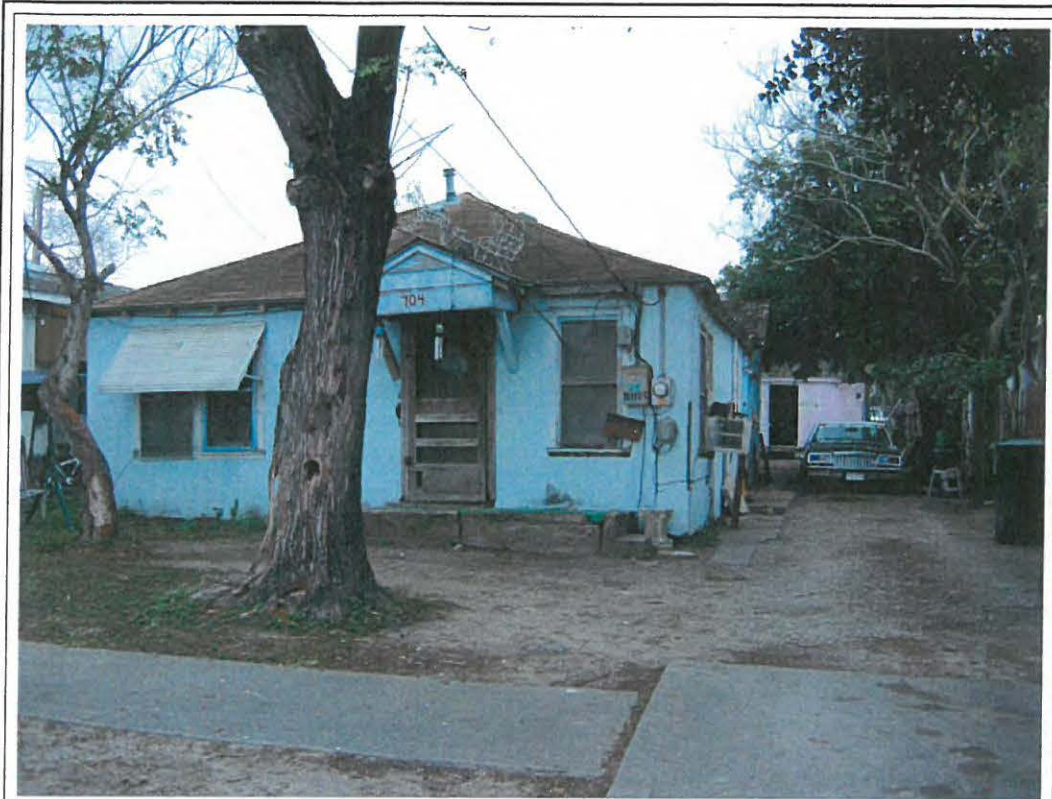
Site No. 488: 714 16th St.



Site No. 489: 710 16th St.



Site No. 489: 710 16th St.



Site No. 490: 704 16th St.



Site No. 491: 1800? Morris



Site No. 492: 1802 Morris



Site No. 493: 1804? Morris



Site No. 494: 180? Morris



Site No. 495: 1722 Morris



Site No. 496: 1729 Morris



Site No. 497: 719 15th St.



Site No. 498: 719 15th St.



Site No. 499: Mike Chavez Building, Morris (at 16th St.)



Site No. 500: 618-616 16th St.



Site No. 501: 16th St.



Site No. 502: 618? 16th St.



Site No. 503: 608 16th St.



Site No. 504: 606 16th St.



Site No. 505: 1801 Mary



Site No. 506: 1725 Mary



Site No. 507: 1717 Mary



Site No. 508: 1716 Mary



Site No. 509: 5?? 14th St.



Site No. 510: 513 14th St.



Site No. 511: 5?? 14th St.



Site No. 512: 5?? 14th St. (corner of Marguerite and 14th)



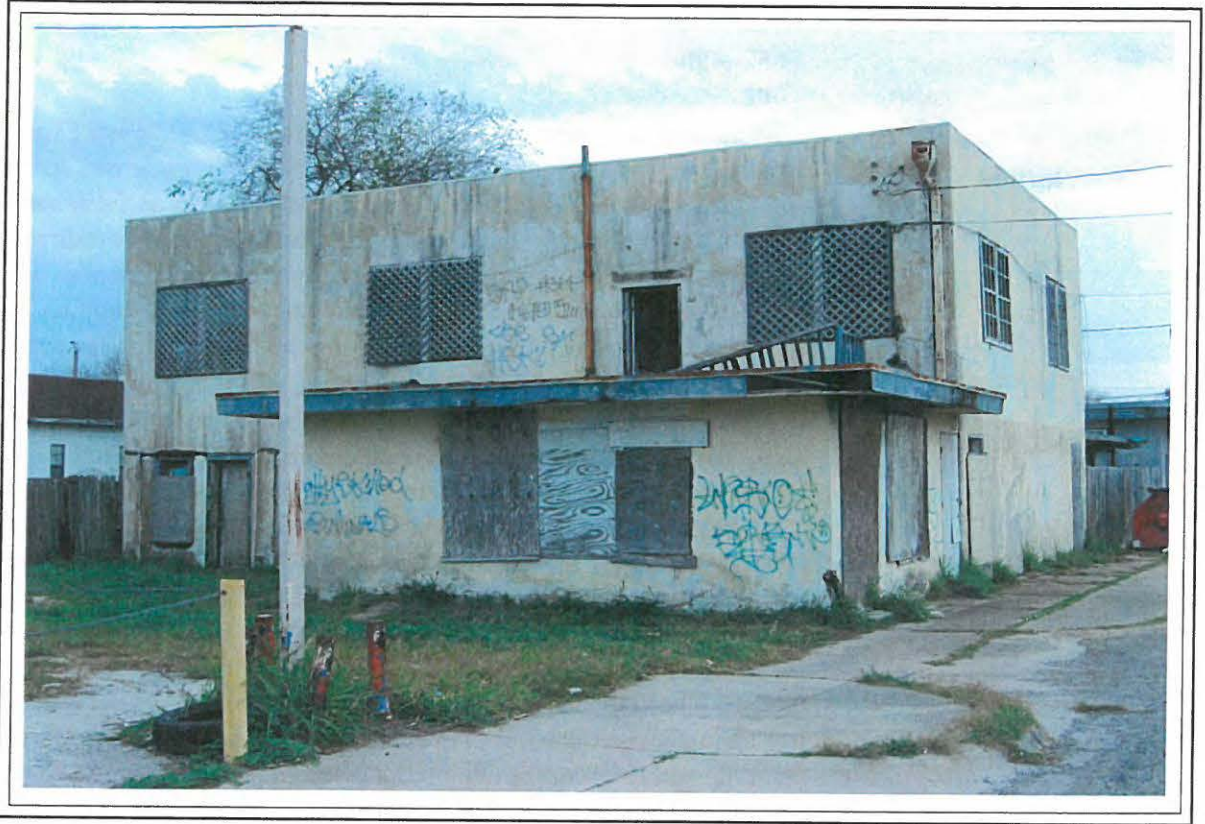
Site No. 513: 1600? Marguerite



Site No. 514: 16?? Marguerite



Site No. 515: Templo Emmanuel, 16?? Marguerite



Site No. 516: 14th St.

Site No.:
Location:
Construction Date:
Property Type:
Description:

517
1632 Agnes
1949
Commerce/Specialty store and Recreation and Culture/Music Facility
The Galvan Building and Ballroom is a two-story commercial complex with a smooth stucco wall surface and a curved corner at the primary entrance of the building. The first story features glass block windows, and windows that curve around corners. The second story rises above a red linear cornice that emphasizes the horizontal form of the building, and features casement windows that are flush with the facade. The building is topped with a flat roof with metal coping.

Comments:

In 1949, Rafael Galvan, a prominent Mexican-American businessman and civic leader, constructed and opened the Galvan Building and Ballroom. Galvan came to Corpus Christi in 1896 and first worked as a fisherman. During the early part of the twentieth century he became Corpus Christi's first Mexican-American police officer, and he was a founding member of the League of United Latin American Citizens (LULAC). The ballroom, located on the second floor of the Galvan Building, became a focal point of social life for residents of Corpus Christi. The Galvan's children were all accomplished musicians who had an impact on the musical development of the region. The Galvan Building and Ballroom is eligible for NRHP listing at the local level of significance under Criterion B for its association with the Galvan family, and under Criterion C Architecture, as an excellent example of Moderne architecture in Corpus Christi.





Site No. 518: 1612-1610 Agnes

Site No.: 519
Location: Brownlee and Laredo
Construction Date:
Property Type: Funerary/Cemetery
Documentation: Historical Marker; S. Victor Phase IIA, Site #B-047
Description: The cemetery is bounded by a brick wall and access through a gated entry. Buried in the cemetery are victims of the 1919 Hurricane; prominent early residents of Corpus Christi, such as grocer Julius Henry, who served as city alderman and postmaster; business and civic leaders Charles and Sarah H. Weil; Civil War veteran and merchant M. Lichtenstein; and businessman and philanthropist Simon Guggenheim. The headstones consist mostly of custom monuments and commercial markers. In 1961 Temple Beth El assumed control of the cemetery. It is still in active use today.

Comments: Established in 1875, land for the cemetery was deeded by Captain Richard King, founder of the noted King Ranch, to serve the pioneer Jewish settlers of Corpus Christi. David Hirsch and Emmanuel Morris, who acted as trustees for the Hebrew Benevolent Association, organized the cemetery. The earliest marked grave is that of Helena Henry, who died in 1878. She was the infant daughter of Paul and Frederika Henry. As a cemetery, the property is required to meet Criteria Consideration D: Cemeteries, in order to be considered eligible for the NRHP. As a reflection of the area's proud Jewish heritage, the Hebrew Rest Cemetery meets the requirements for Consideration D through its age and its association with early settlement patterns in Corpus Christi. The cemetery is recommended eligible for NRHP listing at the local level of significance under Criterion A, in the area of Exploration and Settlement.





Site No. 520: Brownlee and Laredo



Site No. 521: 1610 Laredo



Site No. 522: 1614 Laredo



Site No. 522: 1614 Laredo



Site No. 523: 1618 Laredo



Site No. 524: 100 N. Brownlee



Site No. 525: 130 N. Brownlee



Site No. 526: 16?? Caldwell



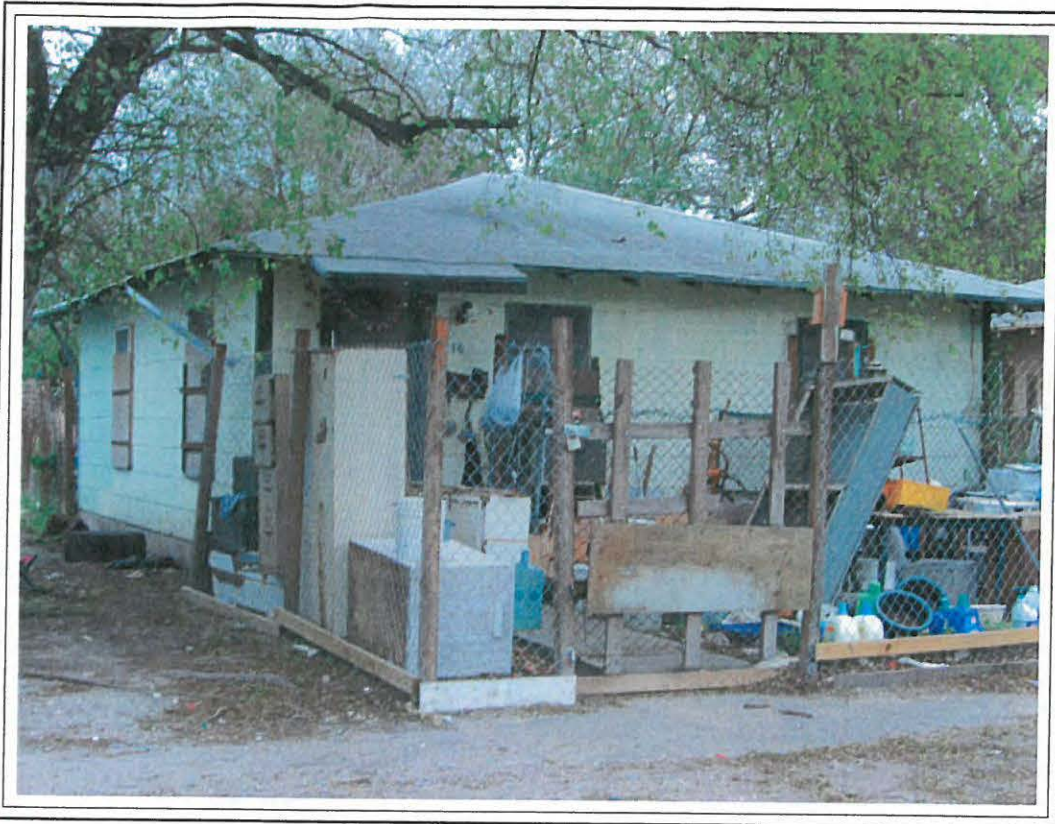
Site No. 527: 123 Lowell



Site No. 528: 127 Lowell



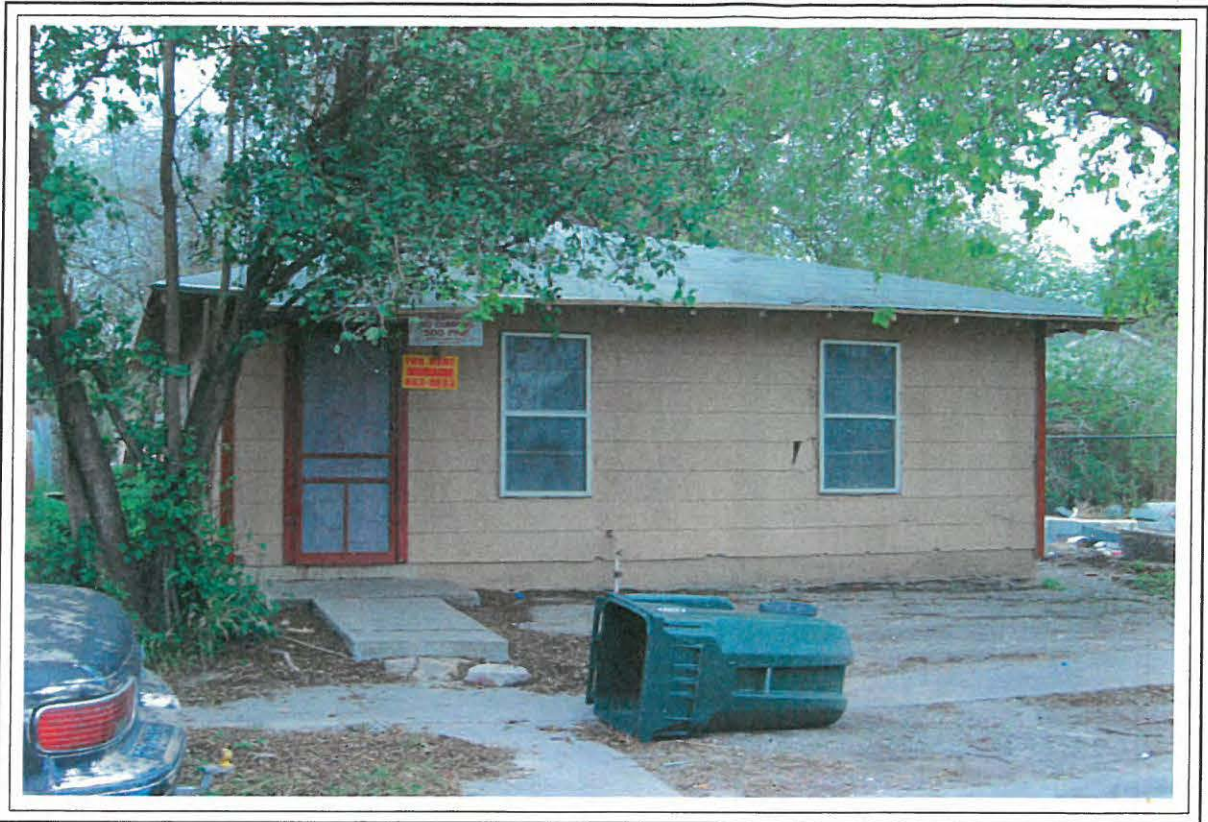
Site No. 529: 118 Lowell



Site No. 530: 116 Lowell



Site No. 531: 121 Lowell



Site No. 532: 114 Lowell