

**United States Department of the Interior  
National Park Service  
National Register of Historic Places Registration Form**

**1. Name of Property**

Historic Name: Garland Downtown Historic District  
Other name/site number: NA  
Name of related multiple property listing: NA

**2. Location**

Street & number: Roughly bounded by W. State St. on the north, Santa Fe Rail Line on the east, W. Ave. A on the south and Glenbrook Dr. on the West.  
City or town: Garland State: Texas County: Dallas  
Not for publication:  Vicinity:

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.

I recommend that this property be considered significant at the following levels of significance:  
 national  statewide  local

Applicable National Register Criteria:  A  B  C  D

Mark W. [Signature] State Historic Preservation Officer 2/22/17  
Signature of certifying official / Title Date  
Texas Historical Commission  
State or Federal agency / bureau or Tribal Government

In my opinion, the property  meets  does not meet the National Register criteria.  
  
\_\_\_\_\_  
Signature of commenting or other official Date  
  
\_\_\_\_\_  
State or Federal agency / bureau or Tribal Government

**4. National Park Service Certification**

I hereby certify that the property is:

- \_\_\_ entered in the National Register
- \_\_\_ determined eligible for the National Register
- \_\_\_ determined not eligible for the National Register.
- \_\_\_ removed from the National Register
- \_\_\_ other, explain: \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper Date of Action

Garland Downtown Historic District, Garland, Dallas County, Texas

**5. Classification**

**Ownership of Property:** Private; Public-Local

**Category of Property:** District

**Number of Resources within Property**

Contributing	Noncontributing	
41	11	buildings
0	1	sites
0	0	structures
0	0	objects
41	12	total

Number of contributing resources previously listed in the National Register: NA

**6. Function or Use**

**Historic Functions:** COMMERCE/TRADE: specialty store, department store, professional, restaurant, financial institution

SOCIAL: meeting hall

GOVERNMENT: fire station

FUNERARY: mortuary

RECREATION & CULTURE: theater

INDUSTRY/PROCESSING/EXTRATION: energy facility

TRANSPORTATION: road related

**Current Functions:** COMMERCE/TRADE: specialty store, professional, restaurant

RELIGION: religious facility

DOMESTIC: multiple dwelling

SOCIAL: clubhouse

RECREATION & CULTURE: theater

TRANSPORTATION: road related

**7. Description**

**Architectural Classification:** LATE VICTORIAN/Romanesque Revival; LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Classical Revival, Spanish Colonial Revival; LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS/ Commercial Style; MODERN MOVEMENT/ Moderne, International Style

**Principal Exterior Materials:** Brick, Stucco, Metal, Terra Cotta

**Narrative Description** (see continuation sheets 6-20)

Garland Downtown Historic District, Garland, Dallas County, Texas

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## 8. Statement of Significance

**Applicable National Register Criteria:** A and C

**Criteria Considerations:** N/A

**Areas of Significance:** Community Planning & Development; Architecture

**Period of Significance:** 1897-1967

**Significant Dates:** 1899, c. 1930, 1945, 1951

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

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

**Architect/Builder:** C.M. Brown, Harold Manzer, H.B. Gieb

**Narrative Statement of Significance** (see continuation sheets 21-30)

## 9. Major Bibliographic References

**Bibliography** (see continuation sheet 31)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

**Primary location of additional data:**

- State historic preservation office (*Texas Historical Commission, Austin*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

**Historic Resources Survey Number** (if assigned): NA

Garland Downtown Historic District, Garland, Dallas County, Texas

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### 10. Geographical Data

**Acreege of Property:** Approximately 24 acres.

**Coordinates:** (see page 32)

**Verbal Boundary Description:** (see page 32)

**Boundary Justification:** (see page 32)

### 11. Form Prepared By

Name/title: Nancy McCoy, FAIA, FAPT with Justin Curtsinger, AIA  
Organization: Quimby McCoy Preservation Architecture, LLP  
Street & number: 3200 Main Street, #3.6  
City or Town: Dallas State: Texas Zip Code: 75226  
Email: nancy@quimbymccoy.com  
Telephone: 241/977/9118  
Date: October 1, 2016

### Additional Documentation

**Maps** (see continuation sheets 33-37)

**Additional items** (see continuation sheets 38-43)

**Photographs** (see continuation sheets 5, 44-56)

Garland Downtown Historic District, Garland, Dallas County, Texas

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## Photographs

Garland Downtown Historic District  
Garland, Dallas County, Texas

All photographs taken by Justin Curtsinger, AIA, 2016  
Reference Photograph Key in Section 10

**Photo 1**

S. 6<sup>th</sup> Street  
Camera facing north

**Photo 10**

203 N. 5th Street oblique  
Camera facing north-west

**Photo 19**

409 Main Street  
Camera facing north

**Photo 2**

Main Street  
Camera facing west

**Photo 11**

509-513 W. State Street  
Camera facing north

**Photo 20**

617 W. State Street  
Camera facing north

**Photo 3**

Main Street, street scene  
Camera facing west

**Photo 12**

613 W. State Street  
Camera facing north

**Photo 21**

521 W. State Street  
Camera facing north

**Photo 4**

State Street  
Camera facing east

**Photo 13**

613-627 Main Street oblique  
Camera facing north-east

**Photo 22**

115 and 113 N. 6th Street  
Camera facing west

**Photo 5**

N. 6<sup>th</sup> Street  
Camera facing south

**Photo 14**

716 Main Street  
Camera facing south

**Photo 23**

101 N. 6th Street  
Camera facing west

**Photo 6**

N. 6<sup>th</sup> Street, street scene  
Camera facing south-west

**Photo 15**

620 Main Street oblique  
Camera facing south-west

**Photo 24**

116 S. 6th Street  
Camera facing east

**Photo 7**

Public Square  
Camera facing north-east

**Photo 16**

614 Main Street  
Camera facing south

**Photo 25**

525 W. Avenue A oblique  
Camera facing north-west

**Photo 8**

Public Square  
Camera facing north-east

**Photo 17**

532 Main Street  
Camera facing south

**Photo 26**

615 W. Avenue A  
Camera facing north

**Photo 9**

Public Square  
Camera facing south-west

**Photo 18**

510 Main Street  
Camera facing south

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

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

Garland Downtown Historic District, Garland, Dallas County, Texas

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## Section 7: Narrative Description

Approximately twelve miles northeast of central Dallas, the Garland Downtown Historic District is located at the geographic center of Garland, Texas, just southwest of the intersection of the two rail lines that helped establish the city. Organized around a public square and on a grid, the ten-block district consists of one and two-story commercial buildings representing every period of development between 1897 and 1967. The bulk of the 53 buildings in the district were built prior to WWII. Many of the buildings have been altered and are indicative of the community's continued prosperity and desire to modernize, expand, and improve the early buildings throughout its history. More than a quarter of the district's buildings were constructed between 1945 and 1967, the majority of which are contributing, and maintain the character of the district from the late 1940s, 1950s, and early 1960s. The district's primarily brick buildings served a wide variety of uses through the years, including several automotive related structures such as car dealerships and filling stations built between the 1910s and the 1940s along the old Bankhead Highway, and the city's earliest municipal buildings. There are 53 buildings in the district, of which 41 (77%) are contributing. The district possesses a high level of historic and architectural integrity and still functions as a commercial area with nearly all of the buildings occupied.

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Located in the northeast quadrant of Dallas County, Garland borders the city of Dallas to the south and west, and Richardson, Plano, Rowlett and Mesquite to the north and east. Garland has an estimated population of 236,897 people and is currently the 12<sup>th</sup> largest city in Texas.<sup>1</sup> The city's development began in the district and radiated outward from the center. The oldest residential neighborhoods are located to the west, accessed from the spine of Main Street, which still retains many of the homes that once lined this street. To the east, across the Santa Fe railroad tracks, is another area of early residential development that includes an area of historically African American settlement. As Garland Road to the west developed into a north-south artery, development followed including Garland High School, as well as many businesses. The district is surrounded by post-1967 development to the north resulting from public investment in the area with the construction of the Granville Art Center and several city government buildings. A Dallas Area Rapid Transit station located a few blocks from the public square has spurred multi-family development and the construction of a Dallas County Community College facility.

The district's northern boundary runs along the rear property lines of the buildings located on W. State Street between N. 7<sup>th</sup> Street and N. 5<sup>th</sup> Street. S. 5<sup>th</sup> Street, the Santa Fe rail line, and half a block fronting N. 4<sup>th</sup> Street form the eastern boundary creating a jagged edge to incorporate important buildings like Roach Feed and Seed. The district is bounded by W. Avenue A to the south, and by S. Glenbrook Drive to the west. Along the edges of this boundary is newer public-private mixed use development. This includes buildings such as City Hall, a senior center, and several large churches that are located between the downtown and the adjacent historic neighborhoods, including the Travis College Hill Addition National Register Historic District.<sup>2</sup> The public square, which is square in shape, is located roughly in the middle of the district.

The downtown commercial district that remains today was developed just after the city's incorporation in 1891. Three primary periods of growth are reflected in the city's historic downtown: the early development associated with the rebuilding after the fire of 1899, the World Wars and Depression era development, and the Post-WWII development. After the burst of activity during the late 1940s and 1950s, development in the district slowed considerably due to the relocation of commercial activity to other parts of Garland. After WWII US 67 opened between Dallas and Rockwall, pulling traffic and development away from downtown, this new route would be renamed Interstate 30.<sup>3</sup>

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<sup>1</sup> "Demographics," *City of Garland*, accessed November 9, 2016, <http://www.ci.garland.tx.us/gov/lq/pcd/facts/demographics.asp>.

<sup>2</sup> Travis College Hill Addition National Register Historic District, *Texas Historical Commission*, accessed on October 4, 2016.

<sup>3</sup> Oscar Slotboom, *Dallas-Fort Worth Freeways, Texas-Sized Ambition* (N/A, 2014), 217.

Garland Downtown Historic District, Garland, Dallas County, Texas

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Thus, the district is an intact example of a commercial downtown that flourished and evolved between 1897 and 1967.

Most of the current density in downtown Garland was reached by 1958, as evidenced in an aerial photograph from that year (See Figure 7). The two most predominate building forms are one and two-part commercial block buildings. Despite the differences in style, the buildings in the district contribute to a cohesive character and sense of place. In general, the masonry buildings are similar in scale and typically have flat roofs. They have a common setback from the street that lends to the uniformity of the streetscapes. The blocks have elevated sidewalks with concrete curbs and angled parking spaces along the front of the buildings. The streets have very little vegetation or trees with the exception of the town square which is ringed with trees and elevated landscape beds.

Because Garland's downtown was prosperous through the 1950s, many of the buildings from the 1900s and 1910s were renovated to accommodate continued use through the early 1960s. The modifications typically resulted from a need to renovate after an expansion of the business, a change in commercial use, improvements that resulted from the general prosperity of the district, and as a means of competing with newer and more modern shopping facilities that were being developed in the 1950s further away from downtown. The common alterations included the removal of most of the Romanesque Revival corbelled brick and fanciful parapet walls that resulted in simpler more modern parapet lines. Other common alterations of this period included stucco over the brick in some instances, painted brick, various types of canopies and clear anodized and later dark anodized aluminum storefront materials as a replacement for the earlier wood ones. The buildings constructed after WWII, during the renovations of the earlier buildings have experienced the least amount of change.

The public square itself, a non-contributing feature, went through several significant alterations ending with the current configuration, a 2016 modification of a sunken water feature park that was completed in 1979 (See Photo-8). On three sides of the square is head-in parking that was integrated into the 1979 design. The square was originally created after the fire of 1899 as an open dirt area meant for gathering of people, livestock and horse and buggies, complete with water coming from a source below the square (See Figure-1). In the early 20<sup>th</sup> century, a large fountain (not extant) was placed in the center of the square, along with a WWI memorial and parking spaces for cars (See Figure-5). During the 1950s the square was redesigned as a parking lot, reflecting the importance of parking to the retail and office uses.

*Early Development: 1897 - 1916*

The three earliest buildings in the district to survive the 1899 fire were constructed in 1897 and consist of a portion of 101 N. 6<sup>th</sup> Street, 113 and 115 N. 6<sup>th</sup> Street (see Figure-3). The latter two buildings are two-part commercial block buildings of the Romanesque Revival style. The building at 101 N. 6<sup>th</sup> (originally two buildings) was renovated in 1924 for the State National Bank and later altered as part of a significant expansion into the adjacent buildings on N. 6<sup>th</sup> and on Main Street. This building retains integrity for the 1954 alterations (Figure-11 and Photo-23). 113 and 115 N. 6<sup>th</sup> retain most of their original appearance, although the elaborate brick corbelling is gone and windows have been replaced on the side façade of 115. The storefronts of these two buildings still retain their cast iron, wood transom windows, storefront configuration and the canopy for 113 was reproduced to match its original appearance. A decorative panel on each façade describes their original uses as the Odd Fellows and Mason's Buildings (See Photo-22).

Garland Downtown Historic District, Garland, Dallas County, Texas

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*World Wars and Depression Era Development: 1916 - 1945*

This period of construction comprises the vast majority of the district and includes consistent examples of one and two-part commercial block buildings with alterations that replaced the decorative brick work of their original Romanesque Revival parapet walls. 510 Main Street is a representative example these early buildings (See Photo-18). Although the corbelled brick on the parapet is gone and the brick is painted, the wood transom windows and compatible wood storefront design with a flat canopy evoke the earliest period of development within the district. Buildings built in the 1900s and 1910s that have undergone several alterations over their more than 100-year life include 524 Main, a two-part commercial block building constructed in 1911 in the Romanesque Revival style. While the brick walls remain, the parapet is simple, the windows have been covered with sun screens to hide a third floor that was added on the interior in 1952, and the storefront has changed.

However, not all of the buildings in the district were altered significantly. The 1917 building at 606-614 Main Street, consisting of an interconnected one-part commercial block and a two-part commercial block (See Photo-3), retains the original parapet walls finished with a mix of Arts & Crafts and Classical style detailing, although storefront alterations reflect various periods of development. On the same block is 620 Main (1920), built to replace an earlier service station with a more modern one known as Morrison's Garage (See Figure-10). It was altered in 1945 to create a car showroom by enclosing service bays with glass and creating a large showroom out of the interior without loss of its character-defining features.

Some of the buildings in the district were modified during the period of significance to facilitate the growth of local businesses. An example of this is 532 Main (See Photo-17), known locally as the "Williams Building" at the corner of Main and 6<sup>th</sup> Streets. M. D. Williams was the first Mayor of Garland and the family's funeral business remains in operation. Built in 1906, this two-bay building originally had some of the most elaborate corbelling and decorative brickwork in the district. When the business needed to expand, it moved into an adjacent 1911 era building and the facade was later modified and incorporated into 532 Main Street. Later, it moved two blocks to the west to 716 Main Street (See Photo-14) where the business became the Williams Funeral Home in a Spanish Colonial Revival style edifice built in 1931. The Williams family also renovated the original building located at 532 Main in the same Spanish Colonial Revival style.

Some buildings in the district have changed very little over the years. The Roach Feed and Seed Complex located at 409 Main Street (See Photo-19) has endured few alterations, and is an example of a business that has operated at the same location under the same ownership. The complex includes the 1933 Roach Feed and Seed Building, a 1906 railroad structure that was later known as the "Onion Shed," and a WWII era Quonset Hut on site.

The Plaza Theatre at 521 W. State Street (See Photo-21) was built in 1941 and extensively renovated in 1950 in the Moderne style by renowned theater architect Jack Corgan.

*Post-WWII Development: 1945 - 1967*

Downtown Garland experienced a construction boom in the 1940s. Like other cities, Garland's newspaper reported on the flurry of new construction in the latter part of the 1940s. Several one-part commercial block buildings were constructed at this time with a lack of stylistic reference, including 107 S. 6<sup>th</sup> Street (1946) and 601 W. Avenue A (1947). Other buildings were more reflective of the Modern Movement and architectural trends that included features such as fin walls, masonry screen walls, long canopies and expansive metal and glass storefronts, such as the International Style building at 500 Main (1946), and the Moderne style building at 116 S. 6<sup>th</sup> Street (1949) see Photo-24.

Garland Downtown Historic District, Garland, Dallas County, Texas

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Few new buildings were constructed in downtown in the 1950s. During this time, downtown remained prosperous as many of the earlier downtown buildings were renovated to accommodate continued use, expansion of the business, or changing trends in commercial buildings. Common alterations included the removal of earlier building ornamentations like the Romanesque Revival corbelled brick and fanciful parapet walls for a simpler parapet line. Brick storefronts and canopies were replaced and materials were painted to produce this monolithic appearance. An example of this is 108 N. 6<sup>th</sup> Street, which was built as two buildings in 1906 and between 1907-1912 respectively. It had total of seven storefront bays, was renovated several times, and by 1958 appeared as one continuous façade devoid of detail except for signage on its parapet walls. Another common alteration included building additions. A large International Style addition for an appliance and furniture store was built on the north side of 717 Main was a prime example of this. Many of the buildings received rear additions, maximizing the floor area that could be achieved in the downtown blocks, like 605 W. State Street.<sup>4</sup>

*Non-contributing*

By the 1960s, activity in the district slowed and new construction ceased. In the 1970's in an effort to improve the downtown, the city invested in the redesign of the square. In 1979 a plaza featuring a sunken garden and water feature was completed. Designed by Oblinger & Smith of Wichita, Kansas, the plaza remains but with recent modifications that include removal of the large, central water feature. Coinciding with the opening of the plaza came a new continuous canopy (most likely replacing some historic canopies) in an effort to improve the appearance of the district (See Figure-9). That canopy was removed from nearly all of the buildings around 2001 when the city made an unsuccessful attempt to become part of the Main Street program and determined that the awning was not consistent with the historic character of the buildings. An exception to the lack of building activity within the district is the extensive renovation of the two buildings at 625-627 Main Street and 612-624 W. State Street, built in 1947, which were completely redone with a sprayed-on stucco treatment in 1981. The 2010s brought the first significant investment in the district in many years when a developer renovated the building at 107 N. 6<sup>th</sup> Street to reflect its c.1901 appearance. In 2016, a new three-story building was constructed on the square at 203 N. 5<sup>th</sup> Street – this is the only residential building in the district (See Photo-10). Also that year, a renovation of 509 W. State Street was completed, making that building a non-contributing property. With this small but significant increase in activity in the past two years, and with new construction recently completed to the north and city government building improvements under way, the historic downtown is positioned for redevelopment once again after a long hiatus.

*Integrity*

The period of significance is based upon the downtown's function as the primary commercial center for the city and its reflection of a growing and prosperous community through the 1950s and into the early 1960s. Overall, the district retains historic integrity with respect to location, setting, design, feeling, and association. There are 53 properties in the district, of which 41 (77 %) are contributing.

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<sup>4</sup> William J. Williams, *Some of My Life and Times* (Torino: Kim Williams Books, 2016), 44-45.

Garland Downtown Historic District, Garland, Dallas County, Texas

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*Resource List*

	<b>Address</b>	<b>Date</b>	<b>Form</b>	<b>Contributing</b>
	Public Square	c. 1900	N/A	N
203	N 5th Street	2016	Multi-use	N
101	N 6th Street	1897	Two-Part Commercial	Y
107	N 6th Street	c. 1901	One-Part Commercial	N
111	N 6th Street	c. 1901	One-Part Commercial	Y
113	N 6th Street	1897	Two-Part Commercial	Y
115	N 6th Street	c. 1897	Two-Part Commercial	Y
108	N 6th Street	1906	One-Part Commercial	Y
107	S 6th Street	1946	One-Part Commercial	Y
116	S 6th Street	1949	Two-Part Commercial	Y
115	N 7th Street	1946	One-Part Commercial	Y
401	W Avenue A	1960s	Industrial	Y
525	W Avenue A	1923	Industrial	Y
601	W Avenue A	1947	One-Part Commercial	Y
615	W Avenue A	1949	One-Part Commercial	Y
623	W Avenue A	1950s	N/A	Y
316	Main Street	c. 1947	Two-Part Commercial	Y
409 (A)	Main Street	1933	One-Part Commercial	Y
409 (B)	Main Street	c. 1906	Industrial	Y
409 (C)	Main Street	c. 1945	N/A	Y
500	Main Street	1946	Modern Movement	Y
506	Main Street	c. 1940	N/A	N
510	Main Street	c. 1911	One-Part Commercial	Y
514	Main Street	c. 1911	One-Part Commercial	N
520	Main Street	1911	One-Part Commercial	Y
524	Main Street	1911	Two-Part Commercial	Y
528	Main Street	1911	One-Part Commercial	Y
532	Main Street	1906	One-Part Commercial	Y
600-604	Main Street	c. 1901	One-Part Commercial	Y
606-614	Main Street	1917	Two-Part Commercial	Y
613-627	Main Street	c. 1947	One-Part Commercial	N
618	Main Street	c. 1930	One-Part Commercial	N
620	Main Street	1924	One-Part Commercial	Y
700	Main Street	c. 1947	One-Part Commercial	N
701	Main Street	1928-1947	N/A	Y
702	Main Street	1928-1947	One-Part Commercial	Y

Garland Downtown Historic District, Garland, Dallas County, Texas

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704	Main Street	1947	One-Part Commercial	Y
706	Main Street	1928-1947	One-Part Commercial	Y
708	Main Street	1928-1947	One-Part Commercial	Y
713	Main Street	c. 1945	One-Part Commercial	Y
716	Main Street	1931	N/A	Y
717 (A)	Main Street	c. 1928	N/A	Y
717 (B)	Main Street	c. 1967	Modern Movement	Y
505	W State Street	c. 1950	One-Part Commercial	Y
507	W State Street	c. 1918	One-Part Commercial	N
509-513	W State Street	c. 1900	One-Part Commercial	N
519	W State Street	c. 1921	One-Part Commercial	Y
521	W State Street	1941	One-Part Commercial	Y
605 (A)	W State Street	c. 1906	Two-Part Commercial	Y
605 (B)	W State Street	c. 1906	Two-Part Commercial	Y
612-624	W State Street	c. 1947	One-Part Commercial	N
613	W State Street	c. 1946	One-Part Commercial	N
617	W State Street	c. 1946	Modern Movement	Y

Garland Downtown Historic District, Garland, Dallas County, Texas

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*Resource Descriptions*

Public square

c. 1900 (1979 last major alteration)

Non-contributing

The public square is considered a non-contributing site as a result of extensive alterations that occurred in 1979, outside the period of significance. The square is terraced with brick and concrete platforms that step down to the lowest basin of what was a tiered fountain. Recent efforts have modified the 1979 design to create an open flat plaza. The low fountain basin was filled in with concrete to accommodate larger functions and the upper fountain basins were converted to planters. (See Figure-1, 4, 5, 9 and Photo-7, 8, 9)

203 N. 5<sup>th</sup> Street

2016

Non-contributing

Contemporary three story wood and concrete block building with stucco surfaces serving as housing on the upper floors with retail space at the ground level. (See Photo-10)

101 N. 6<sup>th</sup> Street

1897; 1901; c.1919 (1954: last major alteration)

Contributing

Classical Revival style, two-part commercial block brick building with eight bays and a central entrance accented with granite. The design includes a stone water table, brick walls, stone accents including keystones above each window and a tall fascia topped with a projecting cornice. This building is comprised of three earlier buildings, combined in a 1954 renovation for the State National Bank. The demising line between two of the buildings is visible due to a subtle difference in the brick color and the floor levels are not aligned on the interior. A drive-through banking window off the alley was added during this renovation. (See Figure-3, 9, 11 and Photo-23)

107 N. 6<sup>th</sup> Street

c. 1901 (2010: last major alteration)

Non-contributing

Romanesque Revival, one-part commercial block featuring a wood storefront with transom windows, canopy, painted signs and corbelled brick built as a reconstruction of the original c. 1901 building on the site. The façade was reconstructed in 2010 and the party walls, rear wall, roof and an addition were retained.

111 N. 6<sup>th</sup> Street

c. 1901 (1951: last major alteration)

Contributing

One-part commercial block building with 1951 alterations to the façade that include stucco and replacement of the storefront. The metal awning was installed in 1979 when a continuous awning was added to all the buildings fronting the square; this building and 106 N. 6<sup>th</sup> Street are the only buildings that retain this awning as the remainder were removed in 2001. A 1946 Moderne style design for Cole and Davis remains on the rear alley wall of the building.

Garland Downtown Historic District, Garland, Dallas County, Texas

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113 N. 6<sup>th</sup> Street  
1897

Contributing

Romanesque Revival style, two-part commercial block designed for the fraternal organization, the Odd Fellows. The brick façade has three bays of windows covered by opaque screens. The storefront is of cast iron, wood and glass, with wood transom windows and a restored canopy. Original corbelled brickwork and extended elements at the top of the parapet are gone but an original inset plaque depicting the building's purpose remains. (See Figure-3 and Photo-6, 22)

115 N. 6<sup>th</sup> Street  
c. 1897

Contributing

Romanesque Revival style, two-part commercial block designed as a Masonic Lodge and matching the Odd Fellows Building next door. The brick façade has three bays of original wood windows; windows on the side façade fronting W. State Street have been replaced. The storefront is of cast iron, wood and glass, with wood transom windows and contemporary canvas awnings. Original corbelled brickwork and extended elements at the top of the parapet are gone but an original inset plaque depicting the building's purpose remains. (See Figure-3 and Photo-6, 22)

108 N. 6<sup>th</sup> Street (A & B)  
1906; 1907-1912 (c. 1958: last major alteration)

Contributing

One-part commercial block brick building originally constructed as two buildings, altered over time into one unified façade and internally connected. The earlier building is a one-part commercial block building with four unequal bays of storefronts. Additions at the rear and alterations to the façade completed by 1958 replaced the face brick on the pilasters, modified the storefronts, and removed original corbelled brickwork at the parapet. The second building is a one-part commercial block with three equal bays and the same alterations as the earlier building. Brick has been painted a uniform color and the 1979 metal awning that was once added to all the buildings fronting on the square is still in place here. Storefronts are aluminum and glass.

107 S. 6<sup>th</sup> Street  
1946

Contributing

One-part commercial block brick building with one bay of original wood storefront windows and a central door. A simple rectangular area of recessed brick at the parapet is the only decoration. Metal canopy was added after the original construction.

116 S. 6<sup>th</sup> Street  
1949

Contributing

Moderne style, two-part commercial block brick building built by the City of Garland for the Volunteer Fire Department. The façade has three truck bays and an asymmetrically placed entrance shielded by a fin wall and canopy element. Projecting brick creates horizontal bands that align with the muntins of the steel windows, which are grouped as two sets of four windows and united by a stone band at the sill level. (See Photo-24)

Garland Downtown Historic District, Garland, Dallas County, Texas

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115 N 7th Street

1946

Contributing

One-part commercial block building with entries from Main and State Streets, this automotive industry facility was built for Daniel & Yarborough Pontiac. The painted concrete block building has a single bay storefront and two service bays along Main Street and a larger single story with tall industrial steel windows and a large central service bay fronting State Street. The façade on State Street has a dramatic stepped parapet hiding the gable and sloped roof behind it.

401 W. Avenue A

1960s

Contributing

One-story industrial rectangular brick building with a low pitched gable roof, built for the Kansas City Southern Railway, located adjacent to the Santa Fe Rail Line.

525 W. Avenue A

1923

Contributing

One and two story brick industrial complex of connected buildings built by the City of Garland as a power plant. The complex was begun in 1923 with additions to accommodate expansion through 1958. A stucco covered masonry jail was built adjacent to the building in c. 1937. The building features common red brick, industrial steel windows and doors and possesses little or no decoration. The parapet hides the gabled roof. (See Photo-25)

601 W. Avenue A

1947

Contributing

One-part commercial block brick building with two bays of original wood storefront windows and a central door facing S. 6<sup>th</sup> Street and two bays facing W. Avenue A. The façade also matches that of 107. S. 6<sup>th</sup> Street built a year earlier. A simple rectangular area of recessed brick at the parapet is the only decoration. The brick of one bay on S. 6<sup>th</sup> Street is painted. Replacement canvas awnings are found on the 6<sup>th</sup> Street façade and a metal awning supported by pipe columns is found on Avenue A.

615 W. Avenue A

1949

Contributing

Moderne style, one-part commercial block brick building with projecting brick horizontal banding, large steel windows and a central entrance. The central entrance opening originally housed two doors and addresses. Along the west elevation are large garage doors. The building retains its character and original features, including steel windows in the front façade. The brick has been painted and the two entrances were replaced with a glass storefront system. (See Photo-26)

623 W. Avenue A

1950s

Contributing

One-story brick building with a hipped roof and three openings facing Avenue A built in the back of the property for an automobile dealership that was located in 614 Main Street. The shed canopy and wood columns are recent additions.

Garland Downtown Historic District, Garland, Dallas County, Texas

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316 Main Street

1947

Contributing

Moderne style, two-part commercial block brick building with one-story service wing built by A.J. Head for use as a Humble Oil service and filling station. The two-story portion features a curved brick wall with the station storefront and two service bays on the lower level and a series of varied size and style steel windows and a brick screen element on the upper level. Broad contemporary signage bisects a portion of the front façade. The building consists of buff colored brick, and is painted below the signage band. A one-story brick service wing defines an "L" shape and provides another 3 ½ service bays.

409 Main Street (A, B, & C)

c. 1906; 1933; c. 1945

Contributing

This three building complex includes a 1906 railroad platform (B) that was enclosed with aluminum cladding in 1915, a 1933 one-story, two bay wide one-part commercial block wood structure (A) with metal siding designed to simulate brick and a corrugated metal shed roof canopy, and a Quonset Hut (C) installed during WWII at the back of the property. (See Photo-19)

500 Main Street

1946

Contributing

One-story International Style building. A dramatic projecting roof also serves as a canopy, under which is an aluminum and glass storefront that wraps the corner for two more bays facing east on top of a low brick knee wall. The bulk of the building is set back behind the glass storefront and is made of concrete masonry units, which extend above the projecting roof element.

506 Main Street

c. 1940

Non-contributing

This infill construction is a combination a metal shed and masonry structure, each about 10 feet wide. One half of the façade is covered by a solid plywood wall and the remaining half is covered with textured stucco with a residential grade door and a fixed window. The condition of the property is such that there is nothing left to preserve. The metal shed has deteriorated to the point that it would need to be reconstructed. The date of the alterations is unknown, but appear to be post 1967.

510 Main Street

1911

Contributing

One-part commercial block brick building with a single bay of wood storefront, transom window and flat canopy. Recessed brick at the parapet is the only brick decoration. The building retains its original appearance except that the brick was painted before 1964. (See Photo-18)

514 Main Street

c. 1911

Non-contributing

One-part commercial block brick building with a stucco band around the perimeter framing the façade and rough-textured stucco infill panels at the parapet. A canvas awning covers a metal and glass storefront.

Garland Downtown Historic District, Garland, Dallas County, Texas

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520 Main Street

1911 (1964: last major alteration)

Contributing

One-part commercial block brick building with stucco applied over the upper portion of the painted brick façade. A canvas awning covers an aluminum storefront with the original brick knee wall left in place. By 1964, the taller and more decorative brick parapet was removed and replaced with stucco façade.

524 Main Street

1911 (1953: last major alteration)

Contributing

Two-part commercial block brick building with three bays of windows above and a storefront divided by brick columns. The brick is painted below the second floor and stucco covers the location of the original transom windows. The original wood windows are covered by sunscreens. In 1950 the façade was altered and an addition was made to the rear and in 1953 the building was renovated to create a third level within the two-story building defining its current appearance.

528 Main Street

1911

Contributing

One-part commercial block brick building with stucco on the upper portion of the façade, a canvas awning and an aluminum storefront. By 1964 the building had lost its original brick ornamentation and taken on its current appearance.

532 Main Street

1906 (1931: last major alteration)

Contributing

One-part commercial block building possesses Spanish Colonial style architectural features. The buff-water struck brick façade features parapet urns at the ends of each bay and multi-colored Spanish clay tile roofing in a false application against the parapet wall. The storefront includes brick bay divisions and a knee wall with aluminum and glass storefront and a canvas awning at each bay of Main Street. There is also a short bay of storefronts around the corner on 6<sup>th</sup> Street. The design of the façade dates to 1931 when the Williams family altered it after the construction of 716 Main Street. (See Figure-2 and Photo-17)

600-604 Main Street

c. 1901

Contributing

One-part commercial block brick building with three bays of storefront, notable for its false mansard roof against the c. 1938 parapet wall. Façade features a non-original aluminum storefront that wraps the corner for a short bay on 6<sup>th</sup> Street and a variety of canvas awnings.

606-614 Main Street

1917

Contributing

A two-part commercial block brick building with two one-story adjacent bays featuring decorative cast stone and brick details. The two-story building section is known as the C. M. Brown Building – the name is incised into the stone panel at the top of the parapet. The building originally housed the C.M. Brown Ford dealership. Goodyear tires advertised with a painted sign on the party wall facing east and a C. M. Brown Ford is painted on the back.

Garland Downtown Historic District, Garland, Dallas County, Texas

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Both of these surviving ghost signs help to mark the location of the automotive businesses that existed on this side of Main Street, once Bankhead Highway. (See Photo-16)

613 - 627 Main Street

c. 1947 (1981: last major alteration over a third of façade)

Non-contributing

One-part commercial brick building with six bays of storefronts, half of which has been covered in a heavy textured spray-on stucco material on every surface. Aluminum storefronts sit on stucco knee walls and a heavy projecting canopy element, also of stucco, is braced with stucco covered support elements. Part of the building features simple Moderne style rounded corners and a warm red-brown brick that remains visible over a third of the façade. This building was built contemporaneously with 612-624 W. State Street and 106 N. 7<sup>th</sup> Street, but does not touch any portion of that building. The buildings share a rear service space that each bay can access. (See Photo-13)

618 Main Street

c. 1930

Non-contributing

One-part commercial block built for the Garland Theatre. The building is covered in gray stucco and features an oversized arched aluminum and dark tinted glass storefront entrance flanked by openings with matching tinted glass. An engineering firm has owned the building since c.1996 when it was renovated.

620 Main Street

1924

Contributing

One-part commercial block brick building built as a service station, known as Morrison's Garage. A wood and glass transom window extends over all bays and is original, as is the brick and the cast stone detailing. The cast stone has been painted. The property was renovated in 1945 after Daniel and Yarborough Pontiac moved across the street, at which time the filling station was eliminated and Bankston Brothers created a showroom for automotive sales. (See Figure-10 and Photo-15)

700 Main Street

c. 1947

Non-contributing

One-part commercial block brick building built as Garrison-Bruner Motor Company dealership. This block of commercial buildings was developed before 1947 and is set back from the edge of Main Street to allow head-in parking or for the display of automobiles in front of the store. The painted brick façade features a residential bay window to the left, a Colonial style entrance surround in the center and other storefront windows and doors to the right, most likely dating to the post 1966 period.

701 Main Street

1928 - 1947

Contributing

Service station built of masonry, painted, with an office, canopied drive-through and two service bays. The building still appears to look like a service station but is used by FT Auto service and repair.

Garland Downtown Historic District, Garland, Dallas County, Texas

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702 Main Street

1928 – 1947

Contributing

One-part commercial block painted brick building with symmetrical façade of single entrance in center flanked by large display windows. Brick ornament at the parapet in slight relief adorns the otherwise simple façade.

704 Main Street

1947

Contributing

One-part commercial block painted brick building with symmetrical façade with a single entrance in center flanked by large display windows. A simple recessed rectangle at the parapet is the only decoration.

706 Main Street

1928-1947

Contributing

One-part commercial block painted brick building with symmetrical façade of single entrance in center flanked by large display windows. A simple recessed rectangle at the parapet is only decoration.

708 Main Street

1928-1947

Contributing

Moderne style, one-part commercial block painted brick building with symmetrical façade composed of a large stone frame within which is a glass block wall curved toward a recessed central entrance door reached via steps. The parapet is decorated with a subtle brick pattern.

713 Main Street

c. 1945

Contributing

One-part commercial block painted brick building with narrow storefront and simple recessed treatment of brick at parapet as only decoration. Façade features an asymmetrical arrangement of aluminum entry door and wood display windows with a canvas awning.

716 Main Street

1931; c. 1970

Contributing

Spanish Colonial Revival style funeral services building is one-story featuring buff brick and multi-colored Spanish tile roofing, built for the M. D Williams Funeral Services Company when it moved from its location at 532 Main Street. The building embodies the character defining features of the Spanish Colonial Revival style with asymmetrical façade, a low-pitched red clay tile roof with little eave overhang, arched openings, stained glass and wing walls that reference buttresses. Additions include a large chapel and other functions that doubled the size of the facility in the early 1970s. These alterations are more modern in style but compatible with the original building. (See Photo-14)

717 Main Street (A & B)

c. 1928

Contributing

This three bay masonry building (A) with stucco facades was known as Shugart's Service Station. The building was originally a filling station with a drive-through canopy, service bays are also found along 7<sup>th</sup> Street. In 1967 it

Garland Downtown Historic District, Garland, Dallas County, Texas

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became Shugart's Tire and Appliance. An International Style building (B) sits adjacent to the service station and features a dramatic projecting roof that serves as a canopy under which is an aluminum and glass storefront that wraps the corner on top of a low brick knee wall.

505 W. State Street

c. 1950

Contributing

One-part commercial block brick building with symmetrical entrance flanked by large display windows and plain parapet. Most of the display window area is covered with diagonal wood siding.

507 W. State Street

c. 1918 (2015: last major alteration)

Non-contributing

One-part commercial block brick building with original brick parapet that was built as a Harness Store and Tin Shop. However, the roof and rear walls are missing making it non-contributing. The original façade was recently restored and a compatible storefront was put in place without glazing in 2015 when the space was renovated as an outdoor event venue. (See Photo-11)

509 – 513 W. State Street

c. 1900 (2016: last major alteration)

Non-contributing

509 W. State Street and 513 W. State Street were originally constructed as a one-part commercial block brick building. Alterations to the building have resulted in two single bay buildings. 509 W. State Street was renovated in 2016 with the addition of brick, storefront and a canopy. 513 W. State Street was renovated with stucco added over the brick and the corbelled and varied height parapet was removed. (See Photo-11)

519 W. State Street

c. 1921; 1900 (1952: last major alteration)

Contributing

Classical Revival style, one-part commercial block with three bays of storefronts. The first two bays are of red brick with cast stone trim. A renovation in 1952 removed the two arched elements of the parapet and covered the original façade with a slipcover. The third bay retained the original corbelled brick façade under the slipcover until 2012 when the slipcover was removed revealing damaged original brick that reportedly had to be removed for safety reasons. The storefront and canopy remain from the 1952 renovation.

521 W. State Street

1941 (1950: last major alteration)

Contributing

Moderne style, one-part commercial block building is known as the Plaza Theatre. The façade incorporates a variety of forms and materials. It has an artful asymmetrical arrangement of square metal panels, glass block, corrugated metal siding, and a distinctly mid-century modern style vertical sign element at the corner that appears to hold up the marquee. At night the theater's appearance is accented by colorful neon on the sign and marquee. This building was restored in 2001. (See Photo-21)

Garland Downtown Historic District, Garland, Dallas County, Texas

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605 W. State Street (A & B)  
c. 1906 (1954: last major alteration)

Contributing

This address consists of two one-part commercial block brick buildings. The A building retains more of its original materials, including some detail in relief on the buff brick parapet wall, transom windows, an original period flat canopy and a non-original aluminum and glass storefront. The B building fronting on State and 6<sup>th</sup> has a chamfered corner and the parapet is of stucco over the original brick and is devoid of detail. In the 1940s an addition was constructed to the north. The storefront, altered in 1954, is aluminum and glass with Roman brick.

612 -624 W. State Street and 106 N. 7<sup>th</sup> Street  
c. 1947 (1981: last major alteration)

Non-contributing

One-part commercial brick building with seven bays of storefronts, covered in a heavy textured spray-on stucco material that covers every surface. Aluminum storefronts sit on stucco knee walls and a heavy projecting canopy element, also of stucco, is cantilevered a few feet from the façade. This building was built contemporaneously with 613-627 Main Street, but does not touch any portion of that building. The buildings share a rear service space that each bay can access.

613 W. State Street  
c. 1946 (1969: last major alteration)

Non-contributing

One-story commercial building with off-white brick, vertical tinted windows and an oversized metal fascia element from a 1969 major renovation. The original building, built for the Garland News when it moved from the adjacent building at 605 State, is described by the paper at the time as being of "tranquil green and ivory structural glass and plate glass windows," none of which remain. (See Photo-12)

617 W. State Street  
c. 1946

Contributing

International Style one-story commercial facade of split-faced Roman brick composed asymmetrically with a fin wall and large projecting flat metal canopy. Aluminum and glass storefront remains. The majority of the materials are original. (See Photo-20)

Garland Downtown Historic District, Garland, Dallas County, Texas

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## Section 8: Narrative Statement of Significance

The Garland Downtown Historic District in the heart of Garland, Texas, represents the city's origin with the merger of two earlier settlements in 1887 and its subsequent history. The city's exploding growth starting in the 1950s forced development outside the city center, a pattern seen in many cities in the U.S. The history of Garland's downtown chronicles its initial growth with the arrival of the railroads, its early development after the 1899 fire, the impact of the coast-to-coast Bankhead Highway, the growth of city government, and the Post-WWII commercial expansion. The completion of US 67, later renamed Interstate 30, pulled traffic and development away from downtown. This led to the incremental urban sprawl of the late 1960s. The district is nominated under Criterion A at the local level in the area of Community Planning and Development as a representative downtown that grew as a result of railroad connectivity and continued to evolve with the advent of the automobile through 1967. The district contains an intact collection of typical late 19<sup>th</sup> and 20<sup>th</sup> century commercial architecture reinforcing its local significance under Criterion C in the area of Architecture. The period of significance spans from 1897 to 1967 and covers Garland's historical development from a rural town to a post-war industrial city.

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Before Garland's inception two communities, Duck Creek and Embree were established. Duck Creek, one of the original settlements of the Peter's Colony.<sup>5</sup> During this period railroads developed in Texas, branching out across the state to connect major centers of commerce bringing with it an opportunity for rural communities to become more integrated in the regional economy. Unfortunately for Duck Creek, the railroad passed by the town twice. In 1886 the Dallas and Greenville Railroad, controlled by MKT Railroad constructed a line connecting the two cities. The route passed Duck Creek to the north by three-fourths of a mile. Then in 1887 The Gulf Coast, Colorado and Santa Fe (Santa Fe) Railroad constructed a line one mile east of Duck Creek connecting Dallas to Paris. The Santa Fe Railroad purchased land to develop Embree, a town named in honor of a local physician, and constructed a small depot. During this same period, New Duck Creek was developed near the D&G railroad line and a small depot was constructed. As a result, the people of Duck Creek relocated to both Embree and New Duck Creek creating two new competing towns within blocks of one another.<sup>6</sup>

Garland emerged when Embree and New Duck Creek were united. Though situated a short distance from each other, they continued to operate independently until December 1887, when the single Garland post office encouraged them to combine. Garland boasted gas lighting by the 1880s and added a new high school in 1888. The town acquired 478 residents by 1890 and contained four churches, three gristmills, three steam cotton gins, a roller flour mill, and a few hotels. The city of Garland was incorporated by election on April 18, 1891 and named for Augustus Hill Garland, Attorney General to President Grover Cleveland. The town elected Marion Davis Williams as the first mayor of Garland.<sup>7</sup>

### Early Development of Garland: 1897-1916

Prior to 1900, Garland's commercial district consisted of a cluster of wood frame buildings laid on a grid system, aligned north-south and east-west, located between the depots. Residential neighborhoods developed along the edges of the commercial center. By 1897 there were at least three masonry buildings in the town's center: the Odd

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<sup>5</sup> Lisa C. Maxwell, "Duck Creek, TX," *The Handbook of Texas Online*, accessed on September 28, 2016, <https://tshaonline.org/handbook/online/articles/hvd39>; Michael R. Hayslip, *Garland: Its Premiere Century* (Chatsworth: Windsor Publications, Inc., 1991), 15-19

<sup>6</sup> Hayslip, *Garland: Its Premiere Century*, 21-22; Maxwell, "Duck Creek, TX," *The Handbook of Texas Online*, accessed on September 28, 2016, <https://tshaonline.org/handbook/online/articles/hvd39>.

<sup>7</sup> Hayslip, *Garland: Its Premiere Century*, 28-42; Lisa C. Maxwell, "Garland, TX," *The Handbook of Texas Online*, accessed January 12, 2017, <https://tshaonline.org/handbook/online/articles/hdg02>.

Garland Downtown Historic District, Garland, Dallas County, Texas

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Fellows Building, the Masons Building next to it, and the Knights of Pythias Building, all of which remain on the west side of what is now 6<sup>th</sup> Street. Two stories in height and built of brick with cast iron storefronts, these three buildings are the oldest in the district today (See Figure-3).

On November 30, 1899 a fire broke out downtown razing the majority of the commercial buildings and adjacent residential neighborhood. By the time the fire burned out, around 30 businesses and houses had been damaged or destroyed. The fire was believed to have started at The *Garland News* building and then quickly spread through the wood framed area. It was reported when Dallas-bound train passengers witnessed the fire, they believed the entire town had gone up in flames.<sup>8</sup>

The fire of 1899 had a profound effect on the form of Garland's downtown. Despite the devastation, the citizens of Garland immediately began rebuilding their businesses. Since the town center was clear, the city acquired the property and set it aside for open space. As a result, the public square was created. The square was used in the early days by farmers and their families when they would travel to town to shop for clothes, shoes, medicine, groceries, feed and farm implements and to sell cotton and livestock at market. Buggies and horses would be hitched throughout the square and the blocks nearby (See Figure-1).<sup>9</sup> By 1901 the form of the square was established. The remainder of the west block was constructed and the north block was nearly filled with masonry buildings primarily one-story in height. The new buildings were similar in form to the three fraternal buildings that survived the fire. The buildings had a rectangular form with entrances on the short side of the plan facing the street and deep interiors that stretched the length of narrow commercial lots. The buildings shared party walls with their neighbors. Each had a different façade with masonry detailing and large store windows across the front of the first floor. Modest in scale, the buildings often included heavy brick cornices with corbelled brickwork, pediments and other decoration on the parapets. A good, yet humble example of this period of construction is 510 Main Street (See Photo 18).

The area around the newly developed square remained exclusively commercial, while the residential neighborhoods surrounded downtown and churches were clustered along 9<sup>th</sup> Street. Many of the buildings constructed during this time remain, although they have undergone some modifications. In 1902, another fire on the square burned four of the buildings that were built after the 1899 fire. The Williams building at 532 Main Street caught fire when an oil lamp exploded in the hand of M.D. Williams. The façade was renovated in 1931 (See Figure-2 and Photo-17).<sup>10</sup>

The east side of the square was constructed during this time in three phases. Initially a bank building constructed after the fire was located at the north end of the block. The building (no longer present, see Figure-4) housed Citizens National Bank, chartered in 1895. Next to the bank a 1906 building was constructed and originally housed a restaurant, tailor, barber and post office and later the Crossman Insurance Agency. The Crossman family owned Garland's first insurance agency and operated out of this location from 1915 until the 1980s.<sup>11</sup> The last building on the east side of the square was built between 1907 and 1912 and housed a drugstore and a variety store and later an A&P Grocery Store and Hollenshead Furniture and Appliance.

The local businessmen, encouraged by the growth of the community, established additional banks during this period. The National Bank of Garland, established in 1906, was followed by the First Guaranty State Bank in 1911. By 1913, First Guaranty State Bank had merged with the National Bank of Garland to form the State National Bank.<sup>12</sup> The bank was located on the first floor of 101 N. 6<sup>th</sup> Street, known as the Knights of Pythias Building. The bank would prosper and the building would evolve into a Classical Revival edifice until it was completely

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<sup>8</sup> Hayslip, *Garland: Its Premiere Century*, 29.

<sup>9</sup> Jerry Flook, "Our Historic Public Square," *Garland Messenger*, July 2010.

<sup>10</sup> Hayslip, *Garland: Its Premiere Century*, 30.

<sup>11</sup> Garland Landmark Society, *Points of Interest*, May 2016.

<sup>12</sup> Hayslip, *Garland: Its Premiere Century*, 30-32.

Garland Downtown Historic District, Garland, Dallas County, Texas

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renovated in the 1950s expansion and renovation (See Figure-3, 11). The development and construction of buildings of downtown was a result of its connection to the railroad system and its influence on the local prospering local economy as well as the need to rebuild after fires.

### **World Wars and Depression Era Development: 1916-1945**

The 1916 Federal Aid Road Act led to the creation of the Texas Highway Department in 1917 and the second transcontinental highway. Like the railroad for the previous generation, a new highway system would create an economic opportunity for those communities with the foresight to lobby for the highway to be routed through their town. Arthur Dyer, the Secretary for the Texas Bankhead Highway Association in 1919 noted that Garland was the only town to voluntarily organize and begin work without requiring outside assistance<sup>13</sup>. The highway would stretch from Washington DC to San Diego and include many large cities in Texas. For the first few years the highway route would zig-zag through the residential section south of downtown Garland, missing the commercial district entirely as seen in Texas Historical Commission maps. By 1923, the second iteration of the Bankhead Highway was routed south of downtown, eliminating several blocks from the original route and creating a direct path south of downtown Garland. The streets were still unpaved during the early 1920s.

In the early 1920s, the citizens voted for bonds to construct a water and sewer system totaling \$100,000.00.<sup>14</sup> To power the new pumps for the new system, city and business leaders decided to create the Garland Power and Light Company. The company was created after exhaustive efforts to renegotiate the contract with Texas Power and Light Company to provide power at reasonable rates for the new water and sewer system pumps. In April of 1923, the new Garland Power and Light Company was operational and supplied electricity to run the water and sewer pumps and residents with power.<sup>15</sup> The power building was constructed in 1923 and expanded 4 times between the years 1923 and 1958 (See Photo-25).

New construction projects during this period reflected the form and building composition of those built immediately after the fire. Each building had a different facade with masonry detailing and large store windows, or storefront. These buildings remained modest in scale and detailing with cast stone accents. The two best examples from this period are the C.M. Brown building at 614 Main Street (See Photo-16) and the Morrison's Garage building at 620 Main Street (See Photo-15).

The C.M. Brown Building was constructed in 1917 to house the Ford Dealership. This was a two-story building with large openings on the first floor to accommodate the commercial needs of the dealership with the second floor too. Two one-part commercial bays featuring decorative cast stone and brick details with a single bay of storefront were constructed at the same time and next door. Matching brick and stonework was found on both 606 Main, 610 Main and this building. Mr. Brown had various business interests and would eventually sell the dealership by the 1930s. Beginning in the 1930s C.M. Brown and his children would develop the Casa Linda Estates, a neighborhood in eastern Dallas. The building would eventually become home to Jackson Chevrolet.

The current building located at 620 Main Street was constructed in 1920 to house Morrison's Garage to replace the business' earlier wood structure. The present brick structure has simple masonry details created by cast stone and brick patterns. The front façade has large openings originally penetrated for automobile and store entrances. The corner of the building was originally a covered gas pumping station. This building, on the same block as the C.M.

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<sup>13</sup> Bankhead Highway in Garland, Historic Marker, *Texas Historic Commission*, 2009.

<sup>14</sup> Hayslip, *Garland: Its Premiere Century*, 38.

<sup>15</sup> Hayslip, *Garland: Its Premiere Century*, 39-40.

Garland Downtown Historic District, Garland, Dallas County, Texas

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Brown building, housed one of the many automobile related businesses that would be positioned on Main Street, because of Garland's location on the Bankhead Highway.

In 1918 another fire caused damage to buildings on the north block of the square. The building on the corner of W. State Street and 6<sup>th</sup> Street was rebuilt the same year and opened as the Hudson and Davis Dry Goods store. The second building damaged by the fire was the Jones and Newton building, located at 519 W. State Street. The building was erected in 1900 for John T. Jones, E.C. Newton, and Mrs. S. Murphee. Known as the Jones and Newton building, it was comprised of three bays and was one of the most elaborate on the square featuring highly decorative corbelled parapets. The first two bays were occupied by the H.W. Jones Hardware, Furniture, and Undertaking business. In 1917 Jones acquired the third bay, which at that time housed the Lyric Theatre, Garland's first theater. The 1918 fire damaged the H.W. Jones Hardware buildings and their original facade was condemned and rebuilt. A new red brick façade in a different style featuring a simple brick parapet with arches replaced the previous design. In 1925, Jones finally expanded into the third Lyric Theatre bay which retained its original corbelled brick parapet and facade until recently.<sup>16</sup>

Around 1926, new businesses in town included the Home Ice and Fuel Company, The Great Atlantic and Pacific Tea Company, and the Garland Cotton Oil Company, followed by the Ferris Watson Seed Company in 1927.<sup>17</sup> Horses and buggies had given way to the automobile. With the other infrastructure improvements and access to Bankhead Highway, the city had become a more attractive place to live and work. By 1933 the public square had been paved and a City Beautiful WWI memorial installed (See Figure-5). The memorial was a large fountain with a pool and colored lights, built in the middle of the square on the site of the well that had been dug in 1914 to supply water to horses. Lack of maintenance caused the fountain to deteriorate and in 1936 it was refurbished for the Texas Centennial.<sup>18</sup>

The third alignment of the Bankhead Highway shifted the route through downtown to Main Street by the 1930s. Multiple service stations sprang up along the route during this time, including the Humble Station at 316 Main and Sinclair Station at 717 Main. The Sinclair Station had additions throughout its history as the Shugart family expanded its operations and diversified their business. Garage shop space was added to the east and north side of the building, eventually followed by an International Style adjacent building in the late 1960s for the Shugart's Furniture and Appliance Co.

Located on the south side of Main Street facing the square, the Williams family renovated their building at 532 Main Street in 1931 using Spanish Colonial Revival style ornamentation (See Figure-2 and Photo-17). This style can also be found at the Williams Funeral Directors Home constructed around the same time on the corner of Glenbrook Drive and Main Street (Photo-14). The building at 532 Main was constructed by M.D. Williams after the 1902 fire to house his grocery, warehouse, and funeral home business. Roach Grocery Company, which had acquired M.D. Williams' grocery business, would move out of the Williams Building by 1933, when he established the Roach Feed & Grocery Company along the railroad track, a retail and wholesale business, further east on Main Street, just a block off the square (See Photo-19).<sup>19</sup>

Garland had developed a 5-year plan by 1937 to continue to improve the civic amenities and overall quality of life for its citizens. Garland began as a small agricultural town. But by the 1930s, the city and local citizens worked to attract outside businessmen to Garland. This began the transition from a farming based economy to a manufacturing

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<sup>16</sup> Jerry Flook, "Historic Square: North Side," *Garland Messenger*, September 2010.

<sup>17</sup> Hayslip, *Garland: Its Premiere Century*, 43.

<sup>18</sup> Jerry Flook, "Our Historic Public Square," *Garland Messenger*, July 2010.

<sup>19</sup> Jerry Flook, "South Side of the Historic Square," *Garland Messenger*, Oct. 2010.

Garland Downtown Historic District, Garland, Dallas County, Texas

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economy paving the way for non-agrarian manufacturing to relocate to the town. This transition was aided by low land values, connectivity to the highway and railroad systems, and Garland's geographical proximity to Dallas.<sup>20</sup> During this time, Craddock Foods, a pickle plant, KRLD radio station and the Byer-Rolnick Hat Corporation moved to Garland. In 1940 the Southern Aircraft Corporation of Houston opened a plant that supplied airplane parts for major airplane manufacturers. In 1941 the Guiberson Diesel Engine Company announced plans for a \$2.4 million plant to be located near the Byer-Rolnick Hat Corporation. Both the Guiberson and the Southern Aircraft were partially involved in defense related manufacturing. In 1942 Continental Motors replaced the Guiberson Diesel operation and converted the plant to manufacture gasoline engines for tanks, employing 2,500 people. By March 1945 the Luscomb Airplane Corporation acquired land to construct a plant to manufacture airplanes.<sup>21</sup> New economic circumstances -- particularly the influx of capital, as well as the arrival of new people during WWII would lead to changes in the downtown and transform all of Garland.

### **Post-WWII Development: 1945-1967**

Increased automobile ownership and new industry in Garland led businesses to prosper in the Post War era. Owners expanded and modified their buildings to address growth and to update to the current architectural style. This became a prominent theme in Garland's growth pattern. The Cole and Davis Company was no exception to this trend. Originally the Hudson and Davis Dry Good Store, the company opened in the fall of 1894, by Charles Hudson from Arkansas and James Davis from Georgia. The two men decided to enter the dry goods business and selected Garland. They rented space in a building owned by the Flook family. After a couple of years, the store moved into the first floor of the Masonic building located at 115 N. 6<sup>th</sup> Street until it moved to its final location at 111 N. 6<sup>th</sup> Street in 1940. The façade of this store was designed in the Moderne style. E.G. Cole was hired as the first clerk of the store and eventually became a partner. The company became Cole & Davis Company in 1928.<sup>22</sup> While Cole and Davis is no longer on the square, the company's sign can be found on the back of the building.

In 1945, W.O. Bankston of Dallas announced plans to open a new dealership in Garland and renovate the Morrison's Garage building. W.O. Bankston, equipped with ten years of experience, had been a partner in Bankston-Hall Motors of Dallas Company. His business in Dallas was expanding with a new building under construction. The extensive renovation included reconfiguring the garage space and creating show rooms by incorporating the exterior filling station at the corner for additional interior space. The Daniel and Yarborough Pontiac dealership that occupied the space constructed a new building at 115 N. 7<sup>th</sup> Street.<sup>23</sup>

Shortly after the plans for renovations to the Morrison Garage building were published in the local paper, the Daniel and Yarborough Pontiac dealership broke ground in 1945 on their new home. The small residence on the lot was moved to another location to make way for construction. The building was designed by Harold Manzer, a lumber yard manager. The new dealership featured one of his trademark round windows. Manzer had also been the designer for the original Plaza Theatre on the square constructed in 1941. The showroom originally faced Main Street with the service shop behind and accessed from State Street with a used car lot on the corner of 7th and State Streets.<sup>24</sup>

In 1946, 500 Main Street was constructed by Joe T. Wood for use as a dealership, Wood Pruitt Motor Company. The company moved out of this building in 1953, when it became the Garland Furniture Store.<sup>25</sup> This was one of

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<sup>20</sup> Hayslip, *Garland: Its Premiere Century*, 52-55.

<sup>21</sup> Hayslip, *Garland: Its Premiere Century*, 55-59.

<sup>22</sup> "Cole and Davis Company Reaches Fiftieth Birthday Next Monday," *The Garland News*, April 20, 1945.

<sup>23</sup> "New Ford, Mercury, Lincoln-Zephyr Firm to Open in Garland," *The Garland News*, August 17, 1945.

<sup>24</sup> "Construction of new Pontiac Bldg., To Begin Next Week," *The Garland News*, July 6, 1945.

<sup>25</sup> *The Garland Herald*, January 8, 1953.

Garland Downtown Historic District, Garland, Dallas County, Texas

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the first buildings in Garland to be constructed in the new sleek International Style with a deep canopy created by extending and cantilevering the roof edge over the sidewalk. The front façade consisted of an aluminum storefront from floor to roof the length of the building.

By 1947, C.M. Brown had completed the commercial buildings at 107 S. 6<sup>th</sup> Street and 601 W. Avenue A for Ben Jackson for commercial multi-tenant space. The buildings at 107 S. 6<sup>th</sup> Street and 601 W. Avenue A replaced a blacksmith shop and junk yard. The buildings housed Newman Appliance Company, Garland Furniture Company, and Peavy Insurance Agency, Roy Wright Plumbing Company, a new bus station, café and taxi stand.<sup>26</sup> Elmer Newman was the son-in-law of Ben Jackson and operated the Newman Appliance Company. Newman eventually joined his father-in-law at Jackson Chevrolet after he sold the appliance business to M.S. Hollenshead in 1952.<sup>27</sup>

Automobile use and ownership increased after WWII. The automobile provided more freedom and better access to rural communities, but also encouraged increased congestion and parking issues for cities. To accommodate a need for additional parking at the square, the WWI memorial fountain was removed in the 1950s.<sup>28</sup>

Increased road use required maintenance that had been neglected due to the war. *The Garland News* published a map and list of the proposed road projects in Dallas County for the upcoming bond election in an article titled, “24 Roads and 30 Bridges at Stake in Balloting.” The newspaper stated that the conditions of the roads could be traced to two factors. “First, five years of wartime emergency demanded that manpower, machinery and materials be employed only on the most vital repairs and an absolute minimum of new construction.” The second cause the newspaper gave for the necessary bond election was from heavy use. “Second the accelerated industrial development of Dallas County brought an attendant increase in highway use. Truck traffic boomed, while the automobile commuters multiplied. An already inadequate road system was forced to carry a staggering overload, and that overload took an inevitable toll in steadily worsening highway conditions.” The article stated that numerous civic leaders in the small communities fully supported the bond election and *The Garland News* joins these supporters in a “vote for progress.” The newspaper suggested that the Dallas County voters had an opportunity to remedy this condition by voting for the projects to bring further growth and development to Garland and Dallas County.<sup>29</sup>

In 1949 Jackson Chevrolet celebrated its 25th anniversary with building renovations and new construction and an entire *Garland News* edition was dedicated to the celebration. Jackson Chevrolet was started by Ben Jackson and Ray Olinger in the 1920s in a warehouse behind buildings that faced the square. In 1930 the company would lease the C.M. Brown building at 614 Main Street. The building had originally been used as the Brown Ford dealership where both Jackson and Olinger had previously worked. C.M. Brown hired his nephew, Ray Olinger as manager of the dealership and Ben Jackson as a mechanic. Mr. Brown had given Jackson his first job in the community starting out as a mechanic and gave him a chance to learn other parts of the business. In the late 1930s Jackson and Olinger had mutually decided to dissolve the partnership, and the company’s name changed from Jackson and Olinger to Jackson Chevrolet.<sup>30</sup>

The projects associated with the 25<sup>th</sup> anniversary expansion were extensive. The dealership expanded to the land behind the 1917 era building. A new service department building was constructed at 615 W. Avenue A. (See Photo-26) that shifted the repair work from the C.M. Brown building to the new building freeing up space for the other departments. The new building included a wash rack, grease rack, front-end alignment stall and four mechanic’s

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<sup>26</sup> “Partners Head Furniture Company,” *The Garland News*, June 6, 1947.

<sup>27</sup> “100 Years of Growing with Garland,” Supplement to *Garland Daily News*, Sept. 29, 1985.

<sup>28</sup> Jerry Flook, “Our Historic Public Square,” *Garland Messenger*, July 2010.

<sup>29</sup> Pete Ferrarese, “Fire Station Bond Election,” *The Garland News*, January 30, 1948.

<sup>30</sup> “Restyled Exterior,” *The Garland News*, October 16, 1949.

Garland Downtown Historic District, Garland, Dallas County, Texas

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stalls and was headquarters for a 24-hour wrecker service. The remaining space at the corner of the S. 7<sup>th</sup> Street and W. Avenue A. was resurfaced and paved to function as the used car lot.<sup>31</sup> By this time, Mr. Jackson had expanded, through one way or another, into most of the block. He occupied the building on Main Street, beginning in the 1930s. He had constructed the buildings at the corner of S. 6<sup>th</sup> Street in the mid-1940s, for his son-in-law and now filled the remaining land on the block with other dealership departments.

The mid to late 1940s was a time of serious growth and development for Garland, but the 1950s brought explosive and unprecedented growth to the city. During this time the population had grown to 14,000 people, and families were moving into town at a rate of 115 per month. The construction boom shortly after the war resulted in 10 new housing additions, the Highland and Garland shopping centers and numerous other projects throughout town, constructed between 1950 and 1955.<sup>32</sup> The growth had much to do with Garland's transportation connectivity on a major national highway and the city's close proximity to Dallas. As in most small towns outside major urban cities, the post-war years witnessed a large shift in population. Large cities were seen as cramped and dirty and the desire to live in suburban towns with fresh air and more space was popular and promoted by the Federal Housing Administration's insured loan programs. Garland benefited from its proximity to Dallas allowing people and commerce to easily move between the two.

Cecil Williams, son of Garland's first mayor, M.D. Williams, was elected mayor in 1948. In 1951 the city received its home rule charter and the first City Manager with statutory authority granted by the charter. The citizens pushed for paid managers to address the city's day-to-day business that was previously handled by the unpaid City Council members volunteering their time.<sup>33</sup> A Volunteer Fire Department existed in Garland in some form, but by the late 1940s the need for a professional department with adequate facilities became apparent. The Fire Department remained volunteer for a few more years until the home rule charter was granted and in 1948 a bond election was called to construct a brick fire station. The new building would have space for three fire engines, a recreation room, and living quarters and assembly hall upstairs (See Photo-24). The building, designed by H.B. Gieb, would be built on the site of the metal sided building previously used by the Volunteer Fire Department.<sup>34</sup> In 1951 the Police Department was located in the building at 613 W. Avenue A (See Photo-26). The department continued to use the jail built for the city in 1937 as a WPA project next to the power plant (See Photo-25). The two facilities were used until 1968 when the department relocated.<sup>35</sup>

As the city evolved and developed, any historic corbelled cornices that may have survived on the square until now were simplified, canopies were removed or replaced, facades were painted, a few covered with stucco, all in an effort to modernize and allow continued use. One of the first transformations during this period was by the well-known theater designer Jack Corgan on the Plaza Theatre. The theater had been designed only 9 years earlier by Harold Manzer but underwent a complete transformation. Corgan replaced the original façade and Manzer's trademark round window with a Moderne façade of stucco, glass block and metal, including a neon marquee tower (See Photo-21).

The east side of the square went through a series of modifications between 1933 and 1951. The buildings now listed as 108 N 6<sup>th</sup> Street evolved in stages to their current appearance by 1958. Between 1952 and 1958 the top of the building parapet was simplified. Brick was added to express pilasters and the two early buildings were visually combined into one building that appeared to have more in common with a 1950s shopping center than an early 1900s structure.

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<sup>31</sup> "Restyled Exterior," *The Garland News*, October 16, 1949.

<sup>32</sup> Hayslip, *Garland: Its Premiere Century*, 66.

<sup>33</sup> Hayslip, *Garland: Its Premiere Century*, 66.

<sup>34</sup> "Proposed New Fire Station," *The Garland News*, November 21, 1947.

<sup>35</sup> Garland Police Officers Association, *Garland Police Department*, 2.

Garland Downtown Historic District, Garland, Dallas County, Texas

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In 1952, all three bays of the Jones Hardware Building, at 519 W. State Street were modernized on the interior and exterior. The brick arches were removed and a slip-cover was used to visually connect the three bays. A new storefront and canopy completed the modern “new and improved” appearance. The name H. W. Jones Hardware & Furniture Co. decorated the entire length of the façade.<sup>36</sup> The 1952 slip-cover was removed from the parapet of the third bay, formerly the Lyric Theatre, exposing the 1900 design. In 2010, the 1900 parapet was dismantled and covered with a temporary material, thereby removing the last original corbelled brick parapet on the square.

The Lone Star Gas building at 617 W. State Street appears in the 1947 Sanborn Insurance Map, but it is believed to have been constructed earlier with a different facade. The current International Style facade can be seen in an early 1950s photograph (See Figure-12). This building incorporates a deep cantilevering canopy over the sidewalk and aluminum storefront from floor to canopy.

In 1954, the two buildings at the corner of Main Street and N. 6<sup>th</sup> Street owned and renovated by the State National Bank. The facade was changed (See Figure-3, 11), the two buildings were connected internally, the windows altered, and a central entrance was created on 6<sup>th</sup> Street. A drive-through banking window was installed at the rear of the building as part of a large one-story addition.

US 67 was built south of Garland in 4 phases from Loop 12 in Dallas to SH 205 in Rockwall and completed in 1951. Construction began on the first phase from Loop 12 to Belt Line Road on May 14, 1947 and work was completed on September 2, 1948. The second phase from Belt Line Road to Dallas/Rockwall County line, construction began on October 22, 1947 and the work was completed on August 13, 1949. The third phase from the Dallas/Rockwall County line then ended near Heath Road, close to where Lake Ray Hubbard is now located, began July 9, 1948 and work was completed in January 18, 1949. The fourth phase began near Heath Road and extended to SH 205 on April 10, 1950 and was completed on April 20, 1951.<sup>37</sup> US 67, renamed Interstate 30 by the early 1960s, pulled traffic away from downtown Garland for the first time since the creation of the highway system in the early 1920s. Despite the loss of the proximity to the highway, downtown continued to thrive and develop through the 1950s. But by the 1960s, the downtown area began to wane as the central focus of the commercial activity in Garland. The State National Bank moved from 101 N. 6<sup>th</sup> Street in 1963, to the location on W. Avenue B., a sign of things to come for the area. The bank had occupied the location on the square for 52 years, renovating the building as necessary for continued use even incorporating a drive through window in the alley behind the building. Finally, the bank outgrew its location and a move was necessary. This was also the case with Jackson Chevrolet, which moved away from downtown to a less urban setting. Other commercial centers established in the early 1950s flourished with the American cultural shift from walkable town centers to strip shopping centers that could accommodate convenient parking.

The city had grown to more than 50,000 people and sprawled to the point that the focus on downtown became decentralized. Industrial growth continued to expand and new companies moved to Garland. During this time the city council approved the widening of Bankhead, now known as Main Street to four lanes and removing the large trees that once lined the street. In 1966 the city opened the C.E. Newman Generating Plant and a year later the Ray Olinger plant on Lake Lavon to meet the electric needs of the large city.<sup>38</sup>

Garland in the 1970s had a population of around 81,437 people. During this time, Garland, along with many cities throughout the country, initiated projects for the American bicentennial celebration. In 1976, Garland began to

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<sup>36</sup> *Owls Nest 1960*, Garland High School Yearbook.

<sup>37</sup> Texas Department of Transportation construction documents, U.S. Highway 67 (1947-1951).

<sup>38</sup> Hayslip, *Garland: Its Premiere Century*, 67-73.

Garland Downtown Historic District, Garland, Dallas County, Texas

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focus on efforts to reinvigorate downtown. Charles Clack, Mayor of Garland spearheaded the revitalization attempt and focused on the redesign of the square. The project attempted to create an outdoor mall-like appearance by unifying the buildings on the square with a continuous green metal awning and was intended to be the impetus for downtown revitalization. Landscape architects Oblinger Smith of Wichita, Kansas were awarded the project in 1977 for the redesign of the square<sup>39</sup>. The design included terraced brick and concrete platforms that stepped down to the lowest basin of a tiered fountain (See Figure-9). First Lady Rosalynn Carter planted a quince tree during the fountain dedication and participated in the Labor Day Parade in 1978.<sup>40</sup> Recent efforts have modified the 1970s design. The low fountain basin was filled in with concrete to accommodate larger functions and the upper fountain basins were converted to planters. Elements that remain from the 1979 design are the brick planters varying from knee to waist height, sidewalks and trees that surround the plaza.<sup>41</sup>

### **Downtown Today**

Today a renewed interest in rejuvenating downtown as well as increased public and private investment has become a focus of the community. Surrounding the historic commercial center are new developments adding increased density and bringing people back to downtown. The new buildings include mixed use projects and the redevelopment of city government buildings. The Downtown Garland Station, served by the Dallas Area Rapid Transit system, has again made Garland a node for rail transportation bringing its history full circle. The historic downtown is on the brink of renewal, and there is a strong interest in preserving the existing fabric in light of potential development to come. One investor has already reconstructed one of the earliest buildings at 107 N. 6<sup>th</sup> Street. A new design for the public square is being discussed. The form of the downtown and the buildings created by Garland's early business people and civic leaders represent an opportunity for preservation of the city's only historic commercial center.

### **Architectural Significance**

The Garland Downtown Historic District is eligible for listing in the National Register at the local level under Criterion C in the area of Architecture. The district contains good examples of historic commercial buildings typical of those found throughout Texas, reflecting architectural styles and forms representing every period of development between 1897 and 1967. The district is composed primarily of one and two-part block commercial buildings associated with some of the founding families of Garland. The bulk of the buildings in the district were built prior to WWII with alterations indicating the community's continued prosperity and desire to modernize, expand, and improve the early buildings throughout their history. Despite experiencing modifications before the 1960s, the district retains a high level of integrity.

**One-Part Commercial Block** – The one-part commercial block buildings consist of a single story treated similarly to the lower façade unit of a two-part commercial block building consisting of storefronts used as display windows for retail with a parapet across the top of the building. The parapet was usually tall enough to allow for occupant signage or advertising and typically included a cornice. Examples of this building form in Garland include the Morrison's Garage building at 620 Main Street (See Photo-15), and the building at 615 W Avenue A (See Photo-26). One of the most prominent buildings of this form is the M.D. Williams Building at 532 Main (See Photo-17). The Williams Building was renovated in 1931 in the Spanish Colonial Style and features parapet urns at the ends of each bay and multi-colored Spanish clay tile roofing in a false application against the parapet wall.

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<sup>39</sup> Hayslip, *Garland: Its Premiere Century*, 74-75.

<sup>40</sup> "A first lady by any other name, A 'rosy' parade, despite misspelling," *Dallas Morning News*, August 5, 1978.

<sup>41</sup> Hayslip, *Garland: Its Premiere Century*, 74-75.

Garland Downtown Historic District, Garland, Dallas County, Texas

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Two-Part Commercial Block – The form of the two-part commercial block building consists of two distinct stacked façade units with a horizontal division that clearly separates the two. The first floor accommodated the more public commercial needs with display windows for the various businesses and the second floor would have been used as office and support spaces or meeting spaces for fraternal organizations. Some of the Garland buildings constructed in this building form are the Masonic building at 115 N. 6<sup>th</sup> Street and the IOOF building at 113 N. 6<sup>th</sup> Street (See Photo-22). The C.M. Brown building at 614 Main Street (See Photo-16) is the most prominent building of the two-part commercial form featuring decorative cast stone and brick details.

### **Conclusion**

The period of significance covers Garland's historical development from a rural town supported by agriculture to a thriving city in the beginning stages of urban sprawl. During this period, downtown was the center of the city's economic vitality and commercial business activity, including automobile, home goods, groceries, banking, agricultural, and funeral related businesses. The period of significance begins with 1897 with the construction of the three brick fraternal structures, the oldest buildings in the district. The second significant date for the development of Garland is 1899, when a fire razed most of the downtown area, consisting of wood buildings and a nearby neighborhood. The district was rebuilt with mostly masonry structures. Many of these exist today and a square was created in the center of downtown. Bankhead Highway shifted the route through downtown to what is now known as Main Street by the 1930s spurring growth. Garland experienced tremendous growth during the post-war period, beginning in 1945 through the 1950s. With the construction of US 67, now known as I-30 after WWII, traffic shifted from downtown Garland to the outskirts of the city. For the first time since the inception of the highway system, Garland's commercial center was no longer on a national highway. The downtown remained a viable hub until the early 1960s when Garland's success led to incremental urban sprawl and a decentralized business district. Because this change occurred over time, there is no specific end date to the period. However, 1967 is roughly when downtown ceased to perform with the same vitality and impact that it had in the past. This date also adheres to the 50 year cut off.

The district is nominated under Criterion A at the local level in the area of Community Planning and Development as a representative downtown that grew as a result of railroad connectivity and continued to evolve with the advent of the automobile through 1967. The district contains an intact collection of typical late 19<sup>th</sup> and 20<sup>th</sup> century commercial architecture reinforcing its local significance under Criterion C in the area of Architecture. The period of significance spans from 1897 to 1967 and covers Garland's historical development from a rural town to a post-war industrial city.

Garland Downtown Historic District, Garland, Dallas County, Texas

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Garland Downtown Historic District, Garland, Dallas County, Texas

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## 10. Geographical Data

**Acreege of Property:** Approximately 24 acres.

**Coordinates:** Latitude/Longitude Coordinates

Datum if other than WGS84: NA

1. Latitude: 32.913365°	Longitude: -96.640211°
2. Latitude: 32.913358°	Longitude: -96.639003°
3. Latitude: 32.913796°	Longitude: -96.639000°
4. Latitude: 32.913782°	Longitude: -96.637782°
5. Latitude: 32.913867°	Longitude: -96.637777°
6. Latitude: 32.913853°	Longitude: -96.636554°
7. Latitude: 32.913339°	Longitude: -96.636565°
8. Latitude: 32.913326°	Longitude: -96.635107°
9. Latitude: 32.912640°	Longitude: -96.635593°
10. Latitude: 32.912641°	Longitude: -96.634995°
11. Latitude: 32.911740°	Longitude: -96.635040°
12. Latitude: 32.911786°	Longitude: -96.640236°

### **Verbal Boundary Description:**

Beginning at a point on the intersection of W. State St. and N. Glenbrook Dr. proceed east along W. State St. to the intersection of W. State St. and N. 7<sup>th</sup> St., thence, proceed north along N. 7<sup>th</sup> St. to the northwest corner of the property boundary associated with 617 W. State St., thence, east to a point on N. 5<sup>th</sup> St., thence, proceed south along N. 5<sup>th</sup> St. to the intersection of W. State St. and N. 5<sup>th</sup> St., thence, proceed east along W. State St. to the intersection of W. State St. and Santa Fe Rail Line, thence, proceed south-east along Santa Fe Rail Line to the intersection of Main St. and Santa Fe Rail Line, thence, east to the northeast corner of the property boundary associated with 316 Main St., thence, proceed south to W. Avenue A, thence, proceed west along W. Avenue A to intersection of W. Avenue A and S. Glenbrook Dr., thence, proceed north to the place of beginning.

### **Boundary Justification:**

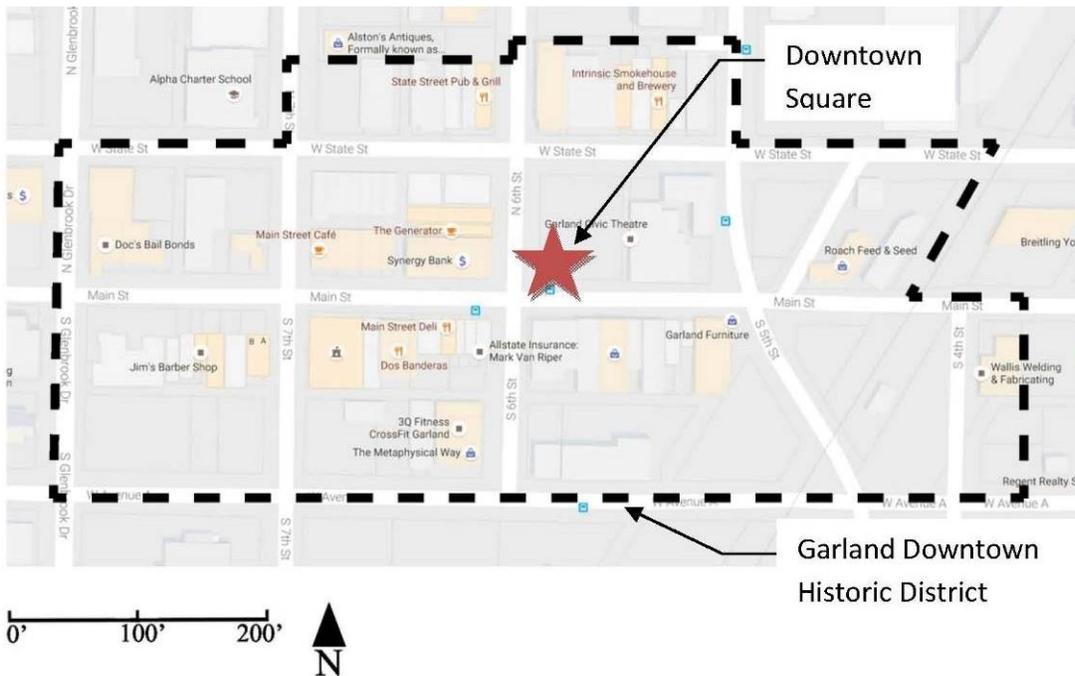
The boundaries of the Garland Downtown Historic District were selected to include the largest concentration of intact historic buildings depicting Garland's commercial history and development. The boundary lines were drawn to exclude blocks of noncontributing resources and vacant lots.

Garland Downtown Historic District, Garland, Dallas County, Texas

Maps



Map 1 – Garland, TX location in the United States (Wikipedia)



Map 2 – Map of Garland Downtown Historic District (Google Maps)

Garland Downtown Historic District, Garland, Dallas County, Texas

Map 3 – Enlarged map of Garland Downtown Historic District showing location of contributors and non-contributors



**q:m**  
 Quimby McCoy Preservation Architecture, LLP  
 3200 Main Street #3.6  
 Dallas, Texas 75226

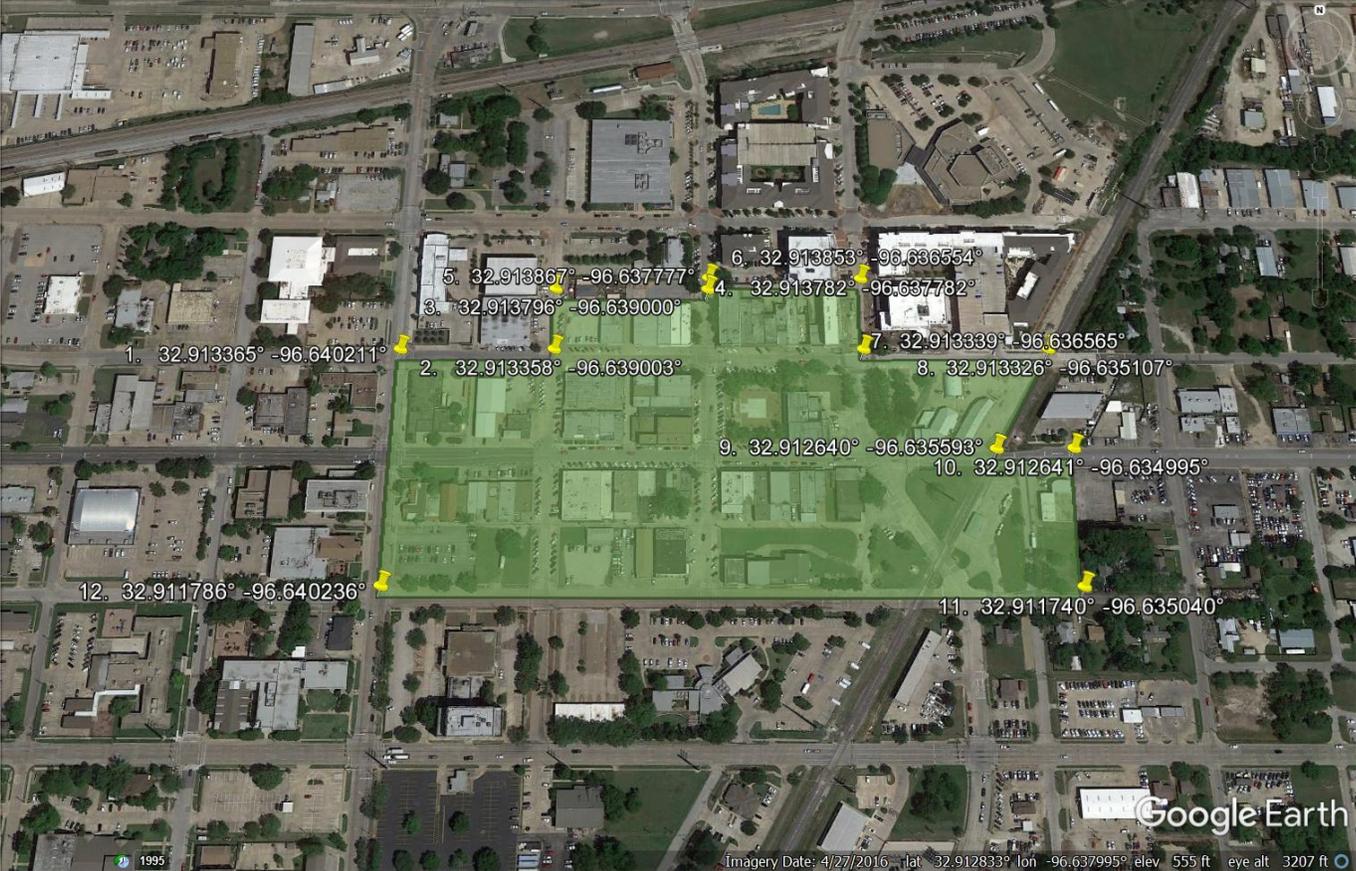
Garland Downtown Historic District, Garland, Dallas County, Texas

Map 4 – Enlarged map of Garland Downtown Historic District showing locations and directions of current district photographs.



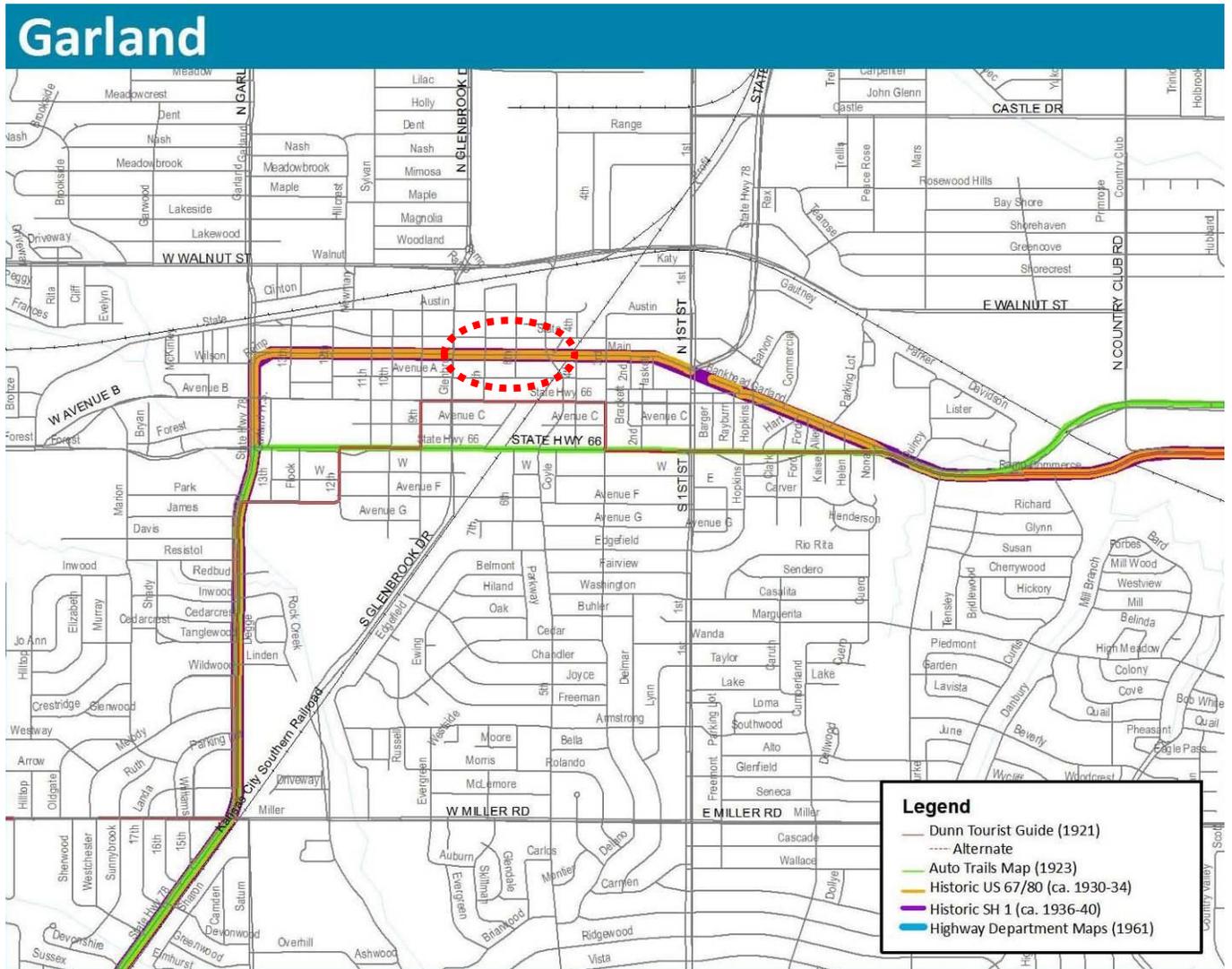
**q:m:c**  
 Quimby McCoy Preservation Architecture, LLP  
 3200 Main Street #3.6  
 Dallas, Texas 75226

Garland Downtown Historic District, Garland, Dallas County, Texas



Map 5 –Garland Downtown Historic District. Source: Google Earth, Garland, Dallas County, Texas

Garland Downtown Historic District, Garland, Dallas County, Texas



Map 6 - Map of Bankhead Highway routes through Garland, TX. Map created by the Texas Historical Commission.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Figures**



**Figure -1** View of south side of square, c. 1906. Photograph courtesy Garland Landmark Society.



**Figure -2** View of south side of square, c. 1915. Photograph courtesy Garland Landmark Society.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Figure -3** View of west side of square, c. 1915. Photograph courtesy Garland Landmark Society.



**Figure -4** View of the square, looking north-east, c. 1932. Photograph courtesy Garland Landmark Society.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Figure -5** View of the square, looking north-east, c. 1933. Photograph courtesy Garland Landmark Society.



**Figure -6** View of the 600 block in 1938 looking west on Bankhead Highway, now known as Main Street. Photograph courtesy Garland Landmark Society.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Figure -7** Aerial view between State Street on the left and Bankhead Highway (Main Street) on the right, looking east toward the square, c. 1958. Photograph courtesy Garland Landmark Society.



**Figure -8** View looking south-west of the 500 block on Bankhead Highway, now known as Main Street, early 1960s. Photograph courtesy Garland Landmark Society.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Figure -9** Downtown during the 1980s with a view of the redesigned square by Oblinger Smith. Photograph from *Garland, Its Premiere Century*.



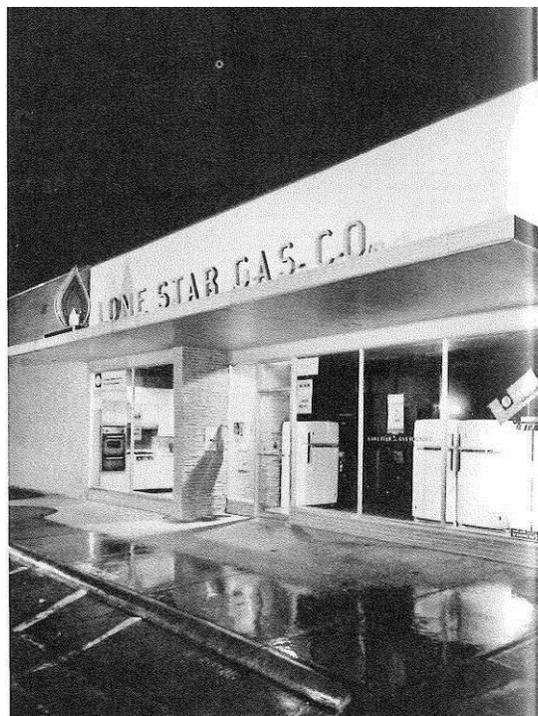
**Figure -10** Morrison's Garage, constructed in 1920 to replace the earlier wood structure. Photograph courtesy Garland Landmark Society.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Figure -11** State National Bank after façade renovations, ca 1960. Photograph from *Garland, Its Premiere Century*.



**Figure -12** Lone Star Gas Company façade, ca 1956. Photograph from *Garland, Its Premiere Century*.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photographs**



**Photo – 1** View north on South 6<sup>th</sup> Street towards the square, photograph taken from intersection of South 6<sup>th</sup> Street and West Avenue A. To the right is the former Garland Fire Department building at 116 South 6<sup>th</sup> Street, to the left is 601 West Avenue A.



**Photo – 2** View west towards the square on Main Street, photograph taken from 5<sup>th</sup> Street. 108 North 6<sup>th</sup> Street is to the right and 514 Main Street is the first building to the left.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 3** View west on Main Street, photograph taken from intersection of Main and 6<sup>th</sup> Streets. The two-story structure visible in the photograph is the C.M. Brown building.



**Photo – 4** View east towards the square on State Street, photograph taken in front of 612-624 West State Street. The Plaza Theatre marquee is visible in the photograph.

Garland Downtown Historic District, Garland, Dallas County, Texas

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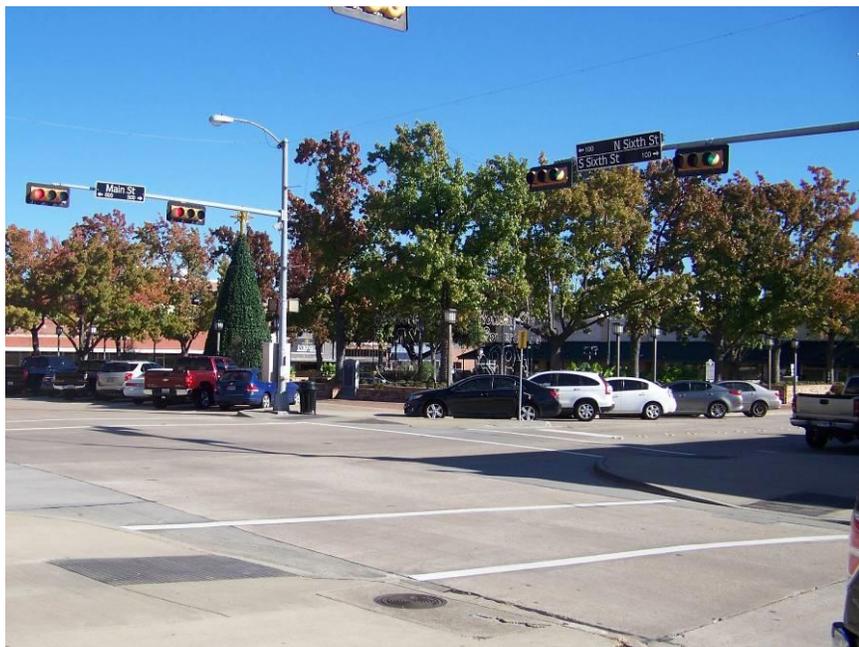
**Photo – 5** View south towards the square on North 6<sup>th</sup> Street. 605 (B) West State Street is on the right and the Plaza Theatre is to the left in the photograph.



**Photo – 6** View of the west side of the square, photograph taken from the intersection of West State and North 6<sup>th</sup> Streets.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 7** View north-east towards the square, photograph taken from intersection of Main and 6<sup>th</sup> Streets.



**Photo – 8** View north-east of the public square, taken from the south-west corner of the block.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 9** View south-west towards the public square, photograph taken from 509-513 West State Street.



**Photo – 10** View of 203 North 5<sup>th</sup> Street, non-contributing multi-use building.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 11** View of 509-513 West State Street, non-contributing building.



**Photo – 12** View of 613 West State Street, non-contributing building.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 13** View of 613-627 Main Street, non-contributing building.



**Photo – 14** View of 716 Main Street, formerly the Williams Funeral Home, contributing building.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 15** View of 620 Main Street, originally the Morrison’s Garage building, one of many automobile related businesses along Bankhead Highway, now known as Main Street. Contributing building.



**Photo – 16** View of C.M. Brown building, 614 Main Street, with three bays, each with three windows at the second floor with a stone header and sill. Note articulated parapet and decorative stone ornamentation above windows. Contributing building.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 17** View of 532 Main Street. Note the terra cotta tile and urns at the top of the parapet. These features were used on other prominent Garland buildings like the Williams Funeral Home and Garland High School. Contributing building.



**Photo – 18** View of 510 Main Street. Contributing building.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 19** View looking north on Main Street of Roach Feed and Seed at 409 Main Street. Contributing building.



**Photo – 20** View of 617 West State Street, formerly the Lone Star Gas building. Contributing building.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 21** View of 521 West State Street, originally constructed in 1941, it was redesigned only nine years later in 1950 by a Dallas architect well known for theater design, Jack Corgan. Contributing building.



**Photo – 22** View of 115 and 113 North 6<sup>th</sup> Street, the Masonic and IOOF buildings. These are two of the oldest buildings on the square that survived the 1899 fire. Contributing building.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 23** View of 101 North 6th Street, formerly the State National Bank. Contributing building.



**Photo – 24** View looking east at the former Garland Fire Department building at 116 South 6<sup>th</sup> Street. Contributing building.

Garland Downtown Historic District, Garland, Dallas County, Texas

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**Photo – 25** View looking north-west on West Avenue A of the first Garland Power and Light Building at 525 West Avenue A. Note the small white building to the right in the photograph was an early Garland Jail building. Contributing building.



**Photo – 26** View of 615 West Avenue A. Contributing building.

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