

**United States Department of the Interior
National Park Service****National Register of Historic Places Registration Form****1. Name of Property**

Historic Name: Deep Ellum Historic District

Other name/site number: NA

Name of related multiple property listing: NA

2. Location

Street & number: Roughly bounded by Dallas Area Rapid Transit (DART) alignment and Elm Street (north), South Hall Street (south), North Central Expressway (west), and E. R. L. Thornton Freeway (IH 30) (east)

City or town: Dallas 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Not for publication: ☐Vicinity: ☐**3.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 ☒ localApplicable National Register Criteria: ☒ A ☐ B ☐ C ☐ D
Signature of certifying official / Title

State Historic Preservation Officer

Date

5/18/23

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

Deep Ellum Historic District, Dallas, Dallas County, Texas

5. Classification

Ownership of Property: Private

Category of Property: District

Number of Resources within Property

Excludes the contributing resources previously listed in the National Register (detailed below)

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 212 | 55 | buildings |
| 0 | 0 | sites |
| 1 | 0 | structures |
| 0 | 0 | objects |
| 213 | 55 | total |

Number of contributing resources previously listed in the National Register: 13

- Lincoln Paint and Color Company Building
- Interstate Forwarding Company Warehouse
- Grand Lodge of the Colored Knights of Pythias, Texas
- Texas Farm and Ranch Building
- Dallas Tent and Awning Building
- Chevrolet Motor Company Building
- John E. Mitchell Company Plant
- Gulf Oil Distribution Facility Historic District: 6 contributing buildings

6. Function or Use

Historic Functions: (see page 8)

Current Functions: (see page 8)

7. Description

Architectural Classification:

LATE VICTORIAN: Italianate, Richardsonian Romanesque

LATE 19TH & 20TH CENTURY REVIVALS: Classical Revival, Spanish Colonial Revival, Mission Revival

LATE 19TH & EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style, Chicago, Prairie

MODERN MOVEMENT: Streamline Moderne, Art Deco, Midcentury Modern

NO STYLE

Principal Exterior Materials: Brick, Concrete, Stucco

Narrative Description (see continuation sheets 9-46)

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8. Statement of Significance

Applicable National Register Criteria: A

Criteria Considerations: NA

Areas of Significance: Commerce, Social History, Ethnic Heritage: African American

Period of Significance: 1872-1973

Significant Dates: 1872 (arrival of first railroad); 1908 (flood); 1920-1930, 1947 (zoning ordinances)

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

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

Architect/Builder: William Martens; John Graham, Sr.; William Sydney Pittman; Lang and Witchell; F. J. Woerner and Company; J. A. Pitzinger

Narrative Statement of Significance (see continuation sheets 47-77)

9. Major Bibliographic References

Bibliography (see continuation sheets 78-83)

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

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10. Geographical Data

Acreage of Property: 112.99

Coordinates: (See page 84)

Verbal Boundary Description: (See page 84)

Boundary Justification: (See page 84)

11. Form Prepared By

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Date: 08/01/2022

Additional Documentation

Maps (see continuation sheets 85-96)

Additional items (see continuation sheets 97-124)

Photographs (see continuation sheets 125-167)

Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo Log

Deep Ellum Historic District
Dallas, Dallas County, Texas
Photographed by HHM, Inc. Staff, January 2021

Photo No. 1.: Remnants of 1881 railroad tracks outside 3208 Commerce Street. Camera facing southeast.

Photo No. 2.: The former City Hotel, built in 1892, at 2528 Elm Street. Camera facing south.

Photo No. 3: One-part commercial block building, built around 1905, at 2704 Elm Street. Camera facing south.

Photo No. 4: The Interstate Forwarding Company Warehouse, built in 1913, at 3200 Main Street. Camera facing southeast.

Photo No. 5: The Knights of Pythias building, built in 1916, at 2551 Elm Street. Camera facing northwest.

Photo No. 6: The Sons of Hermann building at 3414 Elm Street. Built in 1911, the building is one of three non-commercial or industrial buildings, and one of two wood-frame buildings in the district. Camera facing south.

Photo No. 7: The Dallas Power and Light East Substation, built in 1920, at 3816 Commerce Street. Camera facing northeast.

Photo No. 8: Contextual view of the 2600 block of Elm Street, from the intersection with Good Latimer Expressway. Camera facing west.

Photo No. 9: Façade of a typical one-part commercial block building in the district, built around 1925, at 3018 Commerce Street. Camera facing southeast.

Photo No. 10: Two-part commercial block building, built around 1913, at 2814 Main Street. The building is an example of a building that was modified during the historic period to serve an automobile business. Camera facing southeast.

Photo No. 11: An auto service building in a one-part commercial block building, built around 1920, at 3418 Main Street. Camera facing southeast.

Photo No. 12: An auto service building, built around 1941, at 3713 Canton Street. Camera facing west.

Photo No. 13: Front façade of 2612 Main Street. Built around 1920, the two-part commercial block building was an auto repair shop in the 1920s. Note that the front garage bay opening size has been retained but infilled with a recessed storefront.

Photo No. 14: A one-part commercial building, built around 1919, at 3333 Commerce Street. Camera facing north.

Photo No. 15: A two-part commercial block building, built around 1935, at 210 S. Walton Street with decorative brickwork. Camera facing southeast.

Photo No. 16: The La France Building, an automobile dealership, built in 1924, at 3600 Commerce Street. Camera facing northeast.

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Photo No. 17: A one-part commercial block building, built around 1955, at 412 Exposition Avenue with modest Streamline Moderne stylistic influences. Camera facing northeast.

Photo No. 18: The 1928 cylindrical grain tanks at the former Pearlstone Mill and Elevator Company at 3200 Hickory Street. Camera facing north.

Photo No. 19: The John E. Mitchell Company Plant, built in 1928, at 3800 Commerce Street. Camera facing northeast.

Photo No. 20: Façade of a typical light industrial, one-part commercial block building, built around 1946, at 3117 Commerce Street. Camera facing northwest.

Photo No. 21: A machine shop building, built around 1950, at 2921 Canton Street. Camera facing northwest.

Photo No. 22: Façade of an Art Deco building, built around 1946, at 3012 Commerce Street. Camera facing south.
Note: Façade was altered by April 2022, rendering the building noncontributing.

Photo No. 23: The Lincoln Paint and Color Company, built in 1912, at 3210 Main Street. Camera facing southwest.

Photo No. 24: One of two wood-frame buildings in the district, built around 1935 at 3001 Canton Street. Camera facing northeast.

Photo No. 25: A non-historic age (2019), non-contributing mid-rise building at 2900 Canton Street. Camera facing southwest.

Photo No. 26: Contributing building at 2824 Main Street. Built around 1925, the building is an example of a building with window and door replacements that contributes to the district. Camera facing southeast.

Photo No. 27: Façade of a non-contributing, historic-age building (1924), at 2933 Commerce Street. Camera facing north.

Photo No. 28: Façade of a non-contributing, historic-age building (1925), at 2815 Commerce Street. Camera facing north.

Photo No. 29: Façade of a contributing building, built around 1909, with a rooftop addition, at 2713 Elm Street. Camera facing north.

Photo No. 30: Façade of a non-contributing building, built around 1930, with multiple alterations, at 2724 Elm Street. Camera facing south.

Photo No. 31: Façade of a c. 1897 building at 507 Exposition Avenue. Camera facing southwest.

Photo No. 32: Two-part commercial block building, built around 1940, that once was a pawn shop, at 2526 Elm Street. Camera facing south.

Photo No. 33: Two-part commercial block building, built around 1911, that once was a hotel, at 2934 Elm Street. Camera facing southwest.

Photo No. 34: Oblique of a building, built in 1921, at the Gulf Oil Corporation Facility at 501 S. 2nd Avenue. Camera facing southeast.

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Photo No. 35: The Ford Assembly Building, built in 1914, at 2700 Canton Street. Camera facing southeast.

Photo No. 36: Oblique of the Chevrolet Motor Company Building, built in 1923, at 3221 Commerce Street. Camera facing northwest.

Photo No. 37: Oblique view of the Dallas Tent and Awning Building, built in 1921, at 3401 Commerce Street. Camera facing northeast.

Photo No. 38: A warehouse, built around 1969, at 441 S. Hall Street. Camera facing west.

Photo No. 39: Oblique of a two-part commercial block building, built around 1926, at 2701 Canton Street. Camera facing northeast.

Photo 40. Contextual view of Commerce Street at Murray Street. Camera facing southwest.

Photo 41. Contextual view of Main Street at Trunk Avenue. Camera facing west.

Photo 42. Contextual view of Commerce Street at Henry Street. Camera facing west.

Photo 43. Contextual view of the 2600 block of Commerce Street. Camera facing west.

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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.

Deep Ellum Historic District, Dallas, Dallas County, Texas

| |
|---------------------------|
| 6. Function or Use |
|---------------------------|

Historic Functions: COMMERCE/TRADE: business, financial institution, hotel, restaurant, specialty store, department store, restaurant, warehouse
INDUSTRY: manufacturing facility, industrial storage
GOVERNMENT: public works
RECREATION AND CULTURE: music facility
SOCIAL: meeting hall
TRANSPORTATION: rail-related

Current Functions: COMMERCE/TRADE: business, professional, financial institution, specialty store, department store, restaurant, warehouse
DOMESTIC: multiple dwelling
RECREATION AND CULTURE: music facility
SOCIAL: meeting hall
WORK IN PROGRESS
VACANT

Deep Ellum Historic District, Dallas, Dallas County, Texas

Narrative Description

The Deep Ellum Historic District is in central Dallas, Texas. Located just east of downtown, the historic district occupies much of the greater Deep Ellum neighborhood and is roughly bounded by the Dallas Area Rapid Transit (DART) alignment and Elm Street (north), South Hall Street (south), North Central Expressway (west), and E. R. L. Thornton Freeway (IH 30) (east). Encompassing 113.99 acres, the district includes the highest concentration of historic-age resources in Deep Ellum and excludes areas around the larger area's periphery where integrity has been lost. The Deep Ellum Historic District is an urban district characterized by dense historic-age commercial and industrial development. Nearly all properties in the district are commercial or industrial and feature masonry construction, lending the district a uniform architectural character. Several buildings in the district display ornamentation and high-style architectural influences, and a collection of early twentieth-century warehouses and manufacturing facilities have Chicago-style influences. Most buildings in Deep Ellum, though, are modest. Many were built in the American Commercial style or are characteristically utilitarian. The bulk of resources was built between 1920 and 1960, though resources in the district date from 1881 to 2022. Of the 281 resources in the district, a majority (266, or 95 percent) date to the period of significance (1872 to 1973). Due to the district's multiple transitions and repurposing, alterations, including changes to storefronts, windows, and rooftop additions, are common, though an overwhelming majority of buildings retain sufficient integrity to contribute to the historic character of the district. Of the 281 resources, 226 (80 percent) are contributing (including 13 previously listed buildings), and 55 are noncontributing.

Setting

Geography and Topography

The Deep Ellum Historic District in central Dallas is a characteristically urban district with little vegetation and few natural features. Located roughly one-and-a-half miles from the Trinity River, the district's topography is generally flat, with a gentle downward slope to the southwest toward the river. Mill Creek, a small tributary of the Trinity River, passed through Deep Ellum until the 1930s, at which time the City buried the waterway into an underground storm-sewer system. The lowest areas in the district run along the path of the underground creek and were subject to flooding prior to the creek's burial. Like Mill Creek, other natural features gave way over time to commercial and industrial development, leaving little vegetation or green space within the district's confines.

Circulation Patterns and Layout

The greater Deep Ellum neighborhood occupies a wedge in central Dallas, bounded by a network of transportation arteries that developed over a 150-year period. To the north, the DART alignment follows the paths laid in the early 1870s by the Houston and Texas Central (H&TC) Railroad and the Texas & Pacific (T&P) Railroad. This alignment separates Deep Ellum from East Dallas, a mixed residential and commercial area to the north. To the east, south, and west, a network of highways and freeways separates Deep Ellum from adjacent areas: Central Expressway/United States Highway (US) 75 separates Deep Ellum from downtown Dallas to the west, and Interstate Highway (IH) 30 separates Deep Ellum from South Dallas (a largely residential area) and Fair Park to the south and east. Built during a period of highway construction that lasted from the late 1940s to the 1970s, the roadways roughly follow several railroad alignments from the late nineteenth century. By the turn of the twentieth century, the H&TC and the T&P railroads, together with the Gulf Colorado and Santa Fe (GC&SF) Railroad (laid in the 1880s), surrounded the neighborhood on three sides (Figure 8).

In addition to the rail lines along the boundaries of Deep Ellum, several rail alignments also extended into the area. The earliest, the Texas Trunk Railroad (1881), bisected Deep Ellum northwestwardly on its way to meeting the T&P. By the 1885 Sanborn, the alignment had been integrated into the street network and was named Trunk Avenue. Some remnants of this rail are extant at Commerce Street and Trunk Avenue (photo 1). Throughout the nineteenth century,

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more rail lines were laid in Deep Ellum. The city's streetcar, which operated until 1956, first entered Deep Ellum in 1884 and had lines on Main, Elm, and Commerce streets (since removed). In the twentieth century, between 1920 and 1950, as the district transitioned into a commercial and industrial area, several additional rail spurs entered Deep Ellum, sharing the alignment with existing alleys: Commerce Street alley (current-day Clover Street), Canton Street alley (current-day Virgil Street), and Taylor Street alley. Some remnants of these spurs remain in the district, including on Virgil Street, but the lines have mostly been removed.

As transportation trends shifted, automobile and trucking overtook railroads, and the need for improved and expanded highways arose. The first major thoroughfare constructed through Deep Ellum was the Good-Latimer Expressway, constructed along Good Street in the 1930s. Construction of Central Expressway near Deep Ellum began in 1949, roughly following the alignment of the HT&C but jaggging along the Good-Latimer Expressway through Deep Ellum. Between 1968 and 1973, US 75 was expanded to connect the northern and southern sections of Central Expressway, using a six-lane elevated overpass that passed above the Good-Latimer Expressway. Highway 80 (now Interstate Highway 30) arrived in 1959. Roughly following the GC&SF from the east into Deep Ellum, the roadway diverged from the rail's southwesterly path and cut directly through the southern section of Deep Ellum. Expansion of these highways during and beyond the historic period continued eating into Deep Ellum, impacting the area's historic fabric. As such, the historic district boundaries include the highest concentration of historic-age resources in Deep Ellum while excluding the areas along the larger neighborhood's boundaries where the area's historic fabric eroded over time (Map 1).

Within the boundaries of the historic district, the current transportation patterns closely resemble the patterns seen in maps from the late nineteenth and early twentieth centuries (see Sanborn maps). Deep Ellum has three distinct grid-patterned street networks. The street grid in the western two-thirds of the district extends from downtown's street network, with streets roughly running east-west and north-south. Beginning at Trunk Avenue in the eastern third of the district, the street network begins its shift. Diverging from the north-south direction of the cross streets, Trunk, Second, and Exposition avenues interest the grid in a diagonal, ordinal direction, creating non-rectangular blocks of land at street intersections. At Exposition Avenue, the street pattern shifts roughly 120 degrees from the western section. In this section, two street grids occupy the land on either side of Exposition Avenue. This pattern developed early, beginning in the 1870s, in response to the location of rail alignments and the platting and subdivision of land that occurred into the early twentieth century (Map 6).

Architectural Character

Range and Distribution of Construction Dates

Resources in the Deep Ellum Historic District date from 1881 to 2022. Of the 281 resources in the district, 266 (95 percent) are historic-age and were built by 1973 (the close of the period of significance). The bulk of the resources in Deep Ellum was built during the 1920s through the 1950s. Only 15 resources (5 percent) are non-historic age. See table 1 for a breakdown of construction dates by decade.

Deep Ellum Historic District, Dallas, Dallas County, Texas

Table 7-1. Breakdown of decades of construction of resources in the historic district.

| Decade of Construction | No. Resources Built | % of Total No. Resources in District |
|------------------------|---------------------|--------------------------------------|
| 1880s | 1 | 0.4 % |
| 1890s | 3 | 1 % |
| 1900s | 4 | 1 % |
| 1910s | 16 | 6 % |
| 1920s | 78 | 28 % |
| 1930s | 39 | 14 % |
| 1940s | 64 | 23 % |
| 1950s | 47 | 17 % |
| 1960s | 13 | 5 % |
| 1970s | 1 | 0.4 % |
| 1980s | 4 | 1 % |
| 1990s | 2 | 0.7 % |
| 2000s | 4 | 1 % |
| 2010s | 3 | 1 % |
| 2020s | 2 | 0.7 % |

Though Deep Ellum was one of the earliest areas developed in Dallas, a number of events and factors during the period of significance led to redevelopment from residential to commercial and industrial – including the flood of 1908; city plans and zoning ordinances; changing trends in warehousing, industry, and transportation; and highway construction (see figs. 3, 5, and 7). The transformation and events (discussed in detail in Section 8) resulted in the district’s current historic fabric and architectural character. Overall, buildings from different decades mix throughout the district (Map 4). Some clusters of properties dating to the same era do remain, though, like the western end of Elm Street has the only 1900s (decade) buildings, and the area south of Commerce Street has a high percentage of 1940s and 1950s properties.

Deep Ellum’s Transition from Residential to Commercial and Industrial

Sanborn maps from 1899 show buildings throughout much of Deep Ellum. Elm, Main, and Commerce streets in the western end of the district, adjacent to downtown, were mostly lined with buildings, while the western and southern sections of Deep Ellum remained less densely developed. By the turn of the twentieth century, Deep Ellum remained predominantly residential, with wood-frame residences accounting for most of the buildings in the district (see figs. 3, 5, and 7). A majority of the commercial buildings (a mix of wood-frame and brick) were located on the western end of Elm Street, and other commercial buildings were interspersed with residences throughout the rest of Deep Ellum. Some industrial development was located along the rail lines in the northern and eastern sections of Deep Ellum – including warehouses, an ice plant, and a cotton gin. Subsequent redevelopment led to the demolition of most of these resources—including all of the residences in the district—leaving only four nineteenth-century resources in the district, including the former City Hotel (built in 1892) at 2528 Elm Street (photo 2).

Sanborn maps from 1922 show the early transformation of Deep Ellum from residential to commercial and industrial. Though the district remained predominantly filled with residences, more brick commercial buildings appear throughout the district, with Elm Street remaining the primary commercial street in Deep Ellum. Among the early nineteenth-century commercial properties built in the district is the building at 2704 Elm Street (photo 3). The industrialization of Deep Ellum is also evident on the 1922 Sanborn map, showing more industrial properties along the rail lines. Trunk Avenue, which shared the street with the Texas and New Orleans railroad in the eastern section of Deep Ellum, was a principal industrial and warehouse zone. Factories and warehouses also opened near but not adjacent to the rail, including Dallas’s first bonded warehouse (built in 1913) at 3200 Main Street and the Hamilton-Carhart Company Overall Factory (built around 1920) at 3026 Commerce Street (photo 4).

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Over the next three decades, the residential character of Deep Ellum continued eroding, in large part due to the commercial and industrial zoning of the area in 1927 and 1947. Sanborn maps from 1950 reflect this transformation, showing nearly all the houses replaced with commercial and industrial buildings. The largest concentration of residences remained at the eastern end of the district, on Exposition Avenue and Commerce Street. These houses, along with the few scattered throughout the district, were lost over the subsequent decades. Throughout the remainder of the historic period, commercial and industrial buildings replaced older buildings—commercial and residential—in all sections of Deep Ellum. After the close of the period of significance in 1973, Deep Ellum experienced little new development. The 15 buildings constructed since 1973 are scattered throughout and include a mix of small-scale commercial buildings, condominiums, and multi-use high-rise buildings.

Property Types and Architectural Styles

The Deep Ellum Historic District is a commercial and industrial district. Reflective of this, more than 98 percent of the historic-age properties in the district are either commercial or industrial. These buildings served a variety of business types, including hotels, auto-repair shops, car dealerships, stores, warehouses, offices, and factories. While nearly all extant historic-age properties are commercial or industrial, two of the district's most significant properties are social buildings associated with the district's African American and immigrant history. The Grand Lodge of the Colored Knights of Pythias (built 1916) at 2551 Elm Street and Sons of Herman meeting hall (built 1911) at 3414 Elm Street both date to the period of time when Deep Ellum was a mixed-use residential and commercial district (photos 5-6). The district also includes one government building, the 1920 Dallas Power and Light East Substation, at 3816 Commerce Street (photo 7).

Most historic-age buildings, regardless of original use, share similar building forms and characteristics. The majority—87 percent—of buildings have a one- or two-part commercial block form, flat roof, and stand one-to-two stories tall. Many of the buildings abut the sidewalk and share party walls, though demolitions have left some vacant lots between buildings. Awnings are not prevalent in the district. The uniformity of building form and scale is a character-defining feature of the district.

Commercial-block buildings that served the public—stores, restaurants, hotels—are located throughout the district, though Elm, Main, and Commerce streets have the highest concentration (photo 8). These buildings generally have display windows and single- or double-door entrances, and many of the earlier ones have transom lights (photo 9). Auto-related buildings—service shops, tire shops, and dealerships—also occupy one- and two-part commercial block buildings and are intermixed with other businesses on the street. The transition of Deep Ellum from residential to commercial and industrial coincided with the increase in automobile travel and ownership. In the district, which the Bankhead Highway and the “King of Trails” Highway traversed, new buildings were constructed for auto-related businesses, and existing ones were altered during the period of significance to serve auto-related businesses, such as the two-part commercial block building at 2814 Main Street (photo 10). Characteristically, these buildings have garage bays that allowed interior access (photos 11-12). Because many buildings served multiple purposes during the period of significance, including auto-related functions, some garage bays were infilled as their functions changed. Though they were often infilled with storefronts, windows, and/or doors during and after the historic period, many retain the original garage bay opening size and shape (photo 13).

Many of the consumer-oriented, one- and two-part commercial block buildings generally have no stylistic influences, or they reflect the American Commercial style that was popular in the early twentieth century and have exposed masonry, pilasters separating bays, and parapets with flat cornices (photo 14). Some buildings have more architectural details, such as decorative brickwork or inset panels in their parapets, while others modestly draw influence from styles including Richardsonian Romanesque, Spanish Classical Revival, Mission Revival, Prairie, Art Deco, and Streamline Moderne (photos 15-17).

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Other commercial and industrial buildings with less public interaction—warehouses, fabrication and machine shops, wholesale businesses, and manufacturing facilities—also have commercial block and box forms. Many have party walls, though some were constructed as freestanding buildings. At complexes that have, or historically had, multiple resources, like the Gulf Oil Distribution Facility at 501 South 2nd Avenue, buildings are typically free-standing with rectangular footprints. At the Pearlstone Mill and Elevator Company at 3200 Hickory Street, the complex retains its 85 feet tall cylindrical grain tanks (photo 18). Located throughout the district, concentrations of these buildings are located in the eastern and southern sections of the district, on and near rail lines. Typically larger than other commercial block buildings, some of the early twentieth-century warehouses and factories constructed in the district are the tallest historic-age buildings in Deep Ellum, standing between two and six stories tall. Several are clustered near the intersection of Trunk Avenue and Main Street, though some, including the John E. Mitchell Company Plant (built around 1928) at 3800 Commerce Street, are scattered in the eastern and southern sections of the district (photo 19). Warehouses and shops built after 1930 are almost exclusively only one-story. Due to zoning ordinances in the 1920s, 1930s, and 1940s, zoning south Deep Ellum for industrial and north Deep Ellum for business, many of the warehouses and shops built later in the period of significance are located in the southern section of the district, along the former rail spurs on Clover and Virgil Streets, and the Taylor Street alley. Unlike the more public-facing commercial buildings, the window patterns and doors on these buildings typically provided more privacy. These buildings generally do not have traditional storefronts but rather one or multiple single-door entrances with no glass panes, and some have garage bays (photo 20). Many have loading docks on either their front or rear elevations. First-floor windows are generally smaller than the display windows of stores, do not reach the ground, and are sometimes made oblique (photo 21). Manufacturing buildings, though, often had many windows on their upper stories, allowing in natural light. While the majority of these buildings are modest and utilitarian, displaying no architectural stylistic influences, nine of the earliest warehouses and manufacturing facilities have Chicago-style influences. These buildings have reinforced concrete frames with brick and window infill set between concrete columns that delineate distinct bays. Most of the windows are large, metal casement windows, though at least one building has double-hung wood windows. Four of these buildings are among the six in the district designed by architects:

- John Graham, Sr. (Seattle): Ford Assembly Building/Adams Hat Building, 2700 Canton Street, built 1914
- F. J. Woerner & Company (Dallas): Texas Farm and Ranch Building, 3300 Main Street, built 1921
- Lang and Witchell (Dallas): Chevrolet Motor Company Building, 3221 Commerce Street, built 1923
- J. A. Pitzinger (Dallas): John E. Mitchell Company Plant, 3800 Commerce Street, built 1928

The two social buildings are also commercial block forms: the four-story Knights of Pythias is a three-part vertical block building, and the Sons of Hermann building is a two-story, two-part commercial block building. Both are architect-designed. Architect William Martens of Dallas designed the Sons of Hermann building with modest Italianate influences reflected in the prominent overhanging eave and decorative brackets (photo 6). Black architect, William Sidney Pittman, designed the Knights of Pythias in the Beaux Arts style. One of the most ornate buildings in the district, the Knights of Pythias has monumental arched fourth-story windows, entablature, bed molding of dentils and egg and dart, and a decorative cornice. Though not architect-designed, the Dallas Power and Light East Substation at 3816 Commerce Street is another one of the district's more stylistic buildings. The building is a free-standing, three-story building with Classical Revival stylistic influences.

Common Construction Materials

Masonry construction characterizes the buildings in the Deep Ellum Historic District—nearly all buildings in the district were constructed with brick, concrete, or both. Most one- and two-part commercial block buildings roughly built between the late nineteenth century to the 1930s have load-bearing masonry frames and brick facades. By the 1940s, many of these building forms were constructed with concrete block or reinforced concrete frames. Most of these later buildings were clad in brick, though several were plastered (photo 22). At least one of the oldest commercial buildings (2528 Elm Street) has cast iron columns at its storefront, though most storefronts are wood- or

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metal-framed (photo 2). Larger buildings—warehouses and industrial and manufacturing facilities—are reinforced concrete construction. These buildings incorporate a mix of brick, concrete, and steel and have brick facades. Several of the earliest warehouses and manufacturing facilities in the district, including the Lincoln Paint and Color Company (built in 1912) on Main Street, have brick curtain walls with concrete columns (photo 23). The rare non-masonry construction in the district includes two wood-frame and wood-clad buildings: the Sons of Hermann building on Elm Street and a two-part commercial block building, erected in the 1920s or 1930s, at 3001 Canton Street (photo 24).

Integrity

Overall Historic District Integrity

The Deep Ellum Historic District retains sufficient integrity to express its historic character and significance. The neighborhood fabric retains integrity of setting, feeling, association, and design. As a collection, the resources within the boundaries retain the ability to convey the district's historical significance, and continued commercial and industrial use led to many of the alterations to individual buildings in the district so that the alterations have significance in their own right. The historic street grid pattern within the historic district boundaries remains intact, and though some rail lines in the middle of the district have been removed, their paths are preserved as streets and alleys, and remnants do remain in several locations. The continued presence of some rail lines also enhances the district's overall integrity of setting, feeling, and association. The historic pattern of dense development is in large part preserved due to the minimal number of demolitions and modern infill. The compatibility of many of the non-historic-age buildings—in size, scale, form, and use—to the historic-age buildings also helps preserve historic streetscapes. More recently, though, several incompatible high-rise buildings have been constructed on the fringes of the district's boundaries (photo 25). Designation of the historic district should curb this trend by encouraging rehabilitation of historic buildings. Some parking lots in the district diminish historic density patterns in areas, like the northwest corner of South Walton and Taylor streets, where buildings previously stood. Other parking lots, though, like the one in the 2900 block of Main Street, were used car lots or junk yards without buildings, or with small buildings in the middle of the lot, during the period of significance. Therefore, these building-less lots have less impact on the integrity of the district. Together, the buildings, street patterns, and rail alignments convey the significance of the historic district.

Contributing and Noncontributing Resources

The overwhelming majority of the buildings within the historic district boundaries are classified as contributing: 230 (83 percent) are contributing (including 13 previously listed buildings), and 51 are noncontributing. Contributing resources date to the period of significance and retain sufficient integrity to contribute to the historic character of the district. Noncontributing resources are those that do not add to, or detract from, the historic character of the district. Noncontributing resources include those constructed outside the period of significance, as well as historic-age resources that have been altered to the degree that they lack sufficient integrity to communicate their historic character.

Contributing resources must possess a sufficient degree of integrity, though they need not be unaltered. Commercial and industrial resources in Deep Ellum and across Texas and the nation commonly underwent alterations over time. In Deep Ellum, the ongoing use of the buildings often necessitated alterations. Occurring over time, including during the period of significance, alterations aimed to facilitate the continued usage of buildings by adapting to various changes. Advances and changes in industry, shipping, and transportation, as well as architectural aesthetics and thoughts on modernity, all contributed to alterations within the district. Among the common alterations in the district are storefront replacements; window and door replacement, infilling and/or boarding; and fenestration pattern alterations. Many of these alterations occurred during the period of significance and are themselves significant, as they reflect the transformation of Deep Ellum. More recently, changes in use, including the reuse of buildings as restaurants and bars, have resulted in additional alterations, such as the addition of rooftop decks as owners create public spaces where previously there were none. The impact of these alterations and whether or not a building retains sufficient integrity to

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contribute to the district depends on several factors: date of alteration (during or after the period of significance), reversibility, and cumulative impact of multiple alterations.

Because of the ongoing commercial and industrial use of buildings in the district, some contributing buildings have experienced reversible alterations like storefront replacement, but they still retain their overall integrity of design and materials. Other reversible alterations include window and door replacements. For the Deep Ellum district, buildings with window or door replacements, and some minor window enlargements or enclosures, are considered contributing. The building at 2824 Main Street is an example of a building with a storefront replacement that is contributing (photo 26). Despite the non-historic age windows and doors, the storefront opening remains the same, the brick façades remain exposed, and original features such as the parapet are extant. Significant fenestration pattern alterations and storefront, window, and door enlargements or reductions, though, such as those on 2933 Commerce Street, are considered noncontributing (photo 27). Other examples of historic-age noncontributing buildings display significant non-reversible alterations like masonry storefront enclosures, as seen on the building at 2815 Commerce (photo 28).

When alterations occurred after the close of the period of significance, designation eligibility also depends on the cumulative impact of alterations. For example, in Deep Ellum, many of the second-story rooftop deck additions are non-historic age alterations. Alone, this alteration does not render a building ineligible, but if combined with multiple other alterations, the cumulative negative impact of alterations to a building's integrity renders it ineligible. The building at 2713 Elm Street is an example of a recommended contributing building with a non-historic age rooftop deck addition (photo 29). Other than the low fencing and framing added to the roof of the building, it otherwise retains much of its integrity and has undergone minimal alterations to its façade and therefore is recommended contributing. The building at 2724 Elm Street serves as an example of a recommended noncontributing building with a non-historic age rooftop deck addition (photo 30). In addition to the rooftop alterations, its front façade has been drastically altered: door replaced, some openings (window or garage door) infilled, and stucco applied to façade. The cumulative impact of these alterations renders the building unrecognizable to the district's period of significance, and it is therefore recommended as noncontributing.




Of the 54 noncontributing buildings, 38 of them are historic-age. The remaining 16 noncontributing buildings are non-historic age, built after 1973. Non-historic age buildings in the district generally are compatible with the form, scale, and materials found in the district historically, although several incompatible high- and mid-rise buildings have been constructed in recent years, including the building at 2900 Canton Street that was built in 2019 (photo 25).

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Inventory

| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|-----------------|---|------|------|--------------------------------------|---------------------------------|--------|
|  | 269 | 333 1st Ave | Dallas Show Case Company | B | 1926 | Commercial/Two-part commercial block | Commercial | C |
|  | 270 | 417 1st Ave | McGregor Automotive | B | 1949 | Commercial/Box | No stylistic influences visible | NC |
|  | 267 | 502 1st Ave | | B | 2006 | Residential/Mid-Rise | No stylistic influences visible | NC |
|  | 273 | 429 S 2nd Ave | Dr. Pepper Bottling Plant, Curtis Candy Company | B | 1929 | Commercial/Two-part commercial block | Chicago Style | C |
|  | 274 | 501 S 2nd Ave A | Gulf Oil Company repair shop | B | 1921 | Commercial/One-part commercial block | Commercial | Listed |
|  | 275 | 501 S 2nd Ave B | Gulf Oil Company garage | B | 1921 | Commercial/One-part commercial block | Commercial | Listed |
|  | 280 | 501 S 2nd Ave C | Gulf Oil Company warehouse | B | 1921 | Industrial/Two-part commercial block | Commercial | Listed |
|  | 279 | 501 S 2nd Ave D | Gulf Oil cooper shop | B | 1921 | Industrial/Rectangular | Commercial | Listed |
|  | 278 | 501 S 2nd Ave E | Gulf Oil Company boiler | B | 1921 | Industrial/Rectangular | Commercial | Listed |
|  | 277 | 501 S 2nd Ave F | Gulf Oil Company pump house | B | 1921 | Industrial/Rectangular | Commercial | Listed |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|-------------------|---|------|------|--------------------------------------|--------------------|--------|
|  | 271 | 502 S 2nd Ave | | B | 1960 | Commercial/Two-part commercial block | Mid-century Modern | C |
|  | 272 | 409-413 S 2nd Ave | Texas Wholesale Manufacturers, Dr. Pepper Company | B | 1925 | Commercial/One-part commercial block | Commercial | C |
|  | 213 | 2700 Canton St | Ford Assembly Plant, Adams Hats Building | B | 1914 | Commercial/Box | Chicago Style | C |
|  | 193 | 2701 Canton St | | B | 1926 | Commercial/Two-part commercial block | Commercial | C |
|  | 194 | 2713 Canton St | | B | 1929 | Commercial/One-part commercial block | Commercial | NC |
|  | 195 | 2805 Canton St | | B | 1954 | Commercial/One-part commercial block | Commercial | C |
|  | 196 | 2809 Canton St | | B | 1937 | Commercial/One-part commercial block | Commercial | C |
|  | 215 | 2810 Canton St | | B | 1950 | Commercial/One-part commercial block | Commercial | C |
|  | 197 | 2811 Canton St | | B | 1937 | Commercial/One-part commercial block | Commercial | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|----------------|------------|------|------|--------------------------------------|--------------|--------|
|  | 216 | 2814 Canton St | | B | 1948 | Commercial/One-part commercial block | Commercial | C |
|  | 217 | 2824 Canton St | | B | 1936 | Commercial/One-part commercial block | Commercial | C |
|  | 218 | 2824 Canton St | | B | 1935 | Commercial/Two-part commercial block | Commercial | C |
|  | 198 | 2825 Canton St | | B | 1966 | Commercial/One-part commercial block | Commercial | C |
|  | 219 | 2900 Canton St | | B | 2019 | Commercial/Three-part vertical block | Contemporary | NC |
|  | 199 | 2909 Canton St | | B | 1948 | Commercial/One-part commercial block | Commercial | C |
|  | 200 | 2913 Canton St | | B | 1946 | Commercial/One-part commercial block | Commercial | C |
|  | 201 | 2917 Canton St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |
|  | 202 | 2919 Canton St | | B | 1947 | Commercial/One-part commercial block | Commercial | C |





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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|----------------|------------|------|------|--------------------------------------|--------------------------|--------|
|  | 203 | 2921 Canton St | | B | 1950 | Commercial/One-part commercial block | Mid-century Modern | C |
|  | 204 | 3001 Canton St | | B | 1935 | Commercial/Two-part commercial block | Commercial | C |
|  | 220 | 3002 Canton St | | B | 1938 | Commercial/One-part commercial block | Spanish Colonial Revival | NC |
|  | 223 | 3004 Canton St | | B | 1938 | Commercial/One-part commercial block | Spanish Colonial Revival | C |
|  | 206 | 3005 Canton St | | B | 1949 | Commercial/One-part commercial block | Commercial | C |
|  | 207 | 3007 Canton St | | B | 1949 | Commercial/One-part commercial block | Commercial | C |
|  | 224 | 3008 Canton St | | B | 1962 | Commercial/One-part commercial block | Commercial | C |
|  | 208 | 3009 Canton St | | B | 1950 | Commercial/One-part commercial block | Commercial | NC |
|  | 225 | 3012 Canton St | | B | 1940 | Commercial/One-part commercial block | Commercial | NC |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|------------------|----------------------|------|------|--------------------------------------|------------|--------|
|  | 209 | 3013 Canton St | | B | 1947 | Commercial/One-part commercial block | Commercial | C |
|  | 226 | 3020 Canton St | | B | 1944 | Commercial/One-part commercial block | Commercial | C |
|  | 227 | 3030 Canton St | | B | 1944 | Commercial/One-part commercial block | Commercial | C |
|  | 210 | 3215 Canton St | National Biscuit Co. | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 212 | 3713 Canton St | | B | 1941 | Commercial/One-part commercial block | Commercial | C |
|  | 229 | 3720 Canton St | Wholesale Auto Parts | B | 1925 | Commercial/Two-part commercial block | Commercial | C |
|  | 158 | 2612 Commerce St | | B | 1926 | Commercial/One-part commercial block | Commercial | C |
|  | 123 | 2615 Commerce St | | B | 1925 | Commercial/One-part commercial block | Commercial | C |
|  | 159 | 2616 Commerce St | | B | 1946 | Commercial/One-part commercial block | Commercial | NC |





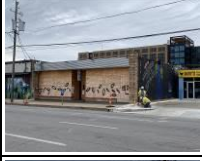

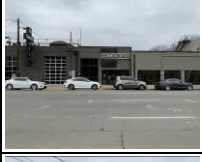


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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|------------------|------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 124 | 2623 Commerce St | | B | 1949 | Commercial/One-part commercial block | Commercial | C |
|  | 161 | 2630 Commerce St | | B | 1953 | Commercial/One-part commercial block | Commercial | C |
|  | 125 | 2633 Commerce St | | B | 1950 | Commercial/One-part commercial block | Commercial | NC |
|  | 126 | 2645 Commerce St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 127 | 2651 Commerce St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 128 | 2653 Commerce St | | B | 1924 | Commercial/One-part commercial block | No stylistic influences visible | NC |
|  | 162 | 2700 Commerce St | | B | 2021 | Mixed-Use/Vertical block | No stylistic influences visible | NC |
|  | 129 | 2713 Commerce St | | B | 1920 | Commercial/Two-part commercial block | Commercial | C |
|  | 163 | 2724 Commerce St | | B | 1928 | Commercial/One-part commercial block | Commercial | C |










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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|------------------|------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 164 | 2730 Commerce St | | B | 1930 | Commercial/One-part commercial block | Commercial | C |
|  | 165 | 2800 Commerce St | | B | 1954 | Commercial/One-part commercial block | Commercial | NC |
|  | 130 | 2801 Commerce St | | B | 1924 | Commercial/One-part commercial block | Commercial | C |
|  | 166 | 2808 Commerce St | | B | 1927 | Commercial/One-part commercial block | Prairie | C |
|  | 131 | 2809 Commerce St | | B | 1921 | Commercial/One-part commercial block | Commercial | C |
|  | 132 | 2813 Commerce St | | B | 1921 | Commercial/One-part commercial block | Commercial | C |
|  | 133 | 2815 Commerce St | | B | 1920 | Commercial/One-part commercial block | Commercial | NC |
|  | 167 | 2816 Commerce St | | B | 1946 | Commercial/One-part commercial block | No stylistic influences visible | C |
|  | 134 | 2819 Commerce St | | B | 1920 | Commercial/One-part commercial block | Commercial | NC |










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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|------------------|------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 168 | 2820 Commerce St | | B | 1943 | Commercial/One-part commercial block | Commercial | NC |
|  | 135 | 2825 Commerce St | | B | 1926 | Commercial/One-part commercial block | Commercial | C |
|  | 136 | 2901 Commerce St | | B | 1948 | Commercial/Box with canopy | No stylistic influences visible | NC |
|  | 169 | 2904 Commerce St | | B | 1957 | Commercial/Box with Canopy | Commercial | NC |
|  | 170 | 2910 Commerce St | | B | 1952 | Commercial/One-part commercial block | Commercial | C |
|  | 171 | 2914 Commerce St | | B | 1945 | Commercial/One-part commercial block | No stylistic influences visible | C |
|  | 138 | 2919 Commerce St | | B | 1951 | Commercial/One-part commercial block | No stylistic influences visible | C |
|  | 137 | 2919 Commerce St | | B | 1951 | Commercial/One-part commercial block | No stylistic influences visible | C |
|  | 139 | 2921 Commerce St | | B | 1924 | Commercial/One-part commercial block | No stylistic influences visible | C |










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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|------------------|------------|------|------|---|------------|--------|
|  | 140 | 2923 Commerce St | | B | 1940 | Commercial/Two-part commercial block | Commercial | C |
|  | 141 | 2933 Commerce St | | B | 1924 | Commercial/Two-part commercial block | Commercial | NC |
|  | 172 | 2940 Commerce St | | B | 1950 | Commercial/Two-part commercial block; date of façade not determined | Commercial | NC |
|  | 173 | 2952 Commerce St | | B | 1950 | Commercial/One-part commercial block | Art Deco | C |
|  | 174 | 3000 Commerce St | | B | 1940 | Commercial/Two-part commercial block | Commercial | C |
|  | 142 | 3003 Commerce St | | B | 1969 | Commercial/One-part commercial block | Commercial | C |
|  | 175 | 3004 Commerce St | | B | 1941 | Commercial/One-part commercial block | Commercial | C |
|  | 143 | 3005 Commerce St | | B | 1946 | Commercial/One-part commercial block | Commercial | C |
|  | 176 | 3008 Commerce St | | B | 1946 | Commercial/One-part commercial block | Commercial | NC |










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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|------------------|----------------------------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 144 | 3009 Commerce St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 177 | 3012 Commerce St | | B | 1946 | Commercial/Vault | Commercial | NC |
|  | 178 | 3014 Commerce St | | B | 1946 | Commercial/One-part commercial block | No stylistic influences visible | NC |
|  | 145 | 3017 Commerce St | | B | 1957 | Commercial/One-part commercial block | No stylistic influences visible | C |
|  | 179 | 3018 Commerce St | | B | 1925 | Commercial/One-part commercial block | Commercial | C |
|  | 180 | 3022 Commerce St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |
|  | 181 | 3026 Commerce St | Hamilton Carhart Overall Factory | B | 1940 | Commercial/Two-part commercial block | Chicago Style | C |
|  | 182 | 3034 Commerce St | | B | 1935 | Commercial/One-part commercial block | Commercial | NC |
|  | 183 | 3100 Commerce St | | B | 1947 | Commercial/One-part commercial block | Commercial | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|------------------|-------------------------|------|------|--|---------------------------------|--------|
|  | 148 | 3101 Commerce St | | B | 1986 | Residential/Two-part commercial block | No stylistic influences visible | NC |
|  | 184 | 3106 Commerce St | | B | 1947 | Commercial/One-part commercial block | Commercial | C |
|  | 185 | 3116 Commerce St | Haughton Publishing Co. | B | 1954 | Commercial/One-part commercial block | Commercial | NC |
|  | 186 | 3116 Commerce St | | B | 1950 | Commercial/One-part commercial block | Commercial | C |
|  | 150 | 3117 Commerce St | | B | 1946 | Commercial, Industrial/Two-part commercial block | Commercial | C |
|  | 151 | 3117 Commerce St | | B | 1946 | Commercial, Industrial/One-part commercial block | Commercial | C |
|  | 152 | 3117 Commerce St | | B | 1946 | Commercial/One-part commercial block | Commercial | C |
|  | 187 | 3200 Commerce St | | B | 1955 | Commercial/One-part commercial block | Mid-century Modern | C |
|  | 153 | 3201 Commerce St | | B | 1948 | Commercial/One-part commercial block | No stylistic influences visible | NC |










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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|------------------|---|------|------|--|---------------------------------|--------|
|  | 188 | 3208 Commerce St | Texas and New Orleans Railroad | S | 1881 | Transportation/Linear | No stylistic influences visible | C |
|  | 154 | 3221 Commerce St | Chevrolet Motor Company, Hesse Envelope Company (1948-1965) | B | 1923 | Commercial, Industrial/One-part vertical block | Chicago Style | Listed |
|  | 189 | 3300 Commerce St | Fair Park National Bank | B | 1964 | Commercial/Box | Modern | C |
|  | 155 | 3333 Commerce St | | B | 1919 | Commercial/One-part commercial block | Commercial | C |
|  | 190 | 3400 Commerce St | | B | 1957 | Commercial/Oblong Box with Canopy | Streamline Moderne | C |
|  | 156 | 3401 Commerce St | Dallas Tent and Awning Building | B | 1921 | Commercial/Two-part commercial block | Chicago Style | Listed |
|  | 120 | 3435 Commerce St | | B | 2019 | Commercial/Box | No stylistic influences visible | NC |
|  | 191 | 3500 Commerce St | | B | 1935 | Commercial/Two-part commercial block | Commercial | C |
|  | 211 | 3506 Commerce St | | B | 1952 | Commercial/One-part commercial block | Commercial | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|--------------------|--|------|------|--------------------------------------|---------------------------------|--------|
|  | 228 | 3600 Commerce St | La France Building | B | 1924 | Commercial/Two-part commercial block | Mission Revival | C |
|  | 240 | 3612 Commerce St | La France Building | B | 1926 | Commercial/One-part commercial block | Mission Revival | C |
|  | 252 | 3710 Commerce St | | B | 1950 | Commercial/Box | No stylistic influences visible | C |
|  | 253 | 3712 Commerce St | | B | 1928 | Commercial/One-part commercial block | Commercial | C |
|  | 254 | 3712 Commerce St | | B | 1928 | Commercial/One-part commercial block | Commercial | C |
|  | 255 | 3800 Commerce St A | John. E. Mitchell Company Plant | B | 1928 | Commercial/Two-part commercial block | Chicago Style | Listed |
|  | 251 | 3800 Commerce St B | | B | 1957 | Commercial/Box | No stylistic influences visible | C |
|  | 259 | 3815 Commerce St | | B | 2003 | Residential/Mid-Rise | No stylistic influences visible | NC |
|  | 256 | 3816 Commerce St | Dallas Power and Light East Substation | B | 1920 | Governmental/One-part vertical block | Classical Revival | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|-------------------------|---------------------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 258 | 4008 Commerce St | John E. Mitchell Co. Inc. | B | 1925 | Industrial/Irregular | No stylistic influences visible | C |
|  | 160 | 2622, 2624 Commerce St | | B | 1926 | Commercial/Two-part commercial block | Commercial | C |
|  | 146 | 3023 & 3025 Commerce St | | B | 1947 | Commercial/One-part commercial block | Commercial | C |
|  | 149 | 3105 & 3107 Commerce St | | B | 1947 | Commercial/One-part commercial block | Commercial | C |
|  | 1 | 301 N Crowds St | Spool Cotton Co. | B | 1954 | Commercial/Two-part commercial block | Commercial | C |
|  | 241 | 3809 East Side Ave | | B | 1921 | Commercial/One-part commercial block | Commercial | C |
|  | 242 | 3815 East Side Ave | | B | 1948 | Commercial/One-part commercial block | Commercial | C |
|  | 29 | 2518 Elm St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |
|  | 30 | 2526 Elm St | Honest Joe's Pawn Shop | B | 1940 | Commercial/Two-part commercial block | Commercial | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|----|-------------|--|------|------|--|------------|--------|
|  | 31 | 2528 Elm St | City Hotel and Mechanics Hall Saloon | B | 1892 | Commercial/Two-part commercial block | Commercial | C |
|  | 32 | 2538 Elm St | | B | 1945 | Commercial/One-part commercial block | Commercial | C |
|  | 33 | 2540 Elm St | | B | 1910 | Commercial/Two-part commercial block | Commercial | C |
|  | 34 | 2542 Elm St | | B | 1945 | Commercial/One-part commercial block | Commercial | C |
|  | 35 | 2544 Elm St | | B | 1920 | Commercial/Two-part commercial block | Commercial | C |
|  | 36 | 2546 Elm St | | B | 1910 | Commercial/Two-part commercial block. Noncompatible third floor added in 2022. | Commercial | NC |
|  | 37 | 2548 Elm St | | B | 1913 | Commercial/Two-part commercial block. Noncompatible third floor added in 2022. | Commercial | NC |
|  | 38 | 2550 Elm St | | B | 1920 | Commercial/Two-part commercial block. Noncompatible third floor added in 2022. | Commercial | NC |
|  | 2 | 2551 Elm St | Grand Lodge of the Colored Knights of Pythias, Texas | B | 1916 | Social/Three-part vertical block | Italianate | Listed |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|----|-------------|---------------------------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 39 | 2556 Elm St | | B | 1930 | Commercial/Two-part commercial block | Commercial | C |
|  | 5 | 2605 Elm St | | B | 1952 | Commercial/One-part commercial block | Commercial | C |
|  | 40 | 2608 Elm St | | B | 1920 | Commercial/One-part commercial block | Commercial | C |
|  | 6 | 2609 Elm St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |
|  | 41 | 2610 Elm St | | B | 1968 | Commercial/Two-part commercial block | No stylistic influences visible | NC |
|  | 42 | 2614 Elm St | | B | 1924 | Commercial/One-part commercial block | Commercial | C |
|  | 7 | 2615 Elm St | American Transfer & Storage Co. | B | 1924 | Commercial/Two-part commercial block | Classical Revival | C |
|  | 43 | 2618 Elm St | | B | 1930 | Commercial/One-part commercial block | Commercial | C |
|  | 44 | 2624 Elm St | | B | 1940 | Commercial/One-part commercial block | Commercial | NC |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|----|-------------|---|------|------|--------------------------------------|------------|--------|
|  | 8 | 2625 Elm St | Dallas Wholesale Furniture Mart; Outside Venetian Blind Co. | B | 1924 | Commercial/Two-part commercial block | Commercial | C |
|  | 45 | 2634 Elm St | | B | 1926 | Commercial/Two-part commercial block | Commercial | C |
|  | 46 | 2638 Elm St | | B | 1926 | Commercial/One-part commercial block | Commercial | C |
|  | 9 | 2639 Elm St | Park Brothers Warehouse | B | 1926 | Commercial/Two-part commercial block | Commercial | C |
|  | 47 | 2640 Elm St | | B | 1921 | Commercial/One-part commercial block | Commercial | NC |
|  | 48 | 2642 Elm St | | B | 1993 | Commercial/One-part commercial block | Commercial | NC |
|  | 49 | 2644 Elm St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 50 | 2646 Elm St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |
|  | 51 | 2650 Elm St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|----|-------------|------------|------|------|--------------------------------------|--------------------------|--------|
|  | 54 | 2704 Elm St | | B | 1905 | Commercial/One-part commercial block | Commercial | C |
|  | 53 | 2704 Elm St | | B | 1920 | Commercial/One-part commercial block | Commercial | C |
|  | 52 | 2704 Elm St | | B | 1920 | Commercial/One-part commercial block | Commercial | C |
|  | 10 | 2707 Elm St | | B | 1925 | Commercial/One-part commercial block | Commercial | C |
|  | 12 | 2713 Elm St | | B | 1909 | Commercial/One-part commercial block | Commercial | C |
|  | 11 | 2713 Elm St | | B | 1925 | Commercial/One-part commercial block | Commercial | C |
|  | 55 | 2720 Elm St | | B | 1910 | Commercial/One-part commercial block | Commercial | C |
|  | 13 | 2721 Elm St | | B | 1895 | Commercial/One-part commercial block | Commercial | C |
|  | 14 | 2723 Elm St | | B | 1895 | Commercial/One-part commercial block | Richardsonian Romanesque | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|----|-------------|------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 56 | 2724 Elm St | | B | 1930 | Commercial/One-part commercial block | No stylistic influences visible | NC |
|  | 15 | 2801 Elm St | | B | 1906 | Commercial/Two-part commercial block | Commercial | C |
|  | 16 | 2807 Elm St | | B | 1918 | Commercial/One-part commercial block | Commercial | NC |
|  | 17 | 2811 Elm St | | B | 1925 | Commercial/One-part commercial block | Commercial | NC |
|  | 57 | 2812 Elm St | | B | 1930 | Commercial/One-part commercial block | Commercial | NC |
|  | 18 | 2817 Elm St | | B | 1958 | Commercial/Box | No stylistic influences visible | C |
|  | 59 | 2822 Elm St | | B | 1926 | Commercial/One-part commercial block | Spanish Colonial Revival | C |
|  | 60 | 2826 Elm St | | B | 1930 | Commercial/One-part commercial block | Commercial | C |
|  | 19 | 2901 Elm St | | B | 1939 | Commercial/One-part commercial block | No stylistic influences visible | NC |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|----|-------------|------------|------|------|--------------------------------------|------------|--------|
|  | 20 | 2911 Elm St | | B | 1920 | Commercial/One-part commercial block | Commercial | NC |
|  | 61 | 2912 Elm St | | B | 1982 | Commercial/One-part commercial block | Commercial | NC |
|  | 21 | 2913 Elm St | | B | 1955 | Commercial/One-part commercial block | Commercial | C |
|  | 23 | 2917 Elm St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 22 | 2923 Elm St | | B | 1956 | Commercial/One-part commercial block | Commercial | C |
|  | 62 | 2920 Elm St | | B | 1926 | Commercial/One-part commercial block | Commercial | C |
|  | 24 | 2929 Elm St | | B | 1950 | Commercial/One-part commercial block | Commercial | C |
|  | 25 | 2931 Elm St | | B | 1949 | Commercial/One-part commercial block | Commercial | C |
|  | 63 | 2934 Elm St | Boyd Hotel | B | 1911 | Commercial/Two-part commercial block | Commercial | C |

Deep Ellum Historic District, Dallas, Dallas County, Texas

| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|--------------------|----------------------------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 26 | 2935 Elm St | | B | 1946 | Commercial/Two-part commercial block | Commercial | C |
|  | 64 | 2944 Elm St | | B | 1920 | Commercial/One-part commercial block | Commercial | C |
|  | 79 | 3000 Elm St | | B | 1980 | Commercial/One-part commercial block | No stylistic influences visible | NC |
|  | 65 | 3008 Elm St | Schnitzius Manufacturing Company | B | 1911 | Commercial/Two-part commercial block | Commercial | C |
|  | 27 | 3009 Elm St | | B | 1961 | Commercial/One-part commercial block | Commercial | C |
|  | 28 | 3013 Elm St | | B | 1951 | Commercial/One-part commercial block | Commercial | C |
|  | 66 | 3026 Elm St | Lanza Grocery | B | 1910 | Commercial/Two-part commercial block | Commercial | C |
|  | 67 | 3414 Elm St | | B | 1911 | Social/Two-part commercial block | Italianate | C |
|  | 157 | 110 Exposition Ave | | B | 1958 | Commercial/One-part commercial block | Mid-century Modern | C |

Deep Ellum Historic District, Dallas, Dallas County, Texas

| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|--------------------|-------------------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 264 | 345 Exposition Ave | | B | 1952 | Commercial/Two-part commercial block | Streamline Moderne | C |
|  | 265 | 401 Exposition Ave | | B | 1948 | Commercial/One-part commercial block | Commercial | C |
|  | 260 | 404 Exposition Ave | | B | 1958 | Commercial/One-part commercial block | Commercial | C |
|  | 261 | 408 Exposition Ave | | B | 1966 | Commercial/Linear | No stylistic influences visible | C |
|  | 262 | 412 Exposition Ave | | B | 1946 | Commercial/One-part commercial block | Streamline Moderne | C |
|  | 266 | 451 Exposition Ave | | B | 2016 | Residential/Mid-rise | No stylistic influences visible | NC |
|  | 263 | 500 Exposition Ave | | B | 1933 | Commercial/Two-part commercial block | Commercial | C |
|  | 268 | 507 Exposition Ave | J.M. Hengy Electric Co. | B | 1897 | Commercial/One-part commercial block | Commercial | C |
|  | 147 | 111 S Hall St | | B | 1992 | Commercial/Box | No stylistic influences visible | NC |

Deep Ellum Historic District, Dallas, Dallas County, Texas

| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|-------------------|----------------------------------|------|------|--------------------------------------|--------------------|--------|
|  | 239 | 333 S Hall St | | B | 1950 | Commercial/One-part commercial block | Commercial | C |
|  | 238 | 335 S Hall St | | B | 1950 | Commercial/One-part commercial block | Commercial | C |
|  | 250 | 441 S Hall St | | B | 1969 | Commercial/One-part commercial block | Mid-century Modern | C |
|  | 192 | 215 Henry St | | B | 1925 | Commercial/One-part commercial block | Commercial | C |
|  | 281 | 3200 Hickory St | Pearlstone Mill and Elevator Co. | B | 1928 | Industrial/Cylindrical | Utilitarian | C |
|  | ? | 3215 Hickory St | | B | 2004 | N/A | Commercial | N |
|  | 4 | 3004 Indiana Blvd | | B | 1945 | Commercial/Two-part commercial block | Commercial | C |
|  | 122 | 2600 Main St | | B | 1924 | Commercial/One-part commercial block | Commercial | C |
|  | 89 | 2612 Main St | | B | 1924 | Commercial/Two-part commercial block | Commercial | C |

Deep Ellum Historic District, Dallas, Dallas County, Texas

| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|----|--------------|------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 91 | 2616 Main St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |
|  | 90 | 2622 Main St | | B | 1913 | Commercial/Two-part commercial block | Commercial | C |
|  | 92 | 2642 Main St | | B | 1940 | Commercial/One-part commercial block | No stylistic influences visible | NC |
|  | 94 | 2650 Main St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 93 | 2650 Main St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 95 | 2656 Main St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 68 | 2701 Main St | | B | 1920 | Commercial/One-part commercial block | Commercial | C |
|  | 69 | 2701 Main St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 96 | 2702 Main St | | B | 1971 | Commercial/One-part commercial block | Commercial | C |

Deep Ellum Historic District, Dallas, Dallas County, Texas

| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|--------------|------------------------|------|------|--------------------------------------|------------|--------|
|  | 70 | 2707 Main St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |
|  | 97 | 2708 Main St | | B | 1921 | Commercial/One-part commercial block | Commercial | C |
|  | 98 | 2712 Main St | | B | 1948 | Commercial/One-part commercial block | Commercial | C |
|  | 71 | 2715 Main St | | B | 1935 | Commercial/One-part commercial block | Commercial | C |
|  | 99 | 2800 Main St | | B | 1966 | Commercial/One-part commercial block | Commercial | C |
|  | 72 | 2803 Main St | | B | 1930 | Commercial/One-part commercial block | Commercial | NC |
|  | 73 | 2809 Main St | | B | 1930 | Commercial/One-part commercial block | Commercial | C |
|  | 100 | 2810 Main St | | B | 1925 | Commercial/One-part commercial block | Commercial | C |
|  | 101 | 2814 Main St | Palace Blacksmith Shop | B | 1913 | Commercial/Two-part commercial block | Commercial | C |

Deep Ellum Historic District, Dallas, Dallas County, Texas

| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|--------------|------------|------|------|--------------------------------------|---------------------------------|--------|
|  | 74 | 2815 Main St | | B | 1930 | Commercial/One-part commercial block | Commercial | C |
|  | 102 | 2816 Main St | | B | 1922 | Commercial/One-part commercial block | Commercial | C |
|  | 103 | 2820 Main St | | B | 1926 | Commercial/One-part commercial block | Commercial | C |
|  | 58 | 2823 Main St | | B | 1920 | Commercial/One-part commercial block | Spanish Colonial Revival | C |
|  | 75 | 2823 Main St | | B | 1930 | Commercial/One-part commercial block | Commercial | NC |
|  | 104 | 2824 Main St | | B | 1921 | Commercial/One-part commercial block | Commercial | C |
|  | 105 | 2900 Main St | | B | 1940 | Commercial/One-part commercial block | No stylistic influences visible | C |
|  | 76 | 2911 Main St | | B | 1940 | Commercial/One-part commercial block | Commercial | NC |
|  | 106 | 2924 Main St | | B | 1924 | Commercial/Two-part commercial block | Commercial | C |

Deep Ellum Historic District, Dallas, Dallas County, Texas

| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|--------------|------------|------|------|--------------------------------------|-------------------------|--------|
|  | 77 | 2933 Main St | | B | 1934 | Commercial/One-part commercial block | Commercial | C |
|  | 78 | 2939 Main St | | B | 1936 | Commercial/One-part commercial block | Streamline Moderne | C |
|  | 107 | 3000 Main St | | B | 1955 | Commercial/One-part commercial block | Commercial | C |
|  | 108 | 3004 Main St | | B | 2008 | Residential/Not visible | Contemporary | NC |
|  | 109 | 3010 Main St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |
|  | 80 | 3011 Main St | | B | 1920 | Commercial/One-part commercial block | Commercial: Auto Repair | C |
|  | 81 | 3013 Main St | | B | 1950 | Commercial/One-part commercial block | Commercial | C |
|  | 82 | 3015 Main St | | B | 1955 | Commercial/One-part commercial block | Commercial | NC |
|  | 83 | 3025 Main St | | B | 1961 | Commercial/One-part commercial block | Commercial | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|--------------|---|------|------|--------------------------------------|---------------|--------|
|  | 110 | 3100 Main St | Laughing Water Laundry | B | 1925 | Commercial/One-part commercial block | Commercial | C |
|  | 111 | 3104 Main St | | B | 1945 | Commercial/Box | Commercial | C |
|  | 112 | 3112 Main St | | B | 1948 | Commercial/One-part commercial block | Commercial | C |
|  | 113 | 3116 Main St | Cotton Gin Sales Co. | B | 1930 | Commercial/Two-part commercial block | Commercial | C |
|  | 114 | 3200 Main St | Interstate Forwarding Company Warehouse | B | 1913 | Commercial/Two-part vertical block | Chicago Style | Listed |
|  | 115 | 3210 Main St | Lincoln Paint and Color Company | B | 1912 | Commercial/Two-part commercial block | Chicago Style | Listed |
|  | 116 | 3300 Main St | Farm and Ranch Building | B | 1921 | Commercial/Two-part commercial block | Chicago Style | Listed |
|  | 117 | 3400 Main St | | B | 1925 | Commercial/Box with Canopy | Prairie | C |
|  | 84 | 3401 Main St | | B | 1915 | Commercial/One-part commercial block | Commercial | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|------------------|------------|------|------|--------------------------------------|------------|--------|
|  | 118 | 3404 Main St | | B | 1930 | Commercial/One-part commercial block | Commercial | C |
|  | 85 | 3407 Main St | | B | 1949 | Commercial/One-part commercial block | Commercial | C |
|  | 86 | 3409 Main St | | B | 1944 | Commercial/One-part commercial block | Commercial | C |
|  | 87 | 3417 Main St | | B | 1950 | Commercial/One-part commercial block | Commercial | C |
|  | 119 | 3418 Main St | | B | 1920 | Commercial/One-part commercial block | Commercial | C |
|  | 121 | 3600 Main St | | B | 1938 | Commercial/Box | Commercial | C |
|  | 88 | 3601 Main St | | B | 1930 | Commercial/One-part commercial block | Commercial | C |
|  | 249 | 2903 St Louis St | | B | 1958 | Commercial/Box | Commercial | C |
|  | 243 | 2720 Taylor St | | B | 1948 | Commercial/One-part commercial block | Commercial | C |

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| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|----------------|------------|------|------|--------------------------------------|------------|--------|
|  | 230 | 2725 Taylor St | | B | 1950 | Commercial/One-part commercial block | Commercial | C |
|  | 231 | 2731 Taylor St | | B | 1940 | Commercial/One-part commercial block | Commercial | C |
|  | 232 | 2803 Taylor St | | B | 1946 | Commercial/One-part commercial block | Commercial | C |
|  | 233 | 2909 Taylor St | | B | 1946 | Commercial/One-part commercial block | Commercial | C |
|  | 244 | 2914 Taylor St | | B | 1947 | Commercial/One-part commercial block | Commercial | C |
|  | 234 | 2919 Taylor St | | B | 1980 | Commercial/One-part commercial block | Commercial | NC |
|  | 245 | 2920 Taylor St | | B | 1954 | Commercial/One-part commercial block | Commercial | C |
|  | 246 | 2924 Taylor St | | B | 1967 | Commercial/One-part commercial block | Commercial | C |
|  | 248 | 2934 Taylor St | | B | 1957 | Commercial/One-part commercial block | Commercial | C |
|  | 247 | 2934 Taylor St | | B | 1957 | Commercial/One-part commercial block | Commercial | C |

Deep Ellum Historic District, Dallas, Dallas County, Texas

| | ID | Address | Hist. Name | Type | Date | Form | Style | Status |
|---|-----|-----------------|------------|------|------|--------------------------------------|----------------|--------|
|  | 236 | 3025 Taylor St | | B | 1946 | Commercial/One-part commercial block | Commercial | C |
|  | 237 | 3027 Taylor St | | B | 1950 | Commercial/One-part commercial block | Commercial | C |
|  | 235 | 3030 Taylor St | | B | 2022 | Commercial/One-part commercial block | Commercial | NC |
|  | 214 | 2801 Virgil St | | B | 1937 | Commercial/Two-part commercial block | Commercial | C |
|  | 3 | 215 N Walton St | | B | 1957 | Commercial/One-part commercial block | Commercial | C |
|  | 205 | 210 S Walton St | | B | 1935 | Commercial/Two-part commercial block | Commercial | C |
|  | 221 | 306 S Walton St | | B | 1938 | Commercial/One-part commercial block | Commercial | NC |
|  | 222 | 310 S Walton St | | B | 1955 | Commercial/One-part commercial block | Commercial | C |
|  | 257 | 3808 Willow St | | B | 2002 | Commercial/Rectangular | Neotraditional | NC |

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Statement of Significance

The land in and around the Deep Ellum Historic District was settled initially as a Freedom Colony, offering cultural community and economic opportunity to formerly enslaved men and women after the Civil War. In the late nineteenth and early twentieth centuries, railroad connections led the district to evolve into a mixed-use commercial, industrial, and residential district, settled by a diverse mix of European immigrants and Black families. This diversity and cultural richness led to development of the Deep Ellum blues sound, which gained national popularity in the 1920s and 1930s. Between the 1940s and 1970s, the City of Dallas reimagined Deep Ellum as a manufacturing district, implementing a series of urban plans and zoning ordinances that displaced residents and promoted redevelopment. At the same time, the city and the Texas Highway Department planned and constructed two major highways adjoining the district, demolishing wide swaths of historic fabric but facilitating warehousing, distribution, and manufacturing – consistent with City planning goals. Meanwhile, Deep Ellum’s older commercial and industrial buildings continued to operate, resiliently adopting new uses as necessary to respond to changes imposed by rezoning and highway construction. Social and cultural gatherings and artistic production also continued throughout the district’s many transitions. Because of these significant historic associations, the Deep Ellum Historic District is eligible for listing in the National Register of Historic Places under Criterion A at the local level of significance in the areas of Ethnic Heritage: African American, Commerce, and Social History. The period of significance for the district dates from 1872 through 1973.

Criterion A: Ethnic Heritage, Commerce, and Social History

Early Settlement in and around Deep Ellum (ca. 1840–1871)

The Blackland Prairie soils of the plains surrounding Deep Ellum first supported permanent settlement in the 1840s. The earliest development of the Dallas area was characterized by agricultural land dotted with small-scale communities. The land encompassing the core of present-day Dallas—including Deep Ellum—was granted to John Grigsby in 1834.¹ However, that grant appears to have gone largely unrecognized, with others staking claim to the same land beginning in the 1840s.² No members of the Grigsby family ever settled in the Dallas area. Meanwhile, other homesteaders staked claims on the land, and none of the Grigsby heirs were present to defend their title.³ One early homesteader who arrived in the area around this time was John Neely Bryan, who staked a claim to land on the banks of the Trinity River that would become downtown Dallas. In 1844, Bryan commissioned the original plat for the town.⁴ The 1844 plat established the street grid that eventually would extend into Deep Ellum. At that time, though,

¹Dianne Camp, “Sons of Hermann Home,” Dallas Landmark Commission Nomination Form, City of Dallas, 1986, 3. From the City of Dallas.

² J. M. Strong and Murphy & Bolanz, *Official map of Dallas County, Texas* (Dallas: Murphy & Bolanz, 1886), from the Library of Congress, <https://www.loc.gov/item/2005625350/>.

³ Margaret Motley, “Gone to Texas...The Grigsbys Settle in Dallas,” National Grigsby Preservation Foundation, accessed Feb. 23, 2021, <https://grigsbyfoundation.org/>. Per Motley, when the Grigsby heirs attempted to reclaim title to their Dallas lands between 1888 and 1892, the Texas Supreme Court upheld homesteaders’ rights, and no Grigsby heir received title to any land.

⁴ Cecil Harper, Jr., “Bryan, John Neely,” *Handbook of Texas Online*, accessed February 10, 2021, <https://www.tshaonline.org/handbook/entries/bryan-john-neely>; [Plat map of Dallas from around 1850, likely resembling the original 1844 town plat], from Jennifer Anderson, “Sarah Horton Cockrell – Dallas’ Wealthiest Early Business Leader,” City of Dallas Office of Historic Preservation, posted March 19, 2019, crediting the Dallas Municipal Archives, <https://cityofdallaspreservation.wordpress.com/tag/john-neely-bryan/>.

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Deep Ellum lay to the east of the town, with the land still used for agriculture.⁵ Traversed by Mill Creek, the land would have been well-suited for general farming or cotton planting, which was booming in Texas in the 1850s.⁶

The state-by-state system of slavery laws in the US in the 1850s prompted cotton planters to expand into states like Texas where slavery was allowed, often forcing enslaved humans to migrate with them. Between 1850 and 1860, the total population in Dallas County grew from 2,743 to 8,665 (three-fold), while the countywide African American population increased from 207 to 1,074 (five-fold) in the same decade.⁷ As described by historian Michael Hazel:

According to the Federal Census, in 1850 there were 207 slaves in Dallas County. They were owned by 56 individuals—or 2 percent of the white population of 2,536. Most slave owners were engaged in agriculture, although slaves were also owned by two lawyers, two physicians, two wagon makers, two merchants, one inn keeper, and one tailor. The majority of slave owners possessed fewer than four slaves; only thirteen owned more than ten, and none owned more than twenty.⁸

The nationwide prohibition of slavery with the Thirteenth Amendment (1865) led many formerly enslaved individuals to seek work and forge homesteads in urban areas like Dallas. Formerly enslaved African American families “. . . Aggressively pursued land ownership after the Civil War in Texas. Clusters of agrarian, land-owning settlements or ‘Freedom Colonies’ emerged from secluded areas. . . .”⁹ Sometimes, formerly enslaved individuals would pool their money to purchase the land and establish community institutions like churches and schools. Often Freedom Colonies took advantage of affordable real estate in flood plains – like the flood-prone areas along Mill Creek in Deep Ellum. By the late 1860s, Deep Ellum began to emerge as one of Dallas’s thriving Freedom Colonies (Figure 9).

Railroads and Rail-oriented Development (1872–1910)

In 1872, when the Houston & Texas Central Railroad (H&TC) first arrived in Dallas, development in Deep Ellum was small-scale and semi-rural (Figure 10). Soon thereafter, though, Dallas would experience rapid growth and change. The H&TC line formed the western boundary of Deep Ellum, with a prominent depot at streets providing direct access to both Deep Ellum and downtown sited along the line at Pacific Avenue. In the years to come, the railroad network expanded to include the Texas & Pacific Railroad (T&P), which reached Dallas in 1873, bordering Deep Ellum to the south. Other railroads that extended into Dallas in the 1870s included the Missouri–Kansas–Texas (MKT), the Gulf, Colorado and Santa Fe (GC&SF), and the Texas & New Orleans (T&NO) (Map 5).¹⁰

⁵ Additional research would be necessary to track land ownership in the district in the 1850s. One source states that by 1854, the eastern portion of present-day Deep Ellum was purchased by a Missouri-born planter named William B. Miller. See Dianne Camp, “Sons of Hermann Home,” Dallas Landmark Commission Nomination Form, City of Dallas, 1986, 3, from the City of Dallas. As this source notes, “In 1854, this land was conveyed to William B. Miller, a prosperous landowner who is perhaps best known for his antebellum mansion, Millermore, located in old City Park.” However, other sources suggest that the Miller plantation was located in present-day South Dallas (near the extant Miller Family Cemetery at 2907 King Cole Drive). See “Millermore,” Recorded Texas Historic Landmark, 1962, from the Texas Historical Commission, <https://atlas.thc.state.tx.us/Details/5113006788>; “Miller Family Cemetery,” Historic Texas Cemetery, 2004, <https://atlas.thc.state.tx.us/Details/7113000405>.

⁶ Karen Gerhardt Britton, Fred C. Elliott, and E. A. Miller, “Cotton Culture,” Handbook of Texas Online, accessed July 14, 2022, <https://www.tshaonline.org/handbook/entries/cotton-culture>.

⁷ US Census Bureau, “Population, by Race, Sex, and Nativity,” 1880; US Census Bureau, “Texas,” 1850, <https://www2.census.gov/library/publications/decennial/1850/1850a/1850a-36.pdf>.

⁸ Michael Hazel, *Dallas: A History of Big “D”* (Austin: Texas State Historical Association, 1997), 19, from the University of Texas Libraries, https://search.lib.utexas.edu/permalink/01UTAU_INST/apl7st/cdi_proquest_ebookcentral_EBC1605669.

⁹ Texas Freedom Colonies Project, accessed Feb. 4, 2021, <https://www.thetexasfreedomcoloniesproject.com/>.

¹⁰ Some remnants of the 1881 Texas & New Orleans railroad tracks remain intact today, Photo 1

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The locations of the railroads generally corresponded to land grants from the State of Texas, but adjoining Deep Ellum, they also resulted from efforts of a prominent banker and real estate developer named William H. Gaston. Mr. Gaston owned land in Deep Ellum and East Dallas and urged construction of the H&TC depot at the Pacific Avenue location, understanding that it would make his nearby land more valuable.¹¹ Similarly, Gaston was instrumental in bringing the T&P railroad to Dallas—donating 400 acres of his land for the section of T&P railroad through east Dallas, including the portion that became the southern boundary of Deep Ellum, again ensuring that his land would escalate in price given its new proximity to the railroad.¹² To accommodate anticipated growth along the rail lines, property owners divided their land into small lots (Map 6). At the eastern edge of Deep Ellum, Gaston subdivided his land into the Gaston Addition.¹³ Similarly, the area east of the H&TC tracks between Main Street and present-day Taylor Street was platted as the Crowdus and Akard addition in 1874.¹⁴ The land had been owned by Dr. John William Crowdus—a Confederate surgeon, pharmacy entrepreneur, and City alderman—and William C. Akard—a merchant who came to Dallas in 1865 and died in 1870, leaving his land to three sons who became prominent Dallas developers and civic boosters.¹⁵ Other parcels nearby were platted between 1887 and 1905.

With the arrival of the railroad, the population of Dallas County experienced a sudden jump between 1870 and 1880. As in many Western towns, the initial population boom in Dallas in the 1870s was predominantly male and working class. Deep Ellum absorbed much of that population growth. The existing Black community in Deep Ellum welcomed hundreds of African Americans who arrived to work on the railroad in a variety of positions, including laborers, teamsters, draymen, expressmen, porters, carpenters, plasterers, wood sawyers, and brickmakers.¹⁶ As described by Alan B. Govenar and Jay F. Brakefield, “Black men also found jobs in the industrial area that grew up near the railroad junction, in lumber mills, meatpacking plants, oil works, waste mills, and dairies.”¹⁷ Railroads also provided access to nearby agricultural areas for day labor, and Black farm hands waited near the railroad station in the Deep Ellum area to be hired for cotton picking during harvest season.¹⁸ Merchant families from the eastern US and elsewhere in Texas began moving into Deep Ellum as well. For example, “When plans were announced for the road’s extension into Dallas in 1870, they purchased 70 lots on Elm Street in a single day. Some of these merchants were German Jewish sellers who had business experience in New York and the East Coast before coming to Texas.”¹⁹ They included the families of

¹¹ Maxine Holmes and Gerald Saxon, *The WPA Guide and History* (orig. 1935, republished Denton: University of North Texas Press, 1992), 137.

¹² Sam H. Acheson, “Captain W.H. Gaston, Old East Dallas,” *Dallas Yesterday*, from Dallas Gateway, published May 15, 2018, <https://dallasgateway.com/captain-w-h-gaston-east-dallas/>.

¹³ Robert W. Glover, “Gaston, William Henry,” *Handbook of Texas Online*, accessed July 15, 2022, <https://www.tshaonline.org/handbook/entries/gaston-william-henry>.

¹⁴ Murphy & Bolanz, “Addition Book 1” (Dallas, The Murphy & Bolanz Co., 1880-1920) p. 56, from the Dallas Public Library, <https://dallaslibrary2.org/dallashistory/murphyandbolanz/Addition1/add1p56.php>.

¹⁵ “Famous Folks of Pioneer Park, Part I,” Explore Dallas History, published Nov. 2, 2017, <https://exploredallashistory.com/deceased-dallas-part/>; *Memorial and Biographical History of Dallas County, Texas* (Dallas: Walsworth Publishing Co., 1892), from Google Books, <https://books.google.com/books?id=mukxQAAMAAJ&pg>; William H. Akard, “William C.C. Akard & His Street,” Dallas Gateway, published Jan. 10, 2018, <https://dallasgateway.com/william-c-c-akard-cole>. Note that recent scholarship has critically examined William C.C. Akard for his role as a slaveholder. See Edward H. Sebesta, “Akard and Bowen Streets,” from issue, published Jan. 24, 2022, https://issuu.com/edwardh.sebesta/docs/akard_and_bowen_streets. Similar future research is needed regarding Crowdus’s legacy.

¹⁶ Marsha Prior and Robert V. Kemper, “From Freedman’s Town to Upton: Community Transformation and Gentrification in Dallas, Texas,” *Urban Anthropology and Studies of Cultural Systems and World Economic Development*, Summer-Fall, 34, no. 2/3 (2005), 180, <https://www.jstor.org/stable/40553428>.

¹⁷ Alan B. Governor and Jay F. Brakefield, *Deep Ellum: The Other Side of Dallas* (College Station: Texas A&M University Press, 2013): 36.

¹⁸ Governor and Brakefield, *Deep Ellum*, 36.

¹⁹ Hazel, *Dallas: A History of Big “D,”* 35.

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Sanger and Lintz, people who would later become some of Dallas' principal merchants.”²⁰ European immigrants also contributed to population growth in Deep Ellum. Beginning in the early 1870s, the ever-growing desire for cheap industrial labor also led to increased European immigration. Political unrest and oppression in Eastern Europe drove immigration as well, as did religious discrimination against Jews in Eastern Europe. Tens of thousands of European immigrants arrived via the port of immigration in Galveston, Texas. The rail connection between Galveston and Dallas along the H&TC brought many immigrants to Dallas to start new businesses and seek jobs.²¹

A sampling of census entries from the 1880s shows Black Americans and European immigrants living in close proximity in Deep Ellum. For example, a number of Italian immigrants lived in Deep Ellum, often above their shops or in multi-family properties like boarding houses. By the 1890s, a community of Jewish merchants began to invest in the affordable commercial real estate in Deep Ellum.²² While established merchants could afford property downtown, Jewish merchants just starting out tended to opt for more affordable commercial real estate in Deep Ellum.²³ A sizeable Jewish community began forming in Dallas in the late nineteenth century, partly due to an influx of mercantile families emigrating from Germany and Russia.²⁴ The Jewish faith encouraged construction of places of worship near homes since operating machinery or using electronics was discouraged on the Sabbath. Synagogues formed near Deep Ellum included the congregation Shearith Israel, which began meeting above a shop in Deep Ellum in 1884. They built a temple shortly thereafter, located near Deep Ellum at 214 Jackson Street (not extant).²⁵

Commerce

The presence of the H&TP depot immediately spurred commerce nearby. Historic maps and photos show the depot surrounded by a variety of shops, along with tourist amenities like hotels and saloons (figs. 2 and 27). By 1884, a streetcar line connected Deep Ellum to downtown, running along Main and Commerce Streets just south of the depot and encouraging commercial development to extend southward.²⁶ One extant example of this trend is the City Hotel and Mechanics Hall Saloon at 2528 Elm Street, constructed in 1892 (Photo 2). Sanborn maps indicate dense commercial growth forming a band in the blocks between Commerce Street and Pacific Avenue by 1888, populated with jewelers, tobacconists, grocers, musical instrument vendors, and harness and saddleries. On the far southeastern edge of Deep Ellum, in 1886, William Henry Gaston donated a portion of his land to become the Texas State Fair Grounds (today known as Fair Park), encouraging commercial development in the area as well.²⁷ The J.M. Hengy Electric Co. building at 507 Exposition Avenue, constructed in 1897 near Fair Park, illustrates this commercial movement (extant, Photo 31). Extant commercial buildings from this era are documented in Table 8-1. Note the diversity of surnames listed among the historic building names and occupant names, reflecting the diverse population living and working in the district at the time.

²⁰ Holmes and Saxon, *The WPA Guide and History*, 125, cited in Stanley Solamillo, “Deep Ellum, [DRAFT]” Dallas Landmark Commission Nomination Form (unpublished, 2008), 13-2 – 13-3, from the Preservation Dallas archives.

²¹ “Explore Immigration Data,” Scholastic, accessed March 4, 2021, http://teacher.scholastic.com/activities/immigration/immigration_data/.

²² HHM, “Historic and Architectural Resources of East and South Dallas, Dallas County, Texas,” National Register of Historic Places Multiple Property Documentation Form, Texas Historical Commission, Austin, 1995.

²³ Govenar and Brakefield, *Deep Ellum*, 66-67.

²⁴ HHM, “Historic and Architectural Resources of East and South Dallas, Dallas County, Texas,” E-7.

²⁵ “Our Congregation,” Congregation Shearith Israel, accessed March 29, 2021, <https://www.shearith.org/our-congregation-and-history.html>; Corral, “Beliefs that Bind.” Note that historic source material refers to Shearith Israel as “Shaareth Israel.”

²⁶ Diane Curtis Powers, “The Development and Expansion of the Street Railroad System in Dallas, Texas: 1871-1890,” unpublished master’s thesis, Dallas: Southern Methodist University, 1969, 35-36.

²⁷ Glover, “Gaston, William Henry.”

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Table 8-1. Extant commercial buildings, 1873–1910.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|--------------------|-------------------------|---------------|-------------------|--|
| 2540 ELM ST | | Store | 1910 | |
| 2546 ELM ST | | Store | 1910 | |
| 2713 ELM ST | | Store | 1909 | |
| 2720 ELM ST | | Store | 1910 | Oglens Harry (1917 Directory, 2718), Depoma Chas (1917 Directory, 2720); Kleinman Wm (1929 Directory, 2718), Liberty Market (1929 Directory, 2720); Kleinman Wm (1934-35 Directory, 2718), Jenkins LA (1934-35 Directory, 2720); Capitol Drug Store (1944-45 Directory, 2718), Central Auto Supply (1944-45 Directory, 2720) |
| 2723 ELM ST | | Store | 1900 | Not listed (1917 Directory); Leon Sales Co (1929 Directory); Not listed (1934-35 Directory); Fay Bros (1944-45 Directory) |
| 2801 ELM ST | | Store | 1906 | Vacant (1917 Directory, 2801), Dels Furn. Co (1917 Directory, 2803); Long Machine Tool & Die Co (1929, 1934-35, 1944-45 Directory, 2801), Wilson W W (1929, 1934-35, 1944-45 Directory, 2803); Bottling Works, Elec Motors (1921 Sanborn) |
| 2811 ELM ST | | Auto parts | 1925 | Sams Auto Parts (1929 Directory, 2813-15), Vacant (1929 Directory, 2809-11); Sam & Eds Auto Parts (1934-35 Directory, 2809-15) |
| 3026 ELM ST | Lanza Grocery Building | Store | 1910 | |
| 2721 ELM ST | | Store | 1895 | Vacant (1917 Directory); Smith and Roberts (1929 Directory); Izzie & Daves Wrecking Yd (1934-35 Directory); Vacant (1944-45 Directory) |
| 507 EXPOSITION AVE | J.M. Hengy Electric Co. | Store | 1897 | |

Warehousing and Distribution

Alongside consumer-facing commerce, warehousing and distribution played important roles in Deep Ellum's economy. With ample railroad connections, Deep Ellum was ideally situated for warehousing agricultural goods produced nearby. Dallas became a major center for trading crops such as cotton and wheat, as well as associated industries such as flour milling and textiles. Similarly, Deep Ellum's warehousing and distribution network helped implements and tools to reach local agriculture and industry. Agricultural implements produced in Chicago and St. Louis began to arrive in Dallas en masse and could be distributed to a rapidly growing market in the north Texas area and throughout the Southwest, allowing crops to be grown and harvested in greater quantities. Horse-drawn wagons would transport goods to and from farms, as well as to and from train cars.

One was the storage and transfer business. With the railroads carrying raw materials and manufactured goods, teamsters and their wagons were relied upon to shuttle to and from the railroad yards, and to service businesses and householders. Further, the movement west by many Americans was still

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managed by wagon in the late 19th century. Storage of business papers in fireproof warehouses, as well as household and commercial furniture and belongings became an organized business opportunity with the growth of Dallas. So many of Dallas' early commercial and residential structures were made of wood, due in large measure to the absence of nearby quarries and suitable brickyards, that having valuable goods stored in a fireproof building made sense. Several large storage and transfer companies opened in the downtown area; a number of smaller ones opened on the fringes of the city's center.²⁸

By the early twentieth century, warehouses and lumber yards flanked the T&NO railroad, which extended through the heart of Deep Ellum along Trunk Avenue.²⁹

Industry

The rail lines in the area made the district attractive for industrial growth as well. Demand for agricultural processing facilities grew alongside the agricultural boom enabled by the availability of tools and access to the markets via the railroad. The first industrial complex developed in Deep Ellum focused on fabricating cotton gins, with production in Dallas as early as 1884.³⁰ With cotton the dominant cash crop in the late nineteenth century, cotton gins needed to increase capacity and productivity. The oldest surviving cotton gin manufacturer in Deep Ellum—the Continental Cotton Gin Company—was constructed at the intersection of Elm Street and Trunk Avenue in 1888 and expanded through 1914.³¹ (The Continental Cotton Gin Historic District was listed on the National Register in 1983 and therefore is not included within the boundaries of the Deep Ellum Historic District.)³² Another gin manufacturing plant, the Murray Company plant, was established in 1900 at the intersection of Trunk Avenue and Canton/Williams Street.³³ By 1909, the Lorch Manufacturing Company was manufacturing textiles and clothing from their factory on Elm Street, supported by the area's abundant cotton supply, as well as access to wool from West Texas via the railroad.³⁴ Today, both the Murray Company complex and the Lorch Company building have been lost due to redevelopment, and the boundaries for the Deep Ellum Historic District exclude the historic Murray Company site.

Associated Housing

While commerce and industry clustered near railroads and streetcar lines, residences populated the areas between. Residential areas included both dense lines of shotguns for worker housing and more generous houses grouped together on the same block as well, as shown by Sanborn maps from 1885 (Figure 1). Sanborn maps show that this pattern continued into the early twentieth century, with the areas adjoining the H&TC line growing exclusively

²⁸ Miller, B.I. "B. Parks Bros. Storage Building," Dallas Landmark Commission Nomination Form, City of Dallas, 1990, 5. From the City of Dallas.

²⁹ Sanborn Fire Insurance Company, "Dallas, Texas" [Map], 1905, Sheet 149, from UT Austin; Kelly Powers-Larson, "Interstate Forwarding Building/ Goodyear Building," Dallas Landmark Commission Nomination Form, City of Dallas, 1990, 5, from the City of Dallas.

³⁰ Holmes and Saxon, *The WPA Guide and History*, 125, 131.

³¹ Preservation Dallas, "Deep Ellum History" (unpublished draft, 2008) 1, from the Preservation Dallas archives.

³² Carolyn Chancellor, "Continental Gin Company" National Register of Historic Places Multiple Property Documentation Form, Texas Historical Commission, Austin, 1983.

³³ Sanborn Fire Insurance Company, "Dallas, Texas," [Map], 1921, v. 2, Sheet 99, from UT Austin; Kate Singleton, "Dallas Tent and Awning Building," Dallas Landmark Commission Nomination Form, City of Dallas, 1994, 2-4, from the City of Dallas.

Singleton notes that, "Among the contributions the Murray Company has made have been an all steel, highspeed air blast gin; the Murray elevating system; an all steel, self-cleaning, fireproof condenser; an improved airline cleaner, and the Hancock Cotton Picker. The company was the first one to perfect a machine for cleaning cotton at the gin and first to build a gin to run at 700 revolutions a minute with a loose roll."

³⁴ Holmes and Saxon, *The WPA Guide and History*, 132.

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commercial and commercial development gradually moving eastward along Elm Street. The area along Mill Creek especially remained residential, with commercial investors hesitant to invest in the area given routine flooding (Figure 4). With the great flood of the Trinity in 1908, tributaries like Mill Creek flooded as well.

Water backed up into several creeks which normally emptied into the river—Turtle Creek, the Dallas Branch, Town Branch, Mill Creek and Peak's Branch on the east side—causing flooding in low spots well into the interior of Dallas, while Coombs Creek and Cedar Creek, which ran into the Trinity from the west side, inundated Oak Cliff. The flood waters didn't submerge all of downtown Dallas, just the low spots.³⁵

Little documentation exists regarding the exact river rise and scope of damage along Mill Creek. However, topographic maps suggest that much of Deep Ellum likely was flooded, with deeper flooding in the residential area directly along the creek.³⁶ However, nearly all of the pre-1908 buildings that remain intact today lie on higher ground along Elm Street in the northwest corner of the district. While a number of factors contributed to redevelopment of Deep Ellum in the decades to come, rebuilding after the flood likely played a major role.

Transitioning from Rail-Related to Auto-Related Development (1911–1942)

Between 1911 and 1942, the rising popularity of the automobile transformed cities across the nation. Deep Ellum initially developed as a rail-oriented district, and rail transportation remained vital between 1911 and 1942, but at the same time, the district gradually transitioned to include auto-oriented commerce, distribution, and industry. New auto sales and service retailers popped up in storefronts along Main and Commerce Streets while maintaining the earlier commercial streetscape patterns, and new auto manufacturing facilities still took advantage of rail lines to receive parts and distribute finished vehicles. The significant decisions that business owners and builders took to stay viable in this period of transition are apparent in the fabric of Deep Ellum today. At the same time, urban planners and engineers began to design and implement comprehensive urban plans predicated on a belief that the automobile would be the main form of transportation in the future, which would lead to highway construction and widespread demolition and displacement in the eras to come.

On a human level, Black urban migration and immigration continued to fuel population growth in Deep Ellum and throughout Dallas. The 1920s boll weevil infestation decimated the cotton industry and drove Black cotton farmers and laborers to look for industrial work in cities – a trend that was compounded by the growth of large-scale corporate farming and the decline in the sharecropping system with the introduction of mechanized agricultural tools beginning in the 1930s. Around the same time, the global political unrest of the day fueled continuing immigration.³⁷ As new groups of immigrants and minorities moved to Dallas, they often settled in or near the ethnic enclaves and freedom colonies formed in the nineteenth century, like in Deep Ellum. In part, this was because these neighborhoods included familiar religious and cultural institutions, as well as helpful social outreach organizations. One notable immigrant aid society, the Sons of Hermann Home, was established by German immigrants in 1911 at 3414 Elm Street with the mission of “providing social, benevolent and educational opportunities to several generations of families seeking to preserve their heritage” (extant, Photo 6).³⁸ Similarly, in 1916 Black leaders in the community constructed the

³⁵ Jackie McElhaney, “After the Deluge: The Impact of the Trinity River Flood of 1908,” *Legacies: A History Journal for Dallas and North Central Texas*, v. 11, no. 2. (F 1999), 18, from the Portal to Texas History crediting the Dallas Historical Society, <https://texashistory.unt.edu/ark:/67531/metaph35103/m1/3/>.

³⁶ USGS, “Dallas, Texas” [Map], 1899, from UT Austin, <https://maps.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-dallas-1889.jpg>.

³⁷ Terry G. Jordan, “A Century and a Half of Ethnic Change in Texas, 1836-1986,” *The Southwestern Historical Quarterly* 89, no. 4 (1986): 404, from JSTOR.

³⁸ Dianne Camp, “Sons of Hermann Home,” Dallas Landmark Commission Nomination Form, City of Dallas, 1986, 3. From the City of Dallas.

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monumental new Knights of Pythias headquarters at 2551 Elm Street (extant, Photo 2551-Elm). The four-story Italianate buildings were designed by Dallas's first Black architect, William Sidney Pittman, who "was the son—in-law of American black educator and civil rights leader, Booker T. Washington, the founder of Tuskegee Institute in Alabama."³⁹ The Knights of Pythias were a statewide benevolent organization aimed at providing social services to the Black community. The organization also offered insurance and rented office space to Black professionals – including "some of the city's earliest offices for black doctors, dentists and lawyers and served as the social and cultural center for the African-American community until the late 1930s."⁴⁰ The *Dallas Express* Black-owned-and-operated newspaper also operated in part out of the Pythian Temple from around 1925 through 1942.⁴¹ However, between 1911 and 1942, residential properties in the district dwindled, replaced by commercial and industrial buildings, creating a distinction between the population of building owners/tenants and the workers and customers who frequented the district. While the day-to-day human activity in Deep Ellum remained diverse, between the mid-1930s and early-1940s, property ownership and tenancy grew increasingly white.

Planning, Zoning, and Segregation

By the early twentieth century, many state enabling ordinances gave municipalities the right to enact zoning laws mandating spatial separation of different land uses, as well as racial zoning. Support for planning and zoning in Dallas gained traction after the disastrous flood of 1908, which destroyed all of Dallas's bridges and left at least 4,000 residents homeless.⁴² In 1910 the "City Plan and Improvement League" hired civil engineer and planner George E. Kessler to develop a plan for the city, using private Chamber of Commerce funding.⁴³ Kessler completed his first plan for Dallas in 1911. Kessler began his plan with an emphasis on floodplain control, including the construction of levees lining the Trinity River.⁴⁴ In remaining flood-prone areas, Kessler recommended that the City acquire property to develop a system of parks and boulevards, shifting the City's transportation system toward the automobile rather than the streetcar. In Deep Ellum, Kessler proposed a greenway along Mill Creek (never implemented, 11). In addition to flood control, the Kessler plan focused on consolidating and improving transportation networks. Kessler's transportation plan proposed to remove railroads and highways from central neighborhoods like Deep Ellum, instead consolidating transportation routes into a beltway at the edge of the city (Figure 12). Kessler also recommended that railroad lines and the accompanying industry should be situated in the lowest topographical areas, just beyond the flood plain, so that higher land could be reserved for residences. In the decades to come, this tenet would be applied to the location of new highways as well.⁴⁵

At the time of the Kessler plan, zoning was not a legally viable tool for land-use planning in Texas, and mixed-use neighborhoods still remained common. By 1915, though, the City of Dallas attempted to implement a use-based zoning ordinance that prohibited non-residential uses in some areas, despite legal challenges to zoning laws at the state level. In 1916, Dallas enacted an ordinance that officially segregated public facilities and amenities on the basis of race, leading to the segregation of Black communities. The Deep Ellum commercial district increasingly catered to a

³⁹ City of Dallas, "Union Bankers Building, 2551 Elm St., Designation Report," 1984, from the City of Dallas, <https://dallascityhall.com/departments/sustainabledevelopment/historicpreservation/HP%20Documents/Landmark%20Structures/Knights%20of%20Pythias%20Building%20Landmark%20Nomination.pdf>.

⁴⁰ Preservation Dallas, "Deep Ellum History, 1-2.

⁴¹ City Directories, various dates, from Ancestry. City Directories also show locations north of Deep Ellum—at 2600 Swiss Avenue, in the 800 block of Good Street, and in the 2000 block of Thomas Street—in various years.

⁴² William Neil Black, "Empire of Consensus: City Planning, Zoning, and Annexation in Dallas, 1900-1960," Ph.D. dissertation, Columbia University, 1982, 67; Hazel, *History of Big "D,"* 52.

⁴³ Black, "Empire of Consensus," 69-71.

⁴⁴ George E. Kessler, "A City Plan for Dallas," prepared for the City of Dallas, 1911, from the Portal to Texas History, citing the Dallas Municipal Archives, <https://texashistory.unt.edu/ark:/67531/metaph129158>; Robert B. Fairbanks, "Rethinking Urban Problems: Planning, Zoning, and City Government in Dallas, 1900-1930," *Journal of Urban History* 25, no. 6 (September 1999): 816.

⁴⁵ Kessler, "A City Plan for Dallas."

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Black clientele, though a multiracial element remained given the diverse workforce in the area's warehouses and factories.

In 1927, the City of Dallas hired C.E. Ulrickson to develop an updated city plan. Like Kessler, Ulrickson focused on transportation and infrastructure, but his plan included more detailed recommendations that specifically targeted Deep Ellum. The first priority of the Ulrickson Plan was to convert the H&TC rail alignment to a Central Expressway for automobiles. The details of the plan for Central Expressway:

"1. Central Avenue. Opening and Widening
\$450,000.00 This project involves the removal of the Houston and Texas Central Railway tracks from the Missouri-Kansas and Texas railroad crossing near Highland Park to Commerce Street. From Pacific Avenue to Ross Avenue the street should have a width of 76 feet, besides ample sidewalk widths. From Ross Avenue to its northern terminus, the street should be boulevard, if possible, to a width of 200 feet, having on each side a 38-foot roadway with a center parking of 76 feet. From Pacific Avenue bearing to the west, and perhaps decreasing in width at intersecting streets, the alignment should leave the right of way at Main Street and swing into the 56-foot roadway of Preston Street at Canton Street... Thus, a major thoroughfare of 7.5 miles length will be provided through the heart of the city, serving all Dallas.⁴⁶

In addition, the plan recommended requiring consistent building setbacks along Commerce, Elm, and Pacific streets, constructing railroad underpasses at Pacific Street, and improving drainage along Mill Creek – noting that, "channels have been so changed and encroached upon that their carrying capacity has been greatly reduced in spite of the steadily increasing and swifter run-off caused by city development."⁴⁷ The plan also made the connection between these infrastructure projects and efforts to improve "blight," stating that roadway and drainage improvements were necessary to improve dilapidated areas and make way for attractive new development.⁴⁸

That same year, in 1927, the Texas Legislature passed an Enabling Act permitting local zoning, giving Dallas firm legal grounds for a comprehensive zoning ordinance. Between 1920 and 1930, Dallas drafted and adopted a Comprehensive Zoning Ordinance. Typical of zoning codes of the era, the Dallas zoning code separated areas for residential use from land devoted to commercial and industrial purposes. For each zone, the ordinance defined which types of land use were allowable where, as well as building heights and setbacks, lot dimensions, and yard sizes. It also plotted where land should be developed beyond the current city limits and segregated residential areas by race.⁴⁹ Within this ordinance, the City of Dallas zoned the northern half of Deep Ellum for business and the southern half for industry (fig. 12), removing residential zoning from the district.⁵⁰ By the 1930s, the City buried Mill Creek and incorporated the waterway into an underground storm-sewer system. The flood-control effort entombed the creek in underground pipes, leaving no trace of the historic waterway. With residents removed and the risk of flooding mitigated, the southern portion of Deep Ellum lay ripe for industrial redevelopment. The City also invested in redevelopment of nearby Fair Park in anticipation of the 1936 Texas Centennial Exposition, with hopes that the "cleanup" of the southern portion of Deep Ellum would encourage tourist-friendly redevelopment of land adjoining Fair Park.

⁴⁶ C.E. Ulrickson, "Forward Dallas: Report of the Ulrickson Committee" (City of Dallas, 1927), 24, from the Dallas Public Library.

⁴⁷ Ulrickson, "Forward Dallas," 39.

⁴⁸ Ulrickson, "Forward Dallas," 17.

⁴⁹ *Dallas Morning News*, "Zoning Bill to be Written," July 31, 1926, p. 6, from proquest.com.

⁵⁰ Harland Bartholomew & Associates, "Your Dallas of Tomorrow," submitted to the City of Dallas, 1943, Part 4, p. 33, from the Dallas Public Library.

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Transportation Development

Alongside planning efforts for radical transportation improvements that would take decades to realize, a number of smaller-scale transportation changes went into effect in this era. The City began a program to pave roads to aid automobile traffic.⁵¹ Beginning in 1912, a series of independent organizations began to knit together “highway” systems, following existing roadways and recommending paved routes where possible. One example was the Bankhead Highway, planned and mapped in 1912, traveling from Washington, DC to San Diego, California.⁵² In Dallas, the designated Bankhead Highway route traveled directly through Deep Ellum along Exposition Avenue and Commerce Street (figs. 14-15). Similarly, the “King of Trails” highway connected Winnipeg, Manitoba in Canada, to Galveston – extending through Deep Ellum along Good Street.⁵³ When the Texas Highway Department was founded in 1917, it incorporated existing independent highways into the state highway system, and the Bankhead Highway became State Highway (SH) 1, and the King of Trails became SH 6.⁵⁴ As part of the state highway system, the route became eligible for state and federal funding for improvements like paving and bridge construction. To help stimulate the economy during the Great Depression of the 1930s, federal funding became available for roadway improvements along an approved system of federal highways. The Bankhead Highway/SH 1 was incorporated into the federal system as US Highway 80, and the King of Trails/SH 6 was incorporated as US 75.⁵⁵ Federal funding in the Depression Era helped with safety improvements at rail crossings intersecting federal highways, including construction of a series of underpasses at the intersection of Good Street with the H&TC tracks (no longer extant), as well as widening the street to four lanes, creating the “Good-Latimer Expressway.” Improved auto access helped bring traffic into Deep Ellum, boosting business. Over the years, though, federal highway development would prioritize a number of federal objectives, often dismissing local priorities. During the build-up toward World War II, the highest federal priority was providing fast, direct transportation for US military installations and essential military-industrial plants, which were to be located along the US highway system. In Deep Ellum, the route of US 80 continued to jog along Exposition Avenue and Commerce Street, but this inefficient and congested path posed a problem for military transportation that would become critical with Dallas’s heightened military importance during and after World War II.⁵⁶

At the same time, the City and rail companies also began working to construct a “belt railroad” consistent with the Kessler plan – circling the city and consolidating rail traffic, freight terminals, and a passenger station that would serve multiple rail lines. The new Dallas Union Terminal was constructed on the West End of downtown in 1916, and multiple railroad lines were consolidated there (Map 5). In the meantime, rail passenger traffic migrated to the West End, leading to the eventual demolition of the depot along Central Avenue in Deep Ellum in 1935.⁵⁷

Commercial Transitions

While racial segregation threatened to undermine the vitality of the Deep Ellum commercial district, traffic along the Bankhead Highway/SH 1/US 80 helped keep the district profitable. By the 1920s, Commerce Street became known as

⁵¹ Jeff Dunn, “The Development of Automobile Roads in Dallas County: 1905-1926,” *Legacies: A History Journal for Dallas and North Central Texas XII* (Spring 2000): 13-28, on file at the Texas Historical Commission, Austin, Texas.

⁵² HHM, “The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Named Historic Highways,” prepared for the Texas Historical Commission and Texas Department of Transportation, 2014, from the THC, <https://www.thc.texas.gov/public/upload/preserve/survey/highway/Bankhead-history.pdf>.

⁵³ HHM, “The Development of Highways in Texas,” Appendix A.

⁵⁴ Rand McNally, *Main Highway Map of Texas*, 1923, from TSLAC, <https://www.tsl.texas.gov/apps/arc/maps/maplookup/01988>.

⁵⁵ United States Department of Agriculture, Bureau of Public Roads. Federal-Aid Highway System Progress Maps, 1931. From the Texas Historic Overlay, Texas Department of Transportation.

⁵⁶ “General Highway Map, Dallas County, Rockwall County, Texas,” Texas State Highway Department, 1936 (partially revised to February 1, 1940), from the Texas State Library and Archives, <https://www.tsl.texas.gov/apps/arc/maps/maplookup/04838>.

⁵⁷ “Tower 118 (Belt Junction) and Tower 119 (T&P Junction) – Dallas,” Texas Railroad History, accessed April 20, 2021, <http://txrrhistory.com/towers/118/118.htm>.

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“Automobile Row.”⁵⁸ Numerous new auto-oriented businesses sprang up along the highway route (see table 8-2), and many older businesses transitioned to auto-oriented sales and services as well. One example was the Palace Blacksmith Shop at 2814 Main Street, which advertised horseshoeing and blacksmithing among its services in 1923, but transitioned to automobile service by 1928 (extant, Photo 10).⁵⁹ Proximity to Fair Park also encouraged development of auto showrooms, where fairgoers could buy the newest technology advertised at the fair. One extant example, the La France Building at 3600 Commerce Street, “showcased fire fighting equipment and trucks” so that “Representatives from cities and towns all over Texas would come to the State Fair. From there, they could see the latest models of fire trucks and engines and order one custom-made for their community” (extant, Photo 16).⁶⁰

Other commercial outlets provided goods, services, and recreation for the increasingly segregated Black community, as well as the neighborhood’s multiethnic working class. Segregated White-only beer joints were scattered along Elm Street and Main Street.⁶¹ Black-owned businesses and Jewish merchants continued to welcome Black customers. (Note the surnames in table 8-2.) Wishing to both maintain and increase their business, Deep Ellum’s Jewish-owned stores first began advertising in African American newspapers such as the *Dallas Express* during this period and continued the practice for at least two decades. A snapshot of the varied commercial landscape in 1925 is captured below:

The 1925 directory lists a range of businesses, including carpenters, cement workers, blacksmiths, painters, decorators, a bricklayer, contractors, landscapers, auto repair shops, a carpet renovator, plumbers, a cooper, accountants, a private detective agency, moving businesses, attorneys, undertakers (two of which provided ambulance service), doctors and dentists, hospitals, taxi services, dressmakers, cafés and restaurants, barbershops and beauty parlors, furniture stores and repair businesses, a dairy, real estate agencies, shoe shops, shine parlors, a newspaper and a magazine, a dry cleaner, notions and dry goods stores, tailor shops, dancing schools, grocers, drugstores, and ice dealers.⁶²

Pawn shops and other affordable outlets became increasingly common in the Depression years of the 1930s, serving both Black and White shoppers. Deep Ellum attracted tenant farmers, ranchers, and others from smaller surrounding communities who came to buy more affordable wares on Saturdays.⁶³ During the Depression, many customers were interested in pawning their possessions, and the concentration of pawnshops and second-hand stores grew along Elm Street. One example was the Klar and Winterman Pawn Shop, which opened in the 1920s at 2310 Elm Street (not extant). Another example is Rubin “Honest Joe” Goldstein’s pawn shop at 2526 Elm Street, which opened around 1936 (extant, Photo 32, Figure 16).⁶⁴

Meanwhile, nightlife became an important contributor to Deep Ellum’s commercial viability. Streetcars and rail lines made Deep Ellum accessible as the center of entertainment and recreation for Black communities from a wide area. Deep Ellum was home to a lively mix of theaters, clubs, dance halls, and speakeasies. Much of the entertainment district was concentrated near the intersection of Elm Street and “Central Track” (no longer extant). A thriving blues and jazz community made Deep Ellum’s nightlife scene special. The most influential early musician on the Deep

⁵⁸ Rees T. Bowen, “Chevrolet Motor Co.,” National Register of Historic Places Inventory/Nomination Form (Texas Historical Commission, Austin, 2009), 11, from the City of Dallas.

⁵⁹ City Directories, 1923, p. 1278, 1928, p. 1491, from Ancestry; Alan S. Mason, “Palace Blacksmith Shop,” Dallas Landmark Commission Nomination Form, City of Dallas, 1997, from the City of Dallas.

⁶⁰ B.I. Miller, “B. Parks Bros. Storage Building,” Dallas Landmark Commission Nomination Form, City of Dallas, 1990, 4-5, from the City of Dallas.

⁶¹ “Deep Ellum was not only a black enclave,” *Dallas Morning News*, Feb. 16, 1992, 42A, from the Deep Ellum Vertical File, Dallas Public Library.

⁶² Govenar and Brakefield, *Deep Ellum*, 62.

⁶³ Holmes and Saxon, *The WPA Guide and History*, 125-126.

⁶⁴ Govenar and Brakefield, *Deep Ellum*, 70-71.

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Ellum scene was Blind Lemon Jefferson. Jefferson developed a unique sound merging blues with country music inspired by his surroundings in places, including the interurban rail line, which he rode from Deep Ellum to find work picking cotton, often performing on the train cars.⁶⁵ Jefferson attracted broad audiences from in and around Dallas;

Bluesman Mance Lipscomb heard about [Blind Lemon] Jefferson out in the cottonfields and decided to come to Deep Ellum to see what everyone was talking about. "On a Saturday, about 9 o'clock, we would get our clothes on and take a bath, and catch the interurban up to Dallas. Go up there 'til it was 6 o'clock that evening, and come on back down where I was picking cotton at a little old place called Fletcher, 19 miles out of Dallas." That simple statement described a way of life in Texas, where blues music was the red thread of cotton culture. Blind Lemon Jefferson built a word-of-mouth reputation, both for himself and for Dallas, throughout the region.⁶⁶

In 1926, recordings of Jefferson proved a commercial success nationwide. As a result, "Recording executives flocked to Dallas in search of more talent," leading Columbia Records to record a number of additional Deep Ellum performers.⁶⁷ In addition to Jefferson, notable blues performers that emerged from Deep Ellum in the 1920s included "Huddie Ledbetter (a.k.a., Leadbelly) of Mooringsport, Louisiana; Henry Thomas of Big Sandy, in East Texas; Lightin' Hopkins of Centerville, Texas; Victoria Spivey of Houston; Mance Lipscomb of Navasota; and T-Bone Walker of Linden, Texas."⁶⁸ While many of the clubs and theaters associated with the jazz and blues scene in Deep Ellum were lost to the development of the Central Expressway, a number of important associated resources remain. For example, the Boyd Hotel at 2934 Elm Street provided a rare, desegregated lodging option in the Jim Crow era, hosting Black and White musicians, including Leadbelly, Bill Neely, and Blind Lemon Jefferson (extant, Photo 33).⁶⁹ Jefferson and his contemporaries also were known to play on street corners as well as in cafés and barber shops, many of which survive today (as listed in table 8-2).⁷⁰

⁶⁵ Govenar and Brakefield, *Deep Ellum*, 88-89; Larry Taylor, "Crossroads: Roots Music in Dallas, 1920-1942," *Legacies: A History Journal for Dallas and North Central Texas* 16, no. 2 (Fall 2004): 14, from The Portal to Texas History, crediting the Dallas Historical Society, <https://texashistory.unt.edu/ark:/67531/metaph35093/m1/14/>.

⁶⁶ Taylor, "Crossroads," 14.

⁶⁷ Taylor, "Crossroads,".

⁶⁸ Taylor, "Crossroads," 14.

⁶⁹ Kate Singleton, "Boyd Hotel," Dallas Landmark Commission Nomination Form, City of Dallas, 1996. From the City of Dallas.

⁷⁰ Solamillo, "Deep Ellum," 13-6 – 13-7.

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Table 8-2. Commercial resources, 1911–1942.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|---|--------------------|------------------------------------|-------------------|--|
| <i>Auto-oriented commercial resources</i> | | | | |
| 3713 CANTON ST | | Auto Service | 1941 | |
| 2612 COMMERCE ST | | Auto service and store | 1926 | |
| 2645 COMMERCE ST | | Auto sales & service | 1935 | Schmalzried A & Co (1944-45 Directory, as 2647-2651), City Chevrolet Co (1934-35 Directory) |
| 2651 COMMERCE ST | | Auto sales & service | 1929 | Vacant (1944-45 Directory, as 2651 and 2653), Safety Service Sta No 2 fill sta. (1944-45 Directory, as 2647-2651), City Chevrolet Co (1934-35 Directory, 2653), Safety Serv Sta No 2 Goode Snowy M Mrs. (1934-35 Directory); City Chevrolet (1929 Directory) |
| 2801 COMMERCE ST | | Auto parts & service | 1924 | Am Gear & Parts Co Ltd Auto Accessories (1944-45 Directory); American Gear Co (1934-35 Directory) |
| 2813 COMMERCE ST | | Auto service & parts | 1921 | Palace Shop (1929 Directory); Henderson Auto Parts (1934-35, 1944-45 Directory) |
| 2815 COMMERCE ST | | Machine shop/ Auto sales & service | 1920 | Warner Electric Mfg. Co (1929 Directory); Myers C.D. (1934-35 Directory); Harley Davidson Sales Co Motorcycles (1944-45 Directory) |
| 2933 COMMERCE ST | | Auto service | 1924 | |
| 3600 COMMERCE ST | La France Building | Auto dealership | 1924 | |
| 3612 COMMERCE ST | La France Building | Auto sales | 1926 | |
| 2807 ELM ST | | Auto supply/ store | 1918 | Acme Auto Supply Co (1929 Directory, 2807); Dallas Elev & Elec Co (1934-35 Directory, 2805-7); Smith JD Furn. Co whse (1944-45 Directory, 2807-9) |
| 2911 ELM ST | | Auto service | 1920 | |
| 2600 MAIN ST | | Auto sales & service | 1924 | Williams Auto Top & Radiator Co (1929 Directory, 2600), 8 A & K Auto Top & Paint Co (1929 Directory, 2604); Meggs Co The Auto Parts (1944-45 Directory, 2600), Texas Auto Glass (1944-45 Directory, 2604-8) |
| 2612 MAIN ST | | Auto service | 1924 | Acme Top & Body Wks Inc (1929 Directory) |
| 2622 MAIN ST | | Auto service | 1913 | Clemmer Auto Service (1929 Directory); Rogers Chemical Co Indry supplies (1944-45 Directory) |
| 2650 MAIN ST | | Auto sales & service | 1935 | City Chevrolet Co (1929 Directory); Schmalzried AF & Co uphol supplies (1944-45 Directory) |
| 2701 MAIN ST | | Auto parts & service | 1935 | Auto Repairs + Parts (1921 Sanborn, 1950 Sanborn); Grainger WW Inc elec motors (1944-45 Directory, 2701), Overton & Ross machy (1944-45, 2703) |
| 2708 MAIN ST | | Auto service | 1921 | Lambeth & McElhaney Paint & Top Co (1929 Directory); Lambeth RC "Buddy" Auto Paint & Body Wks (1944-45 Directory, 2708-10) |
| 2715 MAIN ST | | Auto sales & service | 1935 | McKenzie Bros Fender and Body Works (1929 Directory, 2715), Schmalzried A F "Smalley" Auto Parts (1929 Directory, 2719-21-23); Schmalzried AF, |

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Table 8-2. Commercial resources, 1911–1942.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|-----------------------------------|------------------------|----------------------|-------------------|---|
| | | | | Parts Warehouse Co (1934-35 Directory, 2715-23); Parts Warehouse Co auto accessories, Hart Eug C mfrs agt, Foster Wm M mfrs agt, Ways Arth A mfrs agt, Morrow Harry L mfrs agt, Tollo Leon mfrs agt, Goodson Hazen S mfrs agt (1944-45 Directory, 2715-17), MRC Bearings Service Co (1944-45 Directory, 2719), Indian Motorcycle Sales Co (1944-45 Directory, 2723) |
| 2810 MAIN ST | | Auto parts & service | 1925 | Eaton Bumper & Spring Serv Co (1929 Directory, 2810), vacant (1929 Directory, 2812), vacant (1934-35 Directory, 2810-12) |
| 2814 MAIN ST | Palace Blacksmith Shop | Auto service & parts | 1913 | Palace Shop (1929 Directory); Palace Shop, Henderson Auto Parts Co (1934-35 Directory) |
| 2816 MAIN ST | | Auto parts & service | 1922 | Standard Spring & Axle Co Inc (1929, 1944-45 Directory) |
| 2820 MAIN ST | | Store | 1926 | Standard Spring & Axle Co Inc (1929 Directory); Borg Warner Service Parts Co auto parts (1944-45 Directory, 2820), Vacant (1944-45 Directory, 2822) |
| 2823 MAIN ST | | Auto Service | 1920 | |
| 2933 MAIN ST | | Auto Service | 1934 | |
| 3011 MAIN ST | | Auto service | 1920 | |
| 3400 MAIN ST | | Gas station | 1925 | Magnolia/ Mobil (various directories) |
| 3418 MAIN ST | | Auto service | 1920 | |
| 3600 MAIN ST | | Gas station | 1938 | |
| <i>Other commercial resources</i> | | | | |
| 2701 CANTON ST | | Store | 1926 | |
| 2809 CANTON ST | | Store | 1937 | |
| 2811 CANTON ST | | Store | 1937 | |
| 2824 CANTON ST | | Store | 1935 | |
| 2917 CANTON ST | | Store | 1940 | |
| 3001 CANTON ST | | Store | 1935 | |
| 3002 CANTON ST | | Store | 1938 | |
| 3004 CANTON ST | | Store | 1938 | |
| 3012 CANTON ST | | Store | 1940 | |
| 2724 COMMERCE ST | | Store | 1928 | |
| 2730 COMMERCE ST | | Store | 1930 | |
| 2808 COMMERCE ST | | Store | 1927 | Theatre Gallery (1986 DPL VF) |
| 2921 COMMERCE ST | | Store | 1924 | |
| 2923 COMMERCE ST | | Store | 1940 | |

Deep Ellum Historic District, Dallas, Dallas County, Texas

Table 8-2. Commercial resources, 1911–1942.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|------------------------|--------------------------------|---------------|-------------------|---|
| 3000 COMMERCE ST | | Store | 1940 | |
| 3004 COMMERCE ST | | Store | 1941 | |
| 3009 COMMERCE ST | | Store | 1935 | |
| 3018 COMMERCE ST | | Store | 1925 | |
| 3022 COMMERCE ST | | Store | 1940 | |
| 3034 COMMERCE ST | | Store | 1935 | |
| 3333 COMMERCE ST | | Store | 1919 | |
| 3500 COMMERCE ST | | Store | 1935 | |
| 3712 COMMERCE ST | BIBBENTUCKERS/G LO DRY LAUNDRY | Store | 1928 | |
| 2622, 2624 COMMERCE ST | | Store | 1926 | |
| 3809 EAST SIDE AVE | | Store | 1921 | |
| 2518 ELM ST | | Store | 1940 | |
| 2544 ELM ST | | Store | 1920 | |
| 2548 ELM ST | | Store | 1913 | |
| 2550 ELM ST | | Store | 1920 | |
| 2556 ELM ST | | Store | 1930 | |
| 2608 ELM ST | | Store | 1920 | Vacant (1944-45 Directory) |
| 2618 ELM ST | | Store | 1930 | Evans John (1929 Directory); Argovitz I (1934-35 Directory); Argovitz Isadore Dry Goods (1944-45 Directory) |
| 2624 ELM ST | | Store | 1940 | Vacant (1944-45 Directory) |
| 2634 ELM ST | | Store | 1926 | Schwartz Dept Store (1929 Directory, 2634) , Rice Mfg Co (1929 Directory, 2634 1/2); Daves Merc Co & Pawn Shop (1934-35 Directory, 2634), Vacant (1934-35 Directory, 2634 1/2); Sams Inc Gnl Mdse (1944-45 Directory, 2634), Vacant (1944-45 Directory, 2634 1/2) |
| 2638 ELM ST | | Store | 1926 | Trinity Paint & Wallpaper Store (1929 Directory, 2636), Oaks H L (1929 Directory, 2636 1/2), King W D (1929 Directory, 2638); Vacant (1934-35 Directory, 2636), Economy Bargain Store (1934-35 Directory, 2636 1/2), Eisenstein David (1934-35 Directory, 2638); Firman Abr Shoe Rpr (1944-45 Directory, 2636), Vacant (1944-45 Directory, 2636 1/2-38) |

Deep Ellum Historic District, Dallas, Dallas County, Texas

Table 8-2. Commercial resources, 1911–1942.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|--------------------|------------------------|---------------|-------------------|--|
| 2640 ELM ST | | Store | 1921 | Masinter Reuben (1929 Directory, 2640), Smith Harry (1929 Directory, 2640 1/2); Vacant (1944-45 Directory, 2640), Winsett Asa C 2nd hd clo (1944-45 Directory, 2640 1/2) |
| 2644 ELM ST | | Store | 1935 | Barbershop (1929 Directory); Clyman Dry Good Store (1934-35 Directory) |
| 2646 ELM ST | | Store | 1940 | Link A W Medicine Co (1929 Directory, 2646), Whitaker Furniture Co (1929 Directory, 2648); Whitaker Furniture Co (1934-35 Directory, 2646-48); not listed on 1944-45 Directory |
| 2650 ELM ST | | Store | 1940 | Locke R D (1929 Directory); Taylor J F (1934-35 Directory); not listed on 1944-45 Directory |
| 2704 ELM ST | | Store | 1920 | Vacant (1929, 1934-35 Directory); Ideal Furniture Co (1944-45 Directory, 2704), Vacant (1944-45 Directory, 2706), Wilson James 2nd hd furn (1944-45 Directory, 2708) |
| 2707 ELM ST | | Store | 1925 | |
| 2713 ELM ST | | Store | 1925 | |
| 2822 ELM ST | | Store | 1926 | McGregor LM (1929 Directory, 2818), vacant (1929 Directory, 2820), Weitzman Auto Supply Co (1929 Directory, 2822); Weitzman Auto Supply (1934-35 Directory, 2822); Vacant (1944-45 Directory, 2818-20-22) |
| 2901 ELM ST | | Store | 1939 | |
| 2944 ELM ST | | Store | 1920 | |
| 500 EXPOSITION AVE | | Office, Store | 1933 | |
| 215 HENRY ST | | Store | 1925 | |
| 2526 ELM ST | Honest Joe's Pawn Shop | Store | 1940 | Dave's Pawn Shop/ Honest Joe's Pawn Shop and Tool Shop (Govenar & Brakefield, 76, 192) |
| 2656 MAIN ST | | Store | 1935 | Wink Supply Co (1944-45 Directory) |
| 2707 MAIN ST | | Store | 1940 | |
| 2724 ELM ST | | Store | 1930 | Treadwells Cafe (1929 Directory, 2722), Capitol Drug Store (1929 Directory, 2724); Petta Cafe (1934-35 Directory, 2722), Capitol Drug Store (1934-35 Directory, 2724); Capitol Drug Store (1944-45 Directory, 2722), Harbrecht & Peter (1944-45 Directory, 2724) |
| 2809 MAIN ST | | Store | 1930 | Snap-On Tools Corp (1934-35 Directory, 1944-45 Directory) |
| 2823 MAIN ST | | Store | 1930 | |
| 2824 MAIN ST | | Store | 1921 | Johnson S C & Sons (1929, 1934-35 Directory); Venasco Co Inc window shade supplies (1944-45 Directory, 2824), Twin Disc Clutch Co (1944-45 Directory, 2826) |
| 2900 MAIN ST | | Store | 1940 | |

Deep Ellum Historic District, Dallas, Dallas County, Texas

Table 8-2. Commercial resources, 1911–1942.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|-----------------|-------------------------|----------------------|-------------------|---|
| 2911 MAIN ST | | Store | 1940 | |
| 2924 MAIN ST | | Warehouse, Store | 1924 | |
| 2939 MAIN ST | | Store | 1936 | |
| 3010 MAIN ST | | Office | 1940 | |
| 3100 MAIN ST | Laughing Water Laundry | Laundry | 1925 | |
| 3116 MAIN ST | Cotton Gin Sales Co. | Store | 1930 | |
| 3300 MAIN ST | Farm and Ranch Building | Offices | 1921 | <i>Farm and Ranch</i> newspaper (1943 Directory) |
| 3401 MAIN ST | | Store | 1915 | |
| 3404 MAIN ST | | Store | 1930 | |
| 210 S WALTON ST | | Store | 1935 | |
| 306 S WALTON ST | | Store | 1938 | |
| 2614 ELM ST | | Store | 1924 | Allens Drug Store (1929 Directory, 2614); Allens Drug Store (1934-35 Directory, 2614) , Allen F L (1934-35 Directory, 2614 1/2), Arons H Hardware Co, Arons Sarah Mrs (1934-35 Directory, 2616) Vacant (1934-35 Directory); Allens Drug Store, Allen Fernando L (1944-45 Directory, 2614), Gillers Tool Shop hdw (1944-45, 2614 1/2), Ross M Edgar @nd hd clo (1944-45 Directory, 2616) |
| 2812 ELM ST | | Store | 1930 | G & S Hosiery (1929 Directory) |
| 2917 ELM ST | | Store | 1935 | |
| 2920 ELM ST | | Store | 1926 | |
| 2642 MAIN ST | | Store | 1940 | Realshine Co Inc shoe polish (1944-45 Directory) |
| 2803 MAIN ST | | Store, Manufacturing | 1930 | Southern Sales and Finance Co (1929 Directory, 2803-2809); vacant (1934-35 Directory, 2803-7); Parkland Sportswear Co clo mfrs (1944-45, 2803); shirt factory (1950 Sanborn) |
| 2801 VIRGIL ST | | Warehouse, Store | 1937 | |

Rail- and Auto-related Distribution and Warehousing

By the early twentieth century, Dallas was an established regional distribution hub, and local leaders helped secure Dallas’s designation as an official US Port of Entry in 1913.⁷¹ The designation not only recognized Dallas as a significant distribution hub but it also “mandated continued growth as a regional distribution and marketing center

⁷¹ Mason, “Interstate Forwarding Company Warehouse,” 8-1.

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serving the Midwest, including parts of Oklahoma, Louisiana, Arkansas, and Missouri.”⁷² One area particularly impacted by the designation was Deep Ellum, which had access to distribution networks as well as room for mandated growth in the residential southern portion of the district.⁷³ Development of new warehouses immediately ensued. For example:

...in August 1913, the city’s first bonded warehouse opened in Deep Ellum at 3200 Main Street the Interstate Forwarding Building, [Photo 4]. The building’s developers, Milam and Connor, chose the site for its access to rail lines, proximity to downtown, and affordable land.⁷⁴ In addition to serving as a US Customs warehouse, the building also included leased space. Another early tenant in the building was the warehouse operating company Interstate Forwarding Company, for whom the building is named. Over the next two decades, a number of warehouses and industrial buildings filled in the area around the building, with Truck Avenue in particular emerging as a principal site for handling merchandise entering and leaving Dallas.⁷⁵ This development “mirrored a concurrent development that established Dallas as the mid-continent center for trade, manufacturing, and commerce rivaling the more established eastern and north markets.”⁷⁶

Two other important factors influencing growth of the warehousing and distribution system in Deep Ellum were the 1914 establishment of the Federal Reserve Bank in Dallas and the increasing drilling of oil and gas in Texas:

With the establishment of the Federal Reserve Bank in Dallas in 1914, the city became a significant banking center. In turn Dallas bankers were the first in the nation to lend money to oil companies using the underground oil reserves as collateral. This move made Dallas an important center for petroleum financing and exploration...⁷⁷

As oil companies increasingly moved to Dallas, they needed to build facilities to store and distribute the oil drilled nearby. The Gulf Oil company exemplified this trend in 1921 when they built the Gulf Oil Distribution Facility in Deep Ellum at 501 S. 2nd Avenue (extant, Photo 34). At the time of its construction, the Gulf facility utilized the adjacent GC&SF and T&NO railroad trucks for distribution, but they also had auto garages for trucks used to bring oil from oilfields to the distribution facility (fig. 6). Another example of a warehousing facility that took advantage of both rail and auto transportation during this era was the Interstate Forwarding Building at 3200 Main Street, which “was leased and occupied by the Goodyear Tire and Rubber Company. The main production plant in Akron, Ohio shipped tires to the building for storage and later distribution,” and the tires would then be used for automobiles.⁷⁸ Gradually, trucking increased as a viable means of shipping in the 1920s, as the highways improved and the road network expanded. By the mid-1930s, over 30 freight trucking companies operated in Dallas, with several in Deep Ellum. Together, these trucking companies employed around 15,000 people in Dallas and paid over \$13 million in taxes a year in the 1930s.⁷⁹ For additional examples of warehouses and distribution facilities constructed in Deep Ellum in this era, see table 8-3.

⁷² Mason, “Interstate Forwarding Company Warehouse,” 8-2.

⁷³ Powers-Lawson, “The Interstate Forwarding Building/Goodyear Building,” 6.

⁷⁴ Mason, “Interstate Forwarding Company Warehouse,” 8-4.

⁷⁵ Powers-Lawson, “The Interstate Forwarding Building/Goodyear Building,” 5.

⁷⁶ Powers-Lawson, “The Interstate Forwarding Building/Goodyear Building,” 6.

⁷⁷ Devlin Shelton, Jay Firsching, and Emily Smith, “Gulf Refining Co. Distribution Plant,” National Register of Historic Places Inventory/Nomination Form (Texas Historical Commission, Austin, 2008), 11-14, from the City of Dallas, <https://dallascityhall.com/departments/sustainabledevelopment/historicpreservation/HP%20Documents/Landmark%20Structures/Gulf%20Refining%20Company%20National%20Register%20Form.pdf>.

⁷⁸ Powers-Lawson, “The Interstate Forwarding Building/Goodyear Building,” 6.

⁷⁹ *Dallas Morning News*, July 27, 1935, 6.

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Table 8-3. Warehousing and distribution resources, 1911–1942.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|------------------|--|------------------------|-------------------|--|
| 501 S 2ND AVE A | Gulf Oil Company repair shop | Repair shop | 1921 | |
| 501 S 2ND AVE B | Gulf Oil Company garage | Warehouse | 1921 | |
| 501 S 2ND AVE C | Gulf Oil Company warehouse | Warehouse | 1921 | |
| 501 S 2ND AVE D | Gulf Oil cooper shop | Shop building | 1921 | |
| 501 S 2ND AVE E | Gulf Oil Company boiler | Boiler | 1921 | |
| 501 S 2ND AVE F | Gulf Oil Company pump house | Pump house | 1921 | |
| 2700 CANTON ST | Ford Assembly Building, Adams Hats Building | Manufacturing building | 1914 | |
| 2824 CANTON ST | | Warehouse | 1936 | |
| 3215 CANTON ST | National Biscuit Co. | Warehouse | 1935 | |
| 3720 CANTON ST | Wholesale Auto Parts | Warehouse, Store | 1925 | |
| 2819 COMMERCE ST | | Warehouse | 1920 | Dallas Armature Corp (1929 Directory); Sowden Sales Co., Schieren Chas A, Co the Texas, McKinley C St G, Oriental Packing Co, Texas Vitamin Co, Am Cotton Mach Co (1934-35 Directory) |
| 2825 COMMERCE ST | | Warehouse | 1926 | Fafnir Bearings Inc, Roller Bearings Co of Amer, BCI Trust Bearing Co (1944-45 Directory, 2825); Hedgecock Artificial Limb & Brace Co (1944-45 Directory, 2827); Fafnir Bearings Inc (1934-35 Directory, 2825); (2827) The Seagrave Corp (1934-35 Directory); M R C bearings Service Co (1929 Directory, 2825); The Seagrave Corp (1929 Directory, 2827) |
| 3221 COMMERCE ST | Chevrolet Motor Company Building, Hesse Envelope Company (1948-1965) | Warehouse | 1923 | |
| 3712 COMMERCE ST | BIBBENTUCKERS/GLO DRY LAUNDRY | Warehouse, Office | 1928 | |
| 2615 ELM ST | American Transfer & Storage Co. | Warehouse | 1924 | American Transfer & Storage Co (1929 Directory; Carpenter Trans & Stg Co (1934-35 Directory) |
| 2625 ELM ST | Dallas Wholesale Furniture Mart; Outside Venetian Blind Co. | Store, Warehouse | 1924 | Manufacturers Exposition Building: Acme Fast Freight Service, Michigan Stove Co, McMillian Built In Fixtures, Park Furn Co, Work Mfg Industries, etc. (1929 Directory, 2625-37); Manufacturers Exposition Building, Ahart Van & Stg Co, Phelp J.C. Piano Place, Kroehler Mfg Co |

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Table 8-3. Warehousing and distribution resources, 1911–1942.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|----------------|---|-------------------|-------------------|---|
| | | | | (1934-35 Directory); Manufacturers Exposition Bldg., Gulberson Corp (1944-45 Directory, 2625-27) |
| 2639 ELM ST | Park Brothers Warehouse | Warehouse | 1926 | Central Transfer & Storage Co (1929, 1934-35, 1944-45 Directory -- all as 2639-41) |
| 2826 ELM ST | | Store | 1930 | Kent Jos (1929 Directory); vacant (1934-35 Directory); Sobel Furn Co whse (1944-45 Directory, 2824), Whitney Chain & Mfg Co (1944-45 Directory, 2826) |
| 2924 MAIN ST | | Warehouse, Store | 1924 | |
| 3200 MAIN ST | Interstate Forwarding Company Warehouse | Customs warehouse | 1913 | |
| 3210 MAIN ST | Lincoln Paint and Color Company | Warehouse | 1912 | |
| 3601 MAIN ST | | Warehouse | 1930 | |
| 2731 TAYLOR ST | | Warehouse, Store | 1940 | |
| 2801 VIRGIL ST | | Warehouse, Store | 1937 | |

Industrial Transitions

Industry also boomed in Deep Ellum in this era. A huge boost to Dallas manufacturing came when Ford Motor Company opened their Southwest Assembly Plant in Deep Ellum in 1913. After introducing Ford's Model T, the company grew rapidly and decided to decentralize its vehicle assembly operations from Detroit, shipping auto parts via rail to regional centers. Dallas was the site of one such assembly plant, built between 1913 and 1914.⁸⁰ The plant was located at the corner of Henry and Williams (now Canton) Streets in Deep Ellum (extant, present-day address 2700 Canton Street, Photo 35). By 1921, Sanborn Fire Insurance Maps showed a spur rail line built to connect the Ford plant with the H&TC railroad, running along the alley between Williams/Canton and Taylor Streets.⁸¹ The location of a well-known and important manufacturing enterprise such as Ford's in Dallas was extremely important to the local economy and solidified the city's status as a manufacturing center. While the area surrounding the early plant was largely residential when Ford opened, other industrial enterprises settled nearby through the 1930s.⁸² Nearby, the Chevrolet Motor Company Building opened its assembly plant at 3221 Commerce Street in 1923 (extant, Photo 36). The Chevrolet plant accessed the T&P railroad, which it used to distribute completed automobiles.⁸³ Alongside the auto industry, the textile industry also expanded in Deep Ellum in this era. For example, in 1921, the Dallas Tent and

⁸⁰ Kate Singleton, "Ford Assembly Plant/Adam Hats Building," Dallas Landmark Commission Nomination Form, City of Dallas, 1996, 2, 5, from the City of Dallas, <https://dallascityhall.com/departments/sustainabledevelopment/historicpreservation/HP%20Documents/Landmark%20Structures/Adam%20Hats%20Building%20LMC%20Nomination.pdf>.

⁸¹ Sanborn Fire Insurance Company, "Dallas, Texas" [Map], 1921, Sheets 23, 24, 26, and 25, from UT Austin. At this time, no other warehouses or factories were serviced by this rail spur.

⁸² Singleton, "Ford Assembly Plant," 6.

⁸³ Bowen, "Chevrolet Motor Co.," 9.

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Awning Building was constructed at 3401 Commerce Street, with connections to the railroad along Trunk Avenue (extant, Photo 37). Additional extant examples of industrial resources constructed during this era are presented in table 8-4.

Table 8-4. Industrial resources, 1911–1942.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|--------------------|---|--|-------------------|--|
| 333 1ST AVE | Dallas Show Case Company | Manufacturing building | 1926 | |
| 429 S 2ND AVE | Dr. Pepper Bottling Plant, Curtis Candy Company | Manufacturing building | 1929 | |
| 409-413 S 2ND AVE | Texas Wholesale Manufacturers, Dr. Pepper Company | Warehouse | 1925 | |
| 2713 CANTON ST | Ford Assembly Building | Manufacturing building, Warehouse, Store | 1929 | |
| 2615 COMMERCE ST | | Machine shop | 1925 | Dallas Belting Co. (1929 Directory); Mach Shop (1950 Sanborn) |
| 2653 COMMERCE ST | | Machine shop | 1924 | Dean W H/ Edwards Frank Oil Co (1929 Directory); Welding (1950 Sanborn) |
| 2713 COMMERCE ST | | Machine shop | 1920 | Mayhew Mach & Eng. Wks (1929 & 1934-35 Directory, 2713), Mayhew Mach & Eng Wks office (1929 & 1934-35 Directory, 2713 1/2); not listed in 1944-45 Directory; Prophet Bar (1986 DPL VF) |
| 2809 COMMERCE ST | | Machine shop | 1921 | Mannett Seastrunk & Buckner, Southwest welding Supply Co, Climax Generators Wks (1929 Directory) |
| 2815 COMMERCE ST | | Machine shop/ Auto sales & service | 1920 | Warner Electric Mfg Co (1929 Directory); Myers C.D. (1934-35 Directory); Harley Davidson Sales Co Motorcycles (1944-45 Directory) |
| 3026 COMMERCE ST | Hamilton Carhart Overall Factory (Sanborn map, 1921-1952, sheet 26 a) | Manufacturing building | 1940 | |
| 3401 COMMERCE ST | DALLAS TENT & AWNING BUILDING | Manufacturing building | 1921 | |
| 3800 COMMERCE ST A | John. E. Mitchell Company Plant | Manufacturing building | 1928 | |
| 4008 COMMERCE ST | John E. Mitchell Co. Inc. | Manufacturing building, Warehouse | 1925 | |
| 2609 ELM ST | | Machine shop | 1940 | Southern Refrigeration Co (1944-45 Directory, 2609); not listed (1944-45 Directory, 2611); Texas Tool & Engineering Co (1944-45 Directory, 2613) |

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Table 8-4. Industrial resources, 1911–1942.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|-----------------|----------------------------------|---------------------------|-------------------|--|
| 3008 ELM ST | Schnitzius Manufacturing Company | Store | 1911 | |
| 3200 HICKORY ST | Pearlstone Mill and Elevator Co. | Grain warehouse and tanks | 1928 | |
| 2616 MAIN ST | | Store | 1940 | Macaroni Factory (1921 Sanborn); National Macaroni Co (1934-35 Directory); Scott RH lawyer (1944-45 Directory) |
| 2803 MAIN ST | | Store, Manufacturing | 1930 | Southern Sales and Finance Co (1929 Directory, 2803-2809); vacant (1934-35 Directory, 2803-7); Parkland Sportswear Co clo mfrs (1944-45, 2803); shirt factory (1950 Sanborn) |
| 2815 MAIN ST | | Machine shop/factory | 1930 | Cabell Eng & Creamery Mach Co (1929 Directory) Link Dr Medicine Co (1934-35 Directory); Medicine Factory (1950 Sanborn) |

Residential Displacement

The beginnings of residential displacement in Deep Ellum likely resulted from the flood of 1908, but the 1916 segregation ordinance and the 1930 zoning led to the total removal of residential sections of Deep Ellum. As early as 1913, the City neglected to invest in residential infrastructure like parks in Deep Ellum, despite Kessler’s recommendation for a greenway in the area. Instead, with money from a 1913 bond issue, the City established several segregated African American parks elsewhere in the city, in the neighborhoods targeted for Black segregation, including the “Oak Cliff Negro Park” (renamed Eloise Lundy Park in 1987), the “Hall Street Negro Park” (renamed Griggs Park in 1924), and the “South Dallas Negro Park” (renamed Wheatley Park).⁸⁴ Jim Crow Era lending practices also made it difficult to borrow money for repairs and maintenance of the aging housing in the district – despite the fact that a survey conducted from 1924 through 1925 declared that a quarter of the city’s African Americans were living in rental housing “unfit for human habitation,” with 66 percent lacking a bath, toilet, or running water, and half lacking electricity or gas.⁸⁵ During the Depression years, standards for federally-backed lending made it even harder to finance repairs in areas like Deep Ellum. In the early 1930s, the Home Owners’ Loan Corporation (HOLC) “redlined” the residential southern portion of Deep Ellum (fig. 17), effectively eliminating residential investment in the area. By the early 1940s, construction of segregated public housing projects further pushed residents to segregated neighborhoods outside of Deep Ellum. These included Frazier Courts (designated for Black families only), Little Mexico Village (Latino families only), expansion of the earlier Cedar Springs project (White families), and—immediately north of Deep Ellum—Washington Place (White families only).⁸⁶

⁸⁴ HHM, “Thematic Historic Context Statements,” prepared for the City of Dallas and Preservation Dallas, 2022, p. 238.

⁸⁵ Hazel, *History of Big “D,”* 57.

⁸⁶ Fairbanks, *The War on Slums in the Southwest*, 65-66, 175.

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Highway Development and Urban Renewal (1943–1973)

The era between 1943 and 1973 saw the construction of the highway networks planned and executed earlier, as well as the realization of the full transition of the southern half of Deep Ellum to a manufacturing and distribution district (fig. 18). Despite the loss of earlier built fabric to highway construction, the community remaining in Deep Ellum's commercial core continued to support the diverse and vibrant culture in Deep Ellum, while the emerging auto-oriented manufacturing and distribution district provided a consistent source of working-class employment in the central city at a time when many jobs were moving to the suburbs.

Planning and Zoning

Planning efforts affecting Deep Ellum between 1943 and 1973 continued to focus on highway development, street network improvement, and encouraging manufacturing and distribution. In 1943, the Texas Highway Department funded a new urban plan for Dallas, completed by the urban planning firm of Harland Bartholomew & Associates. With World War II in progress, facilitating military transportation was a key priority.⁸⁷ In and around Deep Ellum, the Harland Bartholomew plan recommended highway construction, street widening, and street realignment. Highway construction recommendations included building an inter-regional highway at the southern edge of Deep Ellum (present-day US80/IH 30), as well as building an inter-regional highway along the H&TC Lines (reflecting the Ulrickson plan) – but, notably, the planned highway would transition to a more urban character immediately adjacent to Deep Ellum, widening the existing Good Latimer Expressway from four lanes to six (fig. 19). The Bartholomew plan describes the proposed “Central Boulevard Express Highway” as follows:

On the north it would connect with existing U. 75 at a point near the north county line, extending across the Interurban and the H. & T. C. Railroads at a point near Campbell Road, extending southwest from here to an intersection with Coit Road at a point near Forest Lane; thence along Coit Road to the H. & T. C. Railroad and along the railroad, which is to be removed, to Bryan Street [north of Deep Ellum]. At Bryan Street the highway would divide and follow two routes through the business district. The west route would be along Preston Street and the east route along Good and Latimer Streets as far as Park Row [south of Deep Ellum], whence the two routes would again unite and continue along the H. & T.C. Railroad right-of-way south to a connection with the proposed Interregional highways 67 and 75 near Warren Avenue.⁸⁸

Street network recommendations included realigning Commerce Street (fig. 20) as well as widening Elm Street and Trunk Avenue to six lanes each and Main and Commerce Streets to eight lanes each (fig. 21).⁸⁹ These recommendations would be implemented to varying degrees in the years to come.

With improvements to the adjacent highway system, the City of Dallas continued to target Deep Ellum for manufacturing. The updated zoning ordinance of 1947 designated Deep Ellum as an “M-1” manufacturing zone, which permitted “operations that manufactured ‘flour, dyes, hardware, metal products and insecticides...welding, gasoline storage and cotton ginning.’”⁹⁰ Other planning recommendations of the era encouraged suburban residential growth and

⁸⁷ “‘Super-Road’ Plans Ready,” *Star Telegram*, January 16, 1944, Box No. 2992-93, Bureau of Public Roads Classified Central File, 1912-50, Record Group 30, Bureau of Public Roads, National Archives at College Park, College Park, Maryland; Letter from J. A. Elliott to Thomas H. MacDonald, January 22, 1944, Box No. 2992-93, Bureau of Public Roads Classified Central File, 1912-50, Record Group 30, Bureau of Public Roads, National Archives at College Park, College Park, MD.

⁸⁸ Bartholomew, “Your Dallas of Tomorrow,” 26.

⁸⁹ Bartholomew, “Your Dallas of Tomorrow,” from the Portal to Texas History, crediting the Dallas Municipal Archives, <https://texashistory.unt.edu/ark:/67531/metapht610711/>.

⁹⁰ Erica Johnson, “From Harlem to SoHo: Perceptions of Deep Ellum,” *Legacies: A History Journal for Dallas & North Central Texas* (F 2014), 35-36, citing *Near Eastside Area Planning Study*, DMA, 1983.

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continued removal of residences from areas like Deep Ellum that were targeted for transportation networks and/or manufacturing development. For example:

In 1961, the Department of City Planning prepared a report, *Dallas Central District*, for the Dallas Area Master Plan Committee, assessing the health of Dallas's core areas. The report detailed such elements as parking, zoning, and conditions of buildings located just East of Central Expressway, between Hawkins and Walton on Elm, Main, and Commerce. On the grading scale utilized in the study, grade three included 'older buildings in poor condition,' and grade four categorized 'obsolete buildings in poor structural condition and definitely needing removal. All the buildings ranked grades three and four, and more than 50 percent of the structures were vacant. The report assessed the land near Central Expressway, to provide justification for construction associated with the freeway loop...'”⁹¹

Highway Construction and Infrastructure

Implementation of the highway construction projects recommended in the Kessler, Ulrickson, and Bartholomew plans began in 1943 when the City of Dallas and the Texas State Highway Department together contracted for the construction of Central Expressway.⁹² In 1946, when the H&TC tracks were removed from Central Avenue north of Deep Ellum. In 1947, construction began on the segment of Central Expressway north of Deep Ellum, which opened in 1949.⁹³ Within Deep Ellum, though, the H&TC tracks running along Central Avenue in Deep Ellum remained intact, and the Good-Latimer Expressway remained only four lanes wide throughout until 1968 (fig. 22).⁹⁴ In the postwar era, the interstate highway system received additional federal funding for realignment, expansion, and construction of overpasses. Between 1968 and 1973, US 75 was expanded to connect the northern and southern sections of Central Expressway, using a six-lane elevated overpass that passed above the Good-Latimer Expressway (fig. 23).⁹⁵ Construction of the new elevated highway required demolition of the 2200 through 2400 blocks of Elm Street, Main, and Commerce Streets along with part of the 2500 blocks.⁹⁶ At the same time, US 80 was expanded to become part of IH-20 (present-day IH-30). These two highway construction projects hindered access from Deep Ellum to both downtown and Fair Park. Longtime business owners and customers mourned the change, as documented by newspaper articles at the time. “‘It’s too quiet,’ one pawnbroker noted recently. The ‘two-bit, walk-up’ hotels have closed and the area’s inhabitants, sometimes called ‘characters,’ took off elsewhere.’”⁹⁷ As described by another article:

A trail of destruction along Hawkins Street is part of the preparation for the multi-million-dollar elevation of Central Expressway through the central business district. Fallen landmarks along Deep Elm, Deep Main and Deep Commerce are part of the same make-ready... There is melancholy artistry in the vast piles of old bricks, miles of twisted steel, leaning towers, buckling walls, great broken stones, snaking wires, splintered lumber and assorted rubble. Drifts of memory float from the broken

⁹¹ Johnson, "From Harlem to SoHo," 34.

⁹² Bartholomew, "Your Dallas of Tomorrow," Part 4, p. 26.

⁹³ Johnson, "From Harlem to SoHo," 29.

⁹⁴ Sanborn Fire Insurance Company, "Dallas, Texas" [Map], 1951, Sheet 65; USGS, "Dallas, Texas" [Map], 1958 (updated through 1968), from UT Austin, <https://maps.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-dallas-1968.jpg>.

⁹⁵ "Final Environmental Impact Statement/Record of Decision: Dallas CBD Second Light Rail Alignment (D2 Subway)," prepared for DART, 2019, from DART. As this source notes, the Good-Latimer Expressway remained part of the US Highway system, known as "Spur 559" to US 75, but the new elevated connector became the primary route for through-traffic.; "Central South's Elevated Portion Will Open Today," *Dallas Morning News*, August 23, 1973.

⁹⁶ Preservation Dallas, "Deep Ellum," 2; Solamillo, "Deep Ellum," 13-1.

⁹⁷ Doug Domeier, "Demolition Leveling Once-Noisy Deep Elm," *Dallas Morning News*, Oct. 19, 1968, from the Deep Ellum Vertical File, Dallas Public Library.

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old buildings and cast a haunting sadness ... There is always a sense of death in the demolishing of a building, no matter how wonderful a Phoenix will rise from the ashes tomorrow.⁹⁸

Impacts on Commerce

Despite the impediments posed by highway construction, many businesses remained open in Deep Ellum between 1943 and 1973. In fact, many new commercial buildings were constructed during this era. (See table 8-5.) Auto-oriented businesses continued to play an important role in the district's commerce, but so did retail. Businesses in Deep Ellum continued to advertise in the *Dallas Express*, documenting the district's continuing role as a Black-oriented shopping district. The pawn sector especially expanded, eventually accounting for 30 percent of business in the district.⁹⁹ After 1968, though, highway construction discouraged commerce in Deep Ellum and simultaneously made suburban shopping more accessible, causing many retailers to move to other parts of the city.¹⁰⁰

Table 8-5. Commercial resources, 1943–1973.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|---|---------------------|----------------------|-------------------|--|
| <i>Auto-oriented commercial resources</i> | | | | |
| 417 1ST AVE | McGregor Automotive | Auto service | 1949 | |
| 3030 CANTON ST | | Auto service | 1944 | |
| 2901 COMMERCE ST | | Gas station | 1948 | |
| 2904 COMMERCE ST | | Gas station | 1957 | Humble/ Enco (various directories) |
| 2919 COMMERCE ST | | Auto service | 1951 | |
| 2919 COMMERCE ST | | Auto service | 1951 | |
| 3400 COMMERCE ST | | Gas station | 1957 | Gulf (various directories) |
| 2817 ELM ST | | Auto service | 1958 | |
| 2712 MAIN ST | | Auto parts & service | 1948 | Texas Auto Parts Co (1929, 1934-35 Directory, 2712-2714); Vacant (1944-45 Directory, 2712) |
| <i>Other commercial resources</i> | | | | |
| 2805 CANTON ST | | Store | 1954 | |
| 2810 CANTON ST | | Store | 1950 | |
| 2814 CANTON ST | | Store | 1948 | |
| 2909 CANTON ST | | Store | 1948 | |
| 2913 CANTON ST | | Store | 1946 | |
| 2919 CANTON ST | | Store | 1947 | |
| 3005 CANTON ST | | Store | 1949 | |
| 3007 CANTON ST | | Store | 1949 | |
| 3008 CANTON ST | | Store | 1962 | |
| 3009 CANTON ST | | Store | 1950 | |
| 3013 CANTON ST | | Store | 1947 | |
| 3020 CANTON ST | | Store | 1944 | |
| 2616 COMMERCE ST | | Store | 1946 | |
| 2623 COMMERCE ST | | Store | 1949 | |

⁹⁸ Johnson, "From Harlem to SoHo," 34, citing Helen B. Callaway, "A Forerunner to Progress," *DMN*, September 14, 1968.

⁹⁹ Solamillo, "Deep Ellum," 13-4.

¹⁰⁰ Govenar & Brakefield, 50.

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Table 8-5. Commercial resources, 1943–1973.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|-------------------------|---------------|---------------|-------------------|---------------------------------|
| 2630 COMMERCE ST | | Store | 1953 | |
| 2633 COMMERCE ST | | Store | 1950 | |
| 2800 COMMERCE ST | | Store | 1954 | |
| 2816 COMMERCE ST | | Store | 1946 | |
| 2820 COMMERCE ST | | Store | 1943 | |
| 2910 COMMERCE ST | | Store | 1952 | |
| 2914 COMMERCE ST | | Store | 1945 | |
| 2952 COMMERCE ST | | Store | 1950 | |
| 3003 COMMERCE ST | | Store | 1969 | |
| 3005 COMMERCE ST | | Store | 1946 | |
| 3008 COMMERCE ST | | Store | 1946 | |
| 3012 COMMERCE ST | | Store | 1946 | |
| 3014 COMMERCE ST | | Store | 1946 | |
| 3017 COMMERCE ST | | Store | 1957 | |
| 3100 COMMERCE ST | | Store | 1947 | |
| 3117 COMMERCE ST | | Store | 1946 | |
| 3200 COMMERCE ST | | Store | 1955 | Undermain Theater (1986 DPL VF) |
| 3023 & 3025 COMMERCE ST | | Auto service | 1947 | |
| 3105 & 3107 COMMERCE ST | | Store | 1947 | |
| 3506 COMMERCE ST | | Restaurant | 1952 | |
| 3815 EAST SIDE AVE | | Store | 1948 | |
| 2538 ELM ST | | Store | 1945 | |
| 2542 ELM ST | | Store | 1945 | |
| 2605 ELM ST | | Store | 1952 | |
| 2610 ELM ST | | Store | 1968 | |
| 2913 ELM ST | | Store | 1955 | |
| 2917 ELM ST | | Store | 1956 | |
| 2929 ELM ST | | Store | 1950 | |
| 2931 ELM ST | | Store | 1949 | |
| 2935 ELM ST | | Store | 1946 | |
| 3009 ELM ST | | Store | 1961 | |
| 3013 ELM ST | | Store | 1951 | |
| 110 EXPOSITION AVE | | Store | 1958 | |
| 345 EXPOSITION AVE | | Store | 1952 | |
| 401 EXPOSITION AVE | | Store | 1948 | |
| 404 EXPOSITION AVE | | Store | 1958 | |
| 408 EXPOSITION AVE | | Restaurant | 1966 | 500 Café |
| 412 EXPOSITION AVE | | Store | 1946 | |
| 333 S HALL ST | | Store | 1950 | |
| 335 S HALL ST | | Store | 1950 | |
| 2702 MAIN ST | | Store | 1971 | |
| 2800 MAIN ST | | Store | 1966 | |
| 3000 MAIN ST | | Store | 1955 | |

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Table 8-5. Commercial resources, 1943–1973.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|--------------|---------------|---------------|-------------------|--------------------|
| 3013 MAIN ST | | Store | 1950 | |
| 3015 MAIN ST | | Store | 1955 | |
| 3025 MAIN ST | | Store | 1961 | |
| 3407 MAIN ST | | Store | 1949 | |
| 3409 MAIN ST | | Store | 1944 | |
| 3417 MAIN ST | | Store | 1950 | |

Auto-oriented Distribution and Warehousing

With the rezoning in the southern half of Deep Ellum, combined with improved highway connections, numerous warehouses were developed between 1943 and 1973. Many were located in the southern half of the district, but a number of additional warehouses were scattered throughout the district. To accommodate trucking, these warehouses typically used low heights, with multiple loading docks, as illustrated by the extant warehouse at 441 S. Hall Street (Photo 38). Additional examples of extant warehouses from this era are presented in table 8-6.

Table 8-6. Warehousing and distribution resources, 1943–1973.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|--------------------|------------------|-------------------|-------------------|--------------------|
| 502 S 2ND AVE | | Warehouse, Office | 1960 | |
| 2825 CANTON ST | | Warehouse, Store | 1966 | |
| 3117 COMMERCE ST | | Warehouse | 1946 | |
| 3201 COMMERCE ST | | Warehouse | 1948 | |
| 3800 COMMERCE ST B | | Warehouse | 1957 | |
| 301 N CROWDUS ST | Spool Cotton Co. | Warehouse, Office | 1954 | |
| 441 S HALL ST | | Warehouse, Store | 1969 | |
| 3004 INDIANA BLVD | | Warehouse, Store | 1945 | |
| 2903 ST LOUIS ST | | Warehouse | 1958 | |
| 2720 TAYLOR ST | | Warehouse, Store | 1948 | |
| 2725 TAYLOR ST | | Warehouse, Store | 1950 | |
| 2803 TAYLOR ST | | Warehouse, Store | 1946 | |
| 2909 TAYLOR ST | | Warehouse, Store | 1946 | |
| 2909 TAYLOR ST | | Warehouse, Store | 1946 | |
| 2914 TAYLOR ST | | Warehouse, Store | 1947 | |

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Table 8-6. Warehousing and distribution resources, 1943–1973.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|-----------------|---------------|------------------|-------------------|--------------------|
| 2914 TAYLOR ST | | Warehouse, Store | 1947 | |
| 2920 TAYLOR ST | | Warehouse, Store | 1954 | |
| 2920 TAYLOR ST | | Warehouse, Store | 1954 | |
| 2924 TAYLOR ST | | Warehouse, Store | 1967 | |
| 2924 TAYLOR ST | | Warehouse, Store | 1967 | |
| 2934 TAYLOR ST | | Warehouse, Store | 1957 | |
| 2934 TAYLOR ST | | Warehouse, Store | 1957 | |
| 3025 TAYLOR ST | | Warehouse, Store | 1946 | |
| 3027 TAYLOR ST | | Warehouse, Store | 1950 | |
| 3027 TAYLOR ST | | Warehouse, Store | 1950 | |
| 215 N WALTON ST | | Warehouse, Store | 1957 | |
| 215 N WALTON ST | | Warehouse, Store | 1957 | |
| 310 S WALTON ST | | Store | 1955 | |

Industrial Impacts

During World War II, civilian-oriented industry slowed, with all available resources directed toward the war effort. New military-industrial plants were constructed in the Dallas suburbs, but some factories in Deep Ellum were redirected toward military production. For example:

In early 1942, the [Continental Cotton Gin] company reached an agreement with the Navy to produce a half million 1. IO-inch anti-aircraft projectiles. During the war, the Dallas plant of the John E. Mitchell Company became a leader in the manufacture of munitions and four times was awarded the prestigious "E Award" for "outstanding production of war materials."¹⁰¹

After World War II, many of Deep Ellum's larger industrial enterprises also moved to larger suburban complexes, and their facilities were reused for smaller, lighter industry. For example, Chevrolet moved away from its Deep Ellum factory in 1940, but the Hesse Envelope company took over the building in 1948 and continued to manufacture envelopes and file folders until 1962. Later, the building was used for wholesale furniture sales.¹⁰² Similarly, in the late

¹⁰¹ John Miller, "Dallas Landmark Commission Landmark Nomination Form: John E. Mitchell Company Plant," prepared for the City of Dallas, 1996, from the City of Dallas.

¹⁰² Bowen, "Chevrolet Motor Co.," 13.

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1950s, the Gulf Oil facility was reused by the C.H. Collier Company, which repaired and maintained hydraulic forklifts.¹⁰³

Cultural and Artistic Renaissance (1974–today)

Declining property values and depopulation in Deep Ellum in the 1970s and 1980s led some Dallasites to perceive Deep Ellum as blighted and dangerous. In 1975, the City responded to this perception by razing a swath of historic buildings just southeast of the historic district's boundaries to construct a new police facility. As documented in the *Dallas Morning News*:

The police department Is proceeding with plans to establish a full-sized district station in the downtown area with the city's purchase of a 19-acre site at Hall and Canton for a central service center, police officials have confirmed. The city approved purchase of the site from the Murray Company of Texas for the sum of \$1.2 million last month...the Hall-Canton site will afford the department space for storage of police vehicles presently being kept overnight at the homes of police officers for the lack of an adequate storage facility.¹⁰⁴

The City continued demolition and redevelopment efforts in 1982 when they built a new purchasing office at 1551 Baylor Street (now a fire marshal's office).¹⁰⁵

At the same time, though, affordable property values facilitated a cultural and artistic renaissance in the district, taking advantage of the longstanding cultural richness of the area. Live blues music continued, with some older performers resiliently repositioning themselves to take advantage of changing audiences and venues. For example, in the early 1980s, a group of veteran blues musicians formed a band called "The Revelations," playing at "The Propte Bar, a spartan space on Commerce Street not far from where the Revelations' 83-year-old drummer Herbie Cowens used to play as a young musician."¹⁰⁶ The Sons of Hermann Hall also continued to be a focal point for live music and social gatherings. As late as the 1980s, articles noted that the hall "rents out its ballroom to the Songwriters' Sanctuary on Fridays, when folk-oriented artists play originals, and listener-supported radio station KNON, which airs music by many Ellum groups, frequently hosts benefits here."¹⁰⁷ Visual artists also gravitated to the neighborhood, seeking out the large spaces in underused warehouses and manufacturing facilities for reuse as studios and galleries. Murals and public art became a vibrant part of the neighborhood's character by the 1980s (fig. 24). By the early 1980s, approximately 200 artists lived in Deep Ellum, despite that it was zoned as a manufacturing district (fig. 25).¹⁰⁸ The Interstate Forwarding Building at 3200 Main Street exemplified the trend of reuse by a community of artists:

In 1982, artist and gallery-owner Jim Herling, purchased the building from Mack Long Properties. Mack Long Properties had owned the structure for three years after a 1979 purchase from owner, Jack Ludwig. Herling; from 1982 to 1989, refurbished the interior to accommodate a variety of galleries, shops and artist's studios. A young theater group established themselves in the basement of this

¹⁰³ Shelton, "Gulf Refining Co.," 14.

¹⁰⁴ "District Station Set for Downtown," *Dallas Morning News* May 8, 1975, from ProQuest.

¹⁰⁵ Various bid advertisements, *Dallas Morning News*, 1982.

¹⁰⁶ Rosalyn Story, "Legendary Revs dust off jazz standards in punked-up Ellum," *Dallas Observer*, Aug. 13, 1987, from the Deep Ellum Vertical File, Dallas Public Library.

¹⁰⁷ Joe Nick Patoski, "Deep Ellum's Summer of Love," *Texas Monthly* (Aug. 1986), 1940-1943, from the Deep Ellum Vertical File, Dallas Public Library.

¹⁰⁸ Johnson, "From Harlem to SoHo," 35-37.

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building and because they were performing in a sub-level space, they gave themselves the name “Undermain Theater.”¹⁰⁹

Similarly, the commercial building at 2701 Canton Street was reused as a gallery by 1983 (Photo 39, Figure 26). In 1984, the City of Dallas rezoned Deep Ellum to legalize residential use and gallery space.¹¹⁰ Many community owners feared that the rezoning would lead to rapid development at a downtown scale, concurrently:

The Dallas City Plan Commission approved a plan [in March 1984] to maintain the low-rise warehouses of Deep Ellum and to legalize the homes and studios established there by area artists. The Planned Development District proposal calls for the city to provide landscaping, to maintain narrow streets instead of condemning buildings for road widenings and to offer reduced parking lot requirements – especially for those establishing shops or restaurants.¹¹¹

The Dallas City Council went on to approve the plan in June 1984.¹¹² The new plan and rezoning led to a proliferation of new arts and entertainment venues in the 1980s and 1990s (table 8-7). Investment in Deep Ellum by the lesbian, gay, bisexual, and transgender (LGBT) community also helped revitalize the neighborhood and maintain its cultural activity. By the 1990s, the City of Dallas and a number of nonprofit organizations actively promoted the arts in Deep Ellum. For example:

In 1992, the contemporaneously formed Deep Ellum Community Association invited artists to paint the walls of the Good-Latimer tunnel. The tunnel was repainted frequently, becoming a dynamic and iconic entrance into the neighborhood. Local artist and gallery owner, Frank Campagna, remembers the effort as “pure creative harmony with a dash of perfect mayhem.”¹¹³

In 1995, a new public monument was constructed in Exposition Plaza to commemorate the 150th anniversary of Texas statehood, designed by noted architect James Pratt.¹¹⁴ The monument aimed to renew the link between Deep Ellum and “Exposition Plaza” (Fair Park). Similarly, when the Dallas Authority for Rapid Transportation constructed light rail tracks in the district in the early 2000s, they installed a series of monumental public statues commemorating the district’s cultural history (located just north of the district boundaries).¹¹⁵

¹⁰⁹ Powers-Larson, “Interstate Forwarding Building,” 6.

¹¹⁰ Johnson, “From Harlem to SoHo,” 35-37.

¹¹¹ George Rodrigue, “City commission approves plan for Deep Ellum,” *Dallas Morning News*, Mar. 9, 1984, p. 34A, from the Deep Ellum Vertical File, Dallas Public Library.

¹¹² David Firestone, “Deep Ellum gets belated rezoning,” *Dallas Times-Herald*, Jun. 28, 1984, from the Deep Ellum Vertical File, Dallas Public Library.

¹¹³ “History of Deep Ellum,” Deep Ellum, Texas, accessed Jul. 12, 2022, <https://www.deepellumtexas.com/history/>.

¹¹⁴ “The James Pratt Collection: About James Pratt,” SMU Lyle School of Engineering, accessed Jul. 18, 2022, <https://www.smu.edu/Lyle/Centers-and-Institutes/Hunt/About/The-James-Pratt-Collection#about-james-pratt>

¹¹⁵ Carol M. Highsmith [photographer], “One of three settings in an art installation called “Traveling Man” in Deep Ellum, a neighborhood composed largely of arts and entertainment venues near downtown in Old East Dallas, Texas” [Photograph], 2014, from the Library of Congress, <https://www.loc.gov/item/2014632807/>.

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Table 8-7. Arts-associated resources, 1973-.

| Address | Historic Name | Property Type | Approx. YR. Built | Historic Occupancy |
|--------------------|---------------|---------------|-------------------|--|
| 2713 COMMERCE ST | | Machine shop | 1920 | Mayhew Mach & Eng Wks (1929 & 1934-35 Directory, 2713), Mayhew Mach & Eng Wks office (1929 & 1934-35 Directory, 2713 1/2); not listed in 1944-45 Directory; Prophet Bar (1986 DPL VF) |
| 2808 COMMERCE ST | | Store | 1927 | Theatre Gallery (1986 DPL VF) |
| 3200 COMMERCE ST | | Store | 1955 | Undermain Theater (1986 DPL VF) |
| 408 EXPOSITION AVE | | Restaurant | 1966 | 500 Café |
| 2720 ELM ST | | Store | 1910 | Oglens Harry (1917 Directory, 2718), Depoma Chas (1917 Directory, 2720); Kleinman Wm (1929 Directory, 2718), Liberty Market (1929 Directory, 2720); Kleinman Wm (1934-35 Directory, 2718), Jenkins LA (1934-35 Directory, 2720); Capitol Drug Store (1944-45 Directory, 2718), Central Auto Supply (1944-45 Directory, 2720), Club Dada (DPL VF, 1986) |

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Deep Ellum Historic District, Dallas, Dallas County, Texas

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Deep Ellum Historic District, Dallas, Dallas County, Texas

10. Geographical Data

Acreage of Property: 112.99

Coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: NA

| | | |
|-----|------------|-------------|
| 1. | 32.783607° | -96.788620° |
| 2. | 32.784897° | -96.787813° |
| 3. | 32.784964° | -96.787623° |
| 4. | 32.785932° | -96.783850° |
| 5. | 32.785677° | -96.781811° |
| 6. | 32.785910° | -96.780734° |
| 7. | 32.786204° | -96.775717° |
| 8. | 32.786288° | -96.775223° |
| 9. | 32.784644° | -96.768886° |
| 10. | 32.783743° | -96.769411° |
| 11. | 32.781290° | -96.772522° |
| 12. | 32.781336° | -96.774226° |
| 13. | 32.780871° | -96.780358° |
| 14. | 32.780703° | -96.781116° |
| 15. | 32.780797° | -96.782869° |

Boundary Description

The boundary of the Deep Ellum Historic District is shown as the yellow lines on the five scale maps on the following pages 83-87. The Deep Ellum Historic District is comprised of about 57 blocks and 343 parcels roughly situated between South Hall Street to the south, North Central Expressway to the east, Dallas Area Rapid Transit (DART) alignment and Elm Street to the north, and E. R. L. Thornton Freeway (IH 30) to the west.

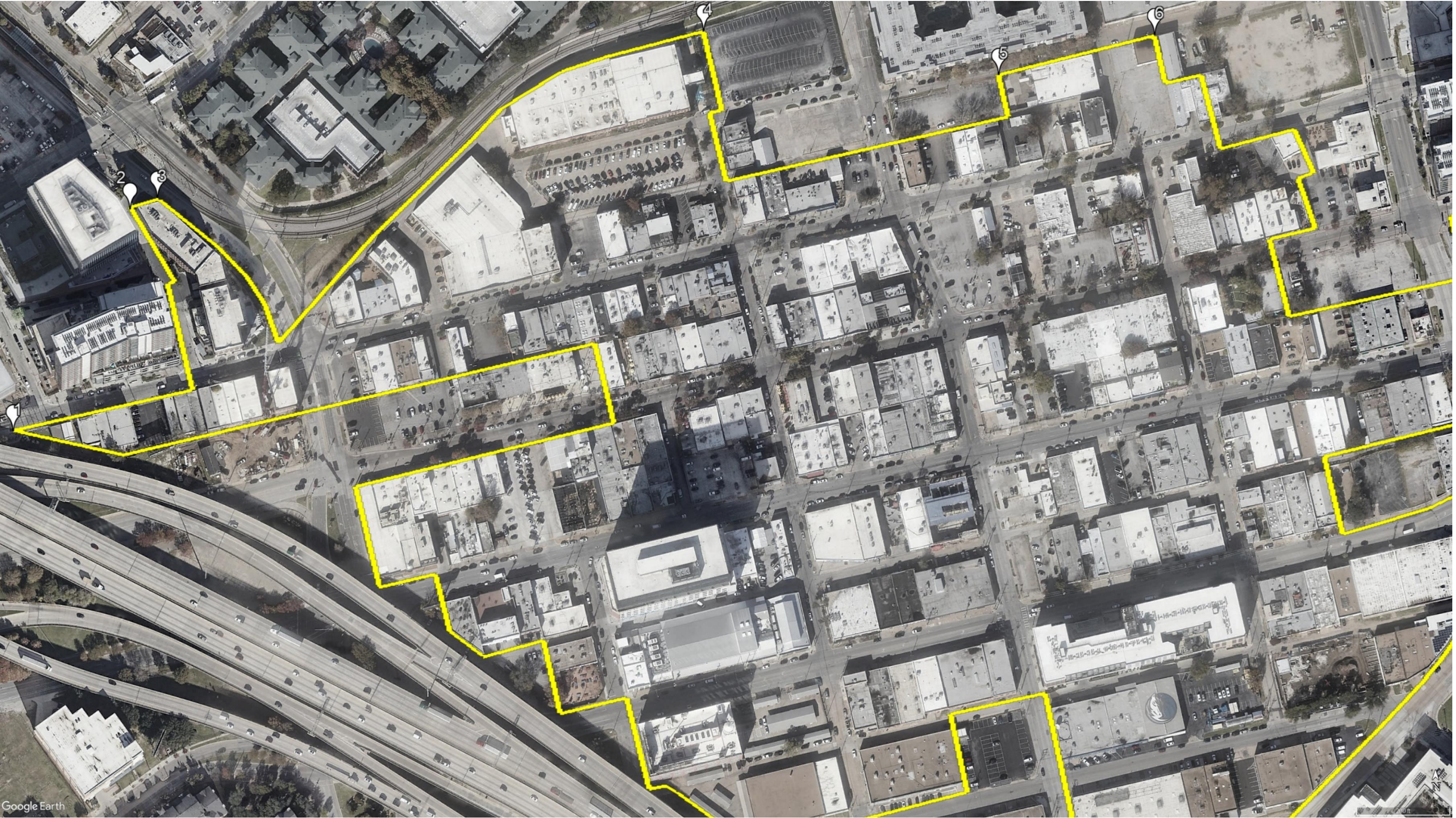
Boundary Justification

The boundaries of the Deep Ellum Historic District contain the largest collection of intact surviving historic resources associated with the history and development of Deep Ellum. Though the Deep Ellum neighborhood is larger than the boundaries, areas excluded from the district have lost historic fabric over the years, in large part due to highway construction and expansion. Within the boundaries include the highest concentration of resources with integrity associated with the commercial and industrial history of Deep Ellum. Areas of Deep Ellum outside the boundaries include non-historic age buildings and/or historic-age buildings with no integrity.

Map 1 Aerial view of the Deep Ellum Historic District showing vertices and boundary in yellow (overview). May 2023.



Map 1a Scale Boundary Map (NW Section). Google Earth, May 2023



Map 1b Scale Boundary Map (SW Section). Google Earth, May 2023.



Map 1c Scale Boundary Map (SE Section). Google Earth, May 2023.

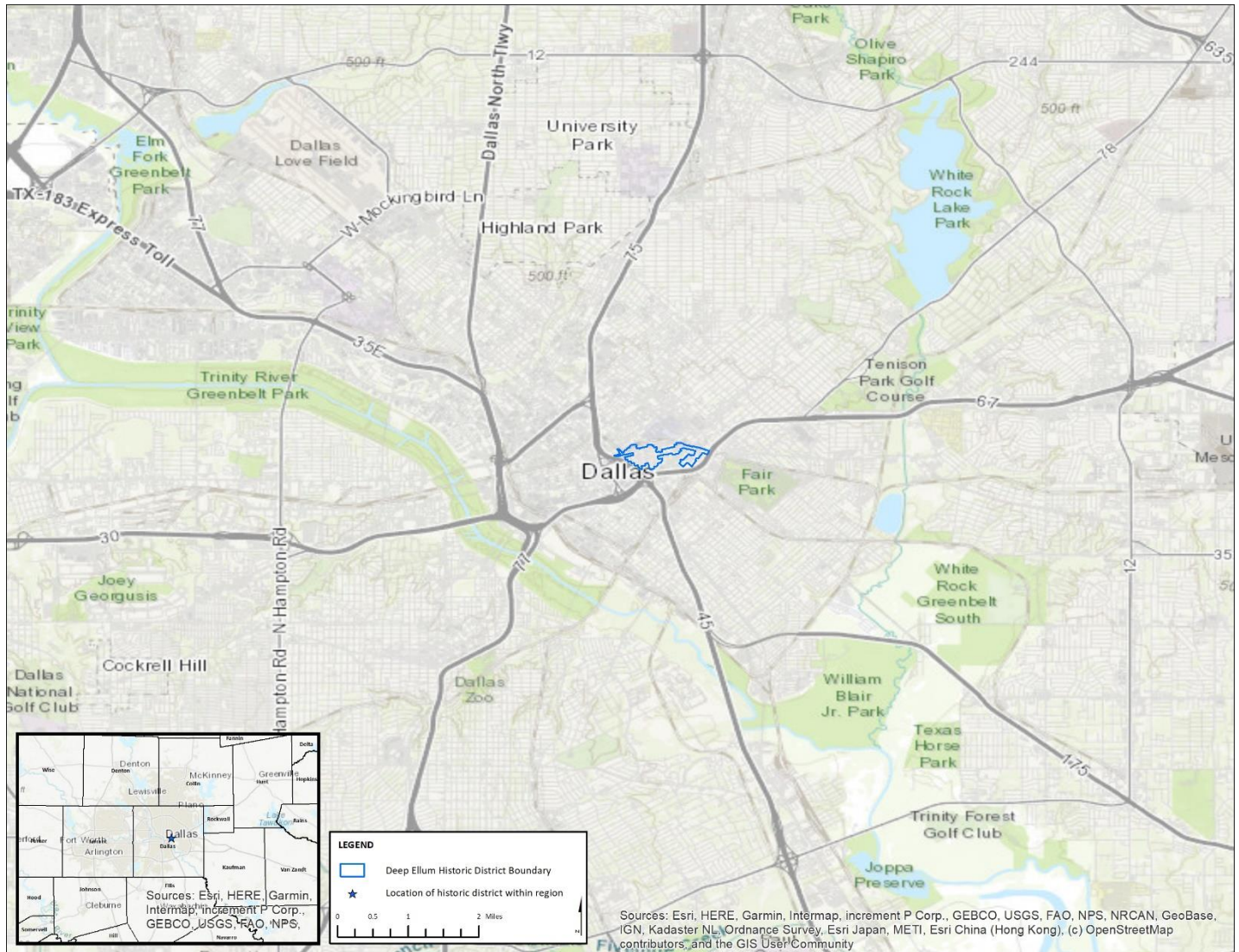


Map 1d Scale Boundary Map (NE Section). Google Earth, May 2023.



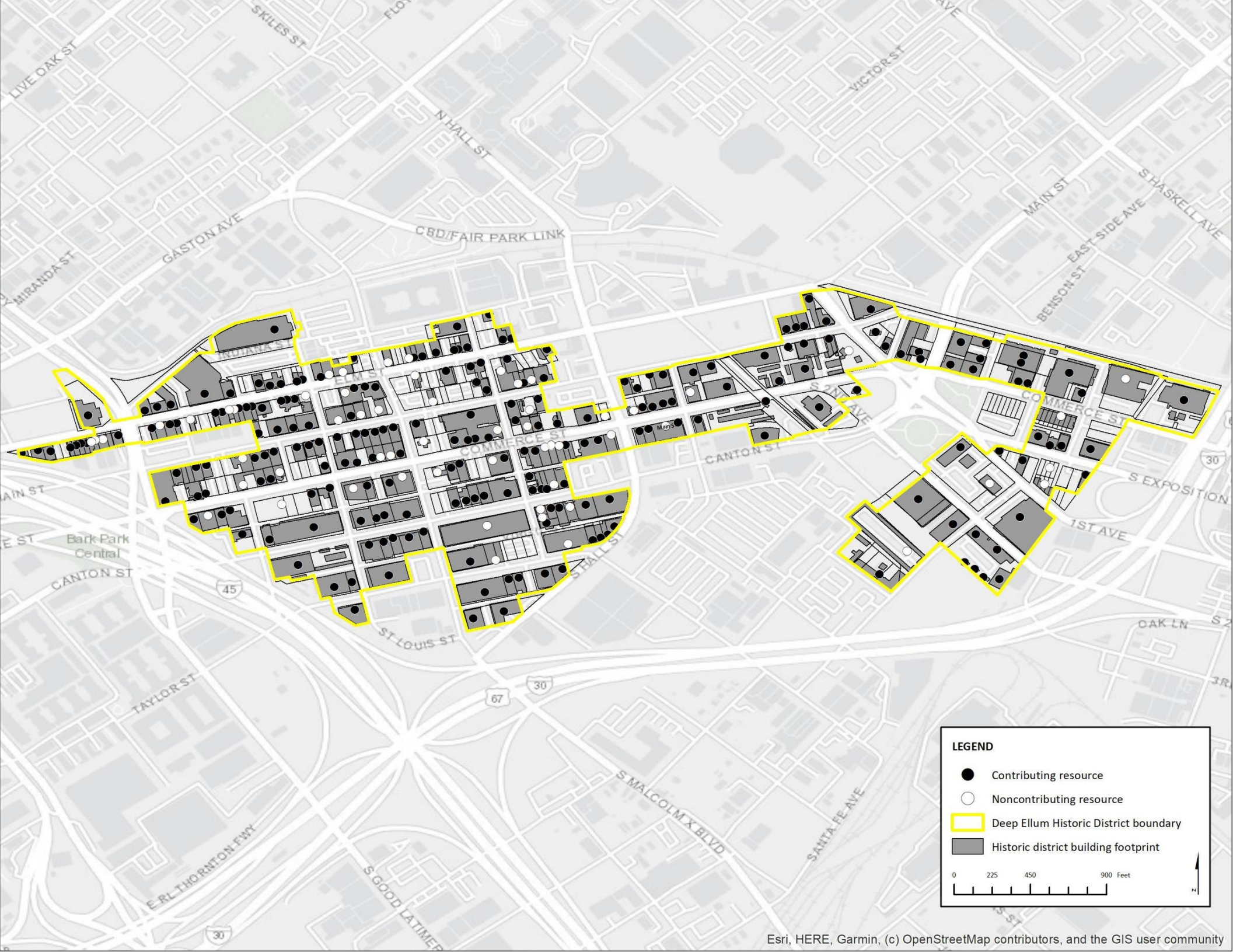
Deep Ellum Historic District, Dallas, Dallas County, Texas

Map 2. Current USGS topographic map showing Deep Ellum's location within Dallas and Dallas County. Historic District boundaries in blue. Source: HHM & Associates, Inc., 2022.



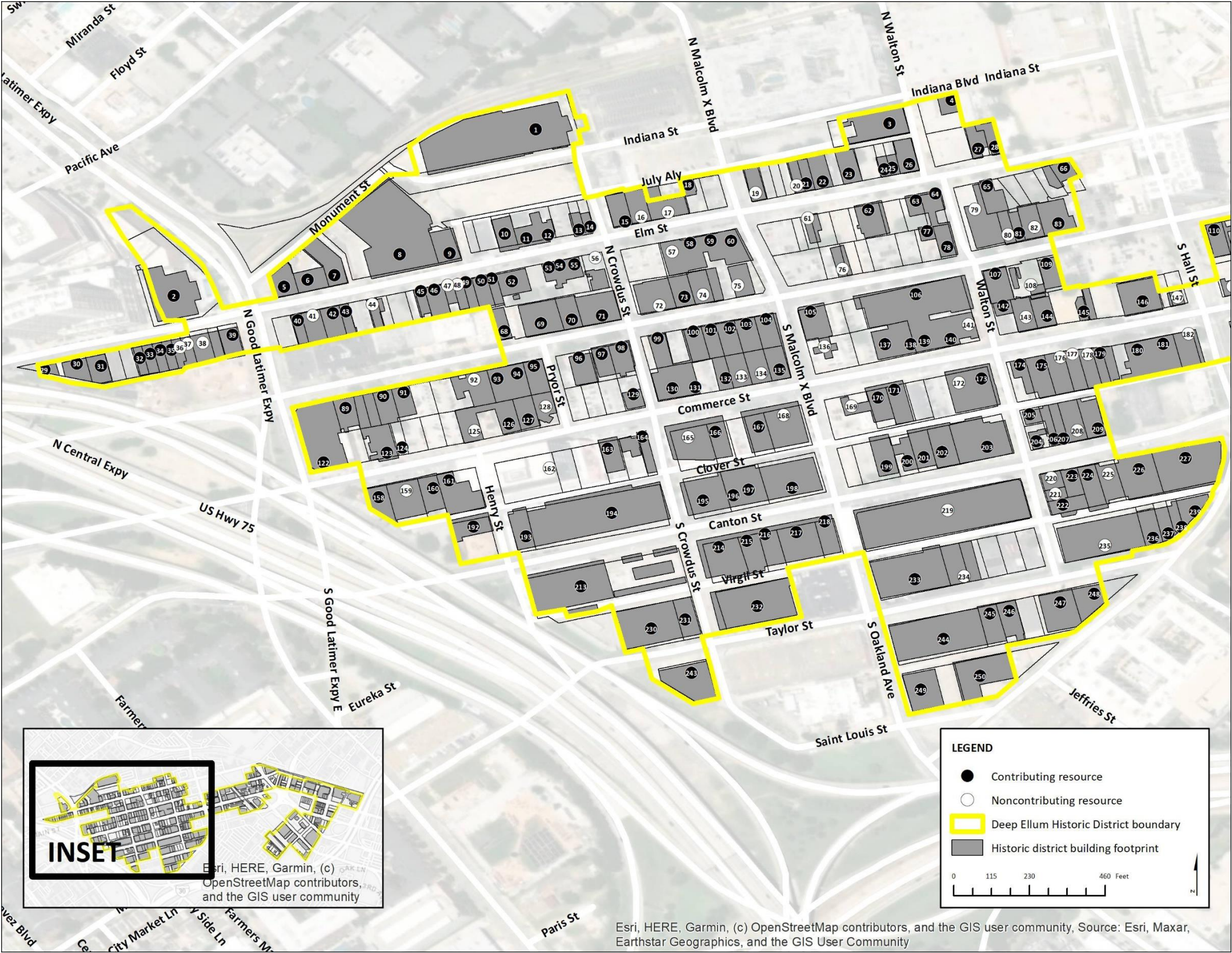
Deep Ellum Historic District, Dallas, Dallas County, Texas

Map 3 (part 1 of 3). Map showing contributing and noncontributing resources in the Deep Ellum Historic District. Boundaries in yellow, contributing resources in black, and noncontributing resources in white. Source: HHM & Associates, Inc., 2022.



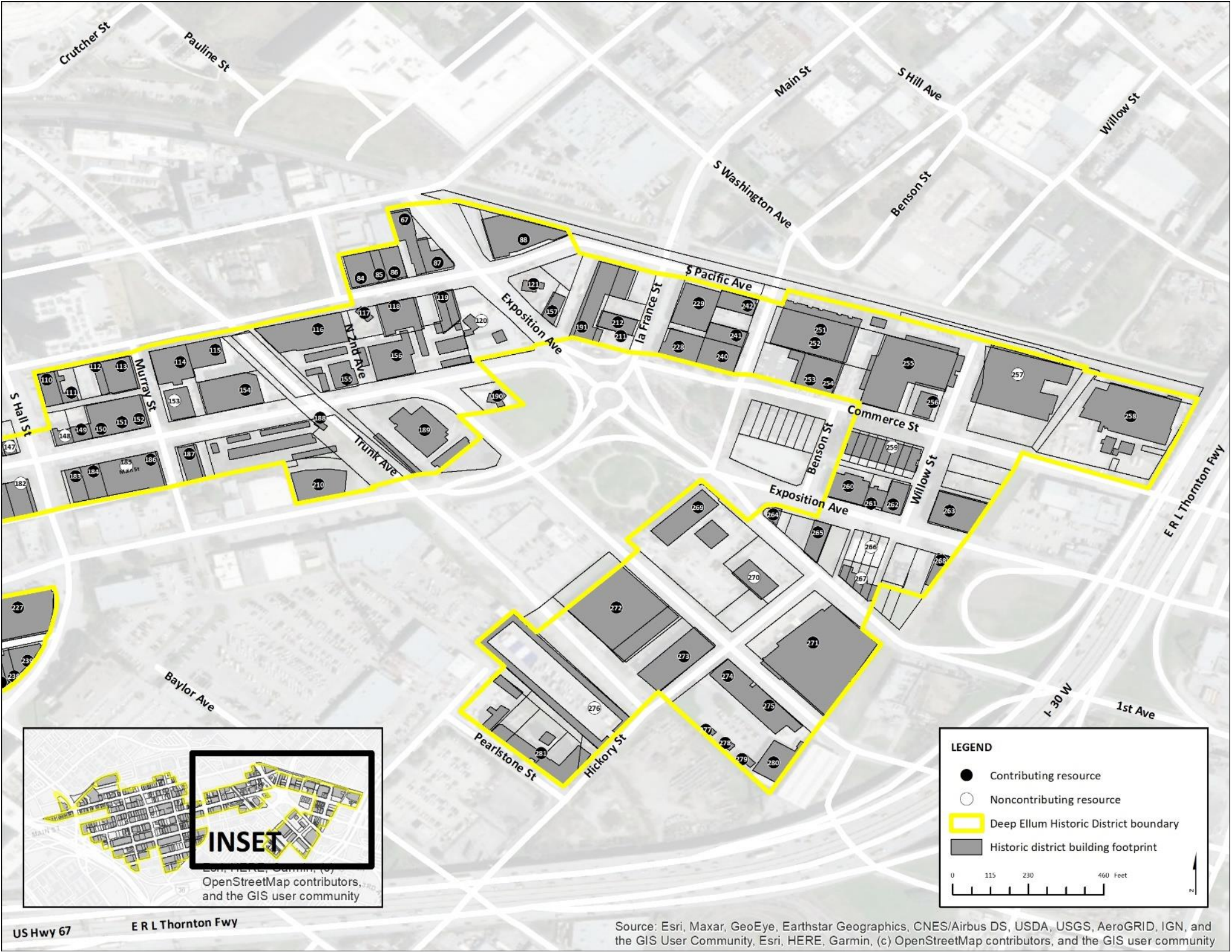
Deep Ellum Historic District, Dallas, Dallas County, Texas

Map 3 (part 2 of 3). Map with inset showing contributing and noncontributing resources in the Deep Ellum Historic District. Boundaries in yellow, contributing resources in black, and noncontributing resources in white. Source: HHM & Associates, Inc., 2022.



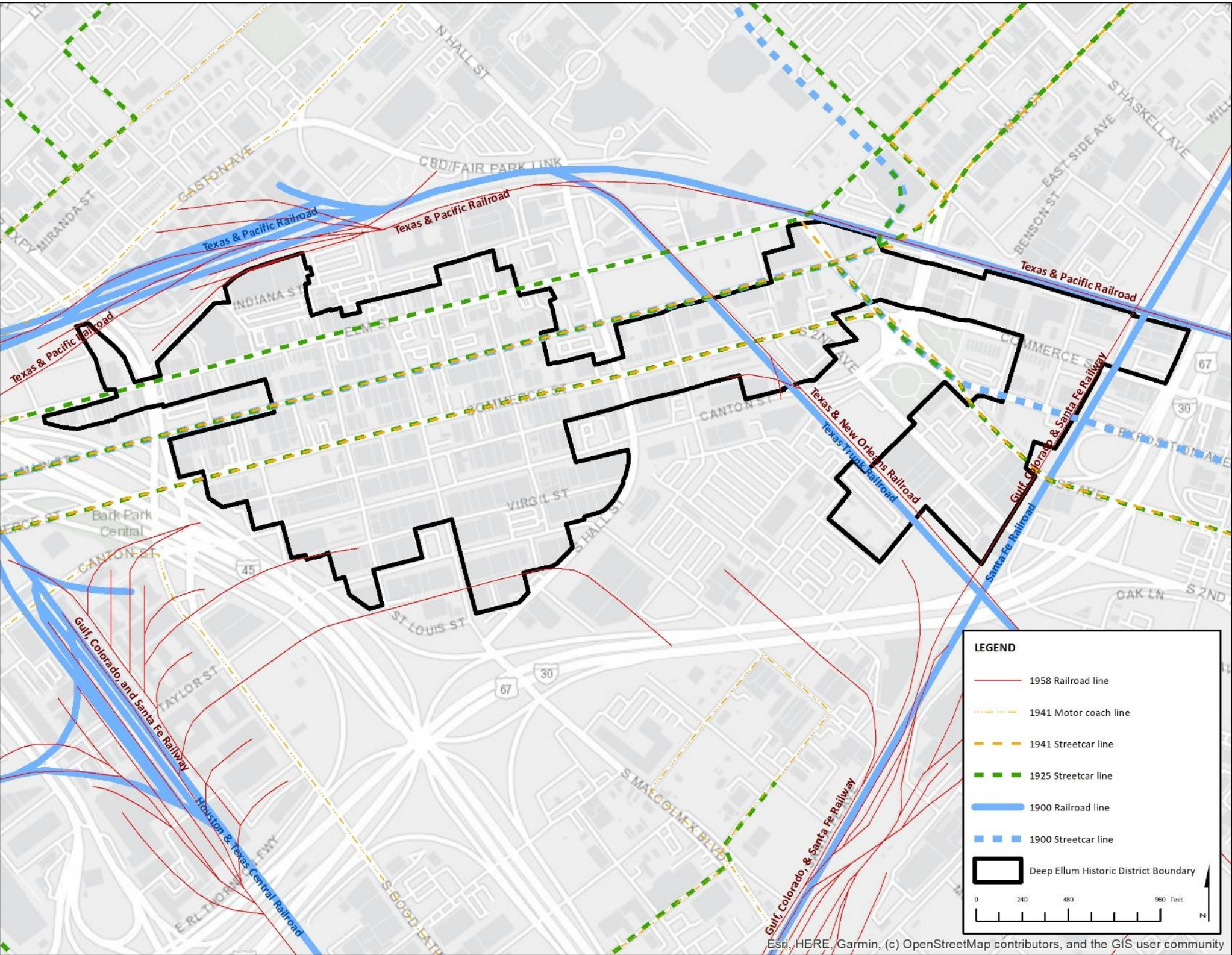
Deep Ellum Historic District, Dallas, Dallas County, Texas

Map 3 (part 3 of 3). Map with inset showing contributing and noncontributing resources in the Deep Ellum Historic District. Boundaries in yellow, contributing resources in black, and noncontributing resources in white. Source: HHM & Associates, Inc., 2022.



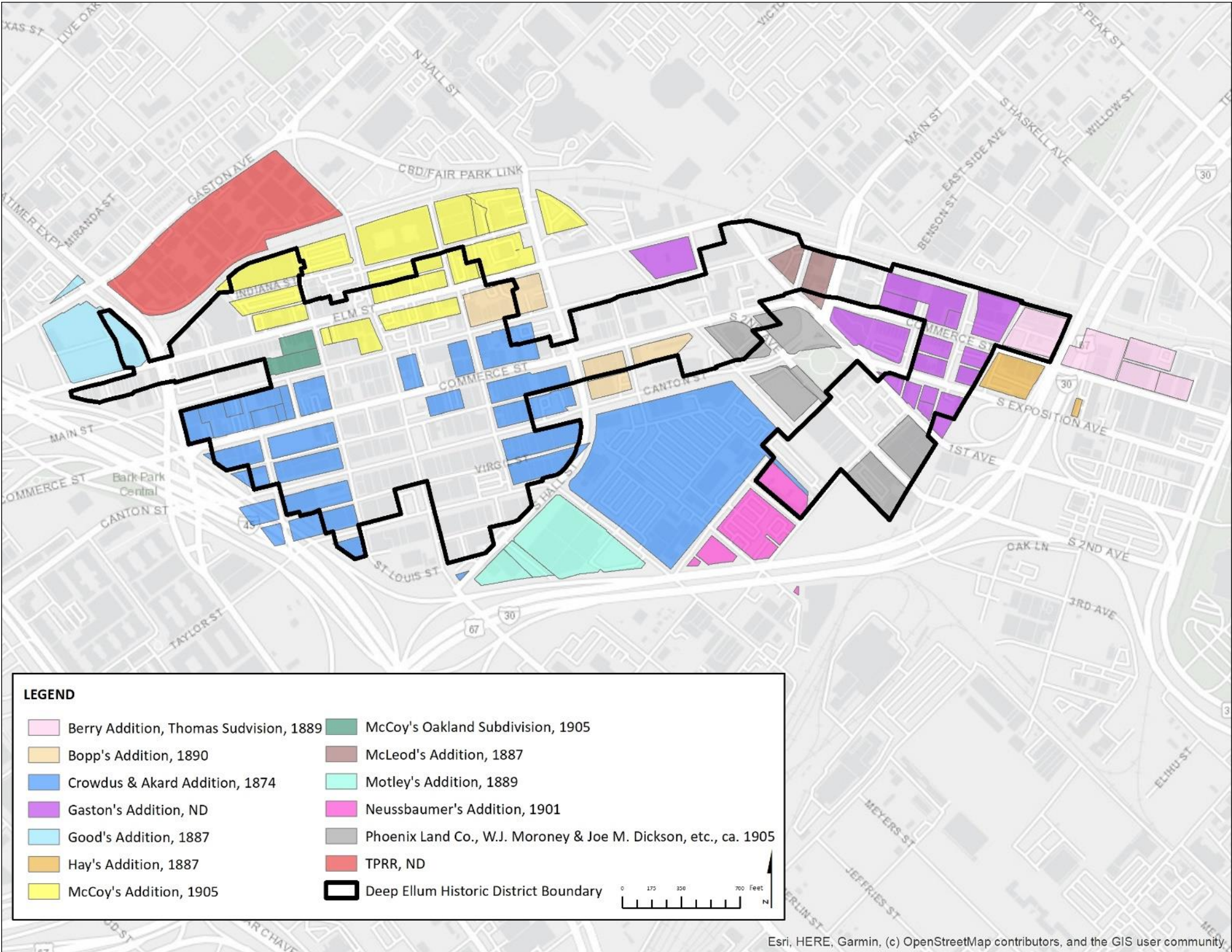
Deep Ellum Historic District, Dallas, Dallas County, Texas

Map 5. Map depicting the evolution of the railroad network in Deep Ellum. Source: Overlay by HHM, base map from ESRI.



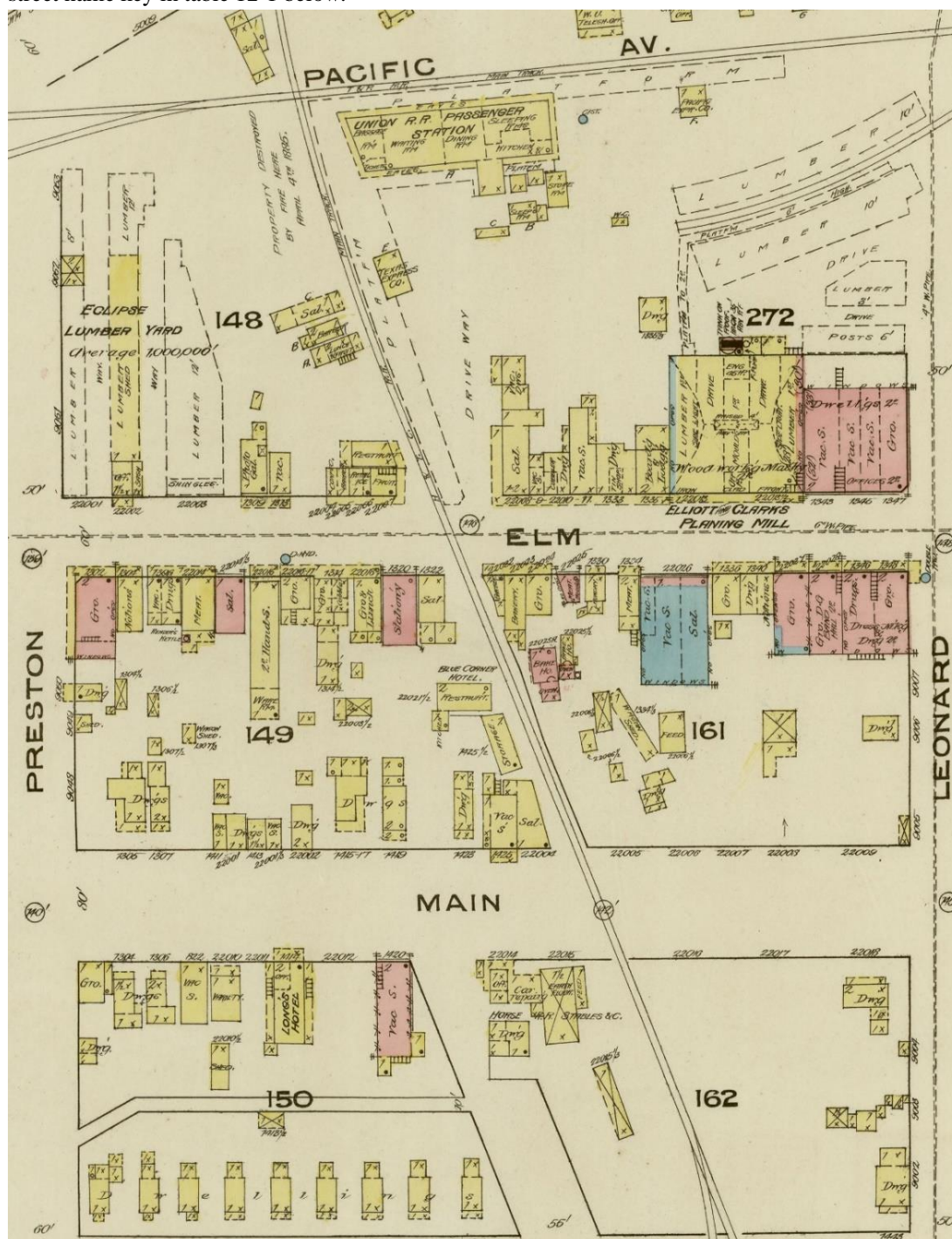
Deep Ellum Historic District, Dallas, Dallas County, Texas

Map 6. Map depicting the evolution of subdivision plats in Deep Ellum. Source: Overlay by HHM based upon data from the Dallas County Clerk and *Murphy & Bolanz Block and Addition Books of Dallas County*, 1880-1920, from the DPL, <https://dallaslibrary2.org/dallashistory/murphyandbolanz/about.php>; base map from ESRI.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 2. Detail of a Sanborn Fire Insurance map from 1885 showing a growing retail district in the Deep Ellum area, south of the railroad terminal, near the intersection of the T&P and H&TC railroad tracks. Although the business area is less dense than it was further west in the same era, and most of the structures are wood frame (rather than brick), the area was notably growing in this era. Businesses included groceries, bakeries, and saloons. Source: Sanborn Fire Insurance Maps, Dallas, 1885, sheet 16, from the University of Texas Libraries, <http://legacy.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-dallas-1885-16>. Reference street name key in table 12-1 below.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 3. Sanborn Fire Insurance map from 1899 showing the residential character of Deep Ellum. Note that Elm Street has the highest concentration of commercial buildings. Source: Sanborn Fire Insurance Maps, Dallas, 1899, sheet 10, from the Library of Congress, https://www.loc.gov/item/sanborn08492_004/.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 4. Sanborn map from 1905 showing exclusively residential development along Mill Creek in the southwestern portion of the historic district. Source: University of Texas Libraries, <https://maps.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-dallas-1905-151>.



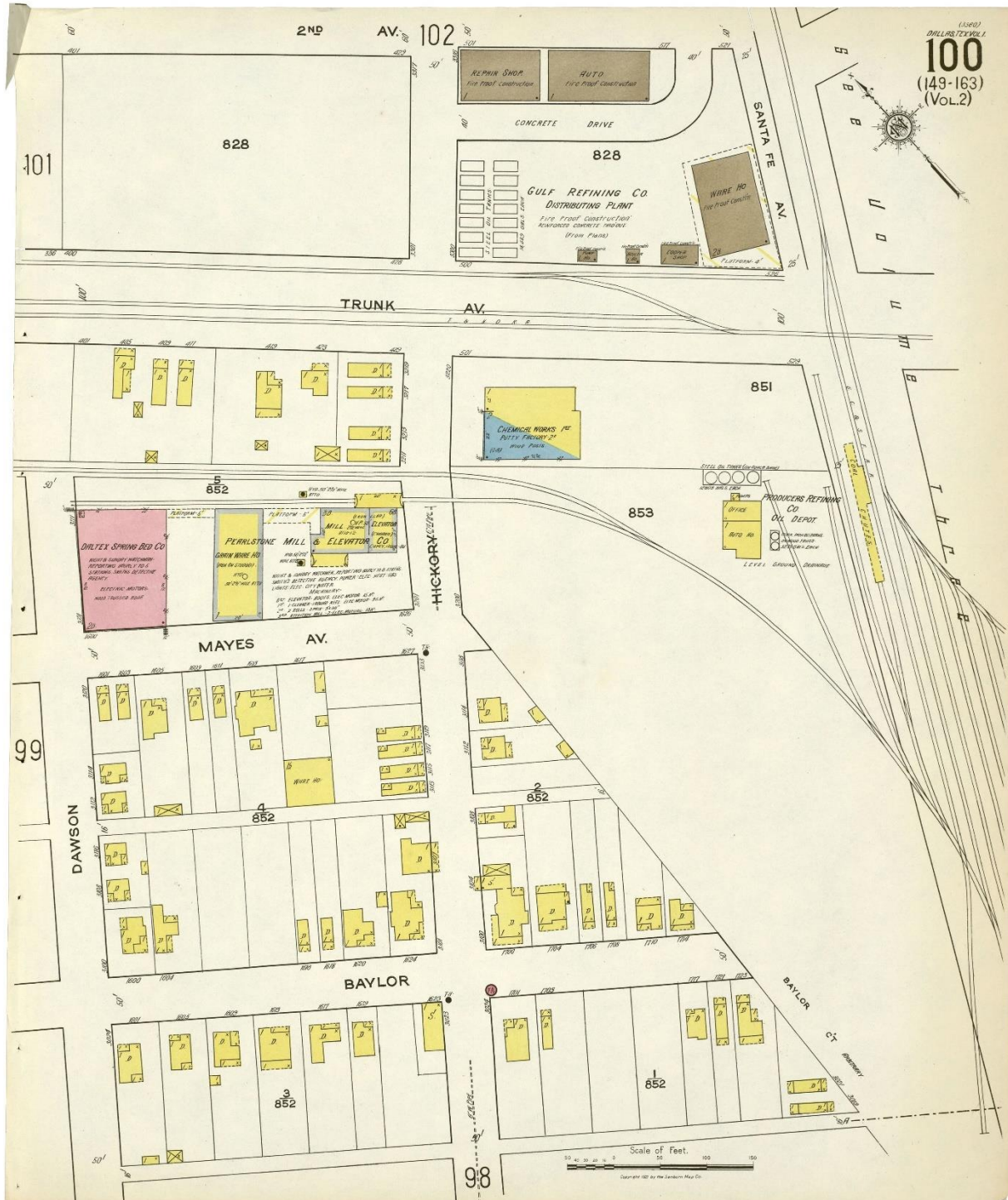
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 5. Sanborn Fire Insurance Map of Dallas in 1921 showing the beginning transformation of Deep Ellum from residential to commercial and industrial. Elm Street remains the primary commercial street, though stores are beginning to appear on Main and Commerce streets. Source: Sanborn Fire Insurance Maps, Dallas, 1921, sheet 20, from the Library of Congress, https://www.loc.gov/item/sanborn08492_007/.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 6. Sanborn Fire Insurance Map of Dallas in 1921 the Gulf Oil Distribution Facility. Source: University of Texas Libraries, <https://maps.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-dallas-1921-100>.



42

PACIFIC AV.

INDIANA

N. DUNCAN

N. WALSTON

INDIANA 486

JULY AL 484 (INDIANA AL)

INDIANA 489 (ALLEY)

ELM

N. DUNCAN AV.

N. CROWDER

N. WALSTON

S. DUNCAN AV.

S. WALSTON

COMMERCE

Scale of Feet

Copyright 1911 by the Southern Map Co

42

TEX. 008

INDIANA ST.

25

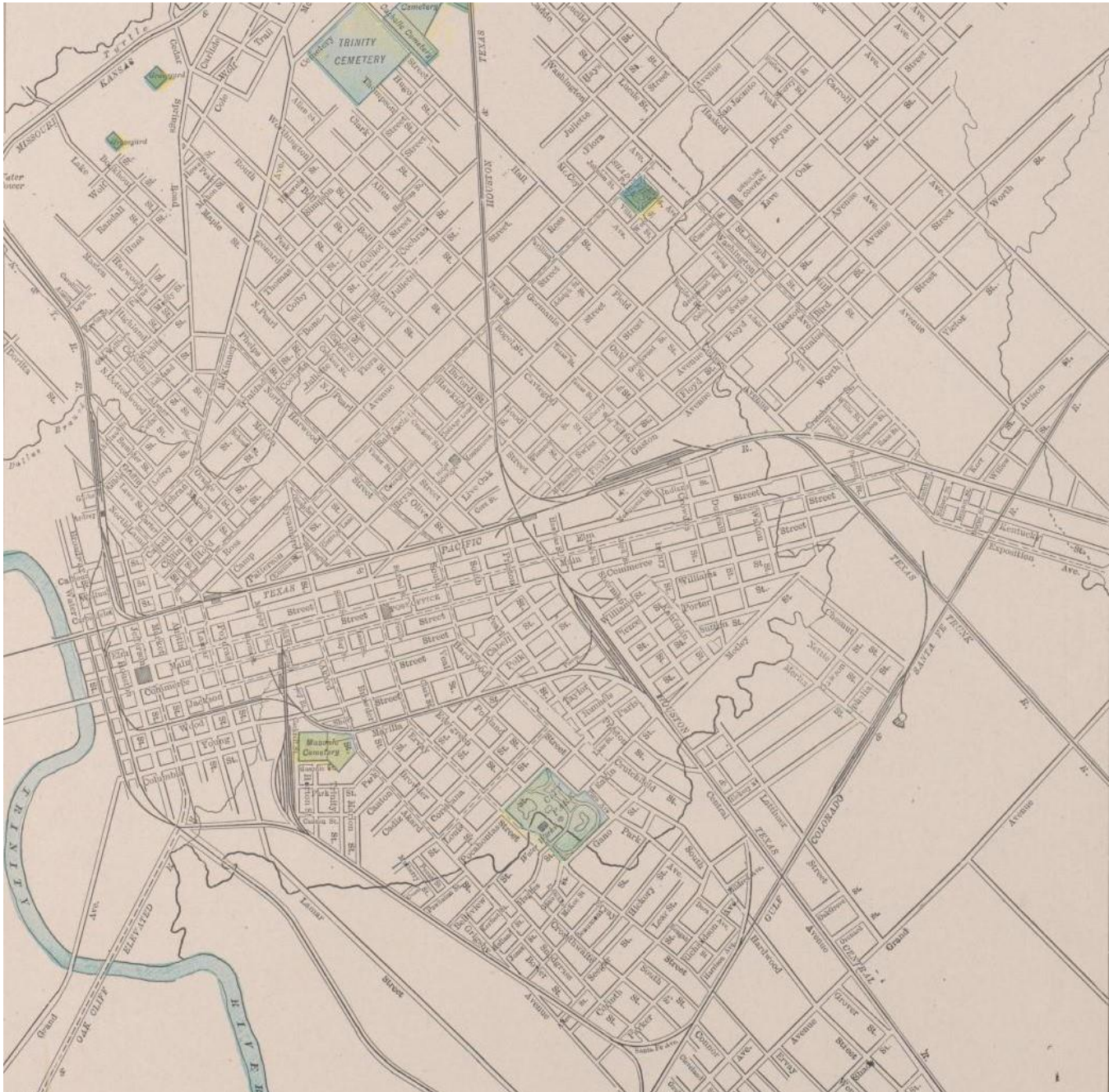
19

26

24

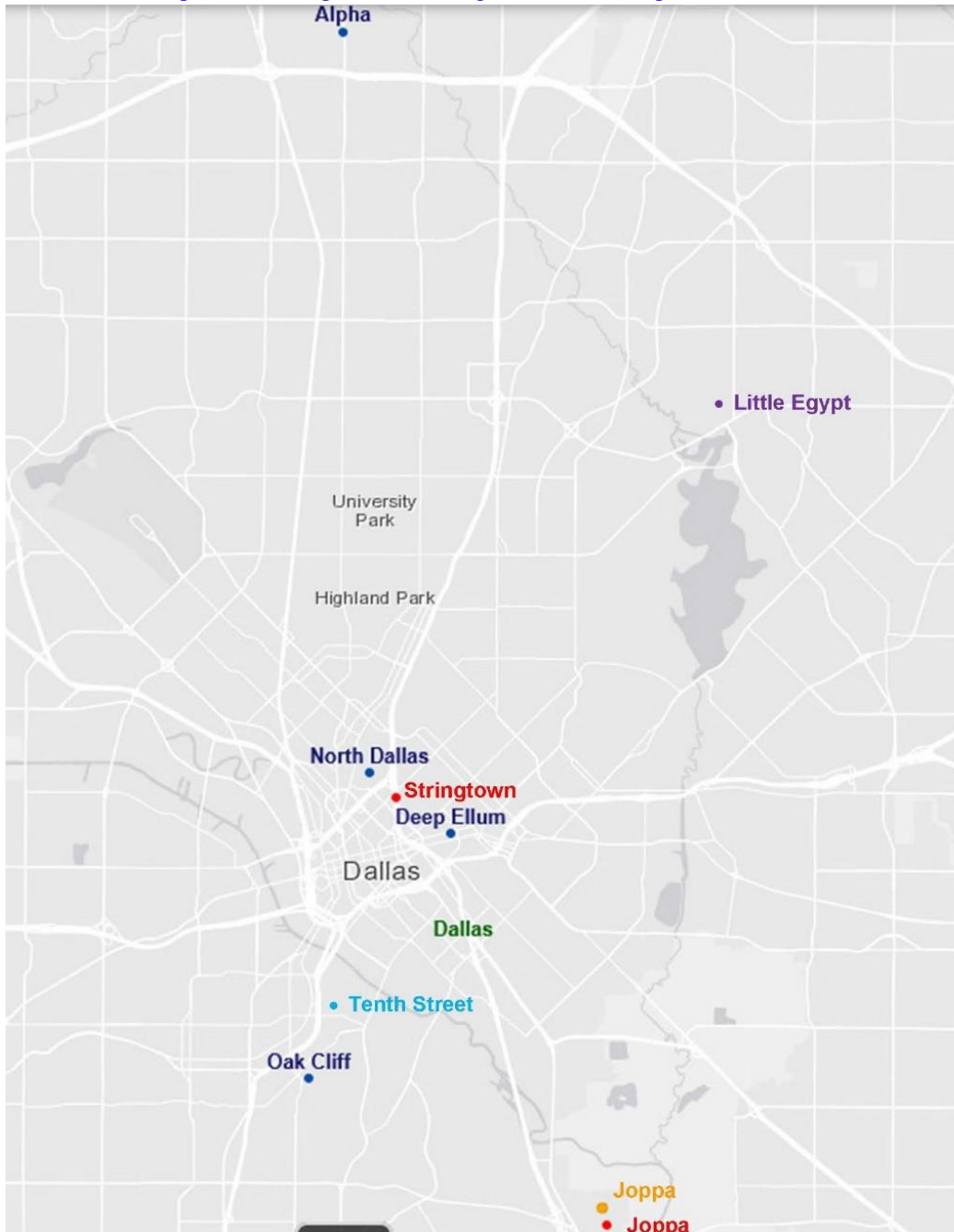
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 8. Map from around 1900 showing the network of railroad alignments that surrounded Deep Ellum. Source: Cram, George Franklin, 1841–1928, Dallas Texas, map, 1900, [Chicago, Illinois], University of North Texas Libraries, The Portal to Texas History, crediting University of Texas at Arlington Library, accessed May 5, 2021
<https://texashistory.unt.edu/ark:/67531/metaph231402/>.



Deep Ellum Historic District, Dallas, Dallas County, Texas

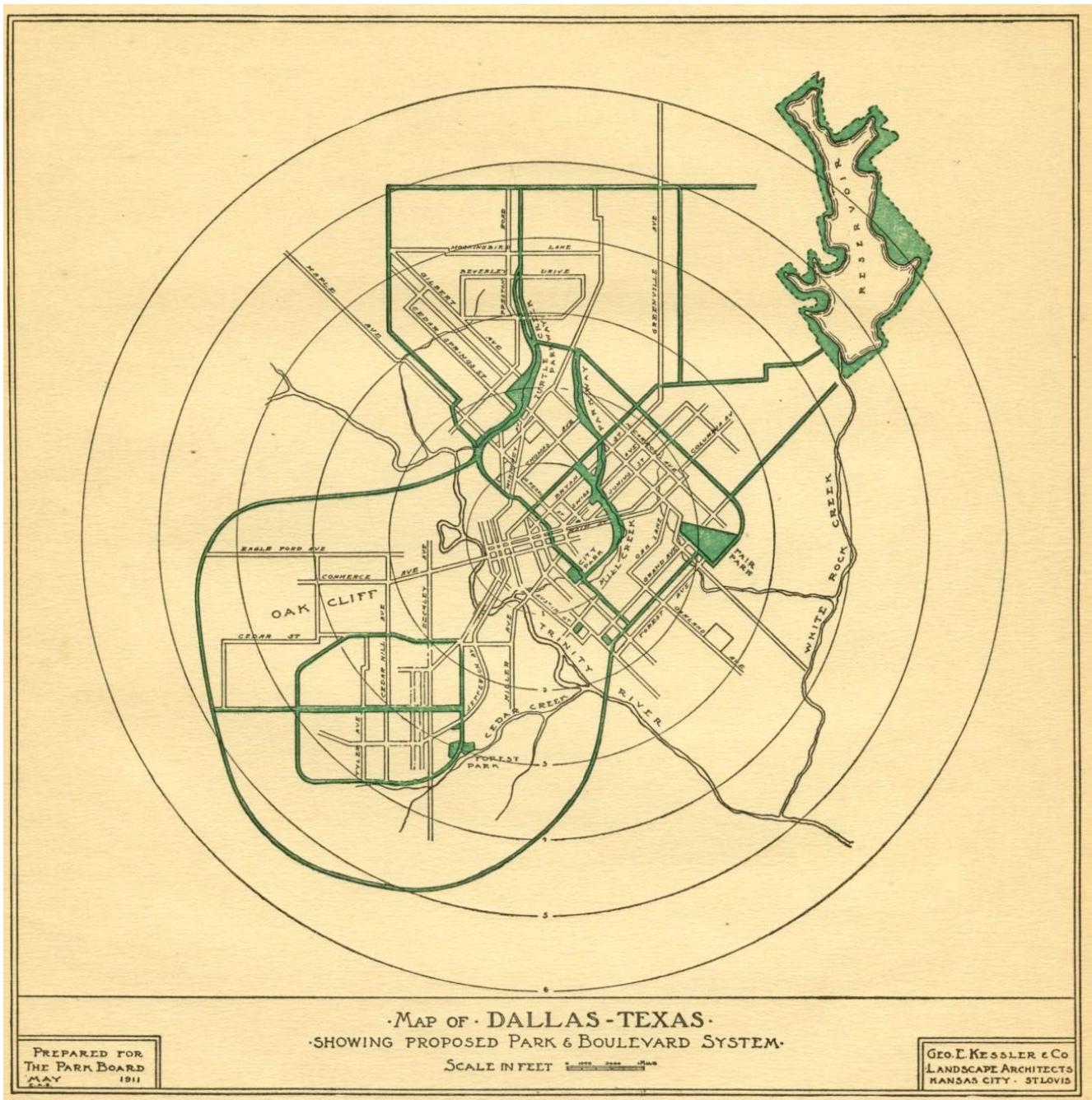
Figure 9. Map showing approximate locations of documented Freedom Colonies in Dallas, established after the Civil War and expanded in the 1870s and 1880s. Sources: Texas Freedom Colonies Project, accessed Feb. 4, 2021, <https://tamu.maps.arcgis.com/apps/MapSeries/index.html?appid=48f89e0f870c4400a990682a09cf919f>; Peter Simik, "Lost Dallas," *D Magazine*, accessed Feb. 4, 2021, <https://www.dmagazine.com/publications/d-magazine/2018/march/lost-dallas-history-secrets>; HHM, "Tenth Street Historic District," National Register of Historic Places Inventory/Nomination Form, Texas Historical Commission, Austin, 1994, from the City of Dallas, https://dallascityhall.com/departments/sustainabledevelopment/historicpreservation/Pages/tenth_street.aspx.



https://commons.wikimedia.org/wiki/File:Old_map-Dallas-1872.

Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 11. Map of Dallas Texas showing proposed park and boulevard system, as well as George Kessler's proposed greenway along Mill Creek. Source: Geo. E. Kessler & Co. General Plan for a System of Parks and Boulevards for the City of Dallas, Texas, map, 1911, Dallas, Texas, <https://texashistory.unt.edu/ark:/67531/metaph587011/>), University of North Texas Libraries, The Portal to Texas History, <https://texashistory.unt.edu>; crediting Dallas Municipal Archives.



GENERAL PLAN FOR THE CITY OF DALLAS, TEXAS

MAP SHOWING GENERAL FEATURES OF SUGGESTED IMPROVEMENTS IN TRANSPORTATION FACILITIES EXCEPT STREET CAR LINES

PREPARED FOR THE PARK BOARD BY
GEORGE A. L. L. LANDSCAPE ARCHITECTS
KANSAS CITY, MO.

PARK BOARD
1911-1912
HAYES W. HARRIS, PRESIDENT
HARRIS, VICE PRES.
PAUL F. FARR
JAMES A. FARR
P. L. BOWEN

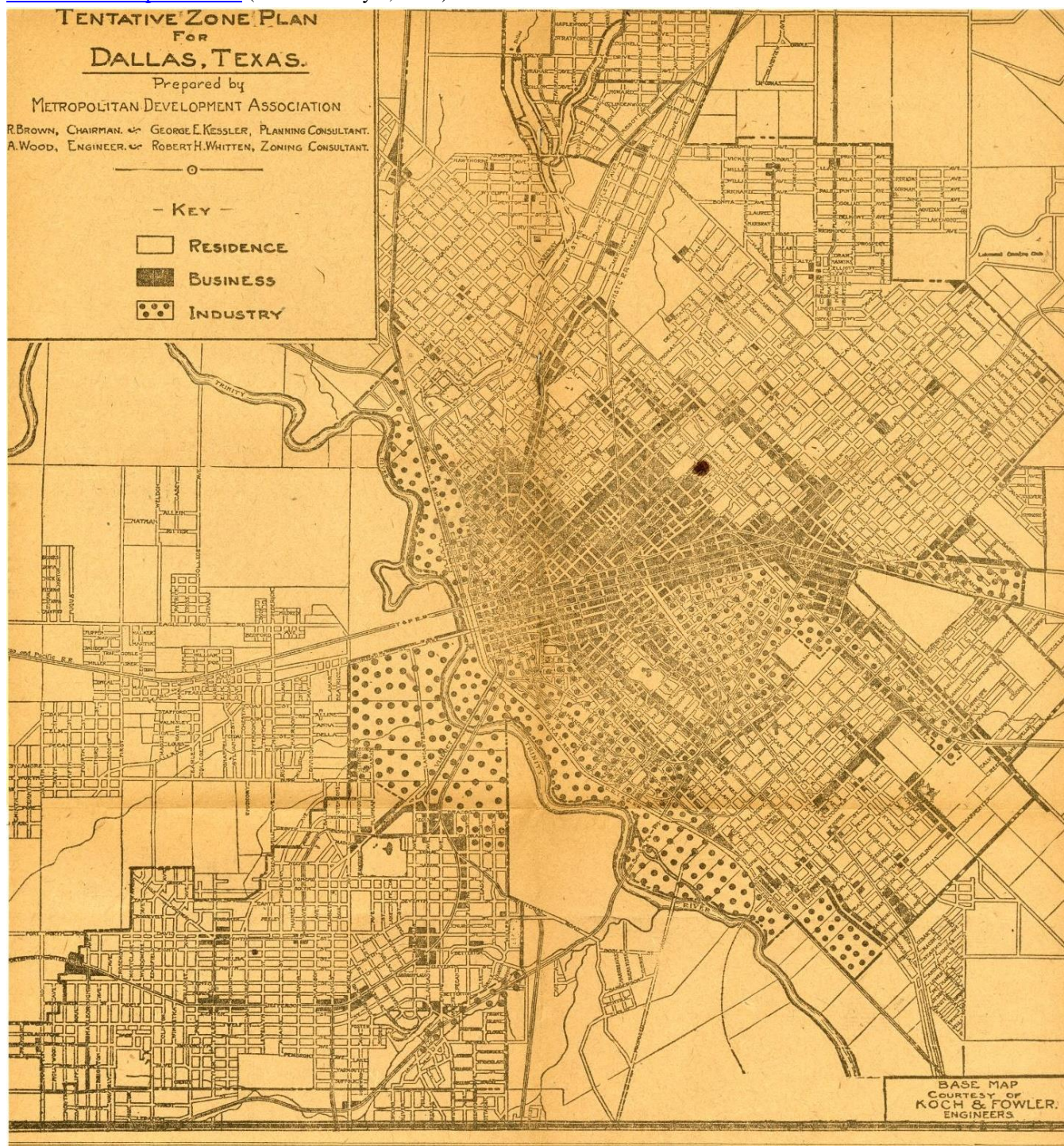
CITY COMMISSIONERS
1911-1912
H. H. HARRIS, PRESIDENT
HARRIS, VICE PRES.
PAUL F. FARR
JAMES A. FARR
P. L. BOWEN

LEGEND
EXISTING ROADS
PROPOSED
STREET CAR LINES
STREET CAR LINES
STREET CAR LINES

1911

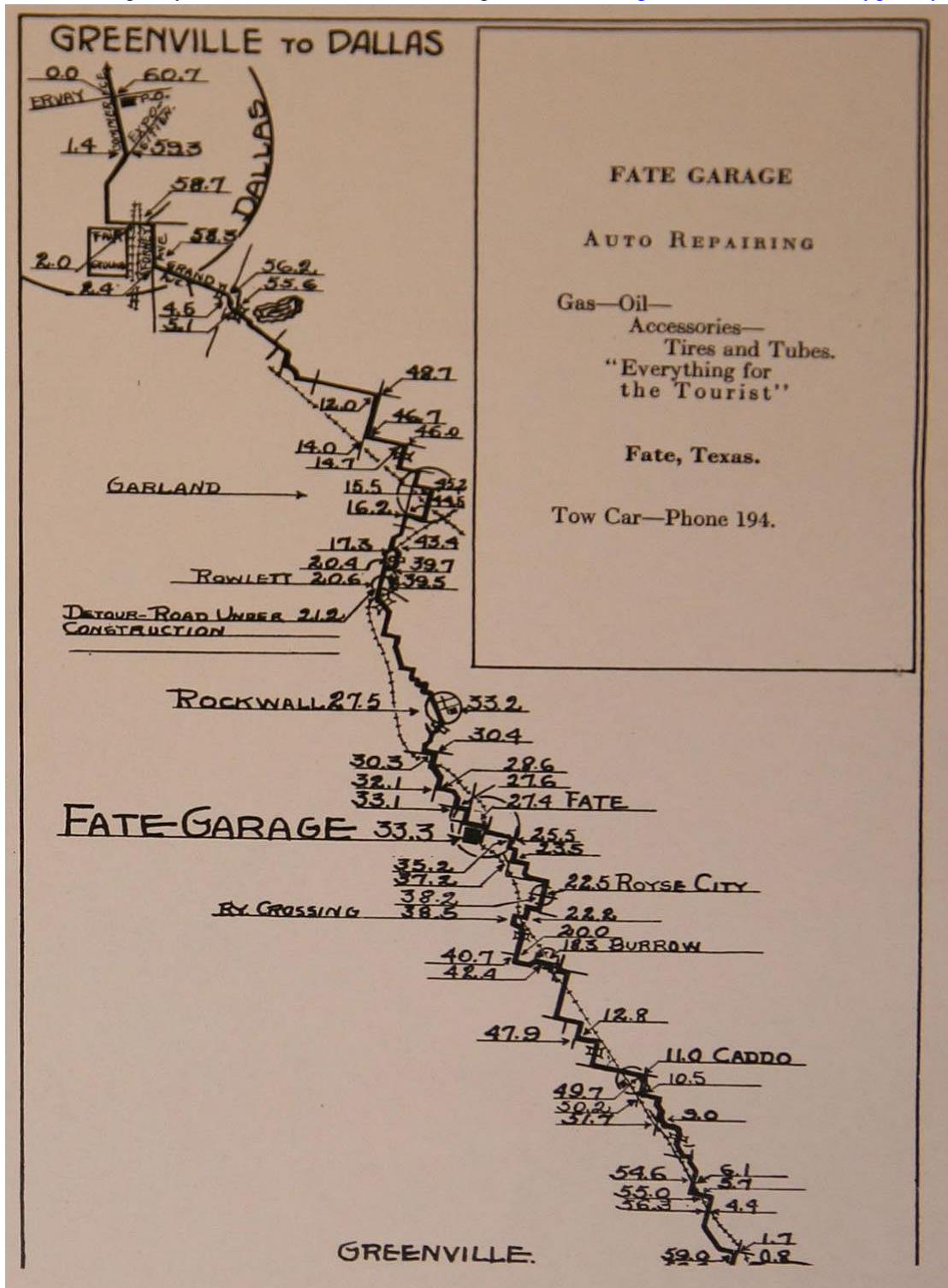
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 13. Map of the Tentative Zone Plan for Dallas, Texas, 1930. Source: Dallas City Plan Commission, A Zoning Ordinance: For the City of Dallas, Dallas, Texas, The Portal to Texas History, <http://texashistory.unt.edu/ark:/67531/metaph207134/> (accessed May 4, 2013).



Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 14. Guidebook showing the route of the Bankhead Highway through Dallas via Deep Ellum. Source: "Mt. Pleasant through Greenville, Garland and on to Dallas" [Map], 1921, from Bygone Byways, "The Broadway of America - The Bankhead Highway across NE Texas," accessed August 14, 2012. http://home.comcast.net/~bygonebyways/bh_texas.htm.



DALLAS, FT. WORTH, MINERAL WELLS, STRAWN

STRAWN
HOUSLEY
GARAGE 000

FORT WORTH

HERRIN'S GARAGE 25.0

PALO PINTO

COURT HOUSE

MINERAL WELLS

ELECTRIC FILLING STATION

LILE'S GARAGE 47.2

MILLSAP

WEATHERFORD 60.6

ALEDO

DALLAS

POST OFFICE 00.0

Distances:
0.9, 1.3, 4.1, 8.2, 10.7, 11.7, 13.4, 18.4, 21.6, 24.7, 28.5, 31.8, 34.1, 37.3, 40.6, 43.3, 44.7, 47.2, 49.8, 51.9, 53.6, 56.0, 58.9, 60.6, 61.3, 62.8, 64.8, 66.7, 68.7, 70.7, 72.3, 74.7, 75.3, 78.1, 80.0, 81.1, 82.1, 84.6, 85.0, 86.0, 88.1, 89.1, 91.1, 91.5, 92.1, 93.1, 94.1, 95.1, 96.1, 97.1, 98.1, 99.1, 100.0

Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 16. Photo showing Honest Joe's pawn shop in Deep Ellum, date unknown. Source: Erica Johnson, "From Harlem to SoHo: Perceptions of Deep Ellum," *Legacies: A History Journal for Dallas & North Central Texas* (F 2014), 28-40.



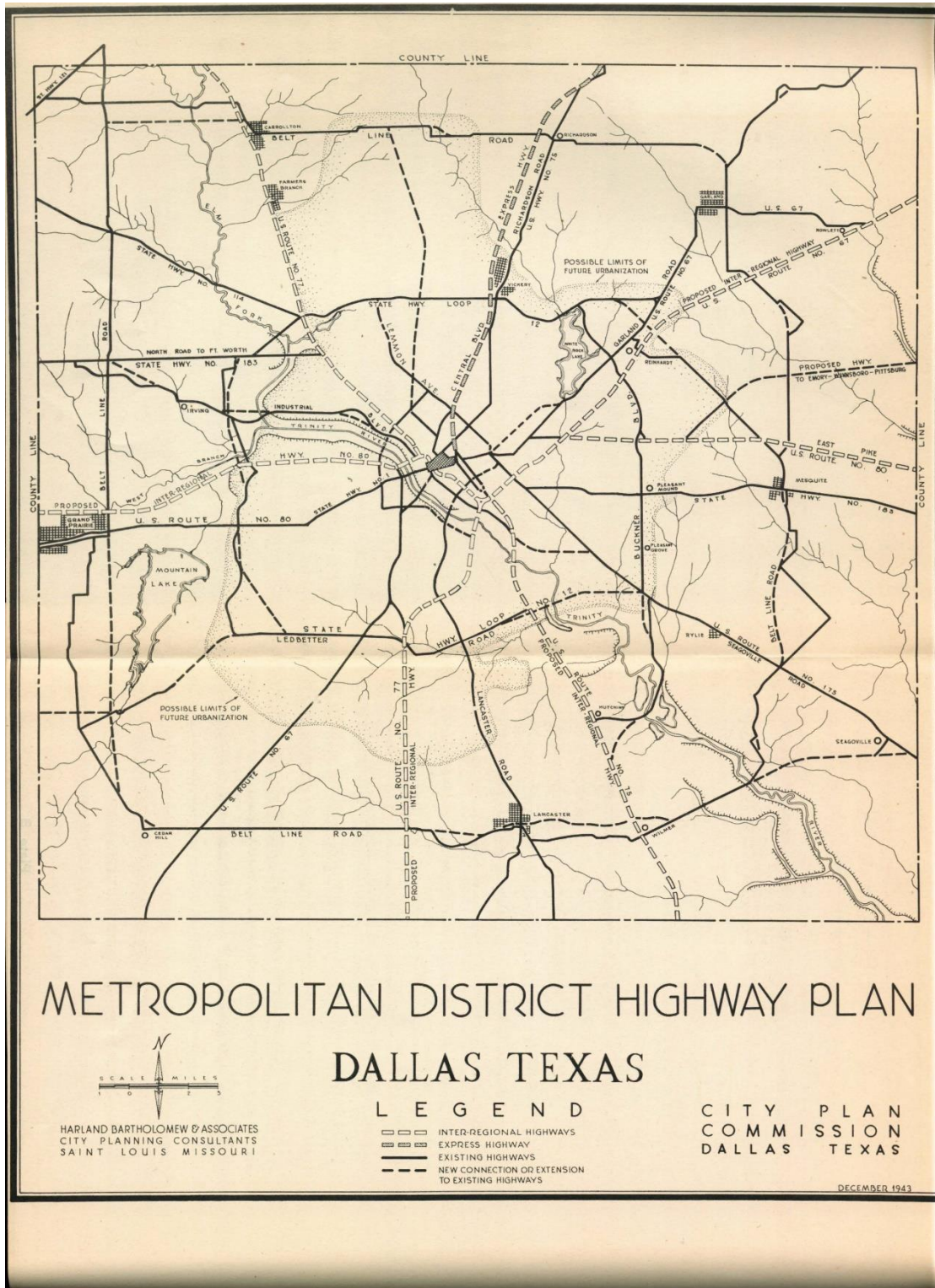
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 18. Aerial photo from around 1960 looking northwest over Deep Ellum, with downtown in the background. Source: Erica Johnson, "From Harlem to SoHo: Perceptions of Deep Ellum," *Legacies: A History Journal for Dallas & North Central Texas* (F 2014), 28-40.



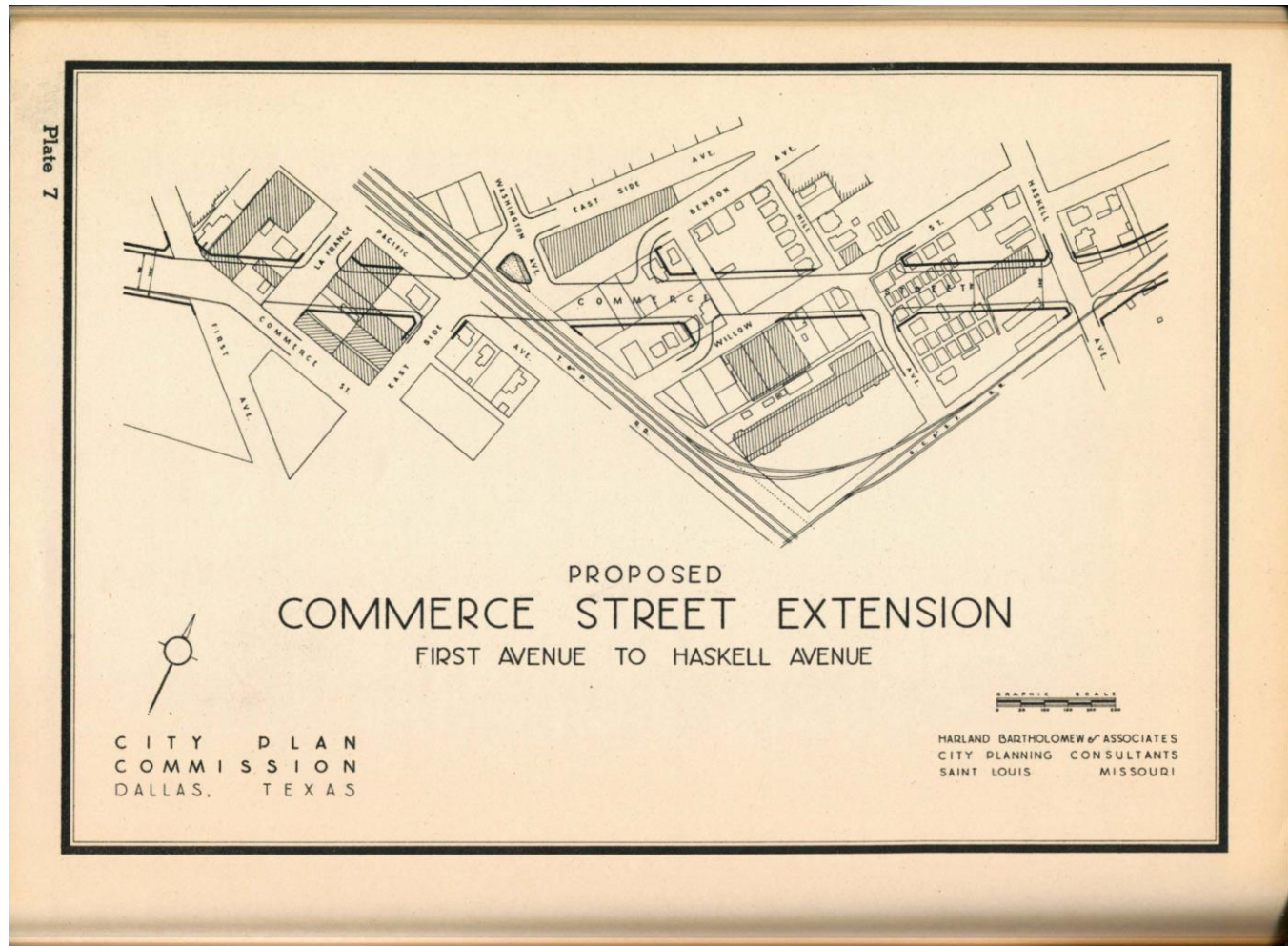
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 19. Map showing highway development recommendations, 1943, executed between 1946 and 1974. Source: Harland Bartholomew & Associates, "Your Dallas of Tomorrow."



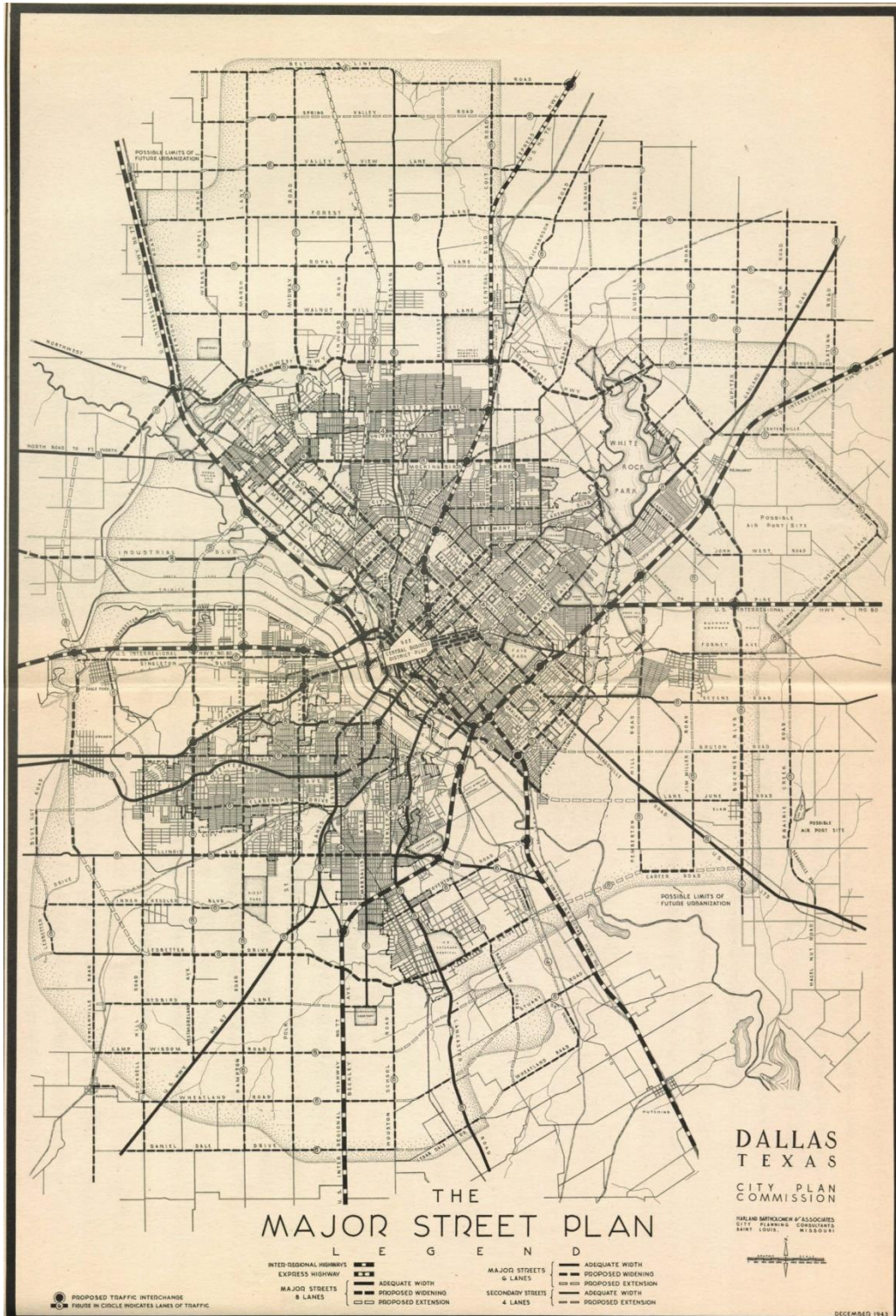
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 20. Map showing the recommended realignment of Commerce Street, realized ca. 1955. Source: Harland Bartholomew & Associates, "Your Dallas of Tomorrow."



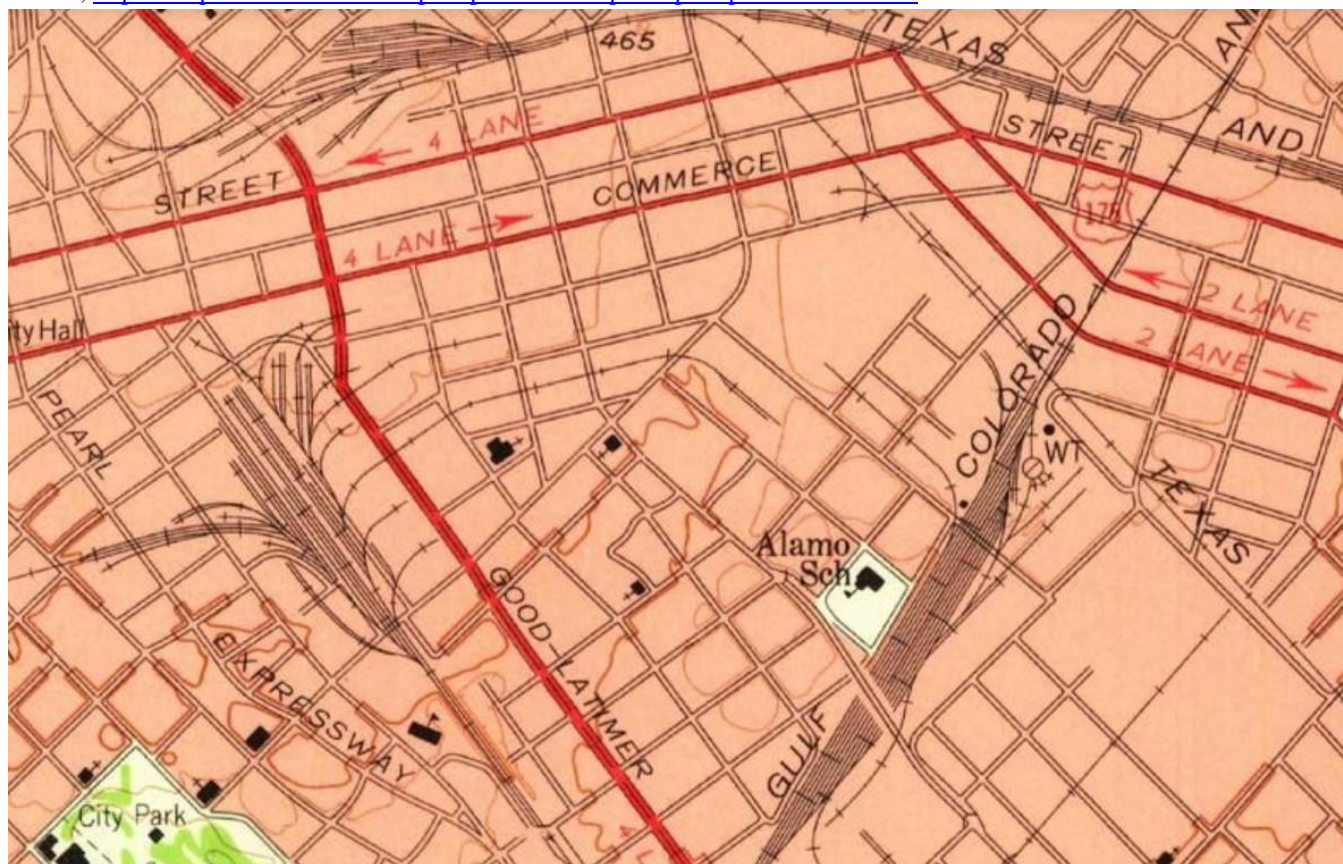
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 21. Map showing recommended street widenings, 1943, partially realized ca. 1955. Source: Harland Bartholomew & Associates, "Your Dallas of Tomorrow."



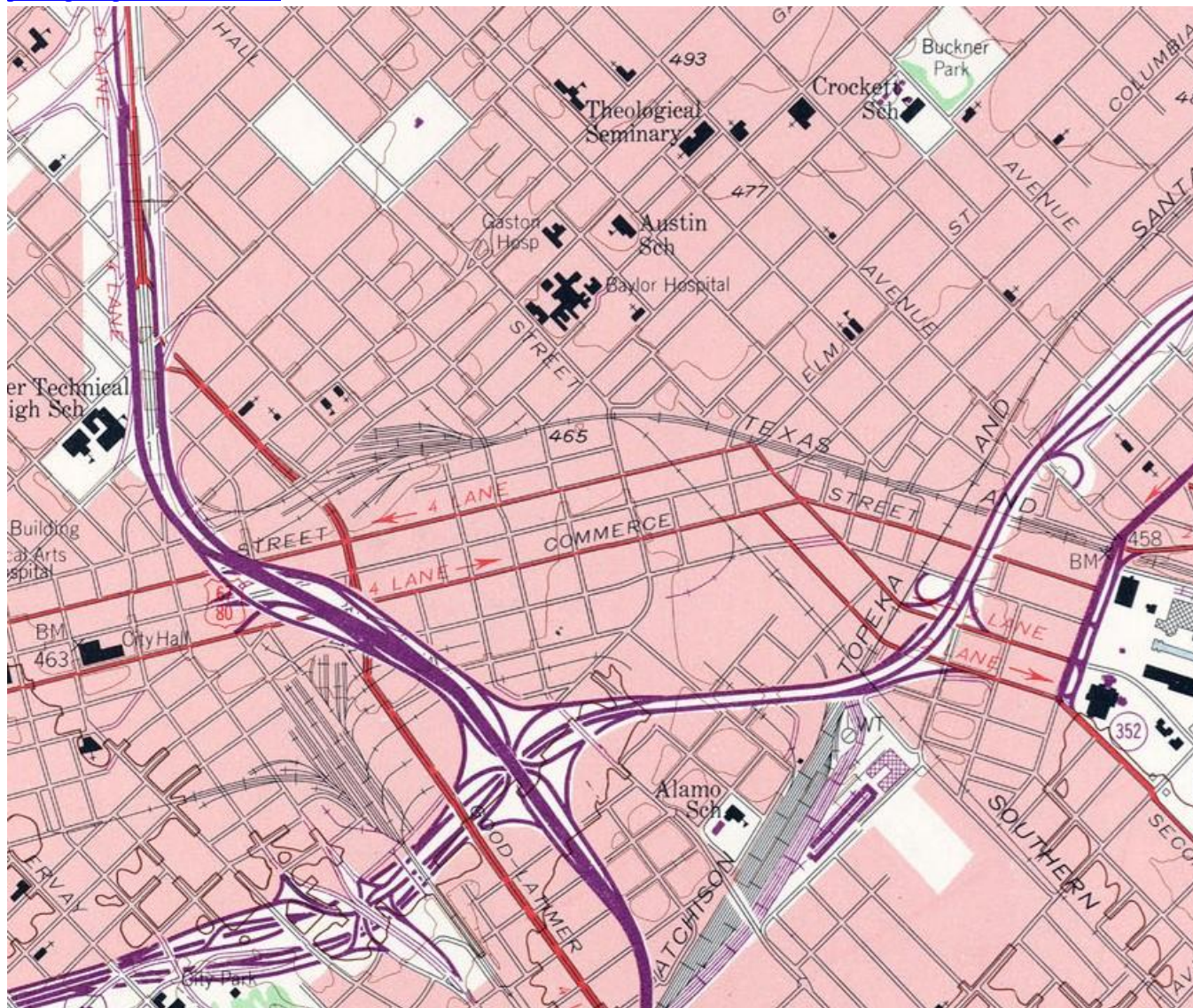
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 22. Detail of a map showing Deep Ellum through 1968, showing the remaining H&TC railroad tracks and the Good-Latimer Expressway as four lanes wide. Source: USGS, "Dallas, Texas" [Map], 1958 (updated through 1968), from UT Austin, <https://maps.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-dallas-1968>.



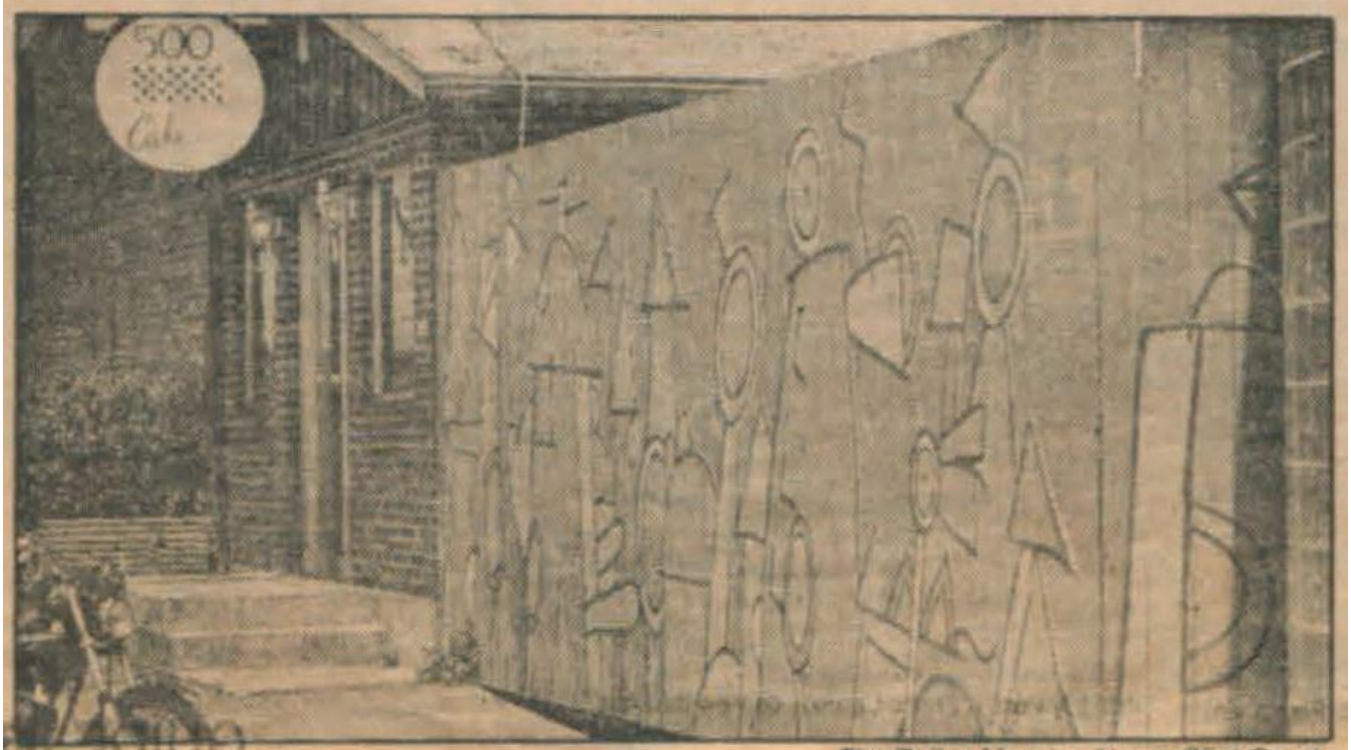
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 23. Source, USGS, "Dallas, Texas" [Map], 1973, from UT Austin, <https://maps.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-dallas-1973>.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 24. Photo of a mural in Deep Ellum in 1984. Source: Clint Grant [photographer], in "In the Art of Deep Ellum," *Dallas Morning News*, Jun. 29, 1984, p. 32, from the Deep Ellum Vertical File, DPL.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 25. Article and photos documenting of artists “homesteading” in Deep Ellum. Source: “Homesteading Deep Ellum,” *Dallas Morning News*, May 26, 1984, from the Deep Ellum Vertical File, DPL.



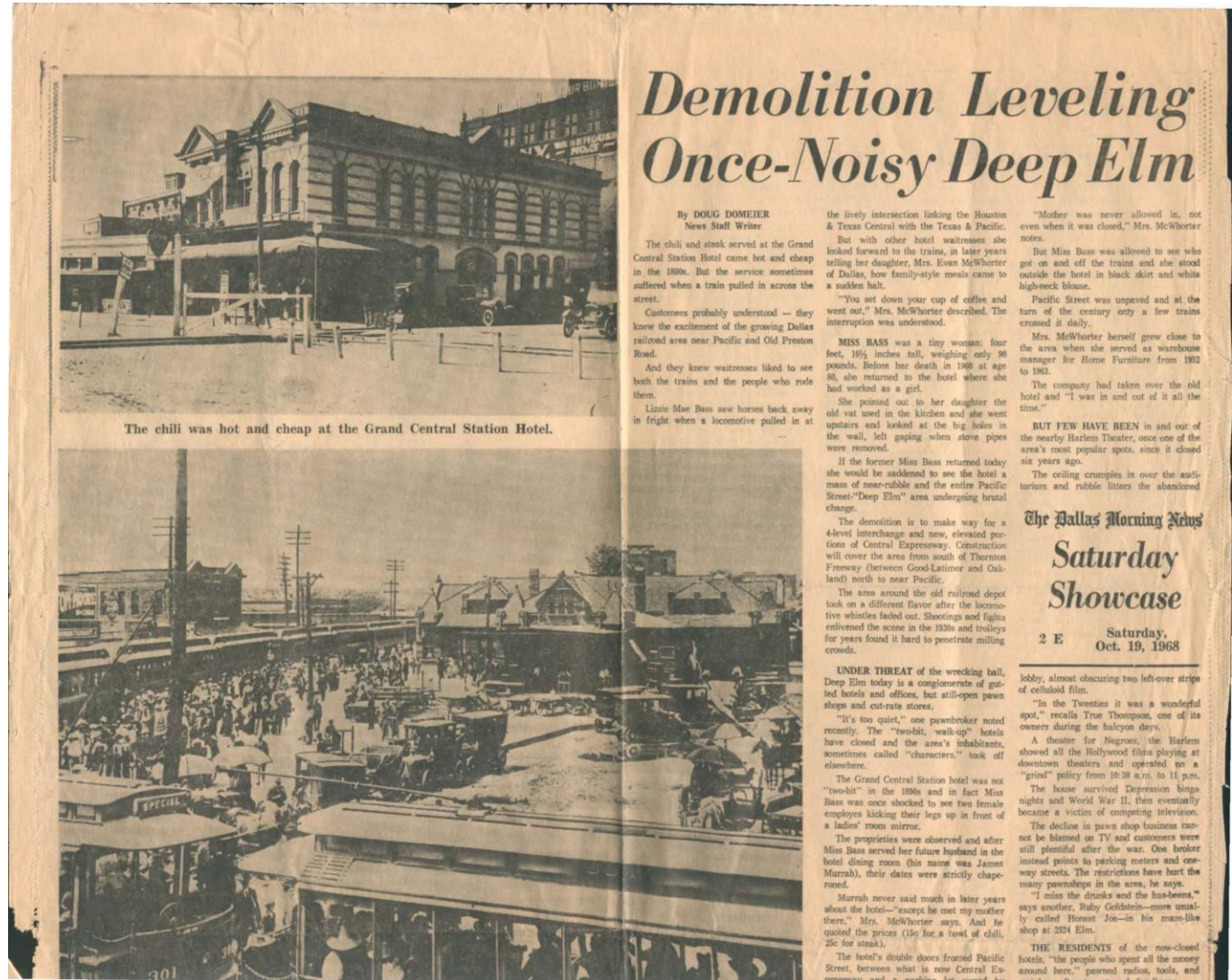
Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 26. Photo of an art gallery (left) next to a machine shop (right) on Canton Street in Deep Ellum in 1983. Source: Ed Hille [photographer], in "Alive in Deep Ellum," *Dallas Morning News*, Mar. 20, 1983, , from the Deep Ellum Vertical File, DPL.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Figure 27. Newspaper clipping showing Deep Ellum businesses such as hotels and salons. Source: *Dallas Morning Herald*, 1968.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Table 12-1. Table comparing street names listed on 1921 Sanborn Fire Insurance Maps with street names shown on 2022 Google Maps.

| Direction Street Runs | 1921 Sanborn Street Name | 2022 Google Map Street Name |
|-----------------------|--------------------------|-----------------------------|
| W-E | Pacific Ave. | N/A (DART line) |
| | N/A (alley) | Clover |
| | Williams | Canton |
| | Williams Ct. (alley)/ RR | Virgil |
| | Runnels | St. Louis St. |
| | Lawrence | N/A |
| N-S | Henry | Henry |
| | Crowdus | Crowdus |
| | Eakin | Hall |
| | Dundee/ Dunham | N Malcom X |
| | Lynn | Jeffries St. |
| | Walton | Walton |
| | Bopp | Hall |
| | Murray | Murray |
| NW-SE | Chestnut | Chestnut |
| | Baylor | Baylor |
| | Baylor | Pearlstone |
| | Trunk Ave. (by 1921) | Trunk Ave. |
| | Race | N. 2nd Ave. |
| | Second Ave. | S. Second Ave |
| | Exposition Ave. | Exposition Ave. |
| | First Ave. | First Ave. |
| NE-SW | Kentucky | Commerce |
| | Dawson | Dawson |
| | Hickory | Hickory |
| | Smith | Canton |
| | Eastside | Eastside |
| | Benson | Benson |
| | Willow | Willow |

Deep Ellum Historic District, Dallas, Dallas County, Texas

Photographs

Photo No. 1.: Remnants of 1881 railroad tracks outside 3208 Commerce Street. Camera facing southeast.



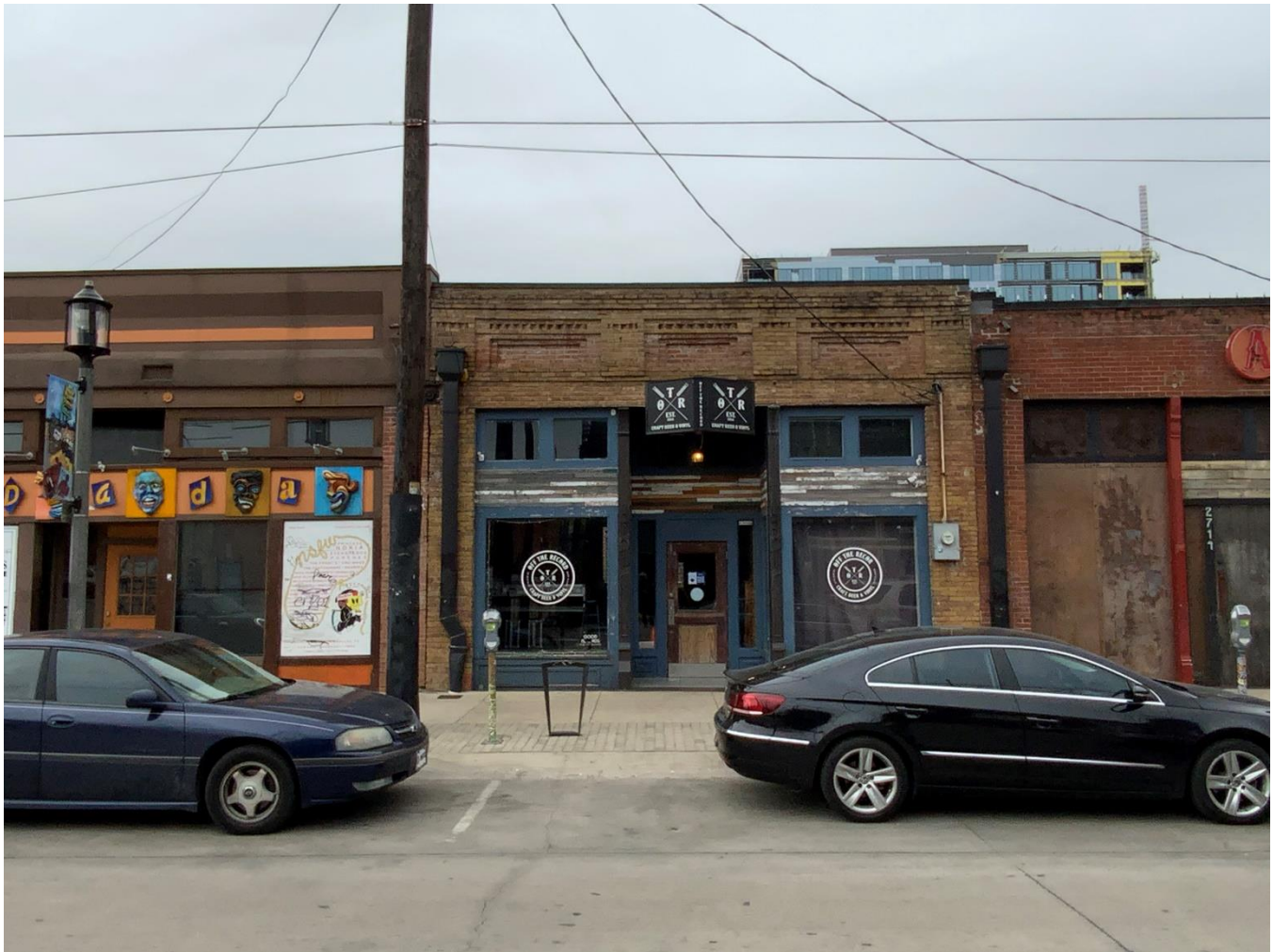
Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 2.: The former City Hotel, built in 1892, at 2528 Elm Street. Camera facing south.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 3: One-part commercial block building, built around 1905, at 2704 Elm Street. Camera facing south.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 4: The Interstate Forwarding Company Warehouse, built in 1913, at 3200 Main Street. Camera facing southeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 5: The Knights of Pythias building, built in 1916, at 2551 Elm Street. Camera facing northwest.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 6: The Sons of Hermann building at 3414 Elm Street. Built in 1911, the building is one of three non-commercial or industrial buildings, and one of two wood-frame buildings in the district. Camera facing south.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 7: The Dallas Power and Light East Substation, built in 1920, at 3816 Commerce Street. Camera facing northeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 8: Contextual view of the 2600 block of Elm Street, from the intersection with Good Latimer Expressway. Camera facing west.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 9: Façade of a typical one-part commercial block building in the district, built around 1925, at 3018 Commerce Street. Camera facing southeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 10: Two-part commercial block building, built around 1913, at 2814 Main Street. The building is an example of a building that was modified during the historic period to serve an automobile business. Camera facing southeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 11: An auto service building in a one-part commercial block building, built around 1920, at 3418 Main Street. Camera facing southeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 12: An auto service building, built around 1941, at 3713 Canton Street. Camera facing west.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 13: Front façade of 2612 Main Street. Built around 1920, the two-part commercial block building was an auto repair shop in the 1920s. Note that the front garage bay opening size has been retained but infilled with a recessed storefront.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 14: A one-part commercial building, built around 1919, at 3333 Commerce Street. Camera facing north.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 15: A two-part commercial block building, built around 1935, at 210 S. Walton Street with decorative brickwork. Camera facing southeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 16: The La France Building, an automobile dealership, built in 1924, at 3600 Commerce Street. Camera facing northeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 17: A one-part commercial block building, built around 1955, at 412 Exposition Avenue with modest Streamline Moderne stylistic influences. Camera facing northeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 18: The 1928 cylindrical grain tanks at the former Pearlstone Mill and Elevator Company at 3200 Hickory Street. Camera facing north.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 19: The John E. Mitchell Company Plant, built in 1928, at 3800 Commerce Street. Camera facing northeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 20: Façade of a typical light industrial, one-part commercial block building, built around 1946, at 3117 Commerce Street. Camera facing northwest.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 21: A machine shop building, built around 1950, at 2921 Canton Street. Camera facing northwest.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 22: Façade of an Art Deco building, built around 1946, at 3012 Commerce Street.
Camera facing south (January 2021). Note: Façade was altered by April 2022, rendering the building noncontributing.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 23: The Lincoln Paint and Color Company, built in 1912, at 3210 Main Street. Camera facing southwest.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 24: One of two wood-frame buildings in the district, built around 1935 at 3001 Canton Street. Camera facing northeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 25: A non-historic age (2019), non-contributing mid-rise building at 2900 Canton Street. Camera facing southwest.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 26: Contributing building at 2824 Main Street. Built around 1925, the building is an example of a building with window and door replacements that contributes to the district. Camera facing southeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 27: Façade of a non-contributing, historic-age building (1924), at 2933 Commerce Street. Camera facing north.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 28: Façade of a non-contributing, historic-age building (1925), at 2815 Commerce Street. Camera facing north.



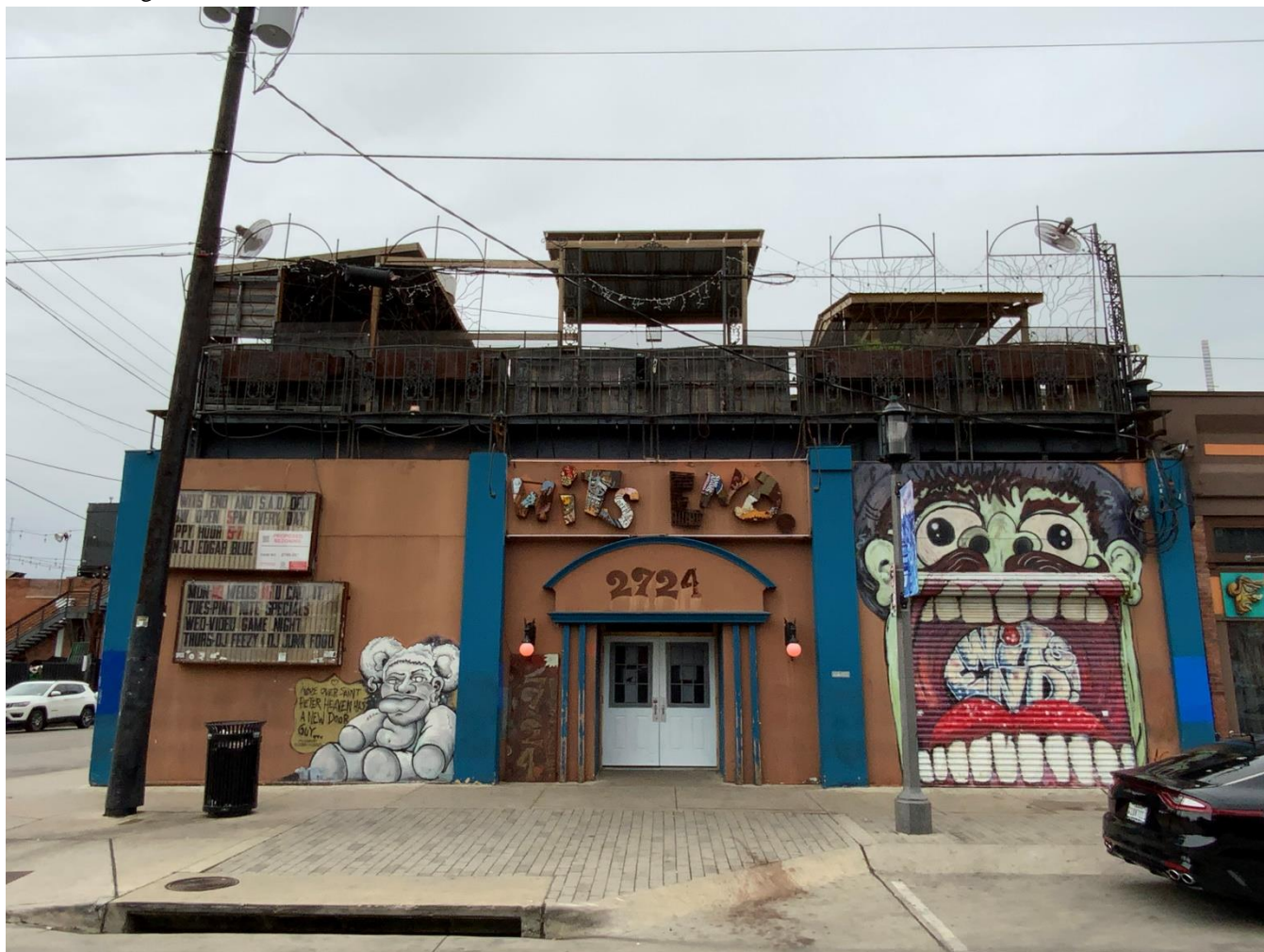
Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 29: Façade of a contributing building, built around 1909, with a rooftop addition, at 2713 Elm Street. Camera facing north.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 30: Façade of a non-contributing building, built around 1930, with multiple alterations, at 2724 Elm Street.
Camera facing south.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 31: Façade of a c. 1897 building at 507 Exposition Avenue. Camera facing southwest.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 32: Two-part commercial block building, built around 1940, that once was a pawn shop, at 2526 Elm Street.
Camera facing south.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 33: Two-part commercial block building, built around 1911, that once was a hotel, at 2934 Elm Street. Camera facing southwest.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 34: Oblique of a building, built in 1921, at the Gulf Oil Corporation Facility at 501 S. 2nd Avenue. Camera facing southeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 35: The Ford Assembly Building, built in 1914, at 2700 Canton Street. Camera facing southeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 36: Oblique of the Chevrolet Motor Company Building, built in 1923, at 3221 Commerce Street. Camera facing northwest.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 37: Oblique view of the Dallas Tent and Awning Building, built in 1921, at 3401 Commerce Street. Camera facing northeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 38: A warehouse, built around 1969, at 441 S. Hall Street. Camera facing west.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo No. 39: Oblique of a two-part commercial block building, built around 1926, at 2701 Canton Street. Camera facing northeast.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo 40. Contextual view of Commerce Street at Murray Street. Camera facing southwest.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo 41. Contextual view of Main Street at Trunk Avenue. Camera facing west.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo 42. Contextual view of Commerce Street at Henry Street. Camera facing west.



Deep Ellum Historic District, Dallas, Dallas County, Texas

Photo 43. Contextual view of the 2600 block of Commerce Street. Camera facing west.



- end -