NPS Form 10-900 OMB No. 1024-0018

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

1. Name of Property

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

2. Location

Street & number: Roughly bounded by Paisano Drive, Kansas Street, Missouri Avenue, and South Santa Fe Street and US 85
City or town: El Paso State: Texas County: El Paso
Not for publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

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

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

Applicable National Register Criteria: ☐ A ☐ B ☐ C ☐ D

State Historic Preservation Officer
Signature of certifying official / Title **Date**

Texas Historical Commission
State or Federal agency / bureau or Tribal Government

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.

Signature of commenting or other official **Date**

State or Federal agency / bureau or Tribal Government

4. National Park Service Certification

I hereby certify that the property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register.
___ removed from the National Register
___ other, explain: _____

Signature of the Keeper **Date of Action**

5. Classification

Ownership of Property: Private, Public - Local, Public - Federal

Category of Property: District

Number of Resources within Property

Contributing	Noncontributing	
190	72	buildings
3	0	sites
1	0	structures
1	0	objects
195	72	total

Number of contributing resources previously listed in the National Register: 21 including: El Paso Union Passenger Station, Palace Theatre, Hotel Paso del Norte, State National Bank, Richard Caples Building, Popular Department Store, Abdou Building, W.S. Hills Commercial Building, First Mortgage Company Building, Plaza Hotel, White House Department Store and Hotel McCoy, Mills Building, Plaza Theatre, Roberts-Banner Building, El Paso Natural Gas Company (Blue Flame) Building, O.T. Bassett Tower, J.J. Newberry Company, Singer Sewing Company, Martin Building, U.S. Post Office, Hotel Cortez

6. Function or Use

Historic Functions: COMMERCE/TRADE: business, financial institution, specialty store, professional, department store, restaurant, theater, warehouse; DOMESTIC: single dwelling, multiple dwelling, hotel; GOVERNMENT: fire station, post office, bank, civic center; TRANSPORTATION: train depot, railroad; bus station; INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility; LANDSCAPE: park, plaza; EDUCATION: library; SOCIAL: civic; RECREATION AND CULTURE: monument/marker; RELIGION: church

Current Functions: COMMERCE/TRADE: business, financial institution, specialty store, restaurant, theater, professional, warehouse; DOMESTIC: single dwelling, multiple dwelling, hotel; GOVERNMENT: post office, bank, civic center; TRANSPORTATION: train depot, railroad, bus station; LANDSCAPE: park, plaza, EDUCATION: library; RECREATION AND CULTURE: monument/marker; VACANT/NOT IN USE

7. Description

Architectural Classification: LATE VICTORIAN: Italianate, Second Empire, Queen Anne, Stick/Eastlake, Romanesque, Renaissance, Moorish Revival, Folk Victorian; LATE 19TH AND 20TH CENTURY REVIVALS: Beaux Arts, Classical Revival, Mission Revival, Spanish Colonial Revival, Mediterranean Revival; LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Prairie School, Chicago, Craftsman; MODERN MOVEMENT: New Formalism, Modern, Streamline Moderne, Art Deco, International; MIXED; OTHER: Spanish and Mexican vernacular, Mayan Art Deco

Principal Exterior Materials: Brick, Concrete, Stucco, Metal (Steel, Aluminum), Glass, Adobe, Wood,

Stone (Granite, Sandstone, Limestone), Terra Cotta, Ceramic tile

Narrative Description (see pages 14-42)

8. Statement of Significance

Applicable National Register Criteria: A, C

Criteria Considerations: NA

Areas of Significance: Ethnic History, Community Planning and Development, Commerce, Architecture

Period of Significance: 1859-1971

Significant Dates: 1859, 1881

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

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

Architect/Builder: Henry Trost (architect); Carroll and Daeuble (architects); Trost and Trost (architects); Carroll, Daeuble, DuSang and Rand (architects); John J. Stewart (architect); Garland and Hilles (architects); Gustavus Trost (architect); Percy McGhee (architect); Robert W. Fouts, Dickson Skidmore and O. H. Thorman (architects); Lang and Witchell (architects); Kuykendall and McCombs (architects); Ed Kneezell (architect); W. Scott Dunne (architect); Barglebaugh and Whitson (architects); Edward F. Sibbert (architect); Davis, Foster, Thorpe and Associates (architects); Otto Thorman (architect); Daniel Burnham (architect); Braunton and Leibert (architects); Joseph E. Morgan (builder); Robert E. McKee (builder); Sorenson and Morgan (builders); J. E. Morgan and Sons (builders)

Narrative Statement of Significance (see pages 43-73)

9. Major Bibliographic References

Bibliography: (see pages 74-81)

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:
- **x** 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

10. Geographical Data

Acreage of Property: 144.307

Coordinates:

1. Latitude: 31.7583° Longitude: -106.4970°
2. Latitude: 31.7591° Longitude: -106.4910°
3. Latitude: 31.7594° Longitude: -106.4920°
4. Latitude: 31.7599° Longitude: -106.4910°
5. Latitude: 31.7606° Longitude: -106.4910°
6. Latitude: 31.7628° Longitude: -106.4880°
7. Latitude: 31.7592° Longitude: -106.4850°
8. Latitude: 31.7561° Longitude: -106.4840°
9. Latitude: 31.7568° Longitude: -106.4970°

Verbal Boundary Description: Beginning just northwest of El Paso Union Depot, just north of the Union Pacific railroad, the northern boundary follows the railroad tracks eastward to North Santa Fe Street, then turns northwest onto North Santa Fe Street and then immediately northeast onto East Franklin Avenue. The northern boundary runs along East Franklin Avenue for one block until it reaches North El Paso Street at which point it extends to the northwest again for a single block. At East Missouri Avenue, the northern boundary cuts four blocks to the east until it meets North Kansas Street. The eastern boundary of the historic district stretches nine blocks to the southeast, then to the south, from East Missouri Avenue to East Paisano Drive. The southern boundary extends eight blocks to the southwest following Paisano Drive. The western boundary continues along West Paisano Drive, which runs in the northwesterly direction, until it meets the southwest corner of the El Paso Union Depot property, just south of the railroad spur. The western boundary then juts directly north, converging with the starting point.

Boundary Justification: The El Paso Downtown Historic District roughly follows the original downtown plat from 1859. Although downtown has stretched beyond these borders, integrity diminishes north of Missouri Avenue and east of Kansas Street. Vacant lots and non-historic buildings outnumber potential contributing buildings beyond these streets. The district extends west to El Paso Union Station to include this significant building that influenced commercial growth in the district. Based on community input, the southern boundary was drawn at Paisano Drive, separating the historic downtown from the adjacent Segundo Barrio neighborhood.

11. Form Prepared By

Name/title: Emily Payne, Senior Architectural Historian; Kristina Kupferschmid, Senior Architectural Historian; Erin Tyson, GIS Technician
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Date: August 3, 2020

Additional Documentation

M**aps** (see pages 82-86)

Additional items (see pages 87-122)

Photographs (see pages 123-192)

Photograph Log

Downtown El Paso Historic District
El Paso, El Paso County, Texas

Photo no. 1
Contextual view of the district taken from the 200 block of South Kansas Street, facing west.
Photographed by Kristina Kupferschmid, September 2019

Photo no. 2
Contextual view of San Jacinto Plaza at 114 West Mills Avenue (Resource 112) from park's southern corner, facing northeast.
Photographed by Emily Payne, June 2017

Photo no. 3
View of the Civic Center (Resource 14) from complex's southeastern corner, facing northwest.
Photographed by Kristina Kupferschmid, September 2019

Photo no. 4
Contextual view of South El Paso Street taken from intersection with San Antonio Avenue, facing south.
Photographed by Erin Tyson, September 2019

Photo no. 5
El Paso Union Station at 700 West San Francisco Avenue (Resource 216), facing northwest.
Photographed by Emily Payne, June 2017

Photo no. 6
Oblique of building at 301 South Kansas Street (Resource 63), facing southwest.
Photographed by Emily Payne, June 2017

Photo no. 7
View of the Southern Pacific Railroad tracks, facing northeast out of the district.
Photographed by Shonda Mace, July 2017

Photo no. 8
Contextual view of district taken from East Overland Avenue and South El Paso Street, facing northeast.
Photographed by Erin Tyson, September 2019

Photo no. 9
Contextual view of the district taken from South Stanton Street and East San Antonio Avenue, facing west.
Photographed by Kristina Kupferschmid, September 2019

Photo no. 10
Contextual view of the district taken from North Kansas Street and East Mills Avenue, facing southwest.
Photographed by Kristina Kupferschmid, September 2019

Photo no. 11
Contextual view of South El Paso Street from intersection with West Overland Street, facing southeast.
Photographed by Erin Tyson, September 2019

Photo no. 12
View of Montgomery Building at 216 South El Paso Street (Resource 33), facing northeast.
Photographed by Erin Tyson, June 2017

Photo no. 13
View of building at 215 South Oregon Street (Resource 131), facing southwest.
Photographed by Erin Tyson, June 2017

Photo no. 14
View of State National Bank building at 114 East San Antonio Avenue (Resource 186), facing southwest.
Photographed by Erin Tyson, June 2017

Photo no. 15
View of the Plaza Hotel at 102 West Mills Avenue and Pioneer Plaza, facing northeast.
Photographed by Emily Payne, June 2017

Photo no. 16
View of the building at 701 East Paisano Drive (Resource 177), facing north.
Photographed by Erin Tyson, June 2017.

Photo no. 17
View of the building at 306 West Overland Avenue (Resource 163), facing southeast.
Photographed by Erin Tyson, June 2017

Photo no. 18
View of apartment buildings at 315 West Overland Avenue (Resources 165 and 166), facing northwest.
Photographed by Erin Tyson, June 2017

Photo no. 19
View of bungalow at 331 1/2 Leon Street (Resource 72), facing west.
Photographed by Emily Payne, June 2017

Photo no. 20
View of apartment building at 414 Durango Street (Resource 20), facing northwest.
Photographed by Kristina Kupferschmid, August 2017

Photo no. 21
View of the R.B. Wicker Tire and Rubber Co. building at 201 Anthony Street (Resource 3), facing northwest.
Photographed by Erin Tyson, June 2017

Photo no. 22
View of the fire station at 331 South Santa Fe Street (Resource 223), facing west.
Photographed by Emily Payne, June 2017

Photo no. 23
View of the U.S. Post Office building at 219 East Mills Avenue (Resource 108), facing west.
Photographed by Shonda Mace, July 2017

Photo no. 24
View of the Federal Reserve Bank at 301 East Main Street (Resource 79), facing northeast.
Photographed by Kristina Kupferschmid, July 2017

Photo no. 25
View of the bus station at 200 West San Antonio Avenue (Resource 207) with Civic Center in background, facing north.
Photographed by Emily Payne, June 2017

Photo no. 26
View of the Aztec Calendar replica in Aztec Calendar Park at 401 East San Antonio Avenue (Resource 198), facing west.
Photographed by Erin Tyson, June 2017

Photo no. 27
View of the public library at 501 North Oregon Street (Resource 122), facing south.
Photographed by Emily Payne, June 2017

Photo no. 28
View of the former YWCA at 315 East Franklin Avenue (Resource 56), facing northwest.
Photographed by Shonda Mace, July 2017

Photo no. 29
View of building at 426 South El Paso Street (Resource 55), facing east.
Photographed by Erin Tyson, June 2017

Photo no. 30
View of wood-frame house at 400 West Overland Avenue (Resource 167), facing south.
Photographed by Emily Payne, June 2017

Photo no. 31
View of building at 402 South El Paso Street (Resource 47), facing southeast.
Photographed by Emily Payne, June 2017

Photo no. 32
View of adobe residence at 327 Leon Street (Resource 69), facing west.
Photographed by Erin Tyson, September 2019

Photo no. 33
View of the Richard Caples Building at 300 East San Antonio Avenue (Resource 192), facing east.
Photographed by Kristina Kupferschmid, August 2017

Photo no. 34
View of the Merrick Building at 301 South El Paso Street (Resource 37), facing west.
Photographed by Erin Tyson, June 2017

Photo no. 35
View of brick residence at 315 Chihuahua Street (Resource 10), facing southwest.
Photographed by Erin Tyson, June 2017

Photo no. 36
View of residence at 325 Chihuahua Street (Resource 12), facing west.
Photographed by Erin Tyson, June 2017

Photo no. 37
View of building at 312 East Overland Avenue (Resource 151), facing southeast.
Photographed by Emily Payne, June 2017

Photo no. 38
View of building at 207 East San Antonio Avenue (Resource 190), facing north.
Photographed by Emily Payne, June 2017

Photo no. 39
View of building at 223 South Oregon Street (Resource 133), facing west.
Photographed by Emily Payne, June 2017

Photo no. 40
View of building at 504 North Oregon Street (Resource 124), facing northeast.
Photographed by Emily Payne, June 2017

Photo no. 41
View of the Palace Theatre at 207 South El Paso Street (Resource 29), facing west.
Photographed by Emily Payne, June 2017

Photo no. 42
View of Popular Department Store at 301 East San Antonio Avenue (Resource 193), facing northeast.
Photographed by Emily Payne, June 2017

Photo no. 43
View of Hotel Gardner at 500 North Stanton Street (Resource 232), facing northeast.
Photographed by Erin Tyson, June 2017

Photo no. 44
View of the Kress Building at 211 North Mesa Street (Resource 85), facing south.
Photographed by Emily Payne, June 2017

Photo no. 45
View of building at 101 North Mesa Street (Resource 80), facing northwest.
Photographed by Erin Tyson, June 2017

Photo no. 46
View of the Blue Flame building at 120 North Stanton Street (Resource 226), facing north.
Photographed by Erin Tyson, June 2017

Photo no. 47
View of Wells Fargo Plaza at 221 North Kansas Street (Resource 60), facing southeast.
Photographed by Kristina Kupferschmid, July 2017

Photo no. 48
Contextual view of West Overland Avenue in Duranguito currently fenced, facing southeast.
Photographed by Erin Tyson, September 2019

Photo no. 49
Contextual view of downtown with non-historic building at 333 North Oregon Street (Resource 119), facing south.
Photographed by Emily Payne, June 2017

Photo no. 50
View of non-historic building at 316 South Stanton Street (Resource 256), facing east.
Photographed by Emily Payne, June 2017

Photo no. 51
View of non-historic building at 217 East Paisano Drive (Resource 174), facing northwest.
Photographed by Erin Tyson, June 2017

Photo no. 52
View of noncontributing building at 315 East Overland Avenue (Resource 152), facing north.
Photographed by Emily Payne, June 2017

Photo no. 53
View of contributing First National Bank building at 105 North Oregon Street (Resource 115), facing northwest.
Photographed by Erin Tyson, June 2017

Photo no. 54
View of contributing building at 212 West Overland Avenue (Resource 156), facing south.
Photographed by Emily Payne, June 2017

Photo no. 55
View of contributing Hotel Lenox at 216 East Overland Avenue (Resource 144), facing southeast.
Photographed by Erin Tyson, June 2017

Photo no. 56
View of contributing building at 305 Chihuahua Street (Resource 6), facing southwest.
Photographed by Emily Payne, June 2017

Photo no. 57
View of contributing Kress Building at 211 North Mesa Street (Resource 85), facing southeast.
Photographed by Emily Payne, June 2017

Photo no. 58
View of contributing building at 215 West Paisano Drive (Resource 178), facing north.
Photographed by Emily Payne, June 2017

Photo no. 59
View of contributing Stark Dry Goods building at 324 South El Paso Street (Resource 45), facing southeast.
Photographed by Erin Tyson, June 2017

Photo no. 60
View of contributing Economy Furniture building at 210 South Stanton Street (Resource 242), facing northeast.
Photographed by Emily Payne, June 2017

Photo no. 61
View of contributing Guarantee Bank and Trust Company building at 104 South Stanton Street (Resource 236), facing southeast.
Photographed by Erin Tyson, June 2017

Photo no. 62
View of contributing building at 500 West San Francisco Street (Resource 213), facing southeast.
Photographed by Erin Tyson, June 2017

Photo no. 63
View of contributing building at 320 South El Paso Street (Resource 44), facing east.
Photographed by Erin Tyson, June 2017

Photo no. 64
View of contributing Abdou Building at 115 North Mesa Street (Resource 81), facing south.
Photographed by Erin Tyson, June 2017

Photo no. 65
View of contributing Martin Building at 215 North Stanton Street (Resource 229), facing south.
Photographed by Erin Tyson, June 2017

Photo no. 66
View of contributing Hotel Orndorff at 310 North Mesa Street (Resource 87), facing northeast.
Photographed by Emily Payne, June 2017

Photo no. 67
View of contributing Hotel Paso del Norte at 101 South El Paso Street (Resource 27), facing west.
Photographed by Emily Payne, June 2017

Photo no. 68
View of contributing O.T. Bassett Tower at 301 Texas Avenue (Resource 262), facing north.
Photographed by Erin Tyson, June 2017

Photo no. 69
View of contributing Downtowner Motor inn at 300 East Main Street (Resource 78), facing north.
Photographed by Kristina Kupferschmid, July 2017

Photo no. 70
View of contributing Mutual Federal Savings and Loan Association building at 320 Texas Avenue (Resource 263), facing south.
Photographed by Erin Tyson, June 2017

Narrative Description

The Downtown El Paso Historic District encompasses 144.307 acres in central El Paso in El Paso County, Texas (photo 1). Located in the western tip of the state, the urban district is approximately 1,000 feet from the Rio Grande and the border between the United States and Mexico; Ciudad Juárez, a city of over one million people, is on the other side of the Rio Grande in Mexico. Roughly situated between Paisano Drive to the south, Kansas Street to the east, Missouri Avenue to the north, and South Santa Fe Street and the CanAm Highway (US 85) to the west, the district includes El Paso's central business district as well as the historic barrio of Duranguito to its west (map 1). Commercial properties make up the bulk of the resources in the district, but it also contains significant government, transportation, landscape, and residential resources that reflect its diverse historic and architectural development. Characteristic of an urban setting, the district's streets, particularly downtown, are densely lined with buildings. Most buildings stand between one and four stories, but the district also contains high-rise buildings. Construction dates of historic resources span the period of significance (1859–1971), but more than half were built during El Paso's period of rapid growth, between 1900 and 1930. The district contains a variety of building forms and architectural styles that reflect not only its periods of development but also the diverse populations and communities that influenced its growth. In Duranguito, some of the oldest buildings showcase adobe construction methods and the Spanish and Mexican vernacular building tradition that influenced early development in the city. Other buildings, particularly downtown, reflect popular twentieth-century Anglo American building trends. While many of the resources lack any stylistic embellishment, the district contains a large concentration of high-style buildings, as well as significant examples of works by noted local and regional architects. A majority of the buildings within the district retain sufficient integrity to contribute to the district's historic character. Due to the age and commercial nature of most of the buildings though, alterations are common. Many of these alterations help tell the story of the continued use and commercial viability of the area and contribute to a better understanding of the past and the district's architectural evolution. The district contains a low percentage of non-historic resources and has few vacant lots. Collectively, the features and resources that make up the built environment of the historic district retain integrity and their ability to convey the district's historic and architectural significance. The Downtown El Paso Historic District has 267 properties (262 buildings, 3 sites, 1 object, and 1 structure), of which 195 (73 percent) are contributing and 72 (27 percent) are noncontributing (maps 3-5).

Geography and Topography

The Downtown El Paso Historic District is situated in far West Texas, approximately 1,000 feet from the international border with Mexico and about three miles southeast of the New Mexico and Texas state line. Geographically located in the Chihuahuan Desert, El Paso experiences hot, arid, and sunny summers and cool, dry winters. Vegetation in the district is largely limited to parks and to trees planted along sections of sidewalk (photo 2). The district lies approximately 3,700 feet above sea level in a valley south of the Franklin Mountains. Land within the district is generally flat but slopes gently upward in the northern half of the downtown area away from the Rio Grande toward the Franklin Mountains.

Just west of the district, the Rio Grande, which serves as the border between the United States and Mexico, changes course from south to southeast. The turn created the pocket of land occupied by historic Segundo Barrio to the district's south and served as a barrier for growth to the west of downtown and Duranguito. Historically, as a result of the river's changing course, this area frequently flooded in the spring. International flood mitigation efforts in the late 1890s inadvertently created a boundary dispute between the United States and Mexico that would not be

resolved until the 1960s.[1] To further prevent the river from eroding its southern banks and stranding parts of Mexico on the El Paso side, the two countries agreed to cement the Rio Grande's riverbed, creating the river's current path through El Paso.

Layout and Circulation Pattern Development

The blueprint for the current layout and street network in the district, the 1859 Anson Mills plat, was in large part influenced by the area's lengthy history of inhabitation (fig. 1859_AnsonMills plat). As far back as the seventeenth century, inhabitants built *acequias* (irrigation canals) to divert water from the Rio Grande to support gardens, vineyards, and orchards east of the current city. Nineteenth-century settlers continued the tradition, constructing a series of acequias that zigzagged across the present-day city. Historic maps show that at least two acequias flowed through the district: one roughly in the location of present-day Paisano Drive, and another that flowed east, following the location of present-day San Francisco and Mills Avenue (figs. 1893 Sanborns 11, 12, 13, 1859).[2] Closely intertwined with the acequias, a historic camino (road) network also helped shape the layout of downtown El Paso. Long the location of wagon, cattle, and stagecoach trails that connected missions in the seventeenth century, and later mining settlements, and commercial and military centers, El Paso had several established streets connecting to these trails by the mid-nineteenth century. Present-day El Paso Street evolved from the trail connecting settlements north of the Rio Grande to Ciudad Juárez via a ferry crossing.[3] Other streets in the district generally followed the path of the tree-lined acequias.

When surveyor Anson Mills arrived in El Paso 1858, he attempted to impose order on the irregular development that had defined the town of around 428 people and 95 houses.[4] Houses had been constructed on randomly scattered plots, and the town's few streets, laid out without a plan, followed old trails and acequias. As a result, streets did not run parallel and often changed course, crossing one another at irregular angles.[5] Though most of the existing buildings were scattered across the townsite, a cluster of them (none extant) had emerged around a plaza (today's Pioneer Plaza) at the convergence of several established streets (fig. development-before-plat). Instructed not to break up properties or reroute streets, Mills incorporated the town's existing irregular layout, centered around the plaza, into his plat for the townsite. Laid out on 50 acres roughly bounded by present-day Missouri Avenue, Campbell Street, Anthony Street, and one block south of Overland Avenue, the plat created the blueprint for downtown's current layout and street pattern.

The plan was comprised of two disjointed grids with angular streets, many named after historic trail routes and their destinations, and irregular and trapezoidal parcels of land. Converging at the plaza from differing directions and various angles, San Francisco Avenue, Oregon Street, St. Louis Street (present-day Mills Avenue), San Antonio Avenue, and El Paso Street roughly served as axes for the two grids. Streets south of San Francisco Avenue were generally oriented toward the plaza, while those to the north were oriented to a new "public square" (today's San Jacinto Plaza) incorporated into Mills's plan. The "north-south" streets—Chihuahua Street, Santa Fe Street, Oregon

1 The completion of Elephant Butte Dam north of the city in New Mexico in 1916 also played a key role in preventing flooding in El Paso.

2 Mark Cioc-Ortega, "Anson Mills and the Platting of El Paso, 1858–1859," Password of the El Paso County Historical Society 58, no. 2 (Summer 2014): 53.; Extant as late as the 1890s, the last of the acequias in the district were filled in or covered as the city continued to grow and improve infrastructure in the downtown area. The completion of the Franklin Canal in 1907 also lessened the need for these historic ditches because the new canal provided irrigation from the Rio Grande in El Paso to a point 30.5 miles east. The canal was constructed just south of the district, along present-day East Eighth Avenue.

3 Martin Davenport, "Magoffin Historic District," National Register of Historic Places Inventory/Nomination Form, Texas Historical Commission, Austin, Texas, 2015, 40–41.

4 "History of the Duranguito Neighborhood in El Paso, Texas," El Paso County Historical Commission, May 2017.

5 Cioc-Ortega, "Anson Mills and the Platting of El Paso," 54.

Street, Utah (present-day Mesa) Street, Stanton Street, and Kansas Street—all incorporated irregular jogs at either San Francisco or San Antonio Avenues to connect from one grid to the next.[6] Meanwhile, the "east-west" streets north of San Francisco Avenue—Missouri Avenue, Franklin Avenue, Main Street, Mills Street, and Texas Avenue—all terminated at San Francisco Avenue, San Antonio Avenue, or Oregon Street. South of San Francisco Avenue, only one of the two "east-west" avenues, Overland Avenue, ran the length of the plat, making two right-angle turns at El Paso Street in order to do so. As laid out in the Mills plat, San Antonio Avenue originally dead-ended at El Paso Street, and Sonora Street ran "east-west" through Duranguito. As a result of the street pattern created, lots located near the intersection of streets and the merging of the two grids were triangular or trapezoidal, a feature that remains today.

The complex street network laid out in the Mills' plan remains largely intact today. Several street names have changed, including St. Louis Avenue to Mills Avenue and Utah Street to Mesa Street; Sonora Street became West San Antonio Avenue in 1912 when it was extended through to El Paso Street.[7] More consequential to the built environment than renaming was the designation of Second Avenue as U.S. Highway 85 in 1946. As part of its transition into a major highway, the street, renamed Paisano Drive, was also widened to allow for two parking lanes, four lanes of traffic, and a median (figs. 1946 aerial, 1956 aerial).[8] The street's widening, and subsequent increase in vehicular traffic, somewhat severed downtown from Segundo Barrio to the south. Also, although the street already housed a majority of commercial properties, its new role as a major thoroughfare impacted future commercial development, which saw the construction of freestanding buildings in place of older commercial block buildings. Another major US highway, the Bankhead Highway, also traversed the district on three different routes through downtown (fig. Bankhead-THC). Unlike Paisano Drive, though, the streets that formed the Bankhead Highway were not widened to accommodate more traffic. Commercial building types along the route also did not change as a result of the designation. More than anything, the three routes of the Bankhead Highway highlight the broad nature of El Paso's downtown. Instead of a singular commercial corridor, or "Main Street," multiple commercial corridors comprised downtown El Paso.

The city's period of redevelopment in the 1960s and 1970s also ushered in some changes to the district's street network. As originally laid out, blocks had "north-south" alleys. Most of these alleys still exists, but some, particularly in the central business district, were lost due to the construction of block-size high-rise buildings in the 1960s and 1970s. But the most significant change to the district's layout and street pattern occurred toward the end of the period of significance. Alterations began around 1969, when the three blocks bounded by Durango Street, San Antonio Avenue, Santa Fe Street, and San Francisco Avenue and the two blocks bounded by San Francisco Avenue, Santa Fe Street, West Main Street, and Franklin Avenue were cleared of all historic-age buildings. Between 1970 and 1974, the City built a large new Civic Center on the approximately 15-acre site (photo 3).[9] Taking the place of approximately 30 historic-age buildings, the new complex also altered the street network and pattern in the area to its current configuration (figs. 1970 aerial, 1974 aerial). Historically connecting Coldwell Street and the El Paso Union Passenger Station east to El Paso Street, San Francisco Avenue was cut off at Durango Street as a result of the new civic complex, leaving the pocket of buildings bounded by Coldwell Street, San Francisco Avenue, Durango Street, and San Antonio Avenue somewhat isolated from the rest of downtown. The bridge over the railroad tracks at West Main Street and San Francisco Avenue, which connected downtown to the residential neighborhood along Franklin Avenue (the NRHP-listed Old San Francisco Historic District), was also lost during construction. To maintain a connection between the two areas, the current bridge at Durango Street was

6 Although the streets do not run in cardinal directions, and run at differing degrees within the two grids, for the sake of clarity, "north-south" and "east-west" are used to describe the general orientation.

7 "Early El Paso Street Names Told Where They Lead," El Paso Herald-Post, July 26, 1974.

8 Paisano Drive now has six lanes of traffic. The parking lanes were removed to create the additional two lanes of traffic.

9 "City Is Hosting Public Open House," El Paso Herald-Post, September 20, 1974.

built around 1972, just after the close of the period of significance. The district's street pattern has changed very little since the completion of the Civic Center and it retains much of the complexity created by Mills's plan. Streets retain their jogs to traverse the two grids, and the traffic patterns at Pioneer Plaza remain irregular.

Today, non-historic small-scale street features, including streetlamps, trash bins, and benches, are located throughout the district. Cars are controlled by traffic lights on freestanding posts and on cantilevered arms that extend over streets from metal poles on more heavily used streets. Street names appear on the cantilevered arms, as well as on some lamp posts. Sidewalks line all the streets in the district, and many have planted trees spaced along them. A new gateway arch was recently added to South El Paso Street at San Antonio Street (photo 4). Celebrating the city's connection to Mexico and the street's historic and continued role as one of the city's primary commercial arteries, the gateway arch was part of a City-funded project that also saw the erection of lights that span most of South El Paso Street from San Antonio Avenue to East Sixth Avenue near the border.

Railroad

While the Anson Mill plat served as the blueprint for the district's layout and street pattern, the arrival of the railroad spurred considerable development downtown and in the rest of El Paso. Between 1859 and 1881, El Paso remained a small frontier town with limited growth and building development, but the arrival of three railroads—Atchinson, Topeka and Santa Fe; Texas and Pacific; and Southern Pacific—in 1881 marked the beginning of the city's transformation into a transportation, industrial, and commercial center. The arrival of the rail service also impacted the nature of growth downtown by essentially encompassing it with a collection of rail lines and spurs, forcing density within its new borders. While the three companies built multiple lines, depots, and stations in El Paso, all three had lines that converged at El Paso Union Station (photo 5). Built in 1905 in partnership with one another and with *Nacional de Mexico*, Mexico's government-owned railroad company, the station was one of the first in the country expressly designed for international travel.[10] Following are descriptions of the impact each railroad had on the district's built environment.

Atchinson, Topeka and Santa Fe Railroad

The Atchinson, Topeka and Santa Fe line came into El Paso from the west, roughly following the Rio Grande. Just skirting the district's western boundaries, the rail line continued south into Segundo Barrio where it ran to the border along South El Paso Street and connected via spurs to the other rail lines along East Sixth Street and Mesa Avenue outside the district. Though the company's rail lines never entered into the district, they, along with a lack of land and the location of the Rio Grande, served as barriers for further western development.

Texas and Pacific Railroad

The Texas and Pacific rail line came into El Paso from the northeast. Though the rail terminated just east of the district at its depot in an industrial part of the city, a switch continued west along East First Street into the district, terminating at Stanton Street (fig. 1905-txu-sanborn-el_paso-25). The line was abandoned after 1954, based on Sanborn maps, and no remnants of the tracks remain. Three of the four buildings constructed on the switch by the early 1900s remain (photo 6). Influenced by their location on the switch, these buildings, in addition to housing stores and offices, also served storage functions.

Southern Pacific Railroad

Framing downtown to the north, the Southern Pacific Railroad line followed the route of Main Street before diverting its course northwest at the street's end to follow the path of the Rio Grande (photo 7). A depot between North Kansas and North Stanton Streets served the rail line from 1882 into the early twentieth century before it was

10 Joe R. Williams, "El Paso Union Passenger Station," National Register of Historic Places Inventory/Nomination Form, prepared for the Texas Historical Commission, Austin, Texas, 1975.

demolished to make room for new buildings. Upon completion, the rail line served as a de facto northern boundary for downtown's growth and served as a barrier between downtown and the more residential areas to the north. By the early twentieth century, though, the tracks proved inconvenient for pedestrians and motorists crossing between the two areas. To alleviate the problem, between 1948 and 1951, the tracks were sunk in a trench below street level between North Campbell Street, just east of the district, and North Santa Fe Street in the district. In total, eight new bridges—six within the district—facilitated access over the newly laid tracks and created the current rail and street configuration.

Streetcar

El Paso currently has a streetcar that runs along 4.8 miles of track, connecting Segundo Barrio to the south with destinations to the north, including Sunset Heights and the University of Texas at El Paso. Within the district, the trolley runs along North and South Kansas Street, North and South Santa Fe Street, Franklin Avenue, and North Stanton Street. Though the current streetcar system only began operating in 2019 on newly laid tracks, its arrival signified the return of an El Paso transportation tradition dating back to 1882. Between 1882 and 1902, a mule-pulled trolley network connected Fort Bliss to downtown, and downtown to Ciudad Juárez. In 1902, electric streetcars replaced the mule-powered trolley. Tracks ran across the city, and at the peak of streetcar ridership in the 1920s, El Paso had 64 miles of track.[11] Within the district, lines ran along Myrtle Avenue, San Antonio Avenue, Stanton Street, and El Paso Street (fig. streercar-bus-map).[12] In addition to playing a significant role in the circulation network of the district, the streetcar track location also influenced development patterns, further commercializing the streets it ran along. As bus ridership increased in the 1930s and 1940s, the City abandoned all but the El Paso–Ciudad Juárez route by 1943. The international route operated until 1974, using a fleet of Presidents' Conference Committee (PCC) streetcars purchased from another city in 1950.[13] Restored PCC vehicles, painted in the historic streetcar color schemes, currently run along the city's streetcar tracks.

Relationship of Buildings to One Another

Downtown El Paso contains a dense concentration of one- and two-part commercial and vertical block buildings (photos 8-9). Within downtown, the high-rise vertical block buildings are generally confined to the area east of Santa Fe Street and north of San Antonio Avenue, while the southern portion of downtown, including South El Paso Street, South Oregon Street, and South Stanton Street, is characteristically lined with one- to three-story commercial buildings (photos 10-11). Both low- and high-rise buildings are set to the sidewalk, and most buildings downtown share common walls, except for several of the high-rise buildings that occupy entire lots. In areas near the district's western and northern boundaries, on Kansas Street and Franklin Avenue, the presence of parking lots, created on sites of demolished historic-age buildings, disrupt the building density. Paisano Drive has also lost some of its historic building density outside the period of significance as a result of non-historic freestanding commercial buildings with parking lots.

In residential Duranguito, roughly bounded by San Antonio Avenue, Santa Fe Street, Paisano Drive, and Leon Street, buildings are spaced farther apart than they are downtown. However, though the buildings are freestanding, they typically occupy the width of the lot and are separated by only a few feet from neighboring buildings. Single-family residences tend to have a small setback from the sidewalk that is oftentimes fenced in, while most multi-family buildings abut the sidewalk, creating an inconsistent setback that has historically characterized the barrio. Building heights in Duranguito range from one to two stories. Though vacant and parking lots, particularly on

11 "Moving Forward: El Paso's Streetcar History," Camino Real Regional Mobility Authority, accessed July 20, 2020, https://www.crrma.org/streetcar.

12 "Moving Forward.

13 "Moving Forward.

Chihuahua and South Santa Fe Streets, contrast to the dense development that characterizes other parts of the barrio, Sanborn maps show that scattered vacant lots were common in Duranguito throughout the period of significance.

Range and Distribution of Construction Dates

The properties in the Downtown El Paso Historic District date from 1859 to 2020. Of the 267 resources in the district, 233 (87 percent) were constructed during the period of significance, between 1859 and 1971. Of the resources dating to the period of significance, more than half were constructed in the early twentieth century, between 1900 and 1930, with the highest concentration built during the 1900s (see table 1). Development in the district roughly followed a pattern that saw the earliest residential development occur in Duranguito, and the earliest commercial development occur in and around Pioneer and San Jacinto plazas and South El Paso Street. The arrival of the railroads in 1881 encouraged more growth and construction, and by the late nineteenth century, the city's commercial core had expanded north and east. The building boom during the first three decades of the twentieth century saw the infill of the historic district with commercial buildings lining the streets downtown and a mix of residential, commercial, and industrial buildings situated west of South El Paso Street. Construction slowed in the 1930s due to the Great Depression, and much of what was built was small-scale and lacking ornamentation. Construction in the latter half of the twentieth century was largely confined to redevelopment of lots. Though most noticeable downtown where the Civic Center and high-rise buildings replaced older commercial buildings in the 1960s and 1970s, new construction occurred on a smaller scale throughout the district (see Section 8 for more detail on these various phases of development).

Due to the expansive period of significance, the district's streets are characteristically lined with resources from all periods of development. The blocks surrounded San Jacinto Plaza are excellent examples of this trend. The park itself dates to the late-nineteenth century, but the blocks surrounding it are lined with buildings dating to the 1910s, 1920s, 1930s, 1940s, 1960s, and 2010s. Though no one area within the district contains resources from just one period of development, clusters of resources from these particular periods are located in pockets. For example, the oldest extant resources (pre-1900) in the district lie in the areas that developed first, in Duranguito and on South El Paso Street. Because of the sheer number of resources erected between 1900 to 1940, and redevelopment that occurred across the district during the 1950s through 1970s, buildings from the twentieth century are prevalent throughout the district.

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	6	2%
1890s	6	2%
1900s	54	20%
1910s	44	16%
1920s	38	14%
1930s	25	9%
1940s	21	8%
1950s	20	7%
1960s	15	6%
1970s	12	5%
1980s	3	1%
1990s	8	3%
2000s	6	2%
2010s	7	3%
2020s	2	1%

Property Types and Building Forms

Though commercial buildings account for approximately 78 percent of the resources within the historic district, the built environment in the earliest years of the period of significance was characteristically more diverse. Throughout the period of significance, the commercial core that began at Pioneer Plaza spread outward, transforming much of the surrounding land and lots within the boundaries of the historic district into the commercial center of El Paso. El Paso Street, the primary street running south to Ciudad Juárez, and the area around Pioneer Plaza were characteristically commercial during the earliest years of the period of significance. Meanwhile, the areas to the east, north, and west contained a less dense mix of parks and commercial, residential, and industrial buildings (fig. El-Paso-Birds-Eye_1886_Koch). For example, 1888 Sanborn maps show development in the area west of El Paso Street, including Duranguito, confined to a mix of single- and multi-family residences and tenements; the area east of Mesa Street characterized by a mix of single-family residences, churches, commercial buildings, and industrial properties; and the area north of the railroad tracks and Main Street almost exclusively residential.

While the historic commercial core around Pioneer Plaza endured throughout the period of significance, the mixed-use development outside this core slowly gave way to more commercial development over time as the city prospered and grew. The 1900, 1905, and 1908 Sanborn maps show the beginnings of the district's commercial expansion, as well as industrial nodes—including warehouses and shops—along the railroad tracks at South First Street, at Durango and Anthony Streets, and West San Francisco Avenue north of Duranguito. These early-twentieth-century Sanborn maps also show El Paso Street joined by San Antonio Avenue, San Francisco Avenue, and Stanton Street as main commercial arteries. The commercialization continued throughout the subsequent decades, during the city's major building boom in the 1910s and 1920s, and per Sanborn maps, by the late-1940s and early-1950s, the function of buildings, generally mimics the current function of buildings in the district today.

At present, the historic district is comprised of the following historic-age property types: commercial (182), domestic (30), government (4), transportation (4), industrial (4), landscape (3), education (1), social (1), commemorative (1), and religious (1). Following are more detailed discussions on the district's property types.

Commercial Resources

Commercial buildings are located throughout the historic district and include a variety of building typologies defined in Richard Longstreth's *The Buildings of Main Street*.[14] Spread throughout the district, one- and two-part commercial block buildings account for over 80 percent of the historic-age commercial properties in the district. The district also contains more than 20 high-rise (over four stories) vertical block buildings. Confined to the core of downtown (between El Paso Street, Franklin Avenue, Kansas Street, and San Antonio Avenue), the vertical block buildings include stacked and two- and three-part vertical block forms. Less prevalent, but also accounted for in the district, are several enframed window wall and arcaded block commercial buildings and freestanding auto-repair shops. The district also contains several warehouses, with a cluster located near the railroad tracks north of Duranguito. Following are descriptions of representative and significant examples of commercial building forms in the district.

The Montgomery Building at 216 South El Paso Street is the only example of a false-front building in the district (photo 12). Built around 1890, the building takes on a one-part commercial block form. Constructed on a vacant lot

14 Richard Longstreth, The Buildings of Main Street: A Guide to American Commercial Architecture (Washington, D.C.: The Preservation Press, 1987), 54–67.

between two existing buildings, a roof, and front and back walls were built on the site.[15] The building's wood front façade extends past the roof and has a bracketed cornice evocative of the Italianate style. The original storefront and awning appear to have been replaced in the 1960s or early 1970s.

The resource at 215 South Oregon Street is an example of a two-part commercial block building in the district (photo 13). Built around 1916 as a hotel, the brick building stands two stories tall and features a symmetrical façade. Attributed to Henry Trost, the building has Mediterranean Revival style influences that are reflected in the clay-tiled and bracketed canopy that runs just below the roofline and above the second-story windows. A pediment in the center of the parapet features a green cartouche. A common alteration on buildings throughout the district, non-historic canopies and metal rolldown gates have been added to the first story of this building.

Built in 1922, the State National Bank building at 114 East San Antonio Avenue represents the one arcaded block building in the historic district (photo 14). Designed by the architectural firm Trost and Trost, the two-story building exemplifies the Second Renaissance Revival style. Two-story arched window openings run the length of the side façade of the ashlar granite building, and a prominent dentiled cornice with turned balusters crown the top. The main entrance, on the north façade, features a two-story, arched entrance with a decorative scroll keystone. Ornamentation includes a terra-cotta cartouche in the north façade parapet and carved terra-cotta medallions on the side façade.

The Plaza Hotel at 102 West Mills Avenue is a 20-story three-part vertical block building (photo 15). Built in 1930, the Henry Trost–designed high-rise is divided into a two-story concrete base, a 15-story brick tower, and a three-story center block that is capped with a green terra-cotta tile roof. Fluted vertical and horizontal concrete bands on the tower contrast with the building's red brick. Art Deco ornamentation includes simplified pilasters, geometric spandrels, and multi-colored roundels in the base of the building and concrete stylized geometric spandrels and banding in the upper portion of the tower.

The auto repair and tire shop at 701 East Paisano Drive is an early example of the types of businesses that opened along Paisano Drive after its designation as US Highway 85 in 1946 (photo 16). Constructed in 1956, the freestanding building has a rough-cut stone façade with a flat roof. The front facade has two one-bay garage doors and louvered metal windows with stone sills.

Domestic Resources

Despite representing a larger portion of the built environment during the earliest years of the period of significance, residential buildings account for only 12 percent of the extant resources in the historic district. At present, residential buildings are generally confined to Duranguito, with several other pockets in the southeast and north central corners of the district. The residential buildings in the district include both single- and multi-family dwellings. Single-family houses in the district include the following building forms: L-plan, foursquare, linear house, and bungalow. Multi-family dwellings in the district include: low-rise apartment buildings, a rooming and boarding house, and multi-unit row house/linear buildings. Following are descriptions of representative and significant examples of residential buildings forms in the district.

Constructed around 1901, the building at 306 West Overland Street in Duranguito is the lone extant example of a rooming house in the district (photo 17). The two-story brick building with Romanesque Revival details features

15 Adriana Davidson, Tommy Vicks, and Dr. George D. Torok, "Dave's Pawn Shop," National Endowment for the Humanities Historical Markers Project, El Paso Community College, accessed July 22, 2020, https://epcc.libguides.com/c.php?g=754288&p=5406341.

decorative brick stringcourses and cornice and rusticated brick window lintels. Known to locals as "The Mansion," the rooming house had 36 rooms and was one of around a dozen similar buildings known colloquially as "railroad hotels."[16]

Erected around 1910, the two-story, two-unit apartments at 315 West Overland Street in Duranguito are representative of the low-rise apartment buildings in the district (photo 18). One of the brick buildings housed a store on its first floor during the period of significance; it retains the wood-frame storefront on its front façade. The first story on the other building consists only of a single-entry door with transom and double-hung wood windows. Sets of single-entry doors with transoms and a double-hung wood window line the first and second stories on the two side facades of both buildings. An exterior stairway set to the rear between the two units connects to a metal walkway that wraps around the second stories of both buildings.

The residence at 331 1/2 Leon Street in Duranguito is one of two extant bungalows in the historic district (photo 19). Like most of the city's early-twentieth-century houses on Sanborn maps, the ca. 1917 house was constructed of brick. The house has a front-gabled roof with wood shingles and exposed rafters in its gable-end and a chimney on its side façade. The front porch has been enclosed with fabricated metal. A fabricated metal fence encloses the small front yard along the sidewalk, a feature common among single-family houses in the district and in Segundo Barrio to the south.

The 1920s building at 414 Durango Street in Duranguito is a linear one-story apartment building (photo 20). The plaster-clad, brick building has a flat roof with a parapet characteristic of the Spanish and Mexican vernacular building tradition. Set rear of the property, with access from the alley, the row house-like building is oriented so that it is one unit wide and multiple units deep. Each individual unit is accessed from single-entry doors. The front unit is accessible from the front façade, while entrance to the other units is provided via a narrow walkway along the side of the building. A window abuts each entry door, and windows also line the back of the building.

Industrial Resources

The industrial properties in the historic district are all located west of Duranguito in the blocks near the railroad tracks and Union Depot. While industrial functions such as light manufacturing were allowed to take place in mixed-use commercial buildings throughout the district, this area was historically a small node of industry. Since the close of the period of significance, this area has transformed into an entertainment district. None of the extant industrial buildings serve manufacturing roles anymore, and some have been converted into bars and music venues. Four light-manufacturing facilities, built between 1915 and 1961, remain in this former industrial cluster. Potato chips, clothing, and tires were among the items manufactured in these buildings. Ranging in height from one to three stories, all four buildings are constructed of brick and are utilitarian in design. The R. B. Wicker Tire and Rubber Company building at 201 Anthony is a representative example of the industrial facility in the district (photo 21). The three-story brick edifice has exposed concrete columns and piers, garage doors on the first story, and small metal louvered windows that pierce each bay on the second and third stories. The company name is painted around the top of the building. The building is still owned by the R. B. Wicker Tire and Rubber Company, but it appears to be used for storage and not manufacturing.

Government Resources

Prior to the implementation of a city plan in 1925, which recommended the consolidation of government buildings into a "civic center" just east of the district's boundaries, the district contained more government buildings than the

16 "Selected History of Union Plaza – Duranguito Neighborhood," El Paso Historical Commission, no date.

four that exist today. One from the period before the plan, the 1916 Post Office at 219 East Mills Avenue, remains in the district. Three post-1925 government buildings were constructed in the district: the 1930 fire station at 331 South Santa Fe Street in Duranguito (designed by Gustavus Trost), the 1958 Federal Reserve Bank at 301 East Main Street (designed by Davis, Foster, Thorpe and Associates), and the Civic Center, built between 1971 and 1974 at 1 Civic Center Plaza (designed by Carroll, Daeuble, DuSang and Rand). Each building is architecturally significant, though due to their varying functions and dates of construction, these buildings display different forms, materials, and styles. The fire station is a brick building with Art Deco influences, and both the post office and bank have rectangular plans with heavy massing (photo 22). The post office, a design of the supervising architect of the Treasury Department, is a Beaux Arts sandstone and concrete-enframed block building, while the Federal Reserve Bank is Modern granite and limestone block-like building (photos 23-24). The most monumental of them all, the Civic Center, consists of a theater, convention center, and chamber of commerce. The round Contemporary-style government complex is mostly concrete with landscaping on site (see photo 3).

Transportation Resources

In addition to the Southern Pacific Railroad tracks and Union Depot, the historic district contains two historic-age bus terminals, located near the Civic Center. Only one retains its salient and character-defining features: the 1945 bus station at 200 West San Antonio Street, a block-long Streamline Moderne stucco-clad concrete and brick building (photo 25). The ca. 1970 depot at 117 San Francisco Avenue lost much of its historic fabric when it was renovated in 1998 to house the El Paso Museum of Art.

Landscape Resources

Influential in the city's historical development, plazas and parks are significant sites within the historic district. The district's three landscape sites—Pioneer Plaza, San Jacinto Plaza, and Aztec Calendar Park—are all located downtown, north of San Antonio Avenue and east of Oregon Street. They range in size from around 0.13 to 1.5 acres and include both designed and planned spaces as well as irregular-shaped sites that evolved over time into more deliberately designed and landscaped areas.

Pioneer Plaza, located in the 100 block of West Mills Avenue, has an irregular, triangular shape that developed as a result of circumstance, as opposed to design. At the convergence of several historic trails and streets, the plaza emerged in the mid-nineteenth century as meeting spot and where commercial development subsequently sprouted. Incorporated into Mills' plat, it was first known as Little Plaza but was renamed Pioneer Plaza around 1910. Though it was city's main plaza in El Paso's early days, it relinquished that role to San Jacinto Plaza before the turn of the twentieth century due to its small size and irregular shape. Now surrounded by historic-age high-rises, it contains several historic-age plaques and a statue of Fray Garcia de San Francisco, dedicated in 2016 (see photo 15). Other modern improvements include landscaping and the plaza's paver-laid walkways.

Located in the heart of downtown, bounded by West Mills Avenue, North Oregon Street, East Main Street, and North Mesa Street, San Jacinto Plaza has served as El Paso's primary public square for over a century. Designated in Mills' plat in 1859 as a public square, the plaza is a representative example of a more traditional town square in its layout and walkway patterns (fig. san-jacinto-plaza). The City acquired the land reserved for the park in 1881, and by 1883, improvements included walkways, planted trees and flowerbeds, and a gazebo.[17] Given its current name in 1903, the park also featured a small circular pond in its middle. Enclosed by a low wall, the water feature was home to alligators from the 1880s to the 1970s. Permanently removed from the park in the 1970s, the alligators

17 Karina Nanez, "San Jacinto Plaza Has Long History as El Paso's Gathering Place," Borderzine: Reporting Across Fronteras, accessed July 2, 2020, https://borderzine.com/2016/07/san-jacinto-plaza-long-history-el-pasos-gathering-place/.

are commemorated with "Los Lagartos," a fiberglass statue that sits in a re-created pond in the middle of the park. Over its history, the park has undergone multiple renovations while maintaining its role as a public meeting space. The most recent renovation in 2016 saw improvements to irrigation and sidewalks, as well as the addition of a café, splash pad, new tables, and bridges. Throughout all the improvements, the park's layout and walkway patterns have remained intact. Today the park is surrounded by high-rises and city landmarks and contains more than 16 historical plaques commemorating the site's and city's history.

Originally named City Hall Park, the small triangular pocket of land between North Kansas Street, Myrtle Avenue, and East San Antonio Avenue historically shared the site with City Hall. City Hall Park, first labeled as a park on 1908 Sanborn maps, occupied the western tip of the lot, and City Hall stood to the east until its demolition in 1959. In 1953 the Mexican consulate gave the Aztec calendar replica as a gift to the city, which renamed the park Aztec Calendar Park (photo 26). Other park features include historic-age war memorial plaques and monuments and a "friendship tree" planted in 1962 as part of the city's Pan American Day celebration.[18]

Education Resources

The lone education resource in the district, the El Paso Public Library Main Branch, was built in 1953 when the city's first public library, the Carnegie Library, outgrew its space (photo 27). Located at 501 North Oregon Street, the library shared its lot with the Carnegie Library, which was built in 1904 on the site of an old cemetery. The two libraries operated simultaneously until the demolition of the Carnegie Library in 1968. The Modern limestone library building, designed by Carroll and Daeuble, has an irregular plan and Southwestern decorative influences. More recent additions to the rear of the library have expanded the building's footprint so that it now occupies the entire lot where both libraries once stood.

Commemorative Resources

Erected in 1936 at the southeast corner of East Overland Street and South El Paso Street, the Texas Centennial marker represents the district's lone commemorative resource and object. The slab of gray granite, erected by the State of Texas as part of its celebration of the 100th anniversary of Texas independence, stands approximately four feet tall and has a bronze star set within a wreath. The marker commemorates the stage station of the Southern Overland Main Line that ran through the district between 1858 and 1861.

Social Resources

Located in the northern corner of the district at East Franklin Avenue and North Kansas Street, the former YWCA is the only example of a building in this category in the district (photo 28). Built in 1917 in the Mission Revival style, the brick edifice has a two-part commercial block form. The four-story building features arched windows on its first floor, decorative window surrounds, an awning at its cornice with tiles and decorative brackets, and Mission Revival–style parapets on its two end bays. Dallas architecture firm Lang and Witchell designed the building.

Religious Resources

Built north of the Southern Pacific Railroad tracks in 1905 when this part of the district was still predominantly residential, the First Christian Church remains as the only extant religious building in the district. In the early twentieth century, the church and a YMCA anchored the 500 block of North Oregon Street, with single-family houses sandwiched between. By 1948 though, the houses were gone, and the block and surrounding blocks were

18 "Pan American Day Observed by Planting Friendship Tree," El Paso Herald-Post, April 11, 1962.

lined with commercial buildings. The church itself is a two-story Classical Revival temple front building. Severe non-historic alterations to exterior materials, storefront, and windows have rendered the building noncontributing.

Common Construction Materials

The Downtown El Paso Historic District presents a diverse collection of construction materials. Like the evolution of property types and architectural styles, the building materials used for construction changed over time. In the 1880s and 1890s, a mix of adobe and wood-frame buildings accounted for most of the buildings in the district. Adobe was used prevalently for both commercial buildings downtown and dwellings in Duranguito. Sanborn maps from the 1890s through 1954 reveal that the commercial buildings at 426 South El Paso and 220 South El Paso Street may be extant adobe commercial building from this period (photos 8, 29).[19] Although downtown contained some wood buildings, most of the district's wood construction was confined to houses in Duranguito and the residential area north of the Southern Pacific Railroad tracks. The 1890s house at 400 West Overland Street in Duranguito is the only known extant wood-frame building in the district, and the Montgomery Building at 216 South El Paso (discussed earlier) is the only extant building with a wood false front (photo 30). Brick buildings were primarily located around Pioneer Plaza, particularly in residential areas north of the railroad tracks and east of El Paso Street and south of East Overland Avenue, but some are scattered throughout the district. The two-part commercial block building at 402 South El Paso Street, built around 1885, is the oldest brick commercial building in the district (photo 31).

By the turn of the twentieth century, new brick buildings had largely replaced older adobe buildings downtown, with pockets of adobe commercial buildings remaining on South Mesa, South Stanton, and South Kansas Streets. Despite the growing popularity of brick construction, adobe remained a common building material for dwellings in Duranguito according to Sanborn maps. The houses at 327 and 331 Leon Street are two of the only known extant adobe residential buildings in the district (photo 32). Both built around 1900, the houses have linear forms and gabled roofs; their adobe is clad in stucco and stone. In addition to depicting adobe and wood-frame houses, Sanborn maps from the 1900 decade show "Mexican mud and brush frame huts" in Duranguito (none are extant and do not appear on a subsequent Sanborn map from 1948).

During the city's building boom from 1900 to 1930, brick remained popular, but by the early 1910s, a new building material, reinforced concrete was first used in El Paso. The Henry Trost–designed Richard Caples Building at 300 East San Antonio Avenue downtown was said to be the first use of this material in El Paso upon its completion in 1910 (photo 33). At the time, the use of reinforced concrete was fairly new nationwide, but it became fairly widespread downtown. Steel-frame buildings also became more prevalent in the mid-twentieth century as buildings began to get taller. By the 1950s, historic-age adobe residential buildings remained in Duranguito, but new construction in the area had largely shifted to brick and concrete block. Sanborn maps show most of the adobe commercial buildings in the downtown area gone by this time. New construction between the 1950s and 1970s downtown primarily utilized concrete, brick, steel, and aluminum.

In addition to the most common building materials, examples of various stone buildings, including limestone and granite, are also located within the district. Carved and rusticated stone also appear on buildings as decorative features. Plaster and stucco cover the adobe buildings in the district, as well as some brick buildings in Duranguito

19 An adobe building at the same address (220 South El Paso Street) with the same footprint appears on the earliest Sanborn map of the district (1883) as well as on and Sanborn map from. The only change to the building itself is the interior configuration. El Paso County Appraisal District gives a construction date of 1939, but Sanborn maps show the interior configuration and footprint to be the same on the 1908 and 1954 maps. Perhaps 1939 was the year the building's storefront was updated to include tile and new aluminum.

and the southern section of downtown. Cast iron was used for some commercial store fronts in the late nineteenth and early twentieth century, and tin, ceramic tile, and terra cotta were also used for decorative features on some buildings.

Architectural Styles

More than 20 distinctive architectural styles, and multiple eclectic variations of styles are showcased in the Downtown El Paso Historic District (see inventory table for all architectural styles within the district). As is common with many commercial districts, this district also contains many buildings that display no distinct or recognized style. Of the 267 resources in the district, though, nearly half display some recognizable architectural stylistic influences. The styles range from popular late-nineteenth-century styles including Eastlake and Queen Anne, popular late-nineteenth- and early-twentieth-century revival styles including Beaux Arts and Classical Revival, popular twentieth-century American movements including the Chicago style, and popular Modern styles including Art Deco and Streamline Moderne. The district also contains several examples of less common architectural styles, such as Moorish Eclectic and Mayan Art Deco. Examples of vernacular architecture unique to El Paso and border towns of the American Southwest reflect Spanish and Mexican building traditions. Modern buildings are primarily located downtown, and Duranguito contains the district's only vernacular architecture. Otherwise, because the district developed over multiple periods and buildings from each period are often located next to and near one another, disparate architectural styles are commonly found in proximity to one another. Modern style buildings are most common in the district (18), followed by Mission Revival (9), Classical Revival (8), Italiante (7), Spanish Colonial Revival (7), Chicago style (7), Art Deco (6), and Prairie (6). Lone examples of single architectural styles are common. Due to the size of the district and number of buildings and styles present, no one style dominates the district's architectural character. Collectively, the buildings in the Downtown El Paso Historic District present a vast and unique collection of architectural styles unique to the city and district. To help highlight the considerable variety of styles in the district, descriptions of a select few representative and significant examples follow.

One of the few extant nineteenth-century buildings, the two-part commercial block building at 301 South El Paso Street reflects the city's early transformation from a small outpost into a commercial center (photo 34). The ornate three-story Queen Anne–style building, constructed in 1887, introduced the popular late-nineteenth-century architectural expression to South El Paso Street and marked a shift away from the more modest wood-frame and adobe buildings constructed downtown in the decades before the arrival of the railroad. Designed by architects John J. Stewart and William J. Carpenter, the brick building is defined by its projecting tin bays, cast iron storefront, brick pediment, and ornamentation. Among the building's decorative features include a dentiled tin cornice, inset panels, concrete-over-brick stringcourses, and projecting terra cotta keystones.

The L-plan house at 315 Chihuahua Street in Duranguito displays Eastlake stylistic influences (photo 35). Built around 1900, the brick house has decorative stickwork in its gable ends and raised brick stringcourses and segmental arches. A plaster-clad stone and fabricated metal wall wraps around the property at the sidewalk.

The single-family house at 325 Chihuahua Street in Duranguito, built by 1900, is a linear, detached, row house-like dwelling built in the vernacular of Spanish and Mexican traditions (photo 36). The house's rectangular plan, stucco façade, flat roof, and stepped and dentiled parapet are all evocative of this vernacular style. The brick house, set back from the sidewalk with a small front, has two small side projections. The main entrance to the house is located on the front façade of the north, side projection. A casement window, likely an historic-age replacement for an older wood-frame window, defines the front façade. The house also has a concrete block wall with a fabricate metal gate at its sidewalk, another character-defining feature of the Spanish and Mexican influenced houses.

One of the district's most distinctive buildings is the eclectic two-part commercial block building at 312 East Overland Street (photo 37). The ca. 1900 building has Beaux Arts and Classical Revival stylistic influences, as well as some unique and exuberant decorative features. Standing three stories tall, the red brick building has stone window sills and ornate, carved-stone window crowns that feature cartouches and animal faces. The building's cornice includes stepped brickwork and stone dentils, and the parapet incorporates rusticated stone and a prominent carved bust of what appears to be an indigenous chief.

A less decorative eclectic building is the two-part commercial block edifice at 207 East San Antonio Street (photo 38). The use of different textures, including brick and rusticated stone, and hint of Classicism evoke the Queen Anne style, yet its use of segmental arches is more indicative of Italianate. The ca. 1900 three-story brick building has rusticated stone window sills, window lintels, window crowns, and quoins. Rusticated stone is also found in the building's parapet.

Presenting a more distinct style, the three-story commercial building at 223 South Oregon is an example of the Romanesque Revival (photo 39). Constructed in 1901, the red brick building has two broad rounded arched windows with keystones on its second story and two sets of smaller arched windows with keystones on its third story. Painted white stone bands and a stepped brick stringcourse contrast with the vertical emphasis of the building's three pilasters. The building has an inset entryway in one bay and a second-story balconet at one of windows. The building has a stepped brick cornice. The design of the building is believed to be by one of two local architects: Ed Kneezell or John J. Stewart.[20]

The lone Second Empire example in the district is the three-part commercial block building at 504 North Oregon Street (photo 40). The 1910 four-story brick building has a stone stringcourse, window sills, and cornice, and a shingle-clad mansard roof (the signature of the style). Second-story casement windows have metal balconets and decorative brick arched crowns with keystones. Stone balusters extend across the front of the fourth-floor windows. In the primary entrance, a carved stone cartouche sits above the transom.

Another unique building in the district is the Moorish Eclectic–styled Palace Theater at 207 South El Paso Street (photo 41). Designed by Henry Trost and completed in 1914, the enframed window wall brick building features an ornately carved projecting center bay. Columns and pilasters separate the second- and third-story arched windows that are in the projecting bay. The building has a cornice composed of a series of Moorish arches.

Henry Trost designed six building in the historic district in the Chicago style; the Popular Department Store at 301 East San Antonio Street is an excellent example (photo 42). Built in 1917, the three-part vertical block building has a reinforced concrete frame, brick walls, and a terra-cotta tile veneer.[21] Rising seven stories, the building has three-part windows in each of its bays on its second through fifth floors. Pilasters, topped with decorative cartouches, separate this section of the building into bays, while geometric panels distinguish the separation of floors. The top of the building has a projecting, dentiled cornice from which a simple parapet rises.

The two-part commercial block building at 500 North Stanton Street presents an early-twentieth-century commercialized take on the Classical Revival style (photo 43). Built as hotel in 1921, the brown brick building has a symmetrical façade pierced by white quoins at its corners and white squares that mimic pilasters. Storefronts are

20 Mark Stone, "The 1901 Times Building, El Paso," The Trost Society, accessed July 24, 2020, https://www.facebook.com/elpasohistoryalliance/posts/4585830471442425.

21 The National Register nomination for the building says the building is sandstone, but the Henry C. Trost Historical Organization says the building has a terra-cotta tile veneer.

clad in tile and are separated from their transoms by an awning. The building has a parapet with turned balusters and decorative urns. The design of this building is attributed to architect Otto H. Thorman.

The Kress Building, designed by architect Edward Sibbert, is an ornate, eclectic combination of Art Deco, Moorish, and Spanish stylistic influences (photo 44). Built in 1937 at 211 North Mesa Street, the two-part commercial block building has an L-plan that creates three street-facing elevations. The two primary elevations, facing West Mills Avenue and North Oregon Street, converge at an 80-foot tower at its northwest corner. The building is clad in cream terra-cotta tiles and features multi-color terra-cotta ornamentation and red tiles in its cornice. The building has a cantilevered awning with a wrought iron balcony. The building name is prominently displayed on the awning as well as on its attached projecting sign, which runs vertically down the tower.

The two-part commercial block building at the corner of North Mesa Street and East San Antonio Avenue reflects both the Streamline Moderne and Spanish Colonial Revival styles (photo 45). Built in 1942, the building has a rounded corner on which a second-story balcony wraps around. The building's steel frame and concrete infill is clad in stucco, and Spanish tiles encase the aluminum-frame first-story storefront. Casement windows on the second story are inset and framed by a painted red border. Red ceramic clay tiles extend along the building's parapets. A fabricated metal railing wraps around the second-story balcony at its edge. Balconets are also made of fabricated metal.

Representative of a Modern-style building is the 18-story two-part vertical block building at 120 North Stanton Street (photo 46). Built in 1954 for the El Paso Natural Gas Company, the steel-frame, rectangular high-rise has a granite ground floor and upper story buff brick veneer. The front façade has a center bay comprised of tripartite windows separated into bays by vertical aluminum fins. Corrugated aluminum spandrels separate the rows of windows. This window pattern is repeated in the corners of the side façade. Relatively devoid of ornamentation, the building is topped by a 21-foot steel and plexiglass illuminated blue flame. Architects Carroll and Daeuble designed this building.

The State National Bank Plaza (now named Wells Fargo Plaza), completed in 1971, was designed by Charles Luckman and Associates in the International style (photo 47). Occupying much of the block bounded by Mills Avenue, Kansas Street, Texas Avenue, and Stanton Street, the building consists of a three-story rectangular pavilion building and a two-part vertical block 22-story tower. The rectangular tower has a steel frame with bronzed aluminum column facings and mullions and bronze tinted glass windows. The pavilion mimics the design of the tower and features concrete column walls that abut the inset aluminum-frame bronze tinted glass walls. Built during El Paso's redevelopment period, the new building stands in stark contrast to the older buildings in district. Upon its completion, the building was the city's tallest.[22]

District Integrity

Since the end of the period of significance in 1971, the built environment within the boundaries of the historic district has changed minimally. Despite the current threat to resources in Duranguito, and extensive demolition and subsequent large-scale construction in the areas adjoining the district, particularly to the north (Southwest University Park baseball stadium, built 2014) and east (new government buildings), in the late twentieth and early twenty-first centuries, relatively few major alterations occurred within the boundaries of the district (photo 48).[23]

22 The WestStar Tower is currently under construction just north of the district. Upon its completion, it will stand 11 feet taller than Wells Fargo Plaza.

23 Thirty-three buildings in the two blocks bounded by Paisano Drive, San Antonio Avenue, and Santa Fe, and Leon Streets in Duranguito have been slated for demolition for several years; developers plan to build an arena in their place. At the

Vacant lots, created by the demolition of historic buildings, are scattered within the boundaries of the district, though most are located along the boundaries and minimally impact the district's building density. Most notably, non-historic construction represents only 13 percent of the properties in the district. Non-historic construction is scattered throughout the district and primarily consists of commercial buildings. The form, scale, and setback of many of these buildings often match that of the commercial buildings from the historic period that they replaced or abut, and they minimally detract from the integrity of the streetscape (photo 49). In a number of instances, though, the disparate materials, styles, and fenestration and storefront patterns of the non-historic buildings distinguish them from the historic-age resources in the district (photo 50). Along Paisano Drive, non-historic construction differs in that it largely reflects the roadway's role as a major thoroughfare that handles most of the district's automobile through-traffic. Since the end of the period of significance, multiple historic-age commercial buildings, many facing the north-south side streets, were removed to make room for freestanding commercial box restaurants and stores with adjacent parking lots (photo 51). More recently, in the twenty-first century, several construction projects have had more significant negative effects on the district's integrity. In 2001, south of the convention center on San Antonio Avenue, a new parking garage and transit terminal building replaced around eight historic-age buildings. The construction of the new terminal was part of a larger Union Plaza redevelopment project that also saw the renovation of streets and sidewalks in the area. This work included replacing older sidewalk and pedestrian crossings with pavers and tiles. Most recently, at the time of this nomination, a six-story parking garage that will span San Antonio Avenue is under construction on the site of two former vacant lots. The construction of the garage is part of a larger renovation project of the adjacent Plaza Hotel.

Despite the combined negative effect these non-historic alterations have on the district's integrity, the Downtown El Paso Historic District retains its historic streetscapes and building density, and the bustling commercial and business activity that defined the historic period endures. Overall, the district retains its integrity of location, setting, association, materials, workmanship, design, and feeling to a degree that enables it to convey its historic, architectural, and cultural significance.

Contributing and Noncontributing Resources

All resources within the district are classified as either contributing or noncontributing; the Downtown El Paso Historic District contains 195 (73 percent) contributing resources and 72 (27 percent) noncontributing resources. Contributing resources are those that add to the district's overall historic character and sense of place; noncontributing resources detract from the district's historic character. Contributing resources must date to the period of significance (1859–1971) and retain most of their salient physical features and associative qualities to convey their historic character. Resources constructed after the period of significance, as well as historic-age resources that no longer retain sufficient integrity to convey their historic character, are deemed noncontributing.

Although contributing resources must possess a sufficient degree of integrity, they need not be unaltered. In fact, due to the nature and age of the resources within the district, alterations are not uncommon and often reflect the continued viability of downtown and Duranguito. The cumulative impact of multiple alterations, as well as the age of alterations must be taken into consideration when determining contributing status. Examples of alterations include the construction of additions, changes to exterior materials, and the replacement or infilling of doors and windows. Alone, these alterations typically do not detract enough from a resource's integrity to classify it as noncontributing, but when a building has multiple or severe additions or alterations, the impact to its integrity is compounded in such a manner that the resource may no longer convey its significance; in such cases, the resource

time of survey, a chain-link fence wrapped around the buildings along Santa Fe Street, Paisano Drive, Leon Street, and Overland Avenue, with most of the buildings within the fence already vacated and sold to the City. As of July 2020, there are several residents left in Duranguito and due to litigation, the project is currently stalled.

is classified as noncontributing (photo 52). Common alterations within the district include storefront replacements, exterior wall material replacements, and the addition of slip-covers. Metal roll-up doors and screens have also been added to a number of storefronts. Although these alterations detract from a building's overall integrity, as long as the resource remains recognizable to the period of significance and adds to the district's historic character, it is classified as contributing. Additionally, many times alterations occurred during the historic period (1859–1971) and have gained significance in their own right. These alterations oftentimes reflect business and building owners' attempts at modernizing and retaining and attracting customers, a significant trend of the mid-twentieth century. In residential areas, changes may reflect a desire of the owners/occupants to modernize or accommodate familial changes. Additions are common, as are alterations including installing new windows and doors. If alterations are known to have occurred during this period of time, the building can still be classified as contributing. One such example is the American Furniture Company building at 105 North Oregon Street. Built around 1910, the Henry Trost–designed building received a modern upgrade around 1950 (photo 53). Though the alterations cover parts of the original design, they represent a significant trend that occurred during this period.

Contributing and noncontributing classifications should not be considered static, but instead should be perceived as a reflection of the period of time in which the nomination was completed. A resource classified as noncontributing due to integrity issues could change to contributing if severe alterations are reversed or integrity is otherwise restored. Resources deemed noncontributing due to age, or non-historic alterations, may also be reevaluated for their potential to contribute to the district once they have reached the 50-year threshold.

Inventory

The 267 resources within the Downtown El Paso Historic District are listed in the inventory below. Addresses, building name, dates of construction, style, and contributing/noncontributing classification are provided for each resource. For the location of each resource, refer to maps 3-5 in the Additional Documentation continuation sheets.

Table 7-2. Inventory of Resources. B = Building, S = Structure, O = Object, C = Contributing, NC = Noncontributing

ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
1	115 Anthony St		B	Commercial - 1-pt commercial block	1913	None visible	C
2	200 Anthony St		B	Commercial - Commercial box	2005	None visible	NC
3	201 Anthony St	R. B. Wicker Tire and Rubber Co.	B	Industrial - Fabrication facility	1939	None visible	C
4	420 N Campbell St	Southern Pacific Railroad	S	Transportation - Railway	1903	None visible	C
5	202 Chihuahua St		B	Domestic - Multi-family - Apartment bldg	1905	None visible	C
6	305 Chihuahua St	La Morena Grocery	B	Domestic - Single-family - L-plan	1885	Italianate	C
7	308 Chihuahua St		B	Commercial - 1-pt commercial block	1920	None visible	NC
8	309 Chihuahua St	Central Lodging House, Martinez Grocery	B	Commercial - 2-pt commercial block	1895	Italianate	C

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ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
9	312 Chihuahua St		B	Commercial - 1-pt commercial block	1963	None visible	NC
10	315 Chihuahua St		B	Domestic - Single-family - L-plan	1900	Eastlake	C
11	323 Chihuahua St		B	Domestic - Multi-family - Row house	1917	None visible	C
12	325 Chihuahua St		B	Domestic - Single-family - Linear	1900	Mexican/Spanish vernacular	C
13	327 Chihuahua St		B	Domestic - Single-family - Linear	1905	Mexican/Spanish vernacular	C
14	1 Civic Center Plz	El Paso Chamber of Commerce, Civic Center Theater	B	Government - Chamber of Commerce and Civic Center	1970-1974	Contemporary	C
15	115 Durango St		B	Commercial - Warehouse	1914	None visible	C
16	115 Durango St		B	Commercial - Warehouse	1914	None visible	NC
17	404 Durango St	Hernandez Grocery	B	Commercial - 1-pt commercial block	1935	None visible	C
18	406 Durango St		B	Commercial - 1-pt commercial block	2015	None visible	NC
19	408 Durango St		B	Commercial - 1-pt commercial block	1935	None visible	NC
20	414 Durango St		B	Domestic - Multi-family - Row house	1925	None visible	C
21	420 Durango St		B	Domestic - Outbuilding	1917	Craftsman	C
22	420 Durango St		B	Domestic - Outbuilding	1980	None visible	NC
23	424 Durango St		B	Domestic - Single-family - Row house	1910	None visible	C
24	424 Durango St		B	Domestic - Outbuilding - Back house	1917	Mexican/Spanish vernacular	C
25	428 Durango St		B	Domestic - Multi-family - Apartment bldg	1916	None visible	C
26	428 Durango St		B	Domestic - Multi-family - Apartment bldg	2002	None visible	NC
27	101 S El Paso St	Hotel Paso del Norte	B	Commercial - Three-part vertical block	1912	Renaissance Revival	C
28	201 S El Paso St		B	Commercial - 1-pt commercial block	1992	None visible	NC

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ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
29	207 S El Paso St	Alhambra Theater; Palace Theatre; Alhambra Theatre	B	Commercial - Enframed window wall	1914	Moorish Eclectic	C
30	210 S El Paso St		B	Commercial - 2-pt commercial block	1973	Modern	C
31	213 S El Paso St		B	Commercial - 2-pt commercial block	1901	None visible	C
32	215 S El Paso St	Venice Cafe and Bar	B	Commercial - 2-pt commercial block	1930	Spanish Colonial Revival	C
33	216 S El Paso St	Montgomery Building	B	Commercial - 1-pt commercial block	1891	Italianate	C
34	220 S El Paso St		B	Commercial - 1-pt commercial block	1883	None visible	C
35	300 S El Paso St	Centennial Marker - Stage Station	O	Cultural - Historical Marker	1936	None visible	C
36	300 S El Paso St		B	Commercial - 2-pt commercial block	1901	None visible	C
37	301 S El Paso St	The Merrick Building	B	Commercial - 2-pt commercial block	1887	Queen Anne	C
38	305 S El Paso St		B	Commercial - 1-pt commercial block	1903	Mission Revival	C
39	308 S El Paso St		B	Commercial - 2-pt commercial block	1901	None visible	C
40	310 S El Paso St		B	Commercial - 2-pt vertical block	1919	None visible	NC
41	312 S El Paso St		B	Commercial - 2-pt commercial block	1905	None visible	C
42	317 S El Paso St		B	Commercial - 2-pt commercial block	1908	Classical Revival	C
43	319 S El Paso St		B	Commercial - 1-pt commercial block	1901	None visible	NC
44	320 S El Paso St		B	Commercial - 1-pt commercial block	1901	Prairie	C
45	324 S El Paso St		B	Commercial - 2-pt commercial block	1901	Classical Revival	C
46	401 S El Paso St		B	Commercial - 1-pt commercial block	1945	Prairie	C
47	402 S El Paso St		B	Commercial - 2-pt commercial block	1885	Italianate	C
48	405 S El Paso St		B	Commercial - 1-pt commercial block	1974	None visible	NC
49	408 S El Paso St		B	Commercial - 2-pt commercial block	1901	None visible	C
50	409 S El Paso St		B	Commercial - 1-pt commercial block	1905	Italianate	C
51	410 S El Paso St		B	Commercial - 2-pt commercial block	1901	None visible	NC

Table 7-2. Inventory of Resources. B = Building, S = Structure, O = Object, C = Contributing, NC = Noncontributing

ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
52	412 S El Paso St	Laborer's Club	B	Commercial - 1-pt commercial block	1929	Mission Revival	C
53	416 S El Paso St		B	Commercial - 2-pt commercial block	1901	None visible	NC
54	423 S El Paso St		B	Commercial - Commercial box	2003	None visible	NC
55	426 S El Paso St		B	Commercial - 2-pt commercial block	1898	Mission Revival	C
56	315 E Franklin Ave	YWCA	B	Social - 2-pt commercial block	1917	Mission Revival	C
57	214 W Franklin Ave		B	Domestic - Single-family - Foursquare	1909	None visible	C
58	216 W Franklin Ave		B	Domestic - Single-family - Foursquare	1909	None visible	C
59	218 W Franklin Ave		B	Domestic - Single-family - Foursquare	1909	None visible	C
60	221 N Kansas St	State National Bank Tower	B	Commercial - 2-pt vertical block	1971	International	C
61	501 N Kansas St		B	Commercial - 2-pt commercial block	1974	New Formalism	C
62	209 S Kansas St		B	Commercial - 1-pt commercial block	1939	None visible	NC
63	301 S Kansas St		B	Commercial - 1-pt commercial block	1908	Classical Revival	C
64	309 S Kansas St		B	Domestic - Outbuildingg - Backhouse	1936	None visible	C
65	215 Leon St		B	Commercial - Commercial block	2001	Italianate	NC
66	305 Leon St		B	Commercial - Commercial box	2005	None visible	NC
67	314 Leon St		B	Government - Fire Station and Police Station	2000	Mission Revival	NC
68	325 Leon St		B	Domestic - Multi-family - Apartment bldg	1949	None visible	C
69	327 Leon St		B	Domestic - Multi-family - Row house	1900	None visible	C
70	328 Leon St		B	Commercial - Commercial box	1951	None visible	C
71	331 Leon St		B	Domestic - Multi-family - Duplex	1899	None visible	C
72	331 1/2 Leon St		B	Domestic - Single-family - Bungalow	1917	Craftsman	C

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ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
73	332 Leon St		B	Domestic - Multi-family - Apartment bldg	1920	None visible	C
74	332 Leon St		B	Domestic - Multi-family - Apartment bldg	1920	None visible	C
75	333 Leon St		B	Commercial - 1-pt commercial block	1930	None visible	C
76	333 Leon St		B	Domestic - Outbuilding - Backhouse	1930	None visible	C
77	215 E Main St	El Paso National Bank Tower, El Paso Club (on 18th floor)	B	Commercial - 2-pt vertical block	1962	International	C
78	300 E Main St	Downtowner Motor Inn	B	Commercial - Stacked vertical block	1965	International	C
79	301 E Main St	Federal Reserve Bank	B	Government - Federal Reserve Bank	1958	Modern	C
80	101 N Mesa St		B	Commercial - 2-pt commercial block	1942	Spanish Colonial Revival, Streamline Moderne	C
81	115 N Mesa St	Abdou Building	B	Commercial - Three-part vertical block	1910	Renaissance Revival, Chicago Style	C
82	200 N Mesa St		B	Commercial - 2-pt commercial block	1938	None visible	C
83	201 N Mesa St	Buckler Building	B	Commercial - 2-pt commercial block	1910	Classical Revival	C
84	209 N Mesa St		B	Commercial - 2-pt commercial block	1917	None visible	NC
85	211 N Mesa St	S. H. Kress Building	B	Commercial - 2-pt commercial block	1937	Art Deco, Spanish and Moorish influences	C
86	215 N Mesa St	Roberts Banner Building	B	Commercial - Stacked vertical block	1910	Eclectic - Art Deco, Classical Revival	C
87	310 N Mesa St	Hotel Orndorff	B	Commercial - Three-part vertical block	1926	Eclectic - Classical Revival, Spanish Colonial Revival	C
88	330 N Mesa St		B	Commercial - 2-pt vertical block	1965	Modern	C
89	401 N Mesa St		B	Commercial - Commercial box	2019	Modern	NC
90	413 N Mesa St		B	Commercial - Enframed window wall	1945	None visible	NC

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ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
91	415 N Mesa St		B	Commercial - Three-part commercial block	1980	Contemporary	NC
92	500 N Mesa St		B	Commercial - Commercial box	1979	None visible	NC
93	501 N Mesa St		B	Commercial - Commercial box	1995	None visible	NC
94	110 S Mesa St		B	Commercial - 1-pt commercial block	1901	None visible	NC
95	112 S Mesa St		B	Commercial - 1-pt commercial block	1901	None visible	C
96	113 S Mesa St		B	Commercial - 1-pt commercial block	1967	None visible	C
97	124 S Mesa St		B	Commercial - 1-pt commercial block	1939	None visible	C
98	206 S Mesa St		B	Commercial - 1-pt commercial block	1919	None visible	C
99	209 S Mesa St		B	Commercial - 1-pt commercial block	1957	None visible	C
100	211 S Mesa St		B	Commercial - 2-pt commercial block	1929	Modern	C
101	215 S Mesa St		B	Commercial - 1-pt commercial block	1940	None visible	C
102	225 S Mesa St		B	Commercial - 2-pt commercial block	1949	Streamline Moderne	C
103	300 S Mesa St		B	Commercial - 1-pt commercial block	1929	None visible	C
104	112 E Mills Ave		B	Commercial - Enframed window wall	1949	None visible	NC
105	114 E Mills Ave		B	Commercial - 1-pt commercial block	1948	None visible	C
106	204 E Mills Ave		B	Commercial - 2-pt commercial block	1930	None visible	NC
107	212 1/2 E Mills Ave		B	Commercial - 2-pt commercial block	2015	Modern	NC
108	219 E Mills Ave	United States Post Office	B	Government - Enframed block	1916	Beaux Arts	C
109	309 E Mills Ave		B	Commercial - 2-pt commercial block	1915	None visible	C
110	313 E Mills Ave		B	Commercial - 1-pt commercial block	1938	Spanish Colonial Revival	C
113	110-198 W Mills Ave	Pioneer Plaza	Site	Landscape - Plaza	1859	None visible	C
111	102 W Mills Ave	Hilton Hotel; The Plaza Hotel	B	Commercial - Three-part vertical block	1930	Art Deco	C
112	114 W Mills Ave	San Jacinto Plaza	Site	Landscape - Plaza	1883	None visible	C
114	310 E Missouri Ave		B	Commercial - 1-pt commercial block	1958	None visible	NC

Table 7-2. Inventory of Resources. B = Building, S = Structure, O = Object, C = Contributing, NC = Noncontributing

ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
115	105 N Oregon St	First National Bank Building	B	Commercial - Stacked vertical block	1910	Modern	C
116	109 N Oregon St	First National Building	B	Commercial - Three-part vertical block	1920	Classical Revival	C
117	200 N Oregon St		B	Commercial - 2-pt commercial block	1939	Spanish Colonial Revival	C
118	303 N Oregon St	The Mills Building	B	Commercial - Three-part vertical block	1910	Chicago Style	C
119	333 N Oregon St		B	Commercial - Three-part vertical block	2010	Classical Revival	NC
120	401 N Oregon St		B	Commercial - Parking garage	2010	None visible	NC
121	500 N Oregon St	First Christian Church	B	Religious - Church	1905	Classical Revival	NC
122	501 N Oregon St	El Paso Public Library	B	Education - Library	1953	Modern	C
123	502 N Oregon St		B	Commercial - 1-pt commercial block	1910	None visible	NC
124	504 N Oregon St	Linden Hotel	B	Commercial - Three-part commercial block	1910	Second Empire	C
125	510 N Oregon St		B	Commercial - Commercial box	1976	None visible	NC
126	110 S Oregon St		B	Commercial - 2-pt commercial block	1937	Italianate	C
127	114 S Oregon St	State National Motorbank	B	Commercial - 2-pt commercial block	1954	Modern	C
128	116 S Oregon St		B	Commercial - 2-pt commercial block	1959	None visible	C
129	208 S Oregon St		B	Commercial - 1-pt commercial block	1929	Spanish Colonial Revival	C
130	212 S Oregon St		B	Commercial - 2-pt commercial block	1929	None visible	C
131	215 S Oregon St		B	Commercial - 2-pt commercial block	1916	Mediterranean Revival	C
132	220 S Oregon St		B	Commercial - 1-pt commercial block	1990	Mission Revival	NC
133	223 S Oregon St	Times Building	B	Commercial - 2-pt commercial block	1901	Romanesque Revival	C
134	225 S Oregon St		B	Commercial - 1-pt commercial block	1909	None visible	NC
135	301 S Oregon St		B	Commercial - 1-pt commercial block	1901	None visible	C
136	302 S Oregon St		B	Commercial - Commercial box	2013	None visible	NC
137	112 E Overland Ave		B	Commercial - 2-pt commercial block	1901	None visible	C

Table 7-2. Inventory of Resources. B = Building, S = Structure, O = Object, C = Contributing, NC = Noncontributing

ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
138	116 E Overland Ave		B	Commercial - 1-pt commercial block	1901	None visible	C
139	118 E Overland Ave		B	Commercial - 2-pt commercial block	1960	None visible	C
140	119 E Overland Ave		B	Commercial - 1-pt commercial block	1921	None visible	C
141	119 E Overland Ave		B	Commercial - 1-pt commercial block	1921	Classical Revival	C
142	201 E Overland Ave		B	Commercial - 2-pt commercial block	1901	None visible	C
143	210 E Overland Ave		B	Commercial - 2-pt commercial block	1920	Mission Revival	C
144	216 E Overland Ave	Hotel Lenox, Globe Department Store	B	Commercial - 2-pt commercial block	1917	Prairie	C
145	300 E Overland Ave		B	Commercial - 1-pt commercial block	1925	None visible	C
146	303 E Overland Ave		B	Commercial - 1-pt commercial block	1957	None visible	C
147	304 E Overland Ave		B	Commercial - 1-pt commercial block	1901	None visible	C
148	306 E Overland Ave		B	Commercial - 2-pt commercial block	1919	None visible	C
149	307 E Overland Ave		B	Commercial - 1-pt commercial block	1925	Mission Revival	C
150	311 1/2 E Overland Ave		B	Commercial - 2-pt commercial block	1959	None visible	NC
151	312 E Overland Ave		B	Commercial - 2-pt commercial block	1900	Eclectic - Classical Revival, Beaux Arts	C
152	315 E Overland Ave		B	Commercial - 1-pt commercial block	1959	None visible	NC
153	320 E Overland Ave		B	Commercial - 2-pt commercial block	1959	None visible	C
154	110 W Overland Ave		B	Commercial - 1-pt commercial block	1930	Streamline Moderne	C
155	117 W Overland Ave		B	Commercial - 2-pt commercial block	1916	Chicago Style	C
156	212 W Overland Ave		B	Commercial - 1-pt commercial block	1900	Chinese Eclectic	C
157	216 W Overland Ave		B	Commercial - 1-pt commercial block	1959	None visible	NC
158	217 W Overland Ave		B	Commercial - 1-pt commercial block	1917	None visible	C
159	219 W Overland Ave		B	Domestic - Multi-family - Apartment bldg	1905	Romanesque Revival	C
160	220 W Overland Ave		B	Commercial - 2-pt commercial block	1920	Prairie	NC
161	224 W Overland Ave		B	Commercial - 1-pt commercial block	1929	None visible	NC

Table 7-2. Inventory of Resources. B = Building, S = Structure, O = Object, C = Contributing, NC = Noncontributing

ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
162	301 W Overland Ave		B	Commercial - 1-pt commercial block	1955	None visible	NC
163	306 W Overland Ave	The Mansion, Central Lodging House	B	Domestic - Multi-family - Apartment bldg	1901	Romanesque Revival	C
164	311 W Overland Ave		B	Commercial - 2-pt commercial block	1926	Prairie	C
165	315 W Overland Ave		B	Domestic - Multi-family - Apartment bldg	1910	None visible	C
166	315 W Overland Ave		B	Domestic - Multi-family - Apartment bldg	1910	Mexican/Spanish vernacular	C
167	400 W Overland Ave		B	Domestic - Single-family - Row house	1895	Folk Victorian, Spanish Colonial Revival	C
168	404 W Overland Ave		B	Domestic - Multi-family - Apartment bldg	1895	None visible	NC
169	404 W Overland Ave		B	Domestic - Multi-family - Apartment bldg	1901	None visible	C
170	500 W Overland Ave		B	Industrial - Fabrication facility	1949	None visible	C
171	501 W Overland Ave		B	Industrial - Fabrication facility	1961	None visible	C
172	119 E Paisano Dr		B	Commercial - Commercial box	1999	None visible	NC
173	119 E Paisano Dr		B	Commercial - Commercial box	1999	None visible	NC
174	217 E Paisano Dr		B	Commercial - Commercial box	1998	None visible	NC
175	301 E Paisano Dr		B	Commercial - Commercial box	1977	None visible	NC
176	425 E Paisano Dr		B	Commercial - 1-pt commercial block	1969	None visible	NC
177	701 E Paisano Dr	R. B. Wicker Tire and Rubber Co.	B	Commercial - Commercial box	1956	None visible	C
178	215 W Paisano Dr		B	Commercial - 2-pt commercial block	1962	None visible	C
179	311 W Paisano Dr		B	Commercial - Commercial box	2012	None visible	NC
180	401 W Paisano Dr		B	Commercial - Warehouse	1993	None visible	NC
181	123 PIONEER PLZ	White House Department Store and Hotel McCoy	B	Commercial - Three-part vertical block	1912	Chicago Style	C
182	125 PIONEER PLZ	Plaza Theater	B	Commercial - 2-pt commercial block	1929	Mission Revival	C

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ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
183	100 E San Antonio Ave		B	Under construction	2020	None visible	NC
184	101 E San Antonio Ave		B	Under construction	2020	None visible	NC
185	110 E San Antonio Ave	State Theatre; Wigwam Theater	B	Commercial - 2-pt commercial block	1949	Modern	C
186	114 E San Antonio Ave	State National Bank Building	B	Commercial - Arcaded block	1922	Second Renaissance Revival	C
187	200 E San Antonio Ave		B	Commercial - 2-pt vertical block	1901	Modern	C
188	201 E San Antonio Ave		B	Commercial - 2-pt commercial block	1930	Spanish Colonial Revival	C
189	206 E San Antonio Ave		B	Commercial - 1-pt commercial block	1939	None visible	C
190	207 E San Antonio Ave		B	Commercial - 2-pt commercial block	1900	Eclectic	C
191	211 E San Antonio Ave	W. S. Hills Building	B	Commercial - 2-pt commercial block	1927	Second Renaissance Revival	C
192	300 E San Antonio Ave	Richard Caples Building	B	Commercial - 3-pt vertical block	1910	Romanesque Revival, Art Deco	C
193	301 E San Antonio Ave	Popular Department Store	B	Commercial - 3-pt vertical block	1916	Chicago Style	C
194	308 E San Antonio Ave		B	Commercial - 2-pt commercial block	1926	Spanish Colonial Revival	C
195	308 E San Antonio Ave		B	Commercial - 2-pt commercial block	1927	Art Deco	C
196	318 E San Antonio Ave		B	Commercial - 2-pt commercial block	1927	Classical Revival	C
197	321 E San Antonio Ave		B	Commercial - 1-pt commercial block	1969	None visible	C
198	401 E San Antonio Ave	City Hall Park, Aztec Calendar Park	Site	Landscape - Plaza	1908	None visible	C
199	406 E San Antonio Ave		B	Commercial - 2-pt commercial block	1906	None visible	C
200	408 E San Antonio Ave		B	Commercial - 1-pt commercial block	1906	None visible	C
201	410 E San Antonio Ave		B	Commercial - 1-pt commercial block	1905	None visible	NC
202	410 1/2 E San Antonio Ave		B	Commercial - 1-pt commercial block	1901	None visible	NC
203	412 E San Antonio Ave		B	Commercial - 1-pt commercial block	1915	None visible	NC
204	416 E San Antonio Ave	National Furniture Company - Phonographs and Records	B	Commercial - 1-pt commercial block	1929	None visible	C

Table 7-2. Inventory of Resources. B = Building, S = Structure, O = Object, C = Contributing, NC = Noncontributing

ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
205	420 E San Antonio Ave		B	Commercial - 2-pt commercial block	1930	None visible	NC
206	120 W San Antonio Ave		B	Commercial - 2-pt-commercial block	1980	Modern	NC
207	200 W San Antonio Ave	All American Bus Lines, Inc., Continental Trailways Depot	B	Transportation - Bus station	1945	Streamline Moderne	C
208	320 W San Antonio Ave		B	Commercial - 2-pt commercial block	1915	None visible	C
209	500 W San Antonio Ave		B	Commercial - 2-pt commercial block	1959	None visible	NC
210	501 W San Antonio Ave		B	Commercial - 2-pt commercial block	1917	Prairie	C
211	513 W San Antonio Ave		B	Commercial - 2-pt commercial block	1920	None visible	C
212	518 W San Antonio Ave		B	Commercial - 2-pt commercial block	1910	None visible	C
213	500 W San Francisco Ave		B	Commercial - 2-pt commercial block	1901	None visible	C
214	504 W San Francisco Ave		B	Commercial - 1-pt commercial block	1955	None visible	NC
215	522 W San Francisco Ave		B	Commercial - 1-pt commercial block	1955	None visible	NC
216	700 W San Francisco Ave	El Paso Union Passenger Station	B	Transportation - Train depot	1905	Romanesque Revival, Classical Revival	C
217	117 W San Francisco Ave		B	Transportation - Bus station	1970	Contemporary	NC
218	307 S Santa Fe St		B	Commercial - Commercial box	1975	None visible	NC
219	309 S Santa Fe St		B	Commercial - Warehouse	1928	None visible	C
220	318 S Santa Fe St		B	Commercial - Commercial box	1939	None visible	C
221	325 S Santa Fe St		B	Commercial - Commercial box	1958	None visible	C
222	325 S Santa Fe St		B	Commercial - 1-pt commercial block	1958	None visible	C
223	331 S Santa Fe St	Fire Station Number 11	B	Government - Fire Station	1930	Art Deco	C
224	112 N Stanton St		B	Commercial - 2-pt vertical block	1979	None visible	NC
225	119 N Stanton St	El Paso International Building	B	Commercial - 2-pt vertical block	1922	New Formalism, Classical Revival	C

Table 7-2. Inventory of Resources. B = Building, S = Structure, O = Object, C = Contributing, NC = Noncontributing

ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
226	120 N Stanton St	El Paso Natural Gas Building (Blue Flame Building)	B	Commercial - 2-pt vertical block	1954	Modern	C
227	201 N Stanton St		B	Commercial - 2-pt vertical block	1911	Chicago Style	C
228	209 N Stanton St		B	Commercial - 2-pt vertical block	1920	Chicago Style	C
229	215 N Stanton St	Martin Building	B	Commercial - 3-pt vertical block	1917	Chicago Style	C
230	321 N Stanton St		B	Commercial - 1-pt commercial block	1970	Modern	C
231	416 N Stanton St	Southern Pacific Building	B	Commercial - 3-pt vertical block	1907	New Formalism, Classical Revival	C
232	500 N Stanton St	Hotel Gardner	B	Commercial - 2-pt commercial block	1921	Classical Revival	C
233	506 N Stanton St		B	Commercial - 2-pt commercial block	1949	None visible	C
234	508 1/2 N Stanton St		B	Commercial - 1-pt commercial block	1943	None visible	NC
235	510 N Stanton St		B	Commercial - 1-pt commercial block	1948	None visible	NC
257	116 - 120 S Stanton St		B	Commercial - 3-pt commercial block	1949	None visible	NC
258	104 S Stanton St		B	Commercial - 2-pt commercial block	1920	Contemporary, Classical Revival	C
236	108 S Stanton St	Gateway Hotel	B	Commercial - 3-pt vertical block	1902	Classical Revival, Chicago Style	C
237	112 S Stanton St	Dr. Jose Samaniego Building, Hotel Kathryne	B	Commercial - 2-pt commercial block	1907	Classical Revival, Chicago Style	C
238	119 S Stanton St	American Furniture Company, Welch Furniture	B	Commercial - 2-pt commercial block	1914	None visible	C
239	200 S Stanton St		B	Commercial - 1-pt commercial block	1901	None visible	NC
240	205 S Stanton St		B	Commercial - 1-pt commercial block	1940	Mayan Art Deco	C
241	210 S Stanton St	Union Furniture Co.	B	Commercial - 1-pt commercial block	1961	Contemporary	C
242	214 S Stanton St		B	Commercial - 1-pt commercial block	1960	Modern	C
243	217 S Stanton St		B	Commercial - 1-pt commercial block	1910	None visible	C
244	220 S Stanton St		B	Commercial - 2-pt commercial block	1961	Modern	C
245	221 S Stanton St		B	Commercial - 2-pt commercial block	1908	None visible	C

Table 7-2. Inventory of Resources. B = Building, S = Structure, O = Object, C = Contributing, NC = Noncontributing

ID	Address	Resource Name	Resource Type	Property Type & Form	Approx. Year Built	Stylistic Influences	C/NC
246	223 1/2 S Stanton St		B	Commercial - 2-pt commercial block	1905	None visible	C
247	225 S Stanton St		B	Commercial - 1-pt commercial block	1949	None visible	C
248	300 S Stanton St		B	Commercial - 2-pt commercial block	1922	None visible	C
249	301 S Stanton St		B	Commercial - 2-pt commercial block	1902	None visible	NC
250	304 S Stanton St		B	Commercial - 1-pt commercial block	1927	Contemporary	C
251	305 S Stanton St		B	Commercial - 1-pt commercial block	1949	Modern	C
252	307 S Stanton St		B	Commercial - 2-pt commercial block	1949	None visible	C
253	312 1/2 S Stanton St		B	Commercial - 2-pt commercial block	1949	None visible	C
254	313 S Stanton St		B	Domestic - Single-family - L-plan	1929	Queen Anne	C
255	314 S Stanton St		B	Commercial - 1-pt commercial block	1929	Classical Revival	C
256	316 S Stanton St		B	Commercial - 2-pt commercial block	1997	None visible	NC
259	105 Texas Ave		B	Commercial - 1-pt commercial block	1939	Art Deco	C
260	209 Texas Ave		B	Commercial - 2-pt commercial block	1949	Art Deco	C
261	211 Texas Ave	Singer Sewing Company	B	Commercial - 2-pt commercial block	1928	Spanish Colonial Revival	C
264	300 Texas Ave		B	Commercial - 2-pt commercial block	1916	Modern	C
262	301 Texas Ave	O. T. Bassett Tower	B	Commercial - 3-pt vertical block	1930	Art Deco	C
263	320 Texas Ave	Bank of Texas Building	B	Commercial - 2-pt commercial block	1967	New Formalism	C
265	510 Western St		B	Commerce - Warehouse	1920	None visible	C
266	511 Western St		B	Commerce - Warehouse	1960	None visible	NC
267	511 Western St		B	Industrial - Factory	1915	None visible	C

Statement of Significance

The Downtown El Paso Historic District stands within a dramatic desert landscape, wedged between the Rio Grande and El Paso del Norte through the Franklin Mountains—the pass through the mountains so essential for commerce and travel from the seventeenth century through today. As such, the Downtown El Paso Historic District meets National Register Criterion A in the areas of Ethnic History, Community Planning and Development, and Commerce. The Ethnic History area of significance acknowledges El Paso's diverse demographic past, as well as the ongoing cultural traditions alive in El Paso today. Throughout the district's history, downtown El Paso has reflected the intersecting cultures and development patterns of Mexico and the United States—as well as the commercial opportunities afforded by that intersection. The buildings and landscapes within El Paso's downtown all reflect this cultural intersection, as do the generations of people who have enlivened the district with commercial and cultural activity. The district's significant associations in the area of Community Planning and Development stem from the original plat of the downtown, which closely aligns with the boundaries of the historic district. The original plat drew from both Spanish and Mexican land development traditions and Anglo American spatial thinking, merging the two to create a downtown focused on commercial profitability, yet rich and layered in cultural character. In the early twentieth century, well-known urban planner George E. Kessler worked with the City of El Paso to formulate a comprehensive urban plan that refined and enhanced the original 1859 plat to reflect the City Beautiful tastes of the day. The long history of business and trade in downtown El Paso lends the district significance in the area of Commerce as well. The district's earliest development in the 1850s resulted from commercial imperatives, driven by investors seeking to profit from the trade routes converging in downtown El Paso. The city's 1925 comprehensive plan reinforced the district's commercial character, maintaining some nodes of residential use but encouraging new dense high-rise development focused on commercial functions. Under Criterion C, the Downtown El Paso Historic District holds significance in the area of Architecture. The buildings within the district reflect the styles, forms, materials, and construction techniques representative of nineteenth-century American Commercial vernacular, the City Beautiful movement of the early twentieth century, and the Modern Movement of the mid-twentieth century. Outstanding local architect Henry Trost defined the architectural character of the City Beautiful movement in El Paso and nationwide, and 24 buildings reflecting his designs remain extant within the Downtown El Paso Historic District today. During the Midcentury era, the local firm of Carroll and Daeuble adapted Trost's legacy to create a Modern architectural language compatible with El Paso's landscape and existing historic character, with five exceptional examples of their work within the boundaries of the Downtown El Paso Historic District.

The district's period of significance dates from 1859—when the town first was platted—through 1971 in order to reflect the ongoing cultural and commercial activities within the district.

Criterion A

Ethnic History: Patterns of Migration and Immigration

Given El Paso's history as a borderland city at the junction of national and international transportation routes, a diverse demographic population chose to settle in the city. Statistics documenting the population and ethnic composition historically present in El Paso's Downtown Historic District reflect the intersection of internal migration within the US and international immigration across the border with Mexico. The district's residences, businesses, cultural organizations reflect this ethnic history as well.

Political History and Changing Flags

The land encompassing the Downtown El Paso Historic District sits in a border region subject to political disputes and changing boundaries for much of its history. The period of significance for the district begins in 1859, after the question of El Paso's position became settled within the US and the state of Texas. Nonetheless, understanding of the earlier territorial conflict and changing boundaries that characterize the region's history is helpful to understand the imperatives driving population trends and development patterns in later decades.

Since humans first settled the region surrounding El Paso del Norte—the pass to the north through the Franklin Mountains—communities and cultures have crossed the Rio Grande from both sides. Because of the changeable nature of upper the Rio Grande valley—with alternating cycles of drought and flood—prehistoric settlement in the El Paso area likely was migratory, with agricultural development lining the river in wet periods. Little archaeological evidence of prehistoric settlement in the area remains, but some evidence suggests settlement dating to the Mesilla period (roughly 200 to 1000 CE).[24]

European settlement patterns in the area continued to forge inextricable political and cultural connections across the Rio Grande. Spanish conquistadors like Cabeza de Vaca forged as a path through the mountains via El Paso del Norte, and Spanish missionaries took advantage of the pass to travel between settlements in Chihuahua and those in Santa Fe.[25] Over time, mission communities developed in the upper Rio Grande Valley just south of the pass, helping to provide supplies along the journey between the Chihuahua and Santa Fe regions, as well as to attempt to control the area's indigenous tribes. Early Spanish missions in the area selected sites southwest of the Rio Grande, on present-day Mexican soil, around 1659. Between1680 and 1682, the network of missions in the area expanded along the southwestern bank of the Rio Grande.[26] A new road, known as the El Paso del Norte to Ysleta Road, was constructed to connect these missions, intersecting the Camino Real de Tierra Adentro.[27] By 1727 a map of the area showed a string of missions along the Rio Grande near present-day El Paso (fig. 1727-map). The population of the mission settlements in the El Paso area grew by the mid-1700s, numbering about 5,000, including Spanish, mestizo, and native settlers living and working together under Spanish colonial political authority.[28]

Spanish control of the area ceased with Mexican independence in 1821. The new Mexican government dismantled Spanish colonial protection of indigenous lands and instituted limits on the power of the Catholic Church (fig. Mexico-US-Political-Timeline). Settlement patterns driven by Catholic missions were quickly replaced with patterns emphasizing private land ownership. Around El Paso, the Mexican government issued land grants intended for development of ranching and farming. The grant for the land encompassing the Downtown El Paso Historic District was granted to Juan María Ponce de León in 1827, and the district's boundaries still closely reflect this grant (see Community Planning and Development). In 1824 the Mexican Constitution enhanced federal power and formed the state of Chihuahua, placing the state's capital within the mission community known as "El Paso del

[24] Stephen Mbutu et al., "The Union Plaza Downtown El Paso Development Archaeological Project: Overview, Inventory, and Recommendations," prepared for the Sun Metro Transit Authority, 1998.

[25] W. H. Timmons, "The El Paso Area in the Mexican Period, 1821–1848," *Southwestern Historical Quarterly* 84, no. 1 (July 1981), 2, from the Portal to Texas History, accessed 11/07/2017, https://texashistory.unt.edu/ark:/67531/metapth101225/m1/21/.

[26] HardyHeckMoore, Inc., *Historic Resources Survey Report: Border Safety Inspection Facility (BSIF) Bridge of the Americas (BOTA), El Paso, Texas*, prepared for the Texas Department of Transportation (TxDOT), 2001.

[27] Hardy·Heck·Moore, Inc. "The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways," prepared for the Texas Historical Commission and the Texas Department of Transportation, Austin, Texas, 2014, 10.

[28] HardyHeckMoore, Inc., *Historic Resources Survey: BSIF*.

Norte" (southwest of the Rio Grande, present-day Ciudad Juárez).[29] The consolidation of political power in the area made the adjacent land grants more valuable for potential development, and land speculation quickly ensued.

By 1835 Texas gained political independence from Mexico, forming a Republic. The Republic of Texas claimed the Rio Grande as its southern border, placing present-day El Paso within Texas's political jurisdiction. Since the Rio Grande had migrated south after floods in 1827, the mission communities of Ysleta, Socorro, and San Elizario were on the northeast bank of the river.[30] However, the old alignment of the Rio Grande (or the "Rio Viejo") lingered on as a wet-weather tributary, sometimes placing Ysleta, Socorro, and San Elizario and the associated the Presidio on an island (fig. detail-1849-map). This was one of many factors contributing to border disputes between Mexico and Texas in the years to come.

Upon annexation of Texas into the United States in 1845, the US claimed the Rio Grande as Texas's border, but Mexico claimed the Nueces River. The site of present-day El Paso fell within the disputed territory. From 1846 to 1848, the US and Mexico fought the Mexican-American War to resolve the issue.
The war ended in 1848 with negotiation of the Treaty of Guadalupe-Hidalgo, which treaty required that Mexico relinquish 500,000 square miles of territory to the US in exchange for $15 million (fig. US-acqusitions-map-1845-1848).[31] The treaty also established the Rio Grande as the border between the two nations, placing parts of the mission community of El Paso del Norte in Mexico but Ysleta, Socorro, San Elizario, and present-day downtown El Paso in the US.[32] Tensions between Mexicans and Americans deepened when US troops tried to enforce the Rio Grande as a firm border, with little regard for historical and familial relationships.

In the late 1840s, disputes emerged over the need to cross the international border to conduct everyday business, like rescuing cattle who wandered across the shallow river. The matter was further complicated by the fact that the US had not firmly established the border between the States of Texas and New Mexico. Amid indecision about state borders, the settlements near present-day El Paso floundered without a county government or sheriff's office. As a result, sometimes Mexican laws were enforced on American territory.[33] By March 1850 the Texas state legislature voted to create El Paso County, with San Elizario as the county seat. A sheriff's department was established immediately. The boundary between Texas and New Mexico remained uncertain until September 1850, though, when the US President signed a bill affirming a boundary that indeed placed El Paso within Texas rather than New Mexico.[34] Although disputes about the boundaries between Mexico, Texas, and Mexico continued into the twentieth century as the Rio Grande continually eroded and moved, the land comprising the Downtown El Paso Historic District remained within the US and Texas from 1850 onward.[35] After the political boundaries encompassing El Paso stabilized, a small trading community known as "Franklin" developed in the early 1850s,

[29] Timmons, "The El Paso Area in the Mexican Period," 3.

[30] HardyHeckMoore, Inc., *Historic Resources Survey: BSIF*.

[31] Sheila A. Ellsworth et al., "Fort Bliss Main Post Historic District," National Register of Historic Places Registration Form, Texas Historical Commission, Austin, Texas, 1998, 8-2.

[32] National Park Service, "Mexican-American War and the Treaty of Guadalupe-Hidalgo," accessed June 1, 2020, https://www.nps.gov/cham/learn/historyculture/mexican-american-war.htm.

[33] Timmons, "American El Paso, The Formative Years, 1848–1854," *Southwestern Historical Quarterly* 87 no. 1 (July 1983), 14-14, from the Portal to Texas History, accessed November 7, 2017, https://texashistory.unt.edu/ark:/67531/metapth117150/m1/21/.]

[34] Timmons, "The El Paso Area in the Mexican Period," 20.

[34] Timmons, "American El Paso," 17–18.

[35] Additional information about boundary movement after 1850 is available from the U.S. Department of the Interior, National Park Service, *Chamizal* (Washington, D.C.: National Park Service, 1976), from HathiTrust Digital Library, https://hdl.handle.net/2027/umn.31951002821472j.

which evolved into present-day downtown El Paso by the 1880s. (Refer to the *Community Planning and Development* section for additional discussion of the town's change of names) .

Summary of Population and Demographic Trends

The first sizable concentration of population within the boundaries of the Downtown El Paso Historic District came in the 1850s, when the US Army temporarily established a camp on the property. Stagecoach lines through the area in the 1860s encouraged further population growth (documented in Table 8-1). Yet population growth remained slow in Franklin, with "a population of twenty-three Anglos and 150 Hispanics" reported by the 1870s.[36]

Table 8-1. Table Documenting the Evolution of Stagecoach Lines Travelling through El Paso.[37]

Arrival Date	Stagecoach Line Name	Destinations
1851	Skillman	San Antonio and Santa Fe
1857	Giddings	San Antonio and San Diego
1858	Butterfield Overland Mail	New York to San Francisco
1867	Ficklin	San Antonio

Growth soon quickened, though, with the arrival of the railroad in the 1880s (detailed in Table 8-2). A number of these new settlers were railroad workers, including Chinese contract laborers. The earliest available census with total counts for the City of El Paso date from 1890. By the that time, Franklin was renamed El Paso (with the Mexican town of El Paso del Norte renamed "Ciudad Juárez" at the same time). Within American El Paso, census counts documented continuous population growth beginning in the 1880s, with significant spikes in the 1910s and the 1950s (fig. census-race). Growth in the 1910s related to the flood of refugees fleeing the Mexican Revolution. The spike in the 1950s largely resulted from an influx of army personnel at Fort Bliss.

Table 8-2. Evolution of Rail Lines in El Paso over Time.[38]

Arrival Date	Railroad Name	Destinations
May 19, 1881	Southern Pacific	San Francisco (with connections to hubs in Fort Worth in Dallas via the Texas Pacific by December 16, 1881)
June 11, 1881	Atchison, Topeka and Santa Fe	Topeka, Kansas via Santa Fe, Mexico City, and Guaymas, Mexico
1882	Mexican Central	Mexico City and Chihuahua
June 11, 1882	Texas and Pacific	St. Louis
January 12, 1883	Galveston, Harrisburg, and San Antonio	New Orleans and San Francisco
February 1902	El Paso and Northeastern	"White Oaks" mining region of northeaster New Mexico
June 20, 1903	El Paso and Southwestern	Fairbanks, Arizona (extended to Tucson in 1910)

[36] W. H. Timmons, "El Paso, TX," *The Handbook of Texas Online*, accessed June 25, 2020, http://www.tshaonline.org/handbook/online/articles/hde01.

[37] Timmons, *El Paso: A Borderlands History* (El Paso, Texas: Texas Western Press, 2004), 163–164.

[38] Timmons, *El Paso: A Borderlands History*, 197; *Texas Railroads* [Map], 1900, from the Library of Congress, https://www.loc.gov/resource/g4031p.rr003040/; *Map of the state of Texas showing the line and lands of the Texas and Pacific Railway reserved and donated by the State of Texas*, 1873, from the Library of Congress, https://www.loc.gov/resource/g4031p.rr005780/; Map showing the Atchison, Topeka and Santa Fé Railroad system, with its connections, 1873, from the Library of Congress, https://www.loc.gov/item/98688579/; James M. Day, "El Paso: Mining Hub for Northern Mexico, 1880–1920," *Password of the El Paso County Historical Society* 24, no. 1 (Spring 1979), 17; William T. Rabe, "On to White Oaks: The Story of the El Paso and Northeastern Railroad," *Password of the El Paso Historical Society* 16, no. 1 (Spring 1971), 8; Gerald B. Brown, "The El Paso and Southwestern Railroad," *Password of the El Paso Historical Society* 1, no. 2 (May 1956), 45.

The census's documentation of "Hispanic origin" retained a strong influence throughout El Paso's history. The US Census's did not consistently record "Hispanic origin," but a special census in the 1930s documented Hispanic heritage for 57 percent of El Paso's total population (fig. census-race). Available census counts and secondary sources suggest that, throughout much of the city's history, around two-thirds of El Paso's population has descended from Spanish, Mexican, or Latin American heritage (figs. census-race and census-foreign-born).

Migration Patterns within the United States

A large component of El Paso's growth has resulted from migration within the United States. Settlement by the US Army contributed to this trend as early as the 1850s, bringing soldiers from across the nation to El Paso. After the initial impetus of the 1849 California Gold Rush, American pioneers moving westward across the nation began passing through El Paso on stagecoach lines by the late 1850s, and some elected to stay in El Paso. The arrival of the railroad in the 1880s proved an even stronger trigger for migration to El Paso. Railroad workers comprised a major component of the city's population growth in the 1880s and 1890s. For example, census records from 1890 show 361 African American railroad workers living in El Paso, comprising approximately 3.5 percent of the population (fig. census-race).[39] Census schedules from 1900 document African American laborers and railroad workers—especially porters—living in the tenements of Duranguito.[40] The railroad tracks and rail-related stations and warehouses stand as testaments to their labor (photos EP-Union-Station and contextual-rail-420-N-Campbell).

Chinese railroad workers also settled within El Paso's diverse and growing community. After the end of slavery, labor-intensive industries like railroads and Louisiana sugar plantations had turned to China for cheap labor, luring Chinese men to the port of immigration in San Francisco with often-misleading promises of temporary labor contracts. When rail line construction finished, though, employers did not provide a means of transportation back to China.

> As they had done numerous times before, railroad officials then summarily dismissed many of the Chinese laborers, as their efforts were no longer needed. These Chinese were left poor, without work, and without any means of returning to California, from where they originated. They settled in the nearest community of any size, El Paso, in the hope of finding any kind of employment. [41]

Others Chinese settlers followed, migrating within the US via the railroad to join El Paso's growing Chinese community. The rail lines and connections to Juárez offered opportunities for Chinese entrepreneurial ventures. Most of El Paso's Chinese community settled downtown, scattered among American-owned businesses, in the area bound by St. Louis Street (present-day Mills Street), Fourth Street, Stanton Street, and El Paso Street.[42] Notable extant examples of businesses downtown associated with Chinese immigrants include the laundry at 212 West Overland Street and the restaurant at 216 South El Paso Street (photos 212-W-Overland and 216-S-El-Paso-St).[43] However, opportunities for full assimilation into El Paso's community were limited. At the time, Chinese

[39] U.S. Census, Historical Census Statistics On Population Totals By Race, 1790 to 1990, and By Hispanic Origin, 1970 to 1990, For Large Cities And Other Urban Places In The United States, accessed June 2, 2020, https://www.census.gov/population/www/documentation/twps0076/twps0076.pdf.

[40] US Federal Census, El Paso Ward 01, District 0018, 1900, from ancestry.com.

[41] Edward Staski, "The Overseas Chinese in El Paso: Changing Goals, Changing Realities," in *Hidden Heritage*, ed. Priscilla Wegars (New York: Routledge, 1993), 131.

[42] Timmons, *El Paso: A Borderlands History*, 205.

[43] "Chinese Laundry—212 W. Overland Street," RTHL Application, from the El Paso County Historical Commission; U.S. Census, 1900, from ancestry.com.

immigrants were not allowed to become citizens, and therefore they could not vote.[44] After 1882 Congress barred Chinese immigration into the US, forcing Chinese immigrants to migrate through Mexico into El Paso without legal documentation (see *International Immigration*).

International Immigration across El Paso's Border with Mexico

In addition to migration from within the US, immigration across the US border with Mexico contributed significantly to El Paso's population growth. Prior to the 1950s, the US government placed few restrictions on immigration from Mexico. Reasons for Mexicans' immigration into El Paso varied over time, reflecting complex and personal situations, but historian W. H. Timmons succinctly summarized the underlying motives for Mexican immigration as "opportunities for employment coupled with serious dislocations in their own country."[45]

One early trend driving Mexican immigrants into the US through El Paso began in 1876, when the regime of Mexican president Porfirio Díaz seized peasants' communal lands (known as *ejidos*) to benefit large landholders (or *hacendados*). Díaz's political strategy maintained power through favors and alliances with "state governors, hacendados, industrialists, financiers, the Catholic hierarchy, and foreign capitalists."[46] This led landless peasants to cross the border into the US to seek employment (fig. Mexico-US-Political-Timeline). At the same time, El Paso's growing industrial economy sought cheap labor to expand (see Commerce).[47]

In the 1870s, most Chinese migrants coming to El Paso arrived as railroad workers who entered the US lawfully in California, worked their way from California to Texas, and then opted to stay in El Paso. That changed in the 1880s, when tightening US immigration laws prompted Chinese immigrants to enter Mexico instead and then cross the border into the US in El Paso. The Chinese Exclusion Act of 1882 suspended nearly all Chinese immigration through US ports.[48] Immediately after passage of the 1882 act, Chinese immigration veered to flow through both Canada and Mexico, but soon thereafter the U.S. pressured Canada to implement policies deterring Chinese immigration, steering the flow of Chinese immigration through Mexico primarily. Mexico's government resisted U.S. pressure to implement exclusionary policies given lingering tensions from the Mexican-American War.[49] Steamship lines began to travel directly between Hong Kong and Mazatlan on Mexico's Pacific coast beginning in 1902. Starting in 1904 the US began patrolling the Rio Grande on horseback in an attempt to stop Chinese immigration, to little avail.[50] In 1905 "The El Paso immigration inspector stated in his 1905 annual report that nearly two-thirds of the Chinese arriving in Juárez are smuggled into the country in the vicinity of El Paso."[51] Most of these Chinese immigrants lived as undocumented immigrants, though, and were not enumerated by the official US census at the time (figs. census-race and census-foreign-born). Although 1910 census schedules likely underrepresent El Paso's Chinese population, they do show Chinese immigrants living in boarding houses in Duranguito, as well as in houses and apartments spread across downtown El Paso.[52]

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[44] Peter Andreas, "Coming to America Through the Back Door," in *Smuggler Nation: How Illicit Trade Made America* (New York: Oxford University Press, 2013), 212.

[45] Timmons, *El Paso: A Borderlands History*, 220.

[46] Timmons, *El Paso: A Borderlands History*, 248.

[47] Timmons, *El Paso: A Borderlands History*, 220–221.

[48] *Categories of immigrants still permitted included "merchants, teachers, students, diplomats, and travelers. Also, Chinese who were legal U.S. residents before the exclusion law took effect could leave the country and return (though this right was later revoked)." Andreas, "Coming to America," 212.*

[49] Andreas, "Coming to America," 216–217.

[50] "History, El Paso Sector, Texas," US Customs and Border Protection, accessed July 21, 2020, https://www.cbp.gov/border-security/along-us-borders/border-patrol-sectors/el-paso-sector-texas.

[51] Andreas, "Coming to America," 219.

[52] US Federal Census, 1910, various records, from ancestry.com.

Around the same time, in the 1880s, German Jewish immigration to North America increased due to loss of European agricultural land to industrial development, as well as political oppression. Syrian immigration to North America increased in the 1880s as well, aiming to escape French and British colonial power. Many Jewish and Syrian immigrants with mercantile backgrounds initially settled in Ciudad Juárez around 1885, when the Mexican government instituted a duty-free *Zona Libre* (or free-trade zone) to stimulate international trade along the border. When the free-trade zone closed in 1905, many Jewish and Syrian business owners crossed to the US side of the border. Businesses in downtown El Paso associated with Jewish immigrants included 216 East Overland Street, associated with Louis Laskin, a Jewish civil rights activist (photo 216-E-Overland).[53] Syrian-owned businesses in downtown El Paso tended to congregate on South El Paso Street, with additional examples scattered downtown, such as the combined store and residence at 305 Chihuahua Street operated by Syrian immigrants S. J. and Nazah Jabalie (photo 305-Chihuahua-St).[54] These diverse immigrant communities lived side by side in the Duranguito neighborhood, within walking distance of their workplaces. For example, census schedules from 1910 document that the cluster of boarding houses at San Francisco Avenue and Leon Street (no longer extant, now the Civic Center) sheltered individuals from Germany, Sweden, Ireland, Turkey, Algeria, Mexico, Austria, and Czechoslovakia, as well as a wide array of American states.[55]

Mexican immigration into the US again surged in 1905 due to an economic depression triggered when Ciudad Juárez closed the duty-free *Zona Libre* on the border. Nationwide, immigration across the Mexican border into the US totaled about 2,000 people per month, or 12,000 annually. By 1910 El Paso housed the largest number of Mexican-born immigrants of any city in the US.[56] El Paso's foreign-born population roughly equaled its native-born population (fig. census-foreign-born). The Duranguito neighborhood provided homes for these immigrants, many of whom also opened businesses nearby.

The Mexican Revolution between 1910 and 1920 drove refugees into El Paso, creating yet another spike in immigration numbers. The prolonged violence of the Revolution led to estimated losses of one million lives and over one billion dollars of property.[57] Refugees crossed all social and economic barriers, and "Rich and poor alike came to avoid persecution, as well as the violence and destruction the Revolution left in its wake."[58] As a result, El Paso's total population increased from 32,279 in 1910 to 77,560 in 1920 (fig. census-race).[59] The majority of immigrants through Mexico in this era were of Spanish or indigenous descent, with the violence of the Revolution sharply deterring Chinese immigration via Mexico.[60] The US government temporarily attempted to restrict immigration in 1917 and 1918, imposing a head tax and literacy test. Restrictions were short-lived, though, because US demand for immigrant labor remained high.[61] Many of the Mexican immigrants during this era arrived with families, permanently settling in El Paso or elsewhere in the US.

With the end the Mexican Revolution in 1920, Mexican immigration into El Paso leveled off. Between 1921 and 1924, though, new US laws set quotas limiting certain European immigrants, creating a new funnel of European immigrants through Mexico into the "back door" of illegal border crossing into El Paso. A 1924 article in *La*

[53] City Directory, 1924; Will Guzman, "The El Paso Branch of the 1923 and 1929 National Association for the Advancement of Colored People," Password *of the El Paso County Historical Society* 60, no. 3 (Fall 2016): 70.

[54] Timmons, *El Paso: A Borderlands History*, 226–227; City Directories; Sarah E. John, "Arabic-Speaking Immigration to the El Paso Area, 1900–1935," *Password of the El Paso County Historical Society* 38, no. 4 (Winter 1993): 159.

[55] US Federal Census, El Paso, District 0059, 1900, from ancestry.com.

[56] Timmons, *El Paso: A Borderlands History*, 221.

[57] Timmons, *El Paso: A Borderlands History*, 247.

[58] Timmons, *El Paso: A Borderlands History*, 257.

[59] Timmons, "El Paso, Tx."

[60] Staski, "The Overseas Chinese in El Paso," 132.

[61] Timmons, *El Paso: A Borderlands History*, 221.

Patria, a Spanish-language newspaper, mentioned "Russians, Germans, Czechs, Turks, Syrians, Greeks, Bulgarians, Italians, French—waiting to enter the United States."[62] Although some settled permanently in El Paso, many traveled on to settle in other parts of the US. Overall, official census numbers for El Paso's foreign-born population remained relatively steady between 1920 and 1930 (fig. census-foreign-born). With the Great Depression of the 1930s, the job market tightened, and unemployed immigrant laborers known as *repatriados* returned to Mexico. As a result, by the 1940s, most El Paso residents of Hispanic heritage were native-born rather than immigrants (fig. census-foreign-born). Immigration did continue, of course, especially between 1941 and 1964 with the *bracero* temporary-worker program established by the US government to offset labor shortages. Within the first month of the program, some 20,000 immigrants entered the US legally, and many more entered illegally to help meet labor demands. A backlash in 1954 led to deportation of some 35,000 illegal Mexican immigrants in El Paso in a single week.[63] Despite mounting restrictions placed on Mexican immigration in the late twentieth century, Mexican immigrants remained a key demographic component of the workforce and clientele in the Downtown El Paso Historic District.

Community Planning and Development: Evolving Cultural Traditions

Hispanic American Land Grant Patterns and Planning Traditions

Although no permanent settlement occurred within the boundaries of the Downtown El Paso Historic District during the Spanish Colonial era, the overall land planning and infrastructure patterns along the Rio Grande borderlands bear the indelible marks of Spanish colonial land planning and management. Together, the Spanish crown and Catholic Church developed the colonial mission system to help manage the vast territory claimed in the Americas. The Spanish intentionally spaced missions apart to assert control across broad swaths of land. This strategy also allowed distribution of sparse natural resources equally among missions—which was especially important for access to water in arid landscapes. The Spanish used Native American labor to build infrastructure systems needed support the missions. The distances between Spanish missions necessitated the construction of roads, or *caminos*, traversing thousands of miles. Similarly, the desert landscape required construction of irrigation canals, or *acequias*, to provide water for agricultural and domestic use. These two infrastructure features—the camino and the acequia—formed the foundation for urban development in Downtown El Paso (as discussed above in Section 7).

Spanish explorer Juan de Oñate y Salazar first traveled from Mexico City to lands targeted for mining near Santa Fe in 1598, passing through the mountains using El Paso del Norte and forging the trail that would become known as El Camino Real de Tierra Adentro—or the Royal Inland Road.[64] The historic trail followed a broad and unclear path northward, but it likely forded the Rio Grande east of downtown (at a site known as the "Oñate Crossing"), then meandered along the northeastern bank of the Rio Grande before heading through El Paso del Norte into the mountains.[65] In the El Paso area, missions were constructed along the Rio Grande downriver from the Camino Real

[62] Andreas, "Coming to America," 222–223.

[63] Timmons, *El Paso: A Borderlands History*, 281, 291.

[64] "Camino Real de Tierra Adentro," National Park Service, accessed July 22, 2020, https://www.nps.gov/elca/planyourvisit/maps.htm; "Camino Real de Tierra Adentro," United Nations Educational, Scientific and Cultural Organization (UNESCO), accessed July 22, 2020, https://whc.unesco.org/en/list/1351/.

[65] "El Camino Real de Tierra Adentro" [Brochure]; "Oñate Crossing / Hart's Mill / Old Fort Bliss," Preservation Texas, accessed July 22, 2020, http://www.preservationtexas.org/endangered/onate-crossing-harts-mill-old-fort-bliss/; Rachel Feit, "A River Used to Run Through It: The Borderlands Cultural Landscape of the Oñate Crossing in El Paso del Norte" (lecture, Texas Cultural Landscape Symposium, Waco, TX, February 23-26, 2020), from the National Park Service, https://www.ncptt.nps.gov/blog/a-river-used-to-run-through-it-the-borderlands-cultural-landscape-of-the-onate-crossing-in-el-paso-del-norte/.

de Tierra Adentro between the 1650s and the 1680s, with all missions located south of the Rio Grande's alignment at the time (fig. 1727-map).

The oldest portions of El Paso's system of acequias date from the founding of the mission of El Paso del Norte in present-day Juárez in 1659.[66] The system of acequias was expanded alongside the system of missions, with each mission responsible for the maintenance of its own portion of the system. By the "late 1700s" each mission community also had its own dam.[67] The first maps showing the acequia system near the present-day Downtown El Paso Historic District date from 1827.[68]

When the independent Mexican government began dispersing land grants after 1821, grants along waterways typically followed a pattern with long thin strips of land stretching away from the waterfront to give as many owners as possible access to the water. Mexican land grants in the El Paso area generally followed this pattern as well (fig. land-grants-map-1875). In 1827, the Mexican government issued the original grant for the land that would become downtown El Paso to Juan María Ponce de León, a merchant settled in present-day Ciudad Juárez. The fact that the *acequia* system reached the Ponce de León land grant that same year—in 1827—attests to the Mexican government's hope that the grants would help stimulate agricultural production. The land grant originally totaled 215 acres, with the Rio Grande as the southern boundary.[69] Since this grant was settled into the nook at the curve of the Rio Grande, it took on a wider and shorter shape than most of the other grants in the area (fig. GLO-Ponce-de-Leon-grant). Ponce de León ranched the land, maintained a vineyard, and grew wheat, using the acequias that became known as the "Ponce Acequia." He also developed a mill to process his wheat (fig. ponce-mill).[70] When erosion caused the Rio Grande to shift farther south around 1830, Ponce de León's landholdings "almost doubled" to roughly 400 acres.[71]

American Land Division Traditions

The Ponce de León grant attracted American settlement soon after the end of the Mexican-American War in 1848. After most American troops retreated to Santa Fe and returned home, one American "company of dragoons" remained stationed near Mission Socorro, led by US Captain William S. Henry, holding claim to the disputed lands. With the Treaty of Guadalupe Hidalgo complete in 1848, political stability made land on the US side of the border increasingly attractive for US investors. Anglo American investors quickly obtained land along the northern bank of the Rio Grande.[72] Amid this context, Ponce de León sold his land to a series of Anglo American speculators who gradually developed present-day El Paso. The first man to purchase the Ponce de León grant was Benjamin Franklin Coons, a merchant born in St. Louis who gained wealth via wagon trains and trade in Santa Fe and El

[66] Rachel Feit, Heather Stettler, and Cherise Bell, "El Paso del Norte: A Cultural Landscape History of the Oñate Crossing on the Camino Real de Tierra Adentro 1598–1983, Ciudad Juárez and El Paso, Texas, U.S.A," prepared for the National Park Service National Trails Intermountain Region, August 2018, 3. From the National Park Service, https://www.epcounty.com/purchasing/bids/documents/RFP19-010OnateCrossingculturallandscapehistory_Main_lowres.pdf.

[67] Neal W. Ackerly and David A. Phillips, Jr., "El Paso County Water Improvement District No. 1," *National Register of Historic Places Inventory/Nomination Form*, from the Texas Historical Commission, Austin, Texas, 1997, 15–16.

[68] Ackerly and Phillips, Jr., "El Paso County Water Improvement District No. 1," 16.

[69] The original Ponce de León land grant, as well as its subsequent subdivisions, can be viewed online from the Texas General Land Office, accessed July 22, 2020, https://s3.glo.texas.gov/ncu/SCANDOCS/archives_webfiles/arcmaps/webfiles/landgrants/PDFs/1/5/6/156769.pdf.

[70] Ackerly and Phillips, Jr., "El Paso County Water Improvement District No. 1," 16; Feit, Stettler, and Bell, "El Paso del Norte," 28.

[71] Martin Donell Kohout, "Ponce de León, Juan Maria," *The Handbook of Texas Online*, accessed June 25, 2020, http://www.tshaonline.org/handbook/online/articles/fpo63.

[72] Timmons, "The El Paso Area in the Mexican Period," 26; Timmons, "American El Paso," 3.

Paso, who bought the land on credit in 1849.[73] That same year, additional US Army troops arrived to further fortify the border, enforce customs duties on goods transported across the Rio Grande, defend settlers from Apache attacks, and generally maintain law and order. With the California Gold Rush and increased traffic along the western trails, crime and disorder proliferated. US Major Jefferson Van Horne selected a post location on six acres of Coons's land, which the US Army rented for $250 from 1849 through 1851.[74] By 1850 enterprising pioneer Simeon Hart built a new mill to supply the army, located near the old Oñate Crossing east of downtown. A modest settlement also emerged on Benjamin Franklin Coons's land, known as "Franklin," containing "a string of adobe houses scattered along an old trail connecting it to the ferry crossing into the Mexican city of El Paso del Norte, which was the larger town."[75] El Paso County formed in 1850, with San Elizario as the county seat.[76] Despite these developments, though, in 1851 the army relocated to the north to gain more defensible ground and better protect the pass into the mountains.[77] Loss of rental revenue from the army, combined with commercial failures, made Coons default on his payments, and the Ponce de León family repossessed the land around 1852. Later that same year, the Ponce de León heirs sold the land to another Anglo American investor, William T. "Uncle Billy" Smith, a trader from Kentucky.[78] A map drafted in 1853 shows Simeon Hart's mill, a cluster of buildings in Franklin, as well as the new location of the army's Fort Bliss in Magoffinsville to the east and the sprawling city of El Paso del Norte (now Ciudad Juárez) across the border to the south (fig. 1853-map-detail).

"Uncle Billy" Smith thought of the land as a speculative, corporate venture, never investing in agricultural development of the land. [79] Smith hoped the land would become a townsite rather than a ranch, and he sold or gave away small parcels at random for town development, with little forethought about a future town plan.[80] The result was a motley intermingling of commerce, residences, and small agricultural plots. The architecture generally reflected Mexican building traditions, constructed of adobe in one-story forms with flat roofs.[81] Much of the development lined present-day El Paso Street, stretching toward the Mexican border and the larger population center across the river. People gathered and roads converged chaotically at an irregularly shaped open space near the area known today as Pioneer Plaza.[82] Small-scale agriculture continued to intermix with new commercial uses, with little forethought about spatial organization. The acequias also complicated development, tracing zig-zag patterns across the town. As described by historian W. H. Timmons:

[73] Myra McLarey, "Coons, Benjamin Franklin," *The Handbook of Texas Online*, accessed June 25, 2020, http://www.tshaonline.org/handbook/online/articles/fcodb.

[74] Timmons, "American El Paso," 3.

[75] Martin Davenport, "Magoffin Historic District," National Register of Historic Places Inventory/Nomination Form, Texas Historical Commission, Austin, Texas, 2015, 40–41.

[76] Conrey Bryson, "El Paso County," *Handbook of Texas Online*, accessed July 14, 2020, http://www.tshaonline.org/handbook/online/articles/hce05. Note that the county seat moved back and forth between San Elizario and Ysleta between 1868 and 1873.

[77] Timmons, "American El Paso," 9.

[78] Martin Donell Kohout, "Coons' Rancho," *The Handbook of Texas Online*, accessed June 25, 2020, http://www.tshaonline.org/handbook/online/articles/hvc72.

[79] Davenport, "Magoffin Historic District," 41.

[80] Mark Cioc-Ortega, "Anson Mills and the Platting of El Paso, 1858–1859," *Password of the El Paso County Historical Society* 58, no. 2 (Summer 2014), 54.

[81] Timmons, *El Paso: A Borderlands History*, 172.

[82] Mark Cioc-Ortega, "Anson Mills and the Platting of El Paso," 56; "Pioneer Plaza," El Paso Museum of History, accessed July 19, 2020, http://digie.org/media/7387.

> The main acequia, which ran in an easterly direction by the plaza, was lined with cottonwood trees, and most of the area south of San Antonio and San Francisco streets had vineyards, fruit trees, and fields of wheat and corn in cultivation. An extension of the main acequia carried water to the valley settlements. [83]

By 1858 Smith sought additional investment to support the town's development and resold tracts to various investors, with a conglomerate of Anglo American investors known the "El Paso Company" ultimately buying the bulk of the land, which aligns closely with the boundaries of the historic district.[84] In 1859 the El Paso Company hired a young surveyor and engineer named Anson Mills to design a plat for the city. Born in Indiana, Mills had briefly attended West Point, then headed west as an employee of the Butterfield Overland Mail Company. Mills completed his plat for the plan in 1859 (fig. 1859_AnsonMillsPlat). The process of developing the plat required working around the odd shape of the Ponce de León land grant, the random boundaries of parcels that Smith had sold between 1853 and 1858, as well as the irregular shape of Pioneer Plaza (fig. development-before-plat). As Mills recalled in his memoir, Smith "had given or sold small parcels of land to many who built without any survey having been made…As the houses had been built at random, on plots given by Mr. Smith, the few streets were neither parallel nor at right angles."[85] To accommodate these irregularities, Mills' plat incorporated two different offset street grids, a number of angular streets, and trapezoidal parcels of land. He also introduced a more classically prominent open public square (today's San Jacinto Plaza) toward the northern end of the preexisting commercial development along El Paso Street (figs. 1859_AnsonMillsPlat, Photo San-Jacinto-Plaza).

Although the plat was in place by 1859, little authority existed to enforce development patterns. Without a municipal government, no urban planning existed. After the Civil War, former Union soldiers settled in the town and gradually assumed political leadership. As historian W. H. Timmons writes, "They brought to the frontier the mechanisms of local government which they had learned east of the Mississippi, making it possible for them to manipulate elections and control local officials."[86] Known as the "customhouse ring," these leaders used their power as:

> …a vehicle for giving favors to local merchants, controlling appointments to office and manipulating elections. During the late sixties and early seventies, therefore, it was rare indeed in El Paso when a local election was not characterized by fraud, vote purchasing, ballot stuffing, briery, intimidation, or tampering by corrupt election officials.[87]

These politicians also understood how to manipulate the levers of municipal government to influence capitalist development. Local politics intensified when the municipality of El Paso incorporated in 1873.[88] A main goal of local officials was to capitalize on railroad development, which was planned to take advantage of the nearby pass through the mountains. The presence of a transcontinental railroad line, they speculated, would lure development to the American side of the Rio Grande, away from the older urban center across the Rio Grande in Mexico. By 1880 "the legislative body of the State of Chihuahua changed the name of El Paso del Norte to Ciudad Juárez and

[83] Timmons, *El Paso: A Borderlands History*, 170.

[84] Kohout, "Coons' Rancho"; Davenport, "Magoffin Historic District," 41. Note that investors in the "El Paso Company" included District Judge Josiah F. Crosby, John S. and Henry S. Gillett, William J. Morton, Vincent St. Vrain, and Anthony B. Rohman.

[85] Anson Mills, *My Story*, quoted in Cioc-Ortega, "Anson Mills and the Platting of El Paso," 54.

[86] Timmons, *El Paso: A Borderlands History*, 191–192.

[87] Timmons, *El Paso: A Borderlands History*, 185.

[88] Clyde Wise, Jr., "The Effects of the Railroad Upon El Paso," *Password of the El Paso County Historical Society* 5, no. 3 (July 1960), 91.

Franklin had become El Paso"—presaging the economic precedence that the American sector of the city would assume in the decades to come.[89]

Railroad-Era Planning and Development

The Southern Pacific Railroad first arrived in El Paso in 1881, quickly followed by four additional rail lines by the end of the 1880s (as shown in Table 8-2 above). The Southern Pacific rail line followed the northern boundary of the Ponce de León grant, but later lines obtained right-of-way to travel through the grant on the southern and eastern edges of downtown.[90] During the railroad boom of the 1880s, urban development trends in El Paso and nationwide were characterized by privatized planning and development of infrastructure driven by capitalists with political influence. The Southern Pacific rail line purchased right-of-way on the northern edge of the El Paso Company's land, running between Main Street and Franklin Avenue. Property values nearby skyrocketed. As one historian described, "Corner lots which had been worth at the most only a few hundred dollars before the [Southern Pacific railroad's] arrival, soon were going for many thousands."[91]

This new wealth shifted power in the region even further into the hands of American newcomers. The beneficiaries of this new wealth, in turn, strengthened their own political power and pursued an urban planning trajectory based on their own fiscal interests. For example, from 1881 until 1885, Joseph Magoffin served as mayor. Magoffin was the son of James Wiley Magoffin, a wealthy American investor in Chihuahua mining interests who settled in El Paso in the 1850s, accumulating land and wealth at a time when very few Americans populated the area.[92] As mayor, Joseph Magoffin brought order and progress to the city, but often in a way that also increased the value of Magoffin family investments. For instance, the streetcar system was among the earliest infrastructure developments in the city, with the El Paso Street Railroad Company founded in 1881—owned in part by Mayor Magoffin and immediate past mayor Solomon Schutz. On the other hand, improvements that would benefit the broad public rather than a small group of politicians—like waterworks—tended to lag. Although the city implemented construction of waterworks as early as 1881, the system was riddled with leaks and supply issues that took decades to resolve. Improvement of public streets, sidewalks, and sewers began in the 1880s but progressed at a similarly slow pace.[93] Mills's vision for a scenic urban public square remained unrealized, with only a series of gravel walkways and no designed plantings (figs. San Jacinto Plaza_1882_El Paso Public Library and San Jacinto Plaza_1882_UTEP Special Collections.jpg).

To attest to the new town's growth, El Paso became the county seat in 1883.[94] Between 1883 and 1884, the new El Paso County Courthouse rose at the northeast corner of Kansas Street and Overland Street, located several blocks southeast of the central San Jacinto Plaza (just outside of the Downtown Historic District, as shown in Figure El-Paso-Birds-Eye_1886_Koch).[95] The courthouse's location away from the central San Jacinto Plaza ran contrary to statewide planning trends across Texas and the US at the time, which typically sited the county courthouse in a

[89] Day, "El Paso: Mining Hub for Northern Mexico," 17.

[90] *West Part: El Paso Co.* [Map], 1903, from the Texas General Land Office, https://s3.glo.texas.gov/glo/history/archives/map-store/zoomer.cfm?z=https://s3.glo.texas.gov/ncu/SCANDOCS/archives_webfiles/arcmaps/ZoomWork/4/4713.

[91] Joseph Leach, "Farewell to Horse-Back, Mule-Back, Foot-Back, and Prairie Schooner: The Railroad Comes to Town," *Password of the El Paso County Historical Society* 1, no. 2 (May 1956), 44.

[92] Martin Donell Kohout, "Magoffin, Joseph," *Handbook of Texas Online*, accessed July 22, 2020, http://www.tshaonline.org/handbook/online/articles/fma14.

[93] Wise, The Effects of the Railroad Upon El Paso," 95, 98.

[94] Bryson, "El Paso County."

[95] Victoria Green Clow, Marsha Prior, and Terri Gilbert, "El Paso U.S. Courthouse," National Register of Historic Places Registration Form, Texas Historical Commission, Austin, Texas, 2001, 8; Sanborn Fire Insurance Maps, 1888, Sheet 5.

prominent position on the main public square. Once again, planning in El Paso responded to existing property owners' interests above tenets of urban planning of the day. When the county began seeking a site for the new courthouse, the land around San Jacinto Plaza was already developed by private property owners on three sides, with railroad lines running on the north side. The site selected at Kansas and Overland Streets had the benefit of a small trapezoidal open space to the north, although it lacked the prominence and grandeur of a location on San Jacinto Plaza.

The 1880s also witnessed development of residential subdivisions surrounding downtown, often by politically prominent landholders like Magoffin. Adjoining suburbs included the Magoffin Addition to the east and Sunset Heights to the north (both of which are listed as National Register Historic Districts).[96] Suburban development facilitated gradual spatial separation of residential and commercial use, with downtown growing increasingly commercial. The surrounding rail lines also had the effect of encapsulating a small area for downtown, owned by few property owners—encouraging density and upward growth. New commercial buildings downtown were typically brick rather than adobe, rising two or more stories. One notable extant example is the three-story Merrick Building at 301 S. El Paso Street, completed in 1887 (photo 301-S-El-Paso). More substantial and permanent cultural amenities increasingly developed downtown as well, like the 1887 Myar's Opera House on El Paso Street at Overland Street (destroyed by fire in 1905).[97] A bird's-eye view rendering of the city in 1886 shows the downtown's character at the time as a vast expanse traversed by massive railroad lines, divided into a traditionally American orthogonal grid pattern in parts. In other parts, though, the city retained some irregularities tied to its Hispanic heritage like the diagonal streets following the acequias and the offset grid responding to the angles of Ponce de León's original Mexican land grant (fig. El-Paso-Birds-Eye_1886_Koch).

The City Beautiful Movement

Nationwide, the 1890s ushered in an era of city beautification inspired by the World's Columbian Exposition in Chicago in 1893.[98] The aesthetic vision propagated by the City Beautiful movement centered around orderly geometric landscapes, with broad vistas lined with white buildings featuring restrained Classical Revival stylistic detailing. Tastemakers of the day connected the City Beautiful aesthetic with Progressive ideals about sanitation, education, and reformed living conditions for the poor. In El Paso, the lack of broad public jurisdiction over planning and development made large-scale beautification efforts challenging, but individual projects of the day attempted to implement the City Beautiful aesthetic on a piecemeal basis.

The evolution of the downtown Public Square in the 1890s and early 1900s demonstrates El Paso's adoption of the City Beautiful philosophy. Historic photos document designed landscape improvements completed by 1902 (fig. San-Jacinto-Plazametapth875537_xl_ELPL_PICF002_01_1902). The photograph shows numerous small trees, as well as a gazebo and fountain at the plaza's center. In April 1903 the city renamed the public square "San Jacinto Square" (alternately "San Jacinto Plaza") to commemorate the Battle of San Jacinto, which secured Texas's victory in the Texas Revolution and led to independence from Mexico.[99] The name change seems to have communicated

[96] Davenport, "Magoffin Historic District"; Alfonso Tellez, "Sunset Heights Historic District," National Register of Historic Places Inventory/Nomination Form, Texas Historical Commission, Austin, Texas, 1988; George E. Wimberly, *Official Map of El Paso*, 1899, from the Texas General Land Office, https://s3.glo.texas.gov/glo/history/archives/map-store/zoomer.cfm?z=https://s3.glo.texas.gov/ncu/SCANDOCS/archives_webfiles/arcmaps/ZoomWork/2/2190.

[97] Timmons, *El Paso: A Borderlands History*, 209–210.

[98] Additional background and documentation regarding the 1893 World's Columbian Exposition is available from "Bird's-Eye View of the World's Columbian Exposition, Chicago, 1893," from the World Digital Library partnering with the Library of Congress, accessed July 23, 2020, https://www.wdl.org/en/item/11369/.

[99] "New Name for the Plaza," *El Paso Times*, April 17, 1903, p. 5, from newspapers.com; L. W. Kemp, "San Jacinto, Battle Of," *Handbook of Texas Online*, accessed July 23, 2020, http://www.tshaonline.org/handbook/online/articles/qes04.

the city's desire to distance itself from its Mexican heritage and establish its identity as fully Americanized. The newly beautified plaza then became the nexus of downtown redevelopment following the City Beautiful model. An aerial photo of El Paso from 1919 shows that multi-story development in the early twentieth century clustered near San Jacinto Plaza (fig. aerial-1919). (For a discussion of the impacts of the City Beautiful movement on architecture within the district, see Criterion C).

George E. Kessler and Twentieth-Century Comprehensive Planning

In the early twentieth century, the City of El Paso also opted to formalize and codify City Beautiful ideas by developing a comprehensive plan. Renowned planner George E. Kessler worked with the City of El Paso from 1907 through 1923 to create the plan. Kessler gained recognition nationwide for his plans for numerous cities, such as Dallas, Kansas City, Cleveland, Syracuse, Denver, and Indianapolis. Although Kessler died in 1923 before completing his plan for El Paso, before his death he completed a series of maps, established the necessary municipal ordinances for creating a city plan, communicated with the City Planning Commission about his ideals for using zoning ordinances to separate functional uses, and developing parks and boulevards to inject natural spaces into the urban core.[100]

Kessler's concept for El Paso focused on "sanitation" of the urban barrios, relocation of residential uses to sprawling suburbs, and designed landscape improvements in public open spaces citywide, combined with streetscape improvements for downtown. Broad recommendations for downtown concentrated on traffic improvements, separating at-grade rail crossings, constructing safe sidewalks, removing overhanging wires and signs, and installing consistently designed lighting. Another major recommendation was consolidation of governmental buildings in a "Civic Center" east of downtown, near the El Paso County Courthouse (fig. 1925-civic-center-plan). [101] Additional specific planning recommendations for downtown are detailed in Table 8-3, along with changes made over time to implement each recommendation.[102]

Table 8-3. Downtown Redevelopment Recommendations from the 1925 City Plan, Noting Efforts to Implement the Recommendations.[103]

1925 Recommendation	Changes Implemented
Grade separation of at-grade railroads running through downtown	Construction of a massive depressed channel to funnel rail lines through downtown safely. Completed in 1950, the project became known as the "Bataan Memorial Trainway"
Demolishing the existing City Hall on the triangular lot bound by E. San Antonio Avenue, Myrtle Avenue, and present-day Kansas Street (within historic district boundaries) to create a public open space adjacent to the County Courthouse (just east of historic district boundaries)	Old City Hall demolished, triangular site maintained as an open space, extant today and marked with numerous monuments (401 E. San Antonio Avenue, within the historic district)
Widening North Kansas Street between Myrtle Avenue and Mills Street by purchasing adjacent right-of-way, which also could be used as a site for a new City Hall and Civic Center (to be located just east of the Downtown Historic District boundaries, as shown in Figure 1925-civic-center-plan)	Kansas street extended between Myrtle Avenue and Mills Street (on eastern boundary of district), but not widened to create additional Civic Center site; Civic Center delayed until 1970s but eventually constructed in Duranguito in the northeastern corner of downtown rather than on the site recommended in 1925

[100] "Kessler, City Planer, Dies In Midst of Work For El Paso's Growth," *El Paso Herald*, March 20, 1923, 1–2, from newspapers.com; Lisa C. Maxwell, "Kessler, George E.," *Handbook of Texas Online*, accessed July 19, 2020, http://www.tshaonline.org/handbook/online/articles/fke44.

[101] El Paso City Planning Commission, *The City Plan of El Paso, Texas* (El Paso, Texas: City of El Paso, 1925, 11–13.

[102] Clow, Prior, and Gilbert, "El Paso U.S. Courthouse," 9.

[103] El Paso City Planning Commission, *The City Plan of El Paso, Texas*, 27, 43; Sanborn Fire Insurance Maps, 1908–1954; Clow, Prior, and Gilbert, "El Paso U.S. Courthouse."

Table 8-3. Downtown Redevelopment Recommendations from the 1925 City Plan, Noting Efforts to Implement the Recommendations.[103]

1925 Recommendation	Changes Implemented
Broadening the intersection of San Antonio Avenue and Mesa Avenue by demolishing the "Feder building" (presumably on the northeast corner)	Not implemented; intersection remains irregular today
Straightening the sharp intersection of Myrtle Avenue and Stanton Street by extending Myrtle Avenue to San Antonio Avenue	Sharp intersection instead remedied by creating a dead end at Myrtle before it reaches San Antonio Street
Widening South Kansas Street near San Antonio Avenue by purchasing adjacent right-of-way	Implemented; buildings in the right-of-way at 422 and 424 E. San Antonio Street demolished

When it was completed in 1925, the plan immediately began impacting development patterns downtown. In 1934, when the US federal government outgrew the old federal building at the southeast corner of Mills Street (then St. Louis Street) and Oregon Street, officials selected a site at 511 East San Antonio Street, just north of the county courthouse, within the Civic Center area recommended by the 1925 plan. The new federal building was completed in 1935 and remains extant today (outside of the Downtown El Paso Historic District, individually listed in the National Register of Historic Places). As a result of the relocation of federal offices, the area slightly east of downtown became El Paso's governmental node—just as the 1925 plan had recommended. The core of downtown instead became the focus of purely commercial, entrepreneurial development. The old federal building was demolished around 1935. In its stead, the grand new Art Deco style Kress Department Store was completed in 1937 (photo 211-N-Mesa), signifying the area's shift to a purely commercial zone.

The plan also recommended implementing a use-based zoning ordinance. The recommendations for the downtown business district maintained its historic mixed-use character, allowing commerce, storage, light manufacturing, as well as all uses permitted in residential districts. Residential districts were to permit residential uses exclusively, with neighborhood commerce allowed at half-mile intervals along major thoroughfares.[104] The plan consequently encouraged auto-oriented commercial shopping centers. This new development pattern, combined with the Great Depression of the 1930s, brought a sudden halt to construction downtown. (See Commerce below for additional discussion of economic impacts of the Great Depression.) No high-rise buildings were constructed downtown in the 1930s; the buildings of this era instead tended to be small-scale, with minimal detail and economical materials. Over the decades to come, individual buildings were replaced or modified as needed, but the general urban pattern followed the foundations laid by Spanish and Mexican land planning traditions, the 1859 Anson Mills plat, and the 1925 Kessler plan.

The Exception of Duranguito

One area that continually defied the urban planning trends applied to the rest of downtown was Duranguito, also known as "Primero Barrio." This area lay in a triangle of land toward the northeastern corner of downtown, with railroad tracks bordering the north and southeastern edges of the neighborhood. Some of El Paso's earliest development fell within this section of downtown, and into the twentieth century the area retained a dense and eclectic collection of low-rise residential and commercial buildings, catering primarily to railroad workers.[105] Given its density and working-class character, planners repeatedly targeted the area for "slum clearance" during the twentieth century. In the 1930s the government-sponsored Home Owners' Loan Corporation (HOLC) was created to evaluate the condition of urban areas, both as a means to guide mortgage lending and as a tool to help evaluate areas most in need of federal assistance. HOLC maps for El Paso shaded the Duranguito area as yellow, marked as "definitely declining" (fig. holc-scan-El-Paso – detail) —deterring investment in new development in the area. As a

[104] El Paso City Planning Commission, *The City Plan of El Paso, Texas*, 80.
[105] El Paso Historical Commission, "History of the Duranguito Neighborhood in El Paso, Texas" (unpublished, May 2017).

fortunate unintended result, some of the oldest building fabric in downtown El Paso remained extant and in continuous use into the late twentieth century.

By the 1960s, though, when the City of El Paso sought to finally execute the plan for a Civic Center recommended in the 1925 plan, the "declining" property on the northern side of Duranguito seemed a logical choice for the redevelopment project. Proponents of the location also cited the area's proximity to railroad and highway infrastructure—although the "Downtown Freeway" proposed adjacent to the site was never realized.[106] Critics of the project charged that the city's elected officials prioritized the redevelopment project to profit their own business interests rather than the public good, consistent with a long tradition of downtown land speculation among El Paso's leading political class, questioning why taxpayer dollars would be spent on a project seen as a luxury for a few rather than for housing improvements for many.[107] Ultimately, the Civic Center was completed from 1970 through 1974 (see Criterion C below for further discussion). To respond to the tension created between the predominantly Mexican local community and the Anglo American proponents of the project, the complex was designed to "reflect the two cultures of the border country with the buildings built around plaza-type courtyards and patios" (fig. 1-Civic-Center-civic-center).[108]

Commerce: Patterns of Trade through El Paso

In addition to its significant associations in the areas of Ethnic History and Community Planning and Development, the El Paso Downtown Historic District also holds significance for its role as a commercial hub serving local, national, and international markets. From its earliest period of settlement, supply and demand for El Paso's commercial trade came from both sides of the US-Mexico border, creating an interwoven and codependent economy. The commercial success of the El Paso region resulted from a combination of natural resources and transportation access, as well as the absence of other urban centers nearby.

Provisions in the Desert

Located along a rare source of water in a desert region, El Paso became a source of provisions for travelers along the early trails passing through the mountains via El Paso del Norte. The earliest trail crossing through the El Paso region was the Camino Real de Tierra Adentro, which extended from Mexico City to Santa Fe and Taos, providing supplies for missions and creating supply and trade centers along the route.[109] In the 1820s nearby Santa Fe became a center of trade along the networks of rough trails traversed by mule trains. Goods flowed into Santa Fe from St. Louis via the Santa Fe Trail, established around 1821.[110] By 1829 the Old Spanish Trail connected Santa Fe to Los Angeles as well.[111] In the 1830s, with the growth the mining industry in Chihuahua, trade between Santa Fe and Chihuahua increased along the Camino Real de Tierra Adentro.[112]

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[106] "Civic Center Location Proposed," *El Paso Times*, June 9, 1968, p. 11, from newspapers.com; "Downtown Section Is Chosen for Proposed Layout," *El Paso Herald-Post*, May 23, p. 1, from newspapers.com.

[107] "McKeon Answers 12 Statements Coming from Civic Center Foes," *El Paso Times*, June 12, 1968, p. 13, from newspapers.com; "Thinking Out Loud: She's Against Civic Center," *El Paso Herald-Post*, June 14, 1968, p. 16, from newspapers.com.

[108] "Downtown Section Is Chosen," *El Paso Herald-Post*.

[109] Timmons, *El Paso: A Borderlands History*, 34.

[110] Find interactive maps of the Santa Fe Trail via the National Park Service, accessed June 30, 2020, https://www.nps.gov/safe/planyourvisit/maps.htm.

[111] Find maps of the Old Spanish Trail from the National Park Service, accessed June 30, 2020, https://www.nps.gov/nr/travel/american_latino_heritage/Old_Spanish_National_Historic_Trail.html.

[112] Find interactive maps of the Camino Real de Tierra Adentro from the National Park Service at https://www.nps.gov/elca/planyourvisit/maps.htm.

In the early nineteenth century, the most common goods passing through El Paso were native to the region—cattle and mined minerals. Few industrial facilities existed nearby, so most goods passing through El Paso were manufactured in the eastern US. American manufactured goods like cotton textiles comprised the bulk of trade traveling into Chihuahua, traded for mined copper; contraband like arms, munition, and alcohol supplemented legitimate trade. In 1835, when Texas gained independence, the Mexican government established a customhouse in present-day Ciudad Juárez (then El Paso del Norte) to monitor cross-border trade.[113]

Agriculture at the time primarily was for local consumption rather than trade.[114] Original grantee Juan María Ponce de León first introduced agriculture to the site of present-day Downtown El Paso in the 1820s, constructing an irrigation ditch "from the river to bring water to his crops…headed from the east bank of the river just above the dam which diverted water into the El Pas del Norte *acequia* on the other side." Nearby, James Magoffin similarly irrigated his farming using a canal diverted from the Rio Grande by the late 1840s. Yet water remained a scare resource, especially as settlements grew upstream in New Mexico and diverted water before it could reach El Paso.[115] Crops grown included wheat, vegetables, and exceptional-quality grapes for wine.[116] While El Paso's population remained relatively small, local agricultural production sufficed to support the population's needs.

With the population growth of the late nineteenth century, the need for food supply increased. To respond to growing demand, landowners invested in irrigation to help expand agriculture. By 1875 Joseph Magoffin and a group of investors also organized the El Paso Mill and Irrigation Company to irrigate land downstream from downtown El Paso. Water shortages in the 1880s led to increasingly ambitions irrigation schemes. Between 1889 and 1891, the El Paso Irrigation Company constructed a canal running through present-day Segundo Barrio and extending downstream (fig. Detail_txu-pclmaps-topo-tx-el_paso-1891), with work completed by the Rosenfeld Construction Company of Denver, Colorado. Between 1989 and 1912, the Franklin Irrigation Company operated the Franklin Canal—and attempted to improve and expand it (fig. Detail-txu-pclmaps-topo-tx-el_paso-1907). However, the varying level of the Rio Grande made irrigation irregular, with little water available to divert in dry times, discouraging substantial agricultural development for national or international trade.[117]

Growth of industrial facilities for processing El Paso's native cattle and mineral resources accelerated rapidly in the late nineteenth century. Around 1880 Mexican president Porfirio Díaz began soliciting foreign investment in exploiting the mineral resources of Chihuahua. Much of this investment came from the US. Additional mining operations grew in nearby New Mexico. Since rail connections between Chihuahua and the US ran through El Paso, investors constructed smelters on US soil in order to be connected to a wider network of railroads for distribution of the refined metal products. In El Paso, a smelter opened about two and a half miles northwest of downtown in 1887, creating a new source of employment for locals living downtown and in Duranguito, as documented by census schedules for the historic district.[118] In 1887 alone, the value of ore processed in El Paso totaled $13 million.[119] The

[113] Timmons, "The El Paso Area in the Mexican Period."

[114] HardyHeckMoore, Inc., *Historic Resources Survey: BSIF*.

[115] Alice White, "The Development of Irrigation in the City of El Paso," *Password of the El Paso County Historical Society* 4, no. 1 (January 1959), 31–33.

[116] Timmons, *El Paso: A Borderlands History*, 195.

[117] Alice White, "The Development of Irrigation in the City of El Paso," *Password of the El Paso County Historical Society* vol. 4, no. 1 (January 1959), 31–37.

[118] Patrick Rand, "The Federal Smelter," *Password of the El Paso County Historical Society* 22, no. 3 (Fall 1977), 109; US Federal Census, various records, from ancestry.com.

[119] Day, "El Paso: Mining Hub for Northern Mexico," 17.

downtown became a hub for corporations and associations supporting mining. For example, the International Miner's Association offices occupied 107 San Francisco Street in 1903 (no longer extant). [120]

Rail connections also stimulated development of a stockyard in El Paso by the 1880s, as well as numerous lumberyards.[121] Lumbering was a byproduct of the mining industry, with white pine forests in Chihuahua and Santa Fe cleared to open the mountains for mineral extraction.[122] Though the noxious smelter operated away from downtown, at the time other industrial uses mingled together commerce and residences within downtown. For example, the Overland Corral was located in present-day downtown at the southwest corner of Overland and Oregon Streets.[123] Sanborn Fire Insurance Maps from 1888 show the Romero & Maxwell Planing Mill adjacent to the rail lines at Fourth and Santa Fe Streets, the Buchanan & Co. planning mill at the northwest corner of Utah and Texas Streets, the O. T. Bassett Lumber Company at the northeast corner of Texas and Stanton Streets, the Wm. Cameron and Co. Lumberyard on the north side of Overland Street between Stanton and Kansas Streets, the Burton Lingo and Co. Lumber Yard on the east side of Kansas Street between First and Second Streets, and a cluster of "Coal & Wood Yards" sat at the southwest corner of Overland and Utah Streets (no longer extant).[124] By 1914 downtown El Paso's manufacturing operations included lumber mills, foundries, cigar plants, food processing plants, and household furniture factories—in addition to the copper smelter, cement works, brickworks, and flour mills located on the outskirts of town. Shops for railroad repair and maintenance also comprised a major part of El Paso's industrial economy, located downtown near the rail lines.[125]

By the early twentieth century, the area of farmable land in the region increased significantly, enabled by the construction of the Elephant Butte Dam and associated irrigation infrastructure between 1905 and 1916.[126] In 1912 the US federal government also assumed ownership of the canal, making improvements that helped efficiently divert the newly damned water to agricultural fields.[127] A historic Chamber of Commerce map promoting the diversity of regional resources in 1914 reflected this shift, showing farming as a significant part of the economy alongside the traditional mining and ranching industries (fig. 1914-Resources-Map). Between 1912 and 1940, "the amount of irrigated farmland in the El Paso Valley increased from 14,000 to 56,000 acres."[128] As historian W. H. Timmons writes, "Significant changes also occurred in valley agriculture as small farms, manual labor, and vineyard culture gave way to much larger holdings using powerful and expensive farm machinery in the cultivation of cotton and alfalfa."[129]

In turn, the hydroelectric power generated by the Elephant Butte Dam further encouraged industrial development, which brought more industrial management offices to downtown. For example, with the discovery of oil in the

[120] James M. Day, "The Chihuahua Foreign Club," *Password of the El Paso County Historical Society* 47, no. 3 (Fall 2002), 107.

[121] Leach, "Farewell to Horse-Back," 44.

[122] Day, "El Paso: Mining Hub for Northern Mexico, 1880–1920," 25; El Paso City Planning Commission, *The City Plan of El Paso, Texas*, 10.

[123] Sanborn Fire Insurance Map, 1888, Sheet 3.

[124] Sanborn Fire Insurance Map, 1888, Sheets 2–4.

[125] El Paso Chamber of Commerce, *El Paso, what it is and why* (El Paso: A. J. Hendee, ca. 1914), 48, 55, from Google Books, accessed November 8, 2017, https://books.google.com/books?id=KkhEAQAAMAAJ.

[126] "New Mexico: Elephant Butte Dam and Spillway," National Park Service, accessed June 1, 2020, https://www.nps.gov/articles/new-mexico-elephant-butte-dam-and-spillway.htm.

[127] White, "The Development of Irrigation in the City of El Paso," 31.

[128] Ackerly and Phillips, "El Paso County Water Improvement District No. 1," 15.

[129] Timmons, *El Paso: A Borderlands History*, 239.

nearby Permian Basin in the 1920s, oil refining became a major industry in the El Paso area as well.[130] Between 1928 and 1929, oil companies with established refineries around El Paso included the Standard Oil Company of Texas, Texaco, and Phelps Dodge.[131] The Great Depression slowed the oil industry, like the rest of the economy, but the oil business boomed again during World War II and the postwar era. Within downtown, offices emerged to support the refineries. One example, the El Paso Natural Gas Building (also known as the Blue Flame Building) was constructed at 120 North Stanton Street in 1954 (fig. 120-N-Stanton-postcard, individually listed in the National Register).

Importance of Transportation

The pass through the Rocky Mountains that became known as El Paso del Norte was "the lowest perpetually ice-free pass between the Canadian and Mexican borders."[132] As a result, wagon trails and transcontinental railroads took advantage of El Paso del Norte as the most expedient route through the mountains, as did the Texas Highway Department in later years when it established State Highway 1 (now Interstate Highway 10) through El Paso in 1917.

US Army surveyors first recognized the significance of the pass through the mountains in 1846, when surveying the US-Mexico boundary. At the time, steam locomotive technology was well established, and some small-scale rail lines operated on the East Coast, but construction of rail lines stretching thousands of miles across the western frontier remained a daunting prospect. During the mid-nineteenth century, westward expansion gained political importance as a counterweight to representation from Southern states where slavery remained legal, as well as a means for continued economic growth. Railroad expansion to the west would facilitate this growth. The California Gold Rush and resulting population growth on the West Coast heightened the need for a transcontinental rail line. The beginning of the gold rush in 1848 coincided with the end of the Mexican-American War and negotiations for an agreed-upon boundary between the two nations. The necessity of placing the pass through the mountains on the US side of the border for rail-development reasons motivated diplomats to press to include present-day El Paso on the US side of the border.[133]

By the late 1840s additional military surveyors marked three different routes for reaching El Paso from the east—one from San Antonio via Fredericksburg (later known as the "Upper Military Road"), one from San Antonio along the upper Colorado and Pecos Rivers (later known as the "Military Stage Route"), and one from Fort Smith, Arkansas, through the Guadalupe Mountains. All three were noted as viable wagon trails, with the more northern routes offering more dependable supply of water and prairie for grazing animals.[134] Surveyors hoped these paths might one day lead to rail lines, but in the meantime they could function as wagon trails.

Regular stagecoach travel through El Paso began in the 1850s, connecting the remote location with the outside world. The trails followed by stagecoaches and wagons included the "Upper Military Road" via Fredericksburg and the "Military Stage Route" via Big Spring, both surveyed by the military in the 1840s. An additional route, known as the "Lower Military Road," reached El Paso via Del Rio. The Upper and Lower Military Roads merged at Fort Stockton.[135] With stagecoach lines available to transport mail, the town of Franklin's first post office opened in

[130] Charles D. Vertrees, "Permian Basin," *Handbook of Texas Online*, accessed July 25, 2020, http://www.tshaonline.org/handbook/online/articles/ryp02.

[131] W. H. Timmons, "El Paso, Tx," *The Handbook of Texas Online*.

[132] Ellsworth, "Fort Bliss Main Post," 8-2.

[133] Leach, "Farewell to Horseback," 37.

[134] Timmons, *El Paso: A Borderlands History*, 160–162.

[135] Hardy·Heck·Moore, Inc. "The Development of Highways in Texas," 14.

1852 (on the site of the present-day Plaza Hotel at 102 West Mills Avenue). Moving westward from El Paso, the wagon road to Yuma was improved between 1857 and 1860, funded by the US Department of the Interior. Road improvement efforts also included drilling new water wells to support travel across the desert. The improved road led to operation of stagecoach mail lines along the route, as well as increased western migration and settlement at watering points along the way.[136] Over the next few decades, numerous stagecoach lines traveled through El Paso (as documented above in Table 8-1).

These stagecoach lines brought goods from both directions into El Paso for trade.[137] The city's connection to the interior of Mexico via the Camino Real de Tierra Adentro made El Paso a major distribution center for US manufactured goods entering Mexico, as well as goods imported into San Diego, San Francisco, and Galveston. The stage lines also constructed facilities in El Paso to assist with refueling along the journey. For example, in 1858 the Butterfield company constructed a complex consisting of station buildings and corrals located on half a city block in downtown El Paso—bounded by Oregon, Overland, and El Paso Streets (fig. 1883-Sanborn-crop).[138]

Stagecoach service halted during the American Civil War, as did much commercial trade. In 1866, when stagecoach mail resumed, northern rail lines already had proven the feasibility of transcontinental rail construction. The Union Pacific line from Chicago to San Francisco received funding from the 1862 Pacific Railroad Act and was completed in 1869.[139] With El Paso again securely within the borders of the US at the close of the Civil War, rail investors quickly began to realize the plan for a southern line via El Paso del Norte, visualized as early as the 1840s. The Southern Pacific rail company began construction first. Chartered in 1865, the company spent over a decade gathering financing and right-of-way, as well as engineering a system of tunnels to pass through the various mountain ranges along the route. Construction started in San Francisco in 1876, gradually moving eastward along a path surveyed by the US Army in the 1840s.[140] Thousands of Chinese contract laborers devoted years to manually constructing the tracts. The Southern Pacific rail line reached El Paso in May 1881.[141] By December 1881, the Southern Pacific joined the Texas Pacific just southeast of El Paso in Sierra Blanca, connecting to San Antonio.[142] Over the coming decades, rail lines traveling through El Paso expanded to include a vast network of connections spanning the US, as documented in Table 8-2 above.

The Atchison, Topeka, & Santa Fe Railroad company worked together with the Mexican Central Railroad company to complete construction of the first international bridge across the Rio Grande in August 1881 (fig. 1881-international-rail bridge).[143] Prior to bridge construction, transportation across the Rio Grande between El Paso and Ciudad Juárez typically occurred via ferry or by foot in dry seasons, using the shallow ford close to Hart's Mill (fig. 1853-map). The railroad bridge accommodated large-scale industrial and corporate commerce, rather than local trips for personal shopping. Around the same time, private investors from both sides of the border banded together to construct a second bridge for local pedestrian, wagon, and streetcar traffic, connecting the commercial district of

[136] Jack L. Cross, "El Paso—Fort-Yuma Wagon Road, 1857-1860," *Password of the El Paso County Historical Society* vol. 4, no. 2 (April 1959), 58.

[137] Joseph Leach, "Stage Coach through The Pass—The Butterfield Overland Mail Comes to El Paso," *Password of the El Paso County Historical Society* 3, no. 4 (October 1958), 130.

[138] Timmons, *El Paso: A Borderlands History*, 169.

[139] Leach, "Farewell to Horseback," 37–38.

[140] George C. Werner, "Southern Pacific System," *Handbook of Texas Online*, accessed July 26, 2020, http://www.tshaonline.org/handbook/online/articles/eqs35; "Southern Pacific Railroad," Union Pacific: Our Heritage, accessed July 26, 2020, https://www.up.com/aboutup/special_trains/heritage/southern_pacific/index.htm; Timmons, *El Paso: A Borderlands History*, 162.

[141] Leach, "Farewell to Horseback," 34, 39.

[142] Timmons, *El Paso: A Borderlands History*, 197.

[143] Hodges, "Bridges across the Borderline," 31.

downtown El Paso with downtown Juárez. Investors included Joseph Magoffin, who was a city alderman when the project began and mayor by the time of the project's completion in 1882. Completion of a second local bridge in 1889 allowed circular streetcar traffic.[144]

The combined presence of the railroads and bridges quickly stimulated commerce. Gradually, the character of commerce in downtown El Paso shifted from saloons and gambling halls to established wholesale and retail establishments, hotels, and banks. El Paso became a regional commercial hub for Texas, Mexico, and New Mexico. As stated in the 1914 El Paso Chamber of Commerce publication entitled *El Paso, what it is and why*, "Within 600 miles in any direction there is no other city so large or so important commercially as El Paso, and permanent natural conditions forever protect El Paso from competition for the primacy within this vast area."[145]

The trend toward regional commercial activity accelerated in the early twentieth century, as automobiles became available and cities and counties systematically began constructing a network of paved roads. Around 1912 national automobile boosters organized to promote county funding for road paving, then linked county roads together into highway systems. These early highways associations typically developed road signs and maps without aid or funding from official state or federal highway departments. One prominent association—the Bankhead Highway Association—placed El Paso on its route from Atlanta to San Diego around 1912. Another highway association—the Old Spanish Trail Association—established a route from San Antonio to El Paso beginning around 1919. The Bankhead Highway evolved into State Highway No. 1, which, in West Texas, roughly followed the Southern Pacific railroad right-of-way. The Old Spanish Trail became State Highways 3 and 27. Federal involvement in highway construction accelerated after World War I, as US military leaders witnessed how good roads facilitated the transportation of troops and materiel in Europe during the war. The existence of Fort Bliss helped the Texas Highway Department to secure additional federal funding to improve State Highway 1. In 1926 the federal government developed a new interstate highway naming system, and State Highway No. 1 (also known as the Bankhead Highway) became US 80. The Old Spanish Trail (SH 3) became US 90; the two highways merged at Van Horn to become US 80 through El Paso. The alignment of US 80 ran along present-day Paisano Drive, at the southern boundary of the Downtown El Paso Historic District (fig. 1948-US-80). The roadway was widened with creation of the federal highway, so that few buildings constructed prior to 1926 remain adjacent to Paisano Drive today. In the late 1940s, funding for the farm-to-market road system financed paving and bridge construction for smaller roads feeding into the state highway system, prompting development of a warehousing and distribution center in El Paso.[146] New warehouses constructed in downtown El Paso often adjoined the US 80 (present-day Paisano Drive), such as the warehouse at 215 West Paisano Drive (photo 215-W-Paisano).

By the early 1950s, though, increased traffic along highways in urban areas led to a debate regarding safety issues and the need for divided highways, with US 80 in downtown El Paso sited as an explicit example of dangers posed by highways running through areas with pedestrian traffic.[147] As a result, when Interstate Highway 10 was constructed beginning in 1958 as part of the new interstate highway system, its alignment was routed north of downtown within a grade-separated depressed channel.[148] Construction of IH 10 led to the demolition of a swath of

[144] Hodges, "Bridges across the Borderline," 32–38.

[145] El Paso Chamber of Commerce, *El Paso, what it is and why,* 1.

[146] Hardy·Heck·Moore, Inc. "The Development of Highways in Texas"; Bruce Jensen, "Historic Road Infrastructure of Texas, 1866–1966," National Register of Historic Places Multiple Property Documentation Form, Texas Historical Commission, Austin, Texas, 2014; *Official map of the highway system of Texas*, *map*, *1935,* from the Portal to Texas History, crediting the University of Texas at Arlington Library, accessed July 26, 2020, https://texashistory.unt.edu/ark:/67531/metapth193704/m1/1/?q=state%20highway%20map.

[147] James W. Glassock, "Do We Need More Divided Highways?" *Texas Parade* 12 no. 11 (April 1952).

[148] Hardy·Heck·Moore, Inc. "The Development of Highways in Texas;" Jensen, "Historic Road Infrastructure of Texas;" *Official map of the highway system of Texas.*

buildings on the north side of El Paso's downtown, north of Missouri Street. The demolition had little effect on the core of downtown, though, since Missouri Street had been the northern boundary of El Paso in the original 1859 Anson Mills plat. At the same time, reduction of traffic along Paisano Drive made pedestrian travel safer and encouraged increased foot traffic from Mexico into the downtown commercial district.

Within the Downtown El Paso Historic District, businesses types tended to focus on the need for transportation access—including rail links and highways, as well as foot traffic across the international bridge. Key businesses included wholesale and retail suppliers, hotels, and banks. Examples of each business type are discussed below.

Wholesale and Retail Goods

Early in the history of the El Paso, the commercial center for the region lay on the Mexican side of the river, in present-day Ciudad Juárez. With the original founding of the US Army camp on the Benjamin Franklin Coons land in the 1850s, a commercial cluster emerged on the American side of the river, largely catering to the army's needs. Even when the army relocated slightly farther east in Magoffinsville in 1854, the army presence helped support the growing commercial node in the small town then known as Franklin.[149] The army's presence in the area fostered a sense of security among traders and travelers, who increasingly visited the town via the stagecoach lines and wagon trails operating in the 1850s and 1860s. Wholesale and retail shops provided supplies to help travelers stock up to continue their journeys through the surrounding desert terrain. Little documentation exists regarding specific businesses operating in this era, but other frontier towns typically included dry-goods stores, feed stores, wheelrights and wagon makers, blacksmiths, and saloons.

When the railroad began operating in 1881, new goods arrived from throughout the US and Mexico, requiring construction of warehouses and distribution centers as well as new stores. The earliest Sanborn Fire Insurance maps of El Paso, dating from 1883, depict stores selling furniture, crockery, jewelry, hardware, and groceries. After the Mexican government began soliciting American investment in the Chihuahua mining industry around 1880, a number of mining corporations owned by Americans located their headquarters in downtown El Paso (Table 8-4). In addition, stores emerged downtown to sell hardware, machinery, and mining supplies—such as Krakauer, Zork, and Moye, founded in 1888 at 117 San Francisco Street (no longer extant), then relocated to 300 East San Antonio Street by 1905 (extant but altered).[150] The Mine and Smelter Supply Company was founded around 1902 in the industrial area south of the railroad near Union Station.[151] By 1905 Sanborn maps show that the Mine and Smelter Supply Company (which evolved to become the El Paso Foundry and Machine Company) occupying the full block bound by San Francisco, Durango, San Antonio, and Anthony Streets.[152] The 1905 Sanborn maps also show the diversification and refinement of wholesale and retail establishments downtown. By 1905 a shopper in downtown El Paso could find pianos, bicycles, cigars, books, stationary, "curios," milliners, ladies' dresses, gentlemen's clothing, candy, and photography supplies. One representative example is the building constructed at 324 South El Paso Street in 1901, which housed a furniture store and workshop on the ground floor, with lodgings above (photo 324-S-El-Paso). A grouping of warehouses also emerged by 1906 near the Texas & Pacific Railroad tracks, which ran down First Street (present-day Paisano Drive).[153] No examples of warehouses from this era remain, though, due to the widening of the roadway to accommodate US 80 in the 1920s.

[149] Ellsworth, "Fort Bliss Main Post," 8-2–8-3.

[150] James M. Day, "The Chihuahua Foreign Club," 107; Day, "El Paso: Mining Hub for Northern Mexico," 29; Sanborn Map, 1905, Sheet 24.

[151] Day, "El Paso: Mining Hub for Northern Mexico, 1880–1920," 27.

[152] Sanborn Map, 1905, Sheet 15.

[153] Sanborn Maps, 1905, Sheets 15–25.

Table 8-4. Change in Mining Firms in El Paso City Directories, 1901-1920. Note that company offices and engineers likely were located downtown, while machinery and supply houses and stocks likely were located on the outskirts of town.[154]

Area of Interest	1901	1902	1910	1915	1920
Machinery and Supply Houses	2	4	18	12	12
Mines and Stocks	4	11	3	None listed	15
Mining Companies	None listed	None listed	15	15	35
Mining Engineers	2	11	13	8	13

El Paso also prospered commercially from the sale of arms to Mexican revolutionaries in the early twentieth century. For example, in 1910, revolutionary leader Abraham Gonzalez met American business leaders in El Paso to arrange for support purchasing arms to smuggle across the border (see fig. Mexico-US-political-timeline). Those arms ultimately flowed through the Shelton Payne Arms Company of El Paso, located downtown at 317 Texas Avenue (no longer extant), as well as the Krakauer, Zork, and Moye Hardware Company. [155] Arms purchases by revolutionaries flooded tens of millions of dollars per year into El Paso's economy. As the Mexican Revolution continued, El Paso's commercial sector benefitted from the revolutionary army's need for clothing and supplies. Banks also prospered from refugees seeking a safer place to hold their money.[156] A 1914 El Paso Chamber of Commerce publication euphemized the trade spurred by the Mexican Revolution as follows:

> El Paso is the greatest wholesale and retail trading point south of Denver between San Antonio and Los Angeles, 1500 miles. El Paso's retail trade with Mexico, for which El Paso is the nearest American market, and with all the surrounding country for hundreds of miles distant, is a big item in reducing the cost of living, enabling the retail merchants to buy and ship in large quantities and to maintain larger stocks than the local trade alone would warrant.[157]

During the Great Depression, wholesale and retail commerce declined in downtown El Paso, as they did nationwide. El Paso's economy rebounded relatively faster than other cities, though. One newspaper article from 1936 claims that El Paso's "slump" lasted only from 1932 to 1933, that wholesale net sales rose 15 percent between 1935 and 1936, and that retail sales rose about 10 or 20 percent between 1935 and 1936.[158] Much of this economic rebound related to the growth of Fort Bliss in the build-up prior to World War II, with a 30 percent increase in personnel between 1933 and 1936.[159] The World War II years saw further increases in personnel at Fort Bliss, continuing to increase commercial demand in downtown El Paso. In the postwar years, Fort Bliss continued to grow and became an increasingly essential sector within El Paso's economy, becoming the city's largest employer by 1960.[160] However, suburban commercial development increased, drawing shoppers away from downtown.

Beginning around 1960, retail in downtown El Paso declined, as the peso lost value against the dollar and shoppers preferred to cross the border to shop in Juárez. Around the same time, the Mexican government made massive investments in improving Mexican-made products and creating attractive commercial shopping districts in Ciudad Juárez and nationwide. As a result, very few new wholesale suppliers or retail stores were constructed in downtown

[154] Day, "El Paso: Mining Hub for Northern Mexico, 1880–1920," 29.

[155] Timmons, *El Paso: A Borderlands History*, 250–253; "Shelton Payne Arms Company, El Paso, Texas," Henry C. Trost Historical Organization, accessed July 17, 2020, https://www.henrytrost.org/buildings/shelton-payne-arms-company/; "Krakauer, Zork and Moye, El Paso, Texas," El Paso Museum of History, accessed July 17, 2020, http://digie.org/media/15265.

[156] Timmons, *El Paso: A Borderlands History*, 253–255.

[157] El Paso Chamber of Commerce, *El Paso, what it is and why*, 41.

[158] "El Paso's Wholesale Business Shows an Increase of 15 Per Cent over 1935; Retail Trade Is Placed at $22,000,000," *El Paso Times*, October 25, 1936, p. 10, from newspapers.com.

[159] "Fort Bliss Grow 30 Per Cent in Three Years, Records Show," *El Paso Times*, October 25, 1936, p. 10, from newspapers.com.

[160] Timmons, *El Paso: A Borderlands History*, 293.

El Paso during the 1960s, and the new stores that arose typically used a small scale and modest architectural expression, like the Economy Furniture showroom built in 1960 at 210 South Stanton Street (photo 210-S-Stanton). This trend reversed around 1970 as the dollar weakened, with shoppers from Ciudad Juárez bringing more dollars into downtown El Paso than vice versa. Increased US investment in Mexican factories in the 1970s through the *maquiladora* (or twin plant) program created jobs that gave Juárez residents more money to spend in downtown El Paso.[161] Although few new commercial buildings were constructed in this era, a number of older buildings were updated to appeal to shoppers of the day—especially in the southern portion of downtown, which attracted more international shoppers.

The Hotel Industry

Given El Paso's remote location as a way station along travel routes, the hotel industry played a major role in the downtown economy from the days of early settlement. In El Paso's early days, the Anglo American community that settled in and around Franklin primarily consisted of unmarried men seeking their fortunes rather than focusing on raising a family. The establishment of Fort Bliss on the site continued this trend. Rooming houses and saloons catering to this clientele soon followed, as well as gambling parlors and brothels. After El Paso became a stop on transcontinental railroad lines, entrepreneurs quickly constructed hospitality facilities catering to rail travelers. Hotels offered a stopover and an opportunity to explore the town's attractions—including its many vice establishments. Newly constructed hotels in the 1880s included the Sheldon Hotel on Mills Avenue between North Oregon Street and Sheldon Court (no longer extant).[162]

In the 1890s and early 1900s, some politicians and community activists tried to reform El Paso's reputation for vice-related hospitality. In 1904 a group known as the Citizen's Reform League pressured El Paso's mayor to close all dance halls, saloons, and brothels. Some of these establishments moved to the Juárez side of the border, but hundreds continued to operate in El Paso, and vice-related tourism continued.[163] Even amid the violence and disruption of the Mexican Revolution, El Paso's tourist capacity included 3,000 rooms distributed among 100 hotels and 75 rooming houses. Transcontinental railroad tickets routinely allowed a stopover for as long as 10 days in El Paso, and tourism boosters touted "the wonderful opportunity of visiting Mexico any time in five minutes, for five cents, by trolley."[164]

During the Prohibition era, the attraction of freely flowing alcohol in Ciudad Juárez outweighed the risks of the Revolution in the minds of many tourists. When El Paso County instituted Prohibition on April 15, 1918, an estimated 200 saloons closed. El Paso's saloons and distilleries quickly moved over the border to Ciudad Juárez, where they were joined by distilleries fleeing from across the country. Smuggling alcohol from Ciudad Juárez into the US became highly profitable, as did attracting tourists to stay in El Paso's hotels but cross the border on the trolley to drink in Juárez. As W. H. Timmons writes, "Traffic between the two cities became so heavy two new international bridges had to be built to replace the old ones. From July 1919 to July 1920, more than 400,000 American tourists came through El Paso on their way to Ciudad Juárez."[165] Availability of personal automobiles and construction of highways through El Paso helped bolster this trend. Hotels constructed as a result of this tourism boom included the 1930 Hilton Hotel at 102 West Mills Avenue (now the Plaza Hotel, Photo 15-102-W-

[161] Timmons, *El Paso: A Borderlands History*, 329, 337–339.

[162] Sheldon Hotel Remodeling, Henry C. Trost Historical Organization, accessed July 26, 2020, https://www.henrytrost.org/buildings/sheldon-hotel-remodeling/.

[163] Timmons, *El Paso: A Borderlands History*, 228–229.

[164] El Paso Chamber of Commerce, *El Paso, what it is and why*, 19, 21, 82.

[165] Timmons, *El Paso: A Borderlands History*, 268–271.

Mills-plaza-hotel). During the Great Depression tourist spending rapidly declined, though.[166] Hotel construction declined in turn, with no hotels in the historic district constructed from 1930 until 1965.

Finance and Banking

El Paso's status as an international commercial hub also placed the city strategically for development of international banks. Texas's earliest banks dated to the days of Mexican rule, with the Banco Nacional de Texas established in San Antonio in 1822. Many Texans continued to hold their wealth in Mexican banks until the 1860s. In the Reconstruction era after the Civil War, state-charted banking rapidly expanded in Texas.[167] This trend coincided with industrial and commercial development in El Paso, influencing the growth of banks and other financial institutions. In the 1880s, American mining investors in Chihuahua began placing capital in El Paso's banks, since they were located on American soil yet easily accessible from Chihuahua. One extant example of a bank from this era is the Guarantee Bank and Trust Company at 104 South Stanton Street, constructed in 1902 (photo 104-S-Stanton).

During the Mexican Revolution, wealthy Mexican refugees placed their capital in El Paso's banks as well. By 1914 El Paso boasted 11 banks and one mortgage company, with capital holdings over $4 million and resources over $21 million.[168] A branch of the Federal Reserve Bank of Dallas opened in El Paso that same year. After the founding of the Federal Reserve in 1913, 12 districts were created nationwide. Within each district, the Federal Reserve selected five existing banks to receive official certification, one of which was El Paso's Union National Bank at 301 East Main Street (extant but altered).[169] During the Great Depression bank clearings followed roughly the same trends as wholesale and retail, with a slump limited to around 1931 and 1932. The crisis of 1931 led to the closure of the First National Bank, and a furniture company opened in its former building at 105 North Oregon Street. A rocky and gradual recovery for banks in the district began around 1933.[170] Local and state banks and financial institutions continued to grow in El Paso in the 1940s and 1950s, consistent with the nationwide World War II and postwar economic boom. By the 1970s, though, banks began to conglomerate and merge, with fewer small branches. That trend benefited El Paso, which became a hub for large-scale multinational banks, especially those holding Mexican investments. [171] Today, banking remains a critical sector of El Paso's economy, with large new banks constructed continuously through the present day.

Criterion C

Architecture

The El Paso Downtown Historic District brings together a collection of vernacular buildings and popular styles representing trends in architecture between 1859 and 1971, combined with an exceptional sampling of high-style custom-designed buildings. Together, the architectural styles, forms, and building materials found in the district illustrate the trends related to the arrival of the railroad in the 1880s, the City Beautiful movement, and the Modern

[166] Timmons, *El Paso: A Borderlands History*, 266–271, 279, 281.

[167] Lawrence L. Crum, "Banks and Banking," *Handbook of Texas Online*, accessed October 26, 2017, http://www.tshaonline.org/handbook/online/articles/czb01.

[168] El Paso Chamber of Commerce, *El Paso, what it is and why*, 9.

[169] "El Paso Bank Is One Selected in Reserve District," *El Paso Herald*, May 12, 1914, p. 1, from newspapers.com.

[170] "The Upward Tendency," *El Paso Times*, July 2, 1933, p. 4, from newspapers.com; "Bank Clearings Jump $2,886,929," *El Paso Herald*, July 31, 1935, p. 1, from newspapers.com. "E.P. Bank Clearings in Slight Decrease," *El Paso Herald*, January 31, 1936, p. 1, from newspapers.com.

[171] Crum, "Banks and Banking."

Movement. Significant works by nationally recognized architects—including Daniel Burnham, Trost and Trost, and Carroll and Daeuble, among others—convey the character-defining features of these trends especially eloquently.

Railroad-Era American Architecture

Rail-Related Residential Forms and Styles

As discussed above in Section 7, the concentration of residential buildings within the district is located near the railroad tracks and Union Station, primarily in the Duranguito area. The forms selected for the design of residential buildings—both single-family and multi-family—reflect nationally popular trends, typically dispersed through catalogs of standard plans available at lumberyards and brickyards. The tenement-style apartment building at 315 West Overland Street uses a long and narrow form and an exterior stair (photo 18-315-W-Overland). This form proved economical for squeezing as many families as possible onto a small lot in tenements across the nation, as documented by historic photos and Sanborn Fire Insurance maps.[172] This multi-family form catered especially to immigrants and industrial workers, and Duranguito's location—proximate to the Mexican border and downtown El Paso's rail-related industrial area—met both criteria. The house at 315 Chihuahua Street provides an example of how single-family residential architecture similarly followed nationwide trends in the railroad era, using the L-plan form and cross-gabled roof typical among standard plans in the Folk Victorian style (photo 35-315-Chihuahua), in contrast to the rectangular plans and flat roof seen among vernacular residences before the arrival of the railroad (as shown in Figures Ponce-mill and San Jacinto Plaza_1882_UTEP Special Collections).

Rail-Related Commercial Forms and Styles

Although the original plat defining downtown El Paso dates to 1859, the oldest extant building dates from 1883, two years after railroad service arrived. From 1883 until around 1920, the majority of construction downtown reflected a utilitarian commercial style that became popular across America in the wake of railroad development. The American Commercial style that emerged in the railroad era used mass-produced building materials like brick and cast iron, both locally produced and transported by rail. Since proximity to the railroad increased demand for property, these buildings assumed a dense multi-part commercial block typology, rising two or three stories in height, with retail on the ground floor and apartments or offices above. Architectural ornament typically was limited to decorative corbeled brickwork on cornices or parapets, sometimes combined with decorative pressed cast-iron columns at the storefront level or cornice level. Sometimes this detailing showed influences of the Classical Revival or Italianate architectural styles. The two-part commercial block at 500 West San Francisco Avenue represents a typical, utilitarian example of the railroad era commercial form, with minimal Classical Revival influences expressed via the corbeled cornice (photo 500-W-San-Francisco). The Merrick Building at 301 South El Paso Street provides a more elaborate Queen Anne example of the same trend, using similar building materials and a similar footprint but more applied decorative ornament (see Section 7, Photo 34-301-S-El-Paso).

In the early twentieth century, the Prairie Style emerged in Chicago and the Midwest, popularizing more simplified geometric detailing. Examples of commercial buildings in the district displaying slight Prairie Style influences

[172] Numerous examples of similar forms nationwide are available from the Library of Commerce. Selected examples include: *Row of tenements, 260 to 268 Elizabeth St., N.Y., in which a great deal of finishing of clothes is carried on. See photo of 2824, which shows condition of halls. See also photo 2828, one of the families at work. Location: New York, New York (State)* [Photo], 1912, from the Library of Congress, https://www.loc.gov/item/2018677059/; *Monadnock Mill Tenement, 1-18 Crescent Street, Claremont, Sullivan County, NH* [Photo], ca. 1933, from the Library of Congress, https://www.loc.gov/item/nh0178/; *Tenement houses in Rutland, Vermont* [Photo], 1941, from the Library of Congress, https://www.loc.gov/item/2017750280/.

appeared in the district by 1901, such as 320 South El Paso Street (photo 320-S-El-Paso). More mature and expressive examples of the Prairie Style became popular around 1917, introduced by the architectural firm of Trost and Trost (further discussed below). The example completed by Trost at 216 Overland in 1917 enhances the expression of the Prairie Style with simple geometric cast-stone capitals on engaged pilasters (photo 216-Overland), closely mimicking well-publicized designs by Frank Lloyd Wright such as his 1908 Unity Temple.[173]

The City Beautiful Movement

The City Beautiful ideas that motivated urban planner George Kessler's comprehensive plan for El Paso influenced several local architects and builders in the early twentieth century as well. However, the City Beautiful philosophy never found universal acceptance or adoption among architects and builders in downtown El Paso. While railroad-era commercial vernacular trends continued to dominate construction in the district in the early twentieth century, architecture influenced by City Beautiful ideals instead accentuated a smaller sampling of lofty and ambitious projects. The premise behind the City Beautiful movement arose from moral imperative rather than particular building forms or styles. The Progressive-era architects and writers associated with the City Beautiful movement gradually assembled a set of beliefs posting that:

- Urban population growth led to problems with sanitation and overcrowding that encouraged moral degradation,
- Encounters with beauty improved people's moral compass,
- Technology enabled construction of grand examples of beauty captured people's attention and inspired them to be better, and
- Encounters with ambitious architecture inspired further technological advancement, spiraling progress ever-upward.[174]

The combination of economic prosperity and technological expertise in El Paso in the early twentieth century allowed City Beautiful ideals to gain acceptance among some prominent architects and businessmen.[175] These ideals, in turn, encouraged architects to design buildings reflecting these ideals. No single style characterized the architecture of the City Beautiful era. Instead, the aesthetic tenets guiding the movement focused on grandeur, scale, and emphasis.

El Paso's industrial development helped facilitate the construction of large-scale and bold buildings downtown. The railroad industry, mining industry, and army all brought engineers to El Paso, many of whom elected to settle in the area and capitalize on its growing construction market. The availability of concrete and metals like iron and copper enabled construction of buildings on a grand scale. Portland cement shipments arrived El Paso on the railroad as early as 1883, and the Southwestern Portland Cement Company began processing concrete locally by 1910.[176] By 1914 El Paso became known as the "Reinforced Concrete City," with many substantial concrete masonry building

[173] Unity Temple Restoration Foundation, accessed July 31, 2020, https://www.utrf.org/.

[174] William H. Wilson, *The City Beautiful Movement* (Baltimore: Johns Hopkins University Press, 1989); John W. Reps, *The Making of Urban America: A History of City Planning in the United States* (Princeton, New Jersey: Princeton University Press, 1969).

[175] Linda C. Flory, "Commercial Structures of El Paso by Henry C. Trost," National Register of Historic Places Nomination Form [Thematic Multiple Property Nomination], Texas Historical Commission, Austin, Texas, 1980, 7-1.

[176] Various newspaper articles, 1883–1910, from newspapers.com; El Paso Chamber of Commerce, *El Paso: The Story of a City* (El Paso, Texas: n.p., 1910), from the Portal to Texas History, crediting the El Paso Public Library, https://texashistory.unt.edu/ark:/67531/metapth213964.

arising downtown.[177] The 1910 Roberts Banner Building at 215 North Mesa Street represents one example of the possibilities of reinforced concrete construction, rising to five stories in height (fig. Roberts-Banner-Building).

In terms of height, examples of the City Beautiful ideal in downtown El Paso typically stood five stories or more. Bold, projecting cornices drew the eye upward to accentuate this new, taller scale, as seen in the 1910 Abidou Building at 115 North Mesa Street (photo 115-N-Mesa). Dramatic central entrances attracted pedestrians' attention from the street – often marked by deeply recessed shadows in the El Paso sun, as seen in the 1911 post office at 219 East Mills Street (photo 219-E-Mills-post-office). Beyond the cornice and entrance, though, City Beautiful-era buildings typically lacked ornament, in an attempt to communicate the values of restraint and self-discipline embraced by Progressive activists and thinkers. While both the Abidou Building and the post office applied Classical Revival stylistic detailing at the cornice and entrance, the City Beautiful formula worked with a variety of styles. For example, the 1917 Martin Building at 215 North Stanton Street used the Chicago Commercial Style, with more stylized geometric ornament at the cornice and entrance rather than classically inspired ornament (photo 215-N-Stanton).

Palettes of materials varied significantly among City Beautiful-era architecture as well. Examples around the turn of the twentieth century continued to use the red bricks predominant in the railroad era of the late nineteenth century. Around 1910 architects and builders also experimented with concrete exterior finishes (such as the Roberts Banner Building at 215 North Mesa Street or the Abidou Building at 115 North Mesa Street), buff brick façades (300 East San Antonio Street, Photo 33-300-E-San-Antonio, or the Hotel Orndorff at 310 North Mesa Street, Photo 301-N-Mesa), or white stone veneers (State National Bank at 114 East San Antonio Street, Photo 14-114-E-San-Antonio). Red brick never fell out of style entirely, though. Some of the most emblematic City Beautiful buildings in downtown El Paso continued to use red brick throughout the era, including the 1905 Union Station at 700 San Francisco Street (photo 05-700-W-San-Francisco-EP-Union-Station), the 1912 Hotel Paso del Norte at 101 South El Paso Street (photo 101-S-El-Paso), and the 1930 Hilton Hotel at 102 West Mills Avenue (photo 15-102-W-Mills-plaza-hotel).

Daniel Burnham

The influence of the City Beautiful movement on El Paso's architecture began with the 1905 construction of the Union Passenger Station at 700 West San Francisco Street (photo 700-W-San-Francisco-EP-Union-Station). Architect Daniel Burnham designed the station, the same architect who led the design of the 1893 World's Columbian Exposition fairgrounds, the project that launched the City Beautiful movement.[178] Burnham often receives credit for the foundations of the City Beautiful philosophy, with his mindset often summarized by the quote, "Make no little plans." He also developed and popularized the theory that advances in technology made big-building possible, and, in turn, large-scale buildings widened the imagination and spurred people to develop even more advanced technology.[179] Union Station stands as the only extant example of Burnham's work in downtown El Paso today, although he also designed the El Paso Times Newspaper Building around 1910 (no longer extant, address unknown).[180]

[177] El Paso Chamber of Commerce, *El Paso, what it is and why*, 8.

[178] Joe R. Williams, "El Paso Union Passenger Station," National Register of Historic Places Inventory/Nomination Form, Texas Historical Commission, Austin, Texas, 1975.

[179] Henry H. Saylor, "Make No Little Plans," *Journal of the American Institute of Architects* 27, no. 3 (March 1957), 95–99.

[180] "Downtown Building—El Paso," El Paso Museum of History, accessed July 30, 2020, http://www.digie.org/media/3169?page=2.

Trost and Trost

The architectural firm of Trost and Trost also significantly contributed to the architectural character of downtown El Paso during the City Beautiful movement. When architect Henry Trost established a private practice in El Paso in 1903, he brought knowledge of nationwide architectural movements to El Paso, particularly those popular in Chicago. Trost spent a decade living and working in Chicago, from 1886 to 1896, where he encountered some of the most groundbreaking architecture of the day, participated in the Chicago Architectural Club, and interacted with seminal architects Louis Sullivan and Frank Lloyd Wright. In 1904 Henry Trost expanded his firm to include his brother Gustavus Adolphus Trost and nephew George Ernest Trost, forming the firm Trost and Trost.[181] The firm often worked collaboratively with the more established El Paso firm founded by John J. Stewart in 1881. Stewart also served as a city alderman, and his connections likely provided Trost an entree to El Paso's influential politicians and business owners.[182] Trost and Trost gradually adapted a regional variation of City Beautiful tenets, developing an architectural vocabulary suited to the Southwest landscape and compatible with older railroad-era brick and adobe construction. To do so, "Henry Trost handled a variety of architectural styles with equal facility and many of his works show delightful originality in their combinations of elements."[183] The Downtown El Paso Historic District includes 24 buildings designed by Trost, displaying his facility with styles ranging from Classical Revival to Mediterranean Revival to Prairie—even including some Art Deco works in the transition toward modernism (as further discussed below). Of these buildings, 15 currently are listed in the National Register under Criterion C in the area of Architecture, documenting broad and longstanding acceptance of the significance of Trost and Trost within the National Register framework.

Table 8-5. Table documenting extant buildings within the Downtown El Paso Historic District designed by Trost and Trost.

Address	Building Name	Construction Date	Stylistic Influence(s)	Prior Designation(s)
104 S. Stanton Street (photo 104-S-Stanton)	Guarantee Bank and Trust Company, Gateway Hotel	1902	Classical Revival, Chicago Commercial Style	
108 S. Stanton Street	Dr. Jose Samaniego Building, Hotel Kathryne	1907	Classical Revival, Chicago Commercial Style	
303 N. Oregon Street	The Mills Building	1910	Chicago Commercial Style	Individually listed on NRHP
201 N. Mesa Street	Buckler Building, Elite Confectionary, W. T. Grant Department Store, "Optometrist"	1910	Classical Revival	
215 N. Mesa Street	Roberts Banner Building	1910	Eclectic - Art Deco, Classical Revival	Individually listed on NRHP
105 N. Oregon Street	First National Bank Building	1910	Modern	
115 N. Mesa Street (photo 115-N-Mesa)	Rio Grande Valley Bank Building, Two Republic Life Building, American Trust and Savings Bank	1910	Renaissance Revival, Chicago Commercial Style	Individually listed on NRHP
300 E. San Antonio Avenue	Richard Caples Building	1910	Romanesque Revival, Art Deco	Individually listed on NRHP
201 N. Stanton Street	J. J. Newberry Company, J. Calisher Co., Reynold's Building, American Furniture, Border National Bank, YWCA	1911	Chicago Commercial Style	Individually listed on NRHP
123 Pioneer Plaza	White House Department Store and Hotel McCoy	1912	Chicago Commercial Style	Individually listed on NRHP
101 S. El Paso Street (photo 101-S-El-Paso)	Hotel Paso del Norte	1912	Renaissance Revival	Individually listed on NRHP

[181] Flory, "Commercial Structures of El Paso," 8-2.
[182] "El Paso Pioneer Dies in Hollywood," *El Paso Times*, October 8, 1928, p. 3, from newspapers.com.
[183] Flory, "Commercial Structures of El Paso," 8-1.

Table 8-5. Table documenting extant buildings within the Downtown El Paso Historic District designed by Trost and Trost.

Address	Building Name	Construction Date	Stylistic Influence(s)	Prior Designation(s)
207 S. El Paso Street	Alhambra Theater; Palace Theatre; Alhambra Theatre	1914	Moorish Eclectic	Individually listed on NRHP
301 E. San Antonio Avenue	Popular Department Store	1916	Chicago Commercial Style	Individually listed on NRHP
117 W. Overland Street	Krupp Haymon & Co. - Dry Goods Wholesale	1916	Chicago Commercial Style	
215 S. Oregon Street	Mexico Shoe Machinery Co.; Hotel Oregon; Clothing Factory and Hotel	1916	Mediterranean Revival	
216 E. Overland Street (photo 216-E-Overland)	Hotel Lenox, Globe Department Store	1917	Prairie	
119 N. Stanton Street	Two Republics Life Insurance Company	1922	Classical Revival	
114 E. San Antonio Avenue	State National Bank Building	1922	Second Renaissance Revival	Individually listed on NRHP
310 N. Mesa Street (photo 310-N-Mesa)	Hotel Orndorff, Hussman Hotel, Cortez Hotel, El Paso Job Corps Center	1926	Eclectic - Classical Revival, Spanish Colonial Revival	Individually listed on NRHP
211 E. San Antonio Avenue	W. S. Hills Building	1927	Second Renaissance Revival	Individually listed on NRHP
211 Texas Avenue	Singer Sewing Company	1928	Spanish Colonial Revival	Individually listed on NRHP
331 S. Santa Fe Street (photo 331-S-Santa-Fe)	Fire Station Number 11	1930	Art Deco	
102 W. Mills Avenue	Hilton Hotel; The Plaza Hotel	1930	Art Deco	Individually listed on NRHP
301 Texas Avenue (photo 301-Texas-Ave)	O. T. Bassett Tower	1930	Art Deco	Individually listed on NRHP

The Modern Movement

The Art Deco Movement

The firm of Trost and Trost adapted their designs in accordance with architectural thought of the day, which championed the Art Deco style by the 1930s. The Art Deco style used geometric applied detailing—building upon the Prairie Style—but also integrated geometric expression into the form and massing of the building. This shift away from merely applied stylistic ornament and toward integrated and form-based architectural expression became a founding principle for the Modern Movement. Two Trost works in the district in premiered in the Art Deco style in 1930—331 South Santa Fe Street and 301 Texas Avenue (photos 331-S-Santa-Fe and 301-Texas-Ave). Both of these buildings used a stepped-back form to bring stylistic energy to the building mass. Trost's inspiration promptly inspired other architects in El Paso to adopt the Art Deco style. Perhaps the most exemplary manifestation of Art Deco ideas came in 1937, when New York architect Edward F. Sibbert completed the Kress Building at 211 North Mesa Street, on the site of the demolished old federal building (photo 211-N-Mesa, further described in Section 7 above).

Midcentury Modernism

After World War II, architects working in El Paso embraced Midcentury Modernism, consistent with architectural trends nationwide. The style proved expedient for meeting the need for rapid construction in response to postwar population growth. Examples of Modern architecture constructed in downtown El Paso in the 1950s were typically

utilitarian, using flat roofs and minimal ornament. A more limited inventory of examples used Modern idioms from the International Style. For example, the 1965 Downtowner Motor Inn at 300 East Main Street used a broad plinth with perforated concrete breeze blocks to shield the parking deck, topped with a narrow tower with ribbon windows and minimal ornament (photo 300-E-Main). In the 1960s and early 1970s, the New Formalist style entered the Modern architectural vocabulary in downtown El Paso, bringing slight classical elements like arches to otherwise austere and minimalistic designs, as seen in the design for the 1967 Mutual Federal Savings and Loan Association at 320 Texas Avenue (photo 320-Texas-Ave). Another school of architectural thought under the Modern umbrella in the 1960s and 1970s veered toward the Contemporary, using sculptural and organic forms, as seen in the design for the Civic Center (photo 03-1-Civic-Center-civic-center).[184]

Carroll and Daeuble

The firm of Carroll and Daeuble designed some of the most prominent buildings in downtown El Paso during the Modern Movement. The firm's principals included architects Edwin W. Carroll and Louis Daeuble. Carroll was born in Elizabeth, Louisiana, and educated at the University of Texas at Austin, while Daeuble came from Leavenworth, Kansas, and received his education at Texas A&M. Before joining forces in their practice, Carroll worked with Trost and Trost and then with the El Paso Public School system; Daeuble worked with El Paso architect Percy McGhee and then with the US Army. In the immediate postwar era, Carroll and Daeuble enjoyed the benefits of the building boom that El Paso, like much of the state and nation, experienced during the extended period of prosperity of the postwar era Given Carroll's experience with the school system, the firm garnered a number of commissions to design schools and churches.[185] The firm designed five buildings in the Downtown El Paso Historic District, all in a variant of a Modern Movement style, one of which is individually listed in the National Register under Criterion C for its architectural significance (Table 8-6).

Table 8-6. Table documenting extant buildings within the Downtown El Paso Historic District designed by Carroll and Daeuble.

Address	Building Name	Construction Date	Stylistic Influences	Prior Designation(s)
501 N. Oregon Street	El Paso Public Library Main Branch	1953	Modern	
120 N. Stanton Street (photo 215-N-Stanton)	El Paso Natural Gas Building (Blue Flame Building)	1954	Modern	Individually listed on NRHP
215 E. Main Street	El Paso National Bank Tower, El Paso Club (on 18th floor)	1962	International Style	
320 Texas Avenue (photo 320-Texas-Avenue)	Mutual Federal Savings and Loan Association	1967	New Formalism	
1 Civic Center Plaza (photo 03-1-Civic-Center-civic-center)	El Paso Chamber of Commerce, Civic Center Theater	1970–1974	Contemporary	

Overall, the El Paso Downtown Historic District provides an excellent example of a broad array of forms and styles popular during the period of significance of 1859 to 1971, providing material documentation of the rich and layered forces driving El Paso's development.

[184] Warren Barna, "An El Paso Portfolio," *Texas Architect* 37, no. 2 (March–April 1987), 40.

[185] Patrick Rand, "Fifty Years of Architecture: Carroll and Daeuble," *Password of the El Paso County Historical Society* 46, no. 3 (Fall 2001), 125.

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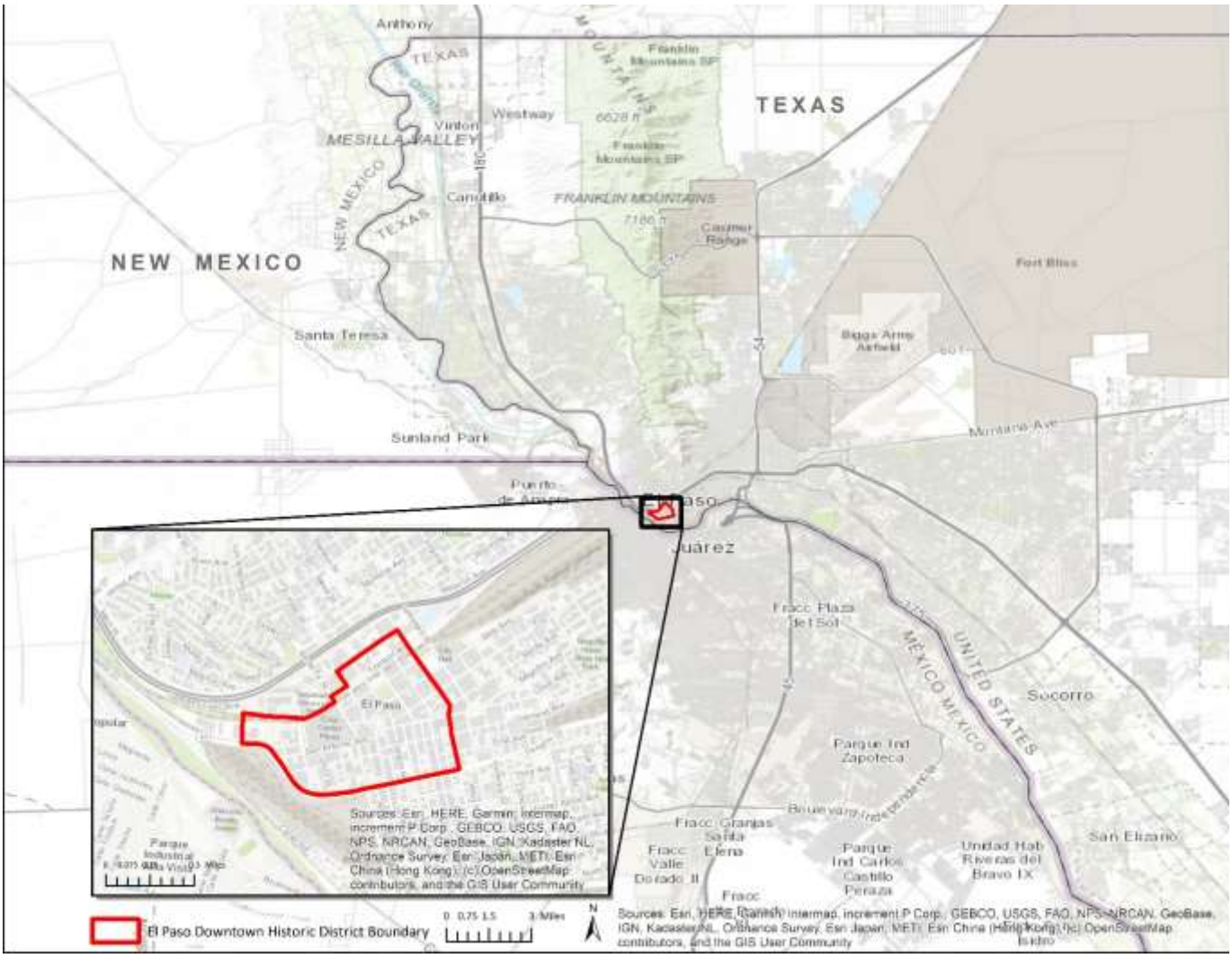
Additional Documentation

Maps

Map 1. Boundaries of the El Paso Downtown Historic District. Sources: Base aerial from ESRI, overlay by HHM.

Map 2. Location of the El Paso Downtown Historic District. Source: Base map from ESRI, overlay by HHM.



Map 3. Overview map of contributing and noncontributing resources within the El Paso Downtown Historic District (map 1 of 3). Sources: Base map from ESRI, overlay by HHM.

Map 4. Detailed map of contributing and noncontributing resources within the El Paso Downtown Historic District (map 2 of 3). Sources: Base map from ESRI, overlay by HHM.

Map 5. Detailed map of contributing and noncontributing resources within the El Paso Downtown Historic District (map 3 of 3). Sources: Base map from ESRI, overlay by HHM.

Figures

Figure 1859-Anson MillsPlat. Plat of the City of El Paso, prepared by surveyor Anson Mills in 1859. Note that the boundaries of the plat closely align with the boundaries of the Downtown El Paso Historic District. Also note the public square (present-day San Jacinto Plaza), the acequia*s* running through downtown, and the presence of *bosque* (or woods) south of the "Fort Bliss and Magoffinsville Acequia" (roughly present-day Paisano Street). Source: Alice White, "The Development of Irrigation in the City of El Paso," Password of the El Paso County Historical Society vol. IV no. 1 (January 1959), 32.

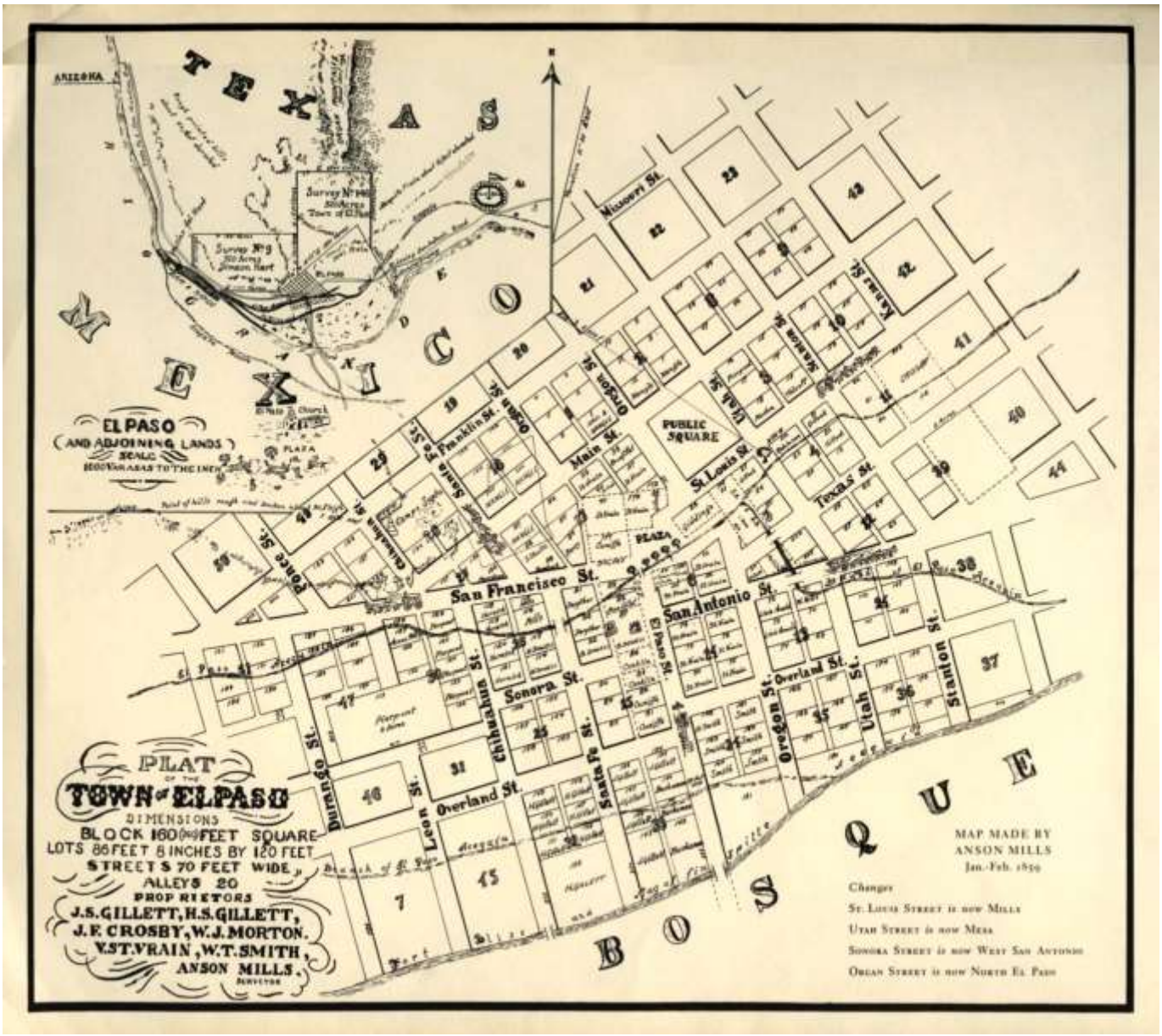


Figure 1893 Sanborns 11. 1893 Sanborn map showing the acequia running through the district north of present-day Paisano Drive (W. 2nd St on map). Map also shows early residential development using wood, brick, and adobe in Duranguito. Source: Sanborn Fire Insurance Maps, 1883, Sheet 11, Dolph Briscoe Center for American History, University of Texas at Austin (http://legacy.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-el_paso-1893-11.jpg).

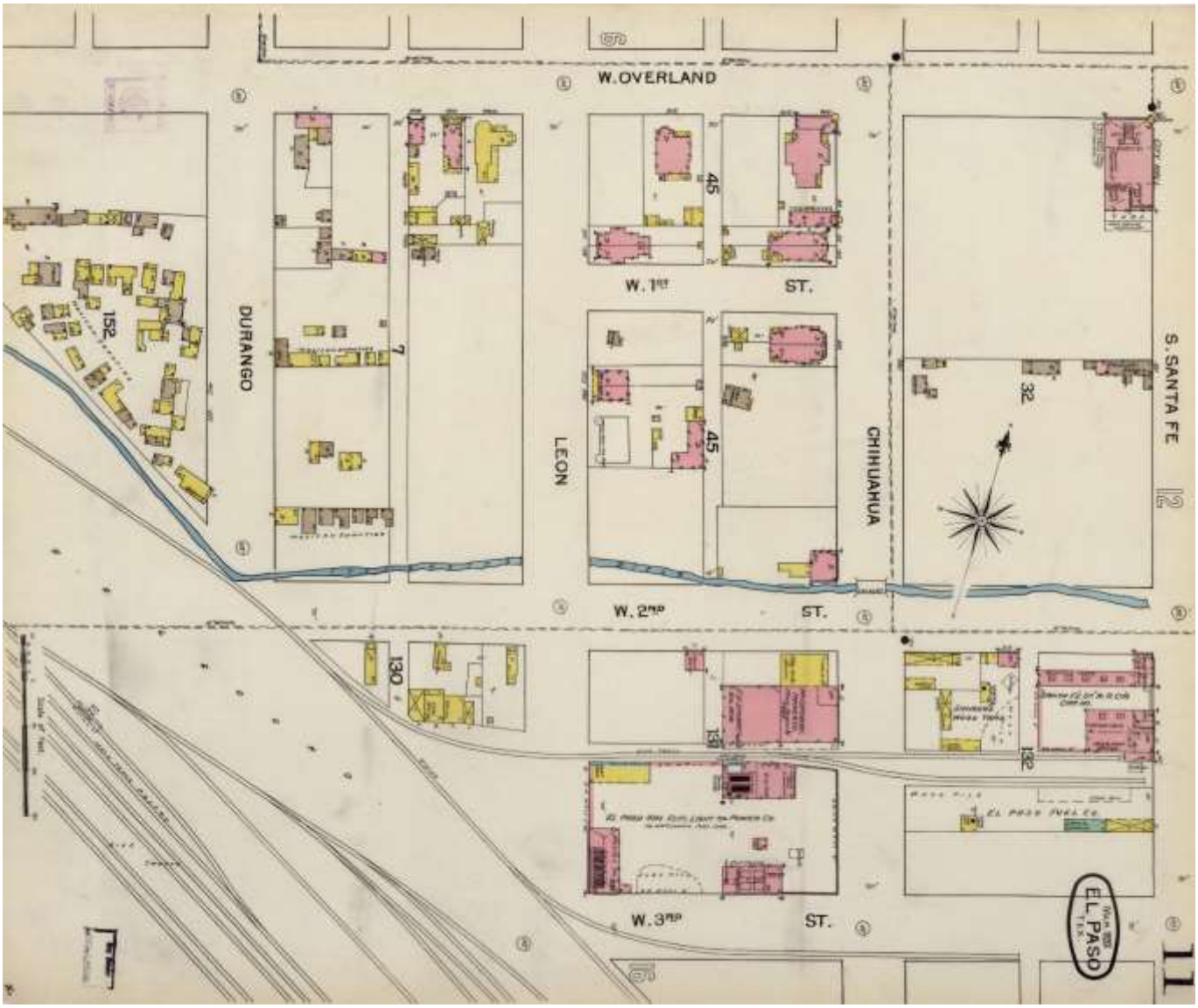


Figure 1893 Sanborns 12. 1893 Sanborn map showing the acequia in the district north of present-day Paisano Drive (W. 2nd St on map and on South Oregon Street. Map also shows dense commercial development using brick, adobe, and wood on South El Paso Street. Source: Sanborn Fire Insurance Maps, 1883, Sheet 12, Dolph Briscoe Center for American History, University of Texas at Austin (http://legacy.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-el_paso-1893-12.jpg).

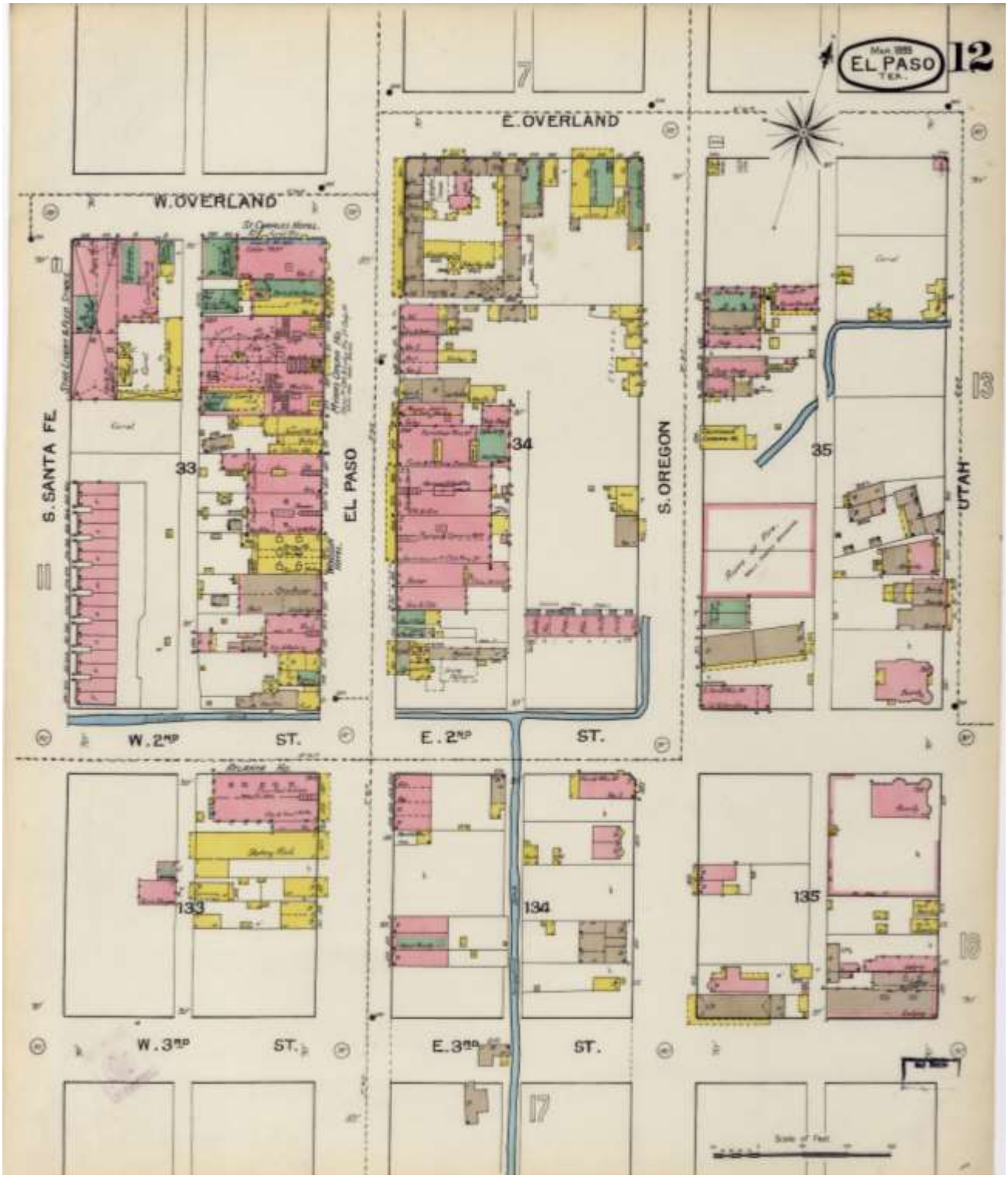


Figure 1893 Sanborns 13. 1893 Sanborn map shows the acequia leaving the district at South Kansas Street and East Overland Avenue. Map also shows mixed used and less dense development east of South El Paso Street. Source: Sanborn Fire Insurance Maps, 1883, Sheet 13, Dolph Briscoe Center for American History, University of Texas at Austin (http://legacy.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-el_paso-1893-13.jpg).

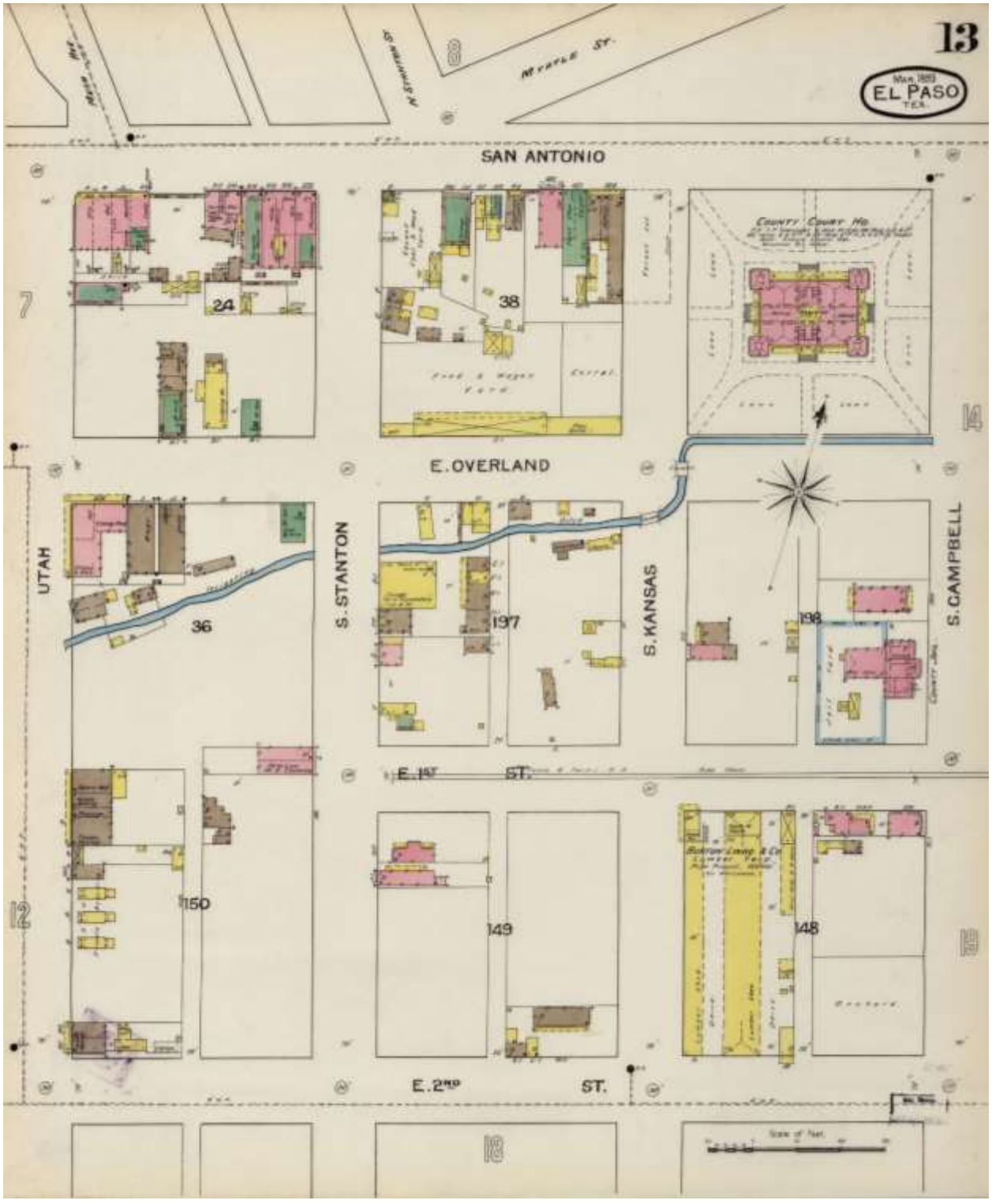


Figure development-before-plat. Map interpreting the developments present in El Paso prior to the development of the town plat in 1859, shown with lighter shading in pink. The irregular outline of Pioneer Plaza as it existed before 1859 is shown using a pink outline. Sources: Mark Cioc-Ortega, "Anson Mills and the Platting of El Paso, 1858-1859," *Password of the El Paso County Historical Society* vol. 58 no. 2 (Summer 2014), 54; map enhancements by HHM.

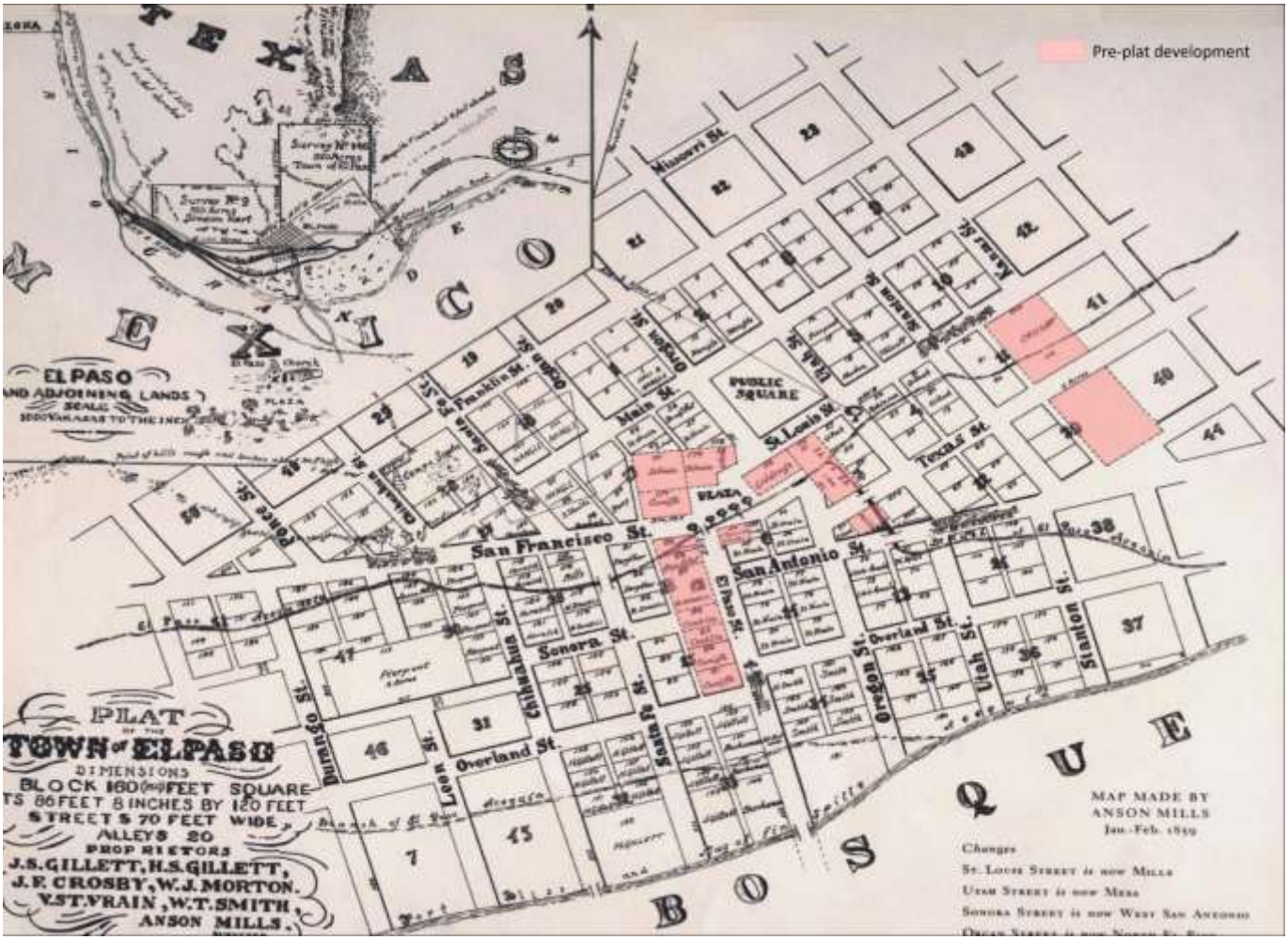


Figure 1946 aerial. 1946 aerial view of El Paso with historic district boundaries in red. Aerial shows Second Street (present-day Paisano Drive), the southern boundary, indistinguishable from other east-west streets to its north or south prior to its designation as US 85. Source: USGS EarthExplorer (https://earthexplorer.usgs.gov/).

Figure 1956 aerial. 1956 aerial view of El Paso with historic district boundaries in red. Aerial shows Second Street (present-day Paisano Drive) after its widening in the late-1940s. Source: USGS EarthExplorer (https://earthexplorer.usgs.gov/).

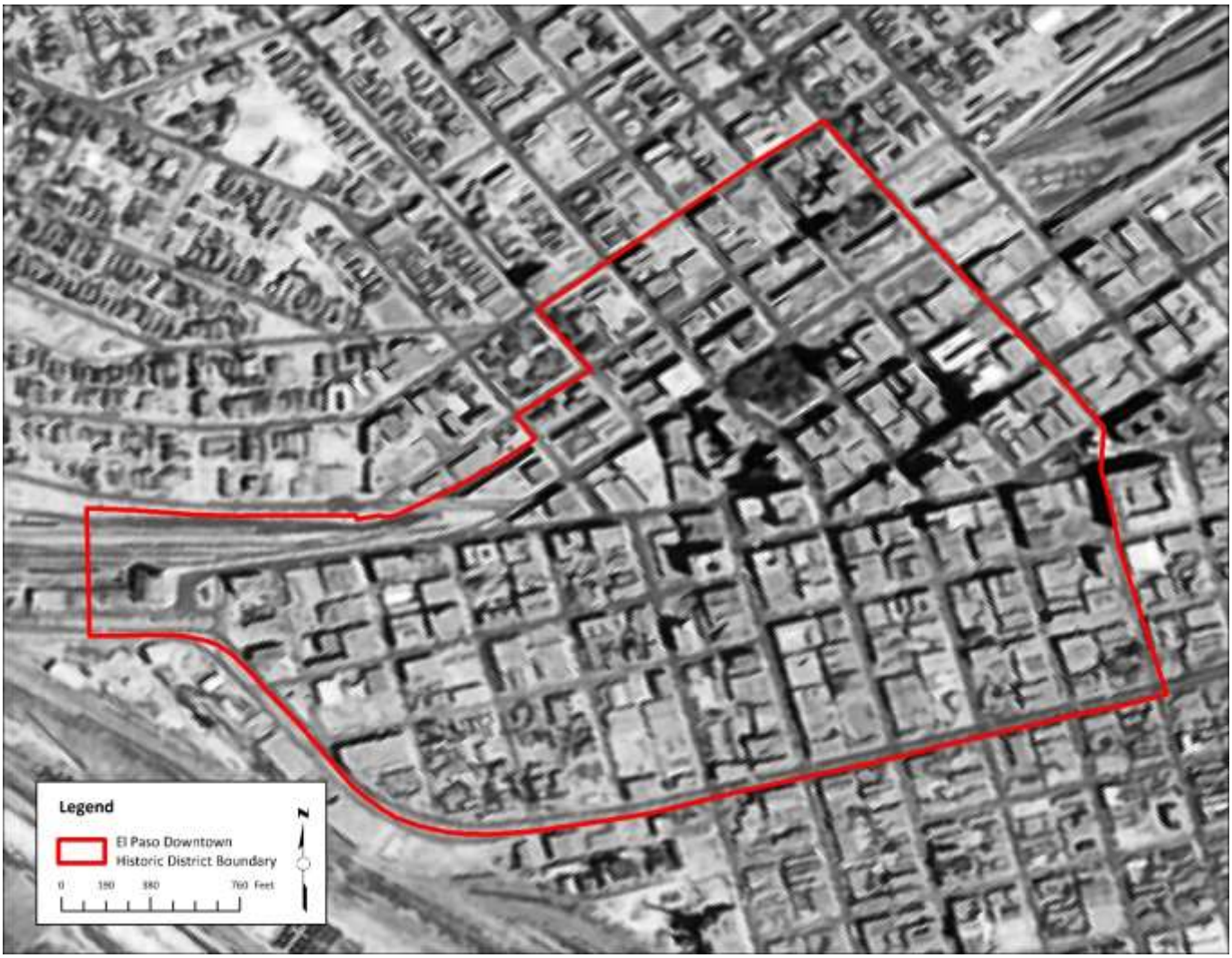


Figure Bankhead-THC. Inset of map of the Bankhead Highway through Texas, showing the location of the various routes of the highway through El Paso and the historic district. Source: Texas Historical Commission (https://www.thc.texas.gov/preserve/projects-and-programs/historic-texas-highways/bankhead-highway).

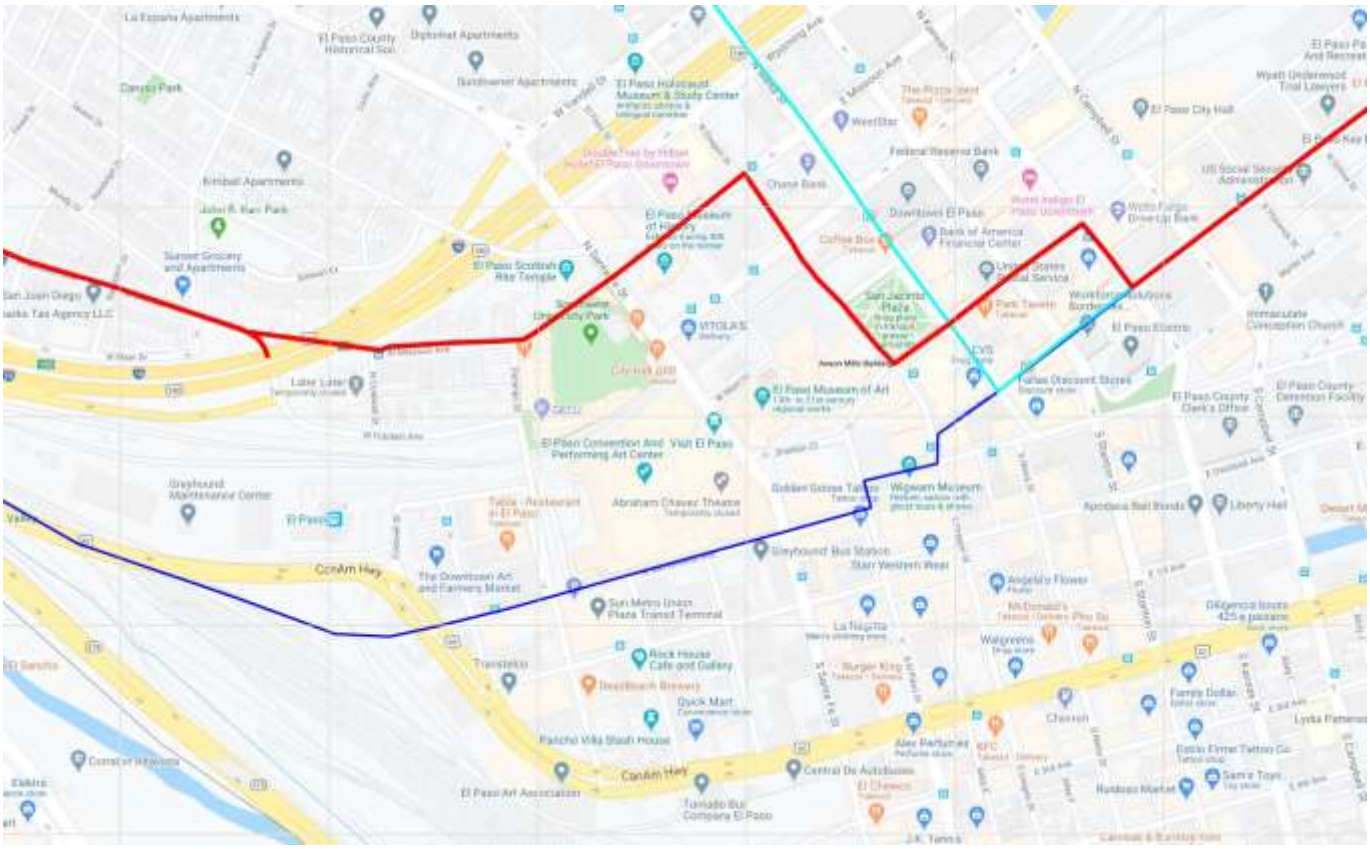


Figure 1970 aerial. 1970 aerial view of El Paso with historic district boundaries in red. Aerial shows the recent clearing of land for the construction of the Civic Center. Source: USGS EarthExplorer (https://earthexplorer.usgs.gov/).

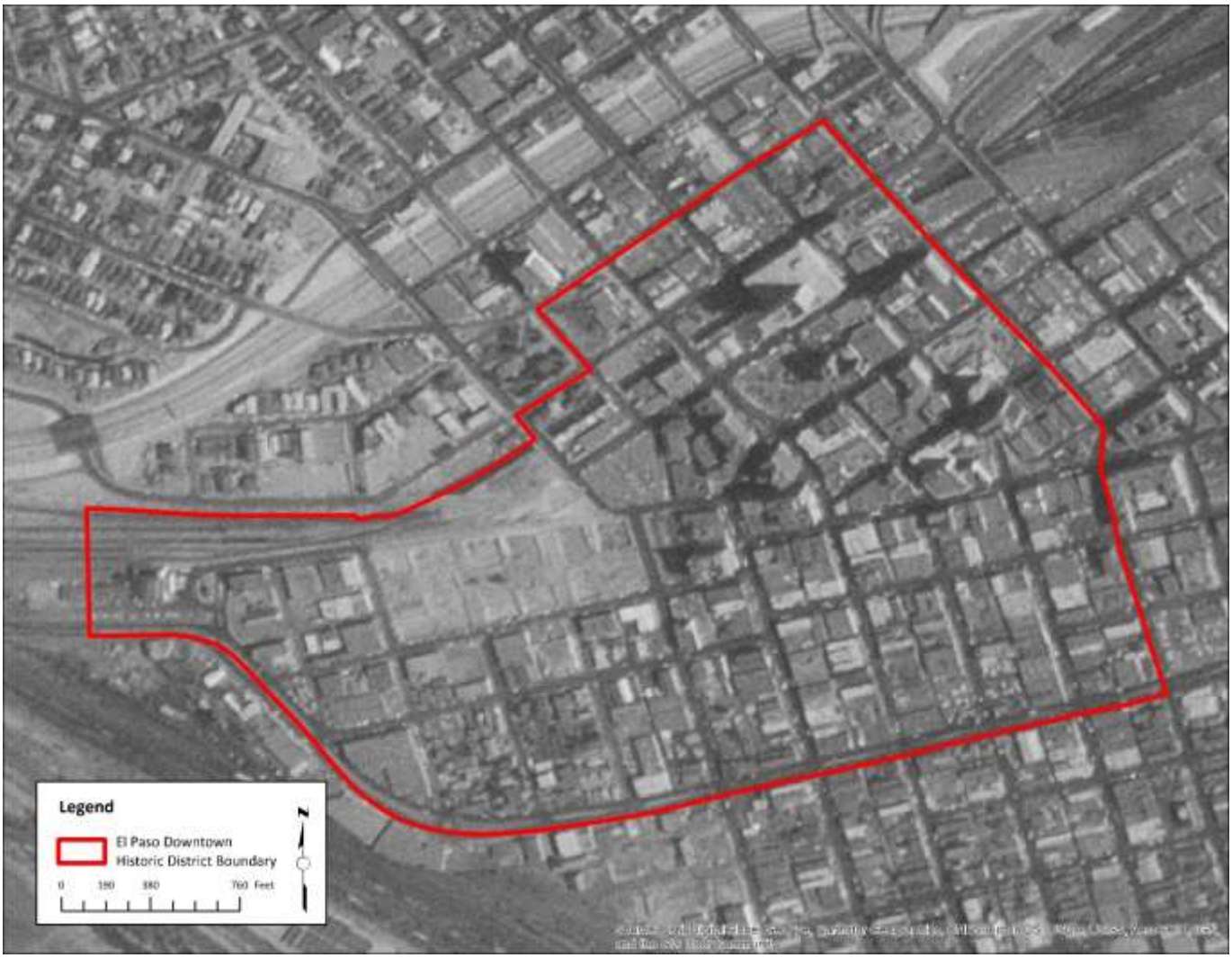


Figure 1974 aerial. 1974 aerial view of El Paso with historic district boundaries in red. Aerial shows the construction of the Civic Center. Aerial also shows the built environment much the same as today. Source: USGS EarthExplorer (https://earthexplorer.usgs.gov/).

Figure 1905-txu-sanborn-el_paso-25. 1905 Sanborn map shows the Texas and Pacific rail spur that ran into the district along East First Street. Note the larger buildings constructed along the spur in the district. Source: Sanborn Fire Insurance Maps, 1905, Sheet 25, Dolph Briscoe Center for American History, University of Texas at Austin (http://legacy.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-el_paso-1905-25.jpg).

Figure streetcar-bus-map. Bus and streetcar line map of El Paso from around 1920. Source: "Moving Forward: El Paso's Streetcar History," Camino Real Regional Mobility Authority, accessed July 20, 2020, https://www.crrma.org/streetcar

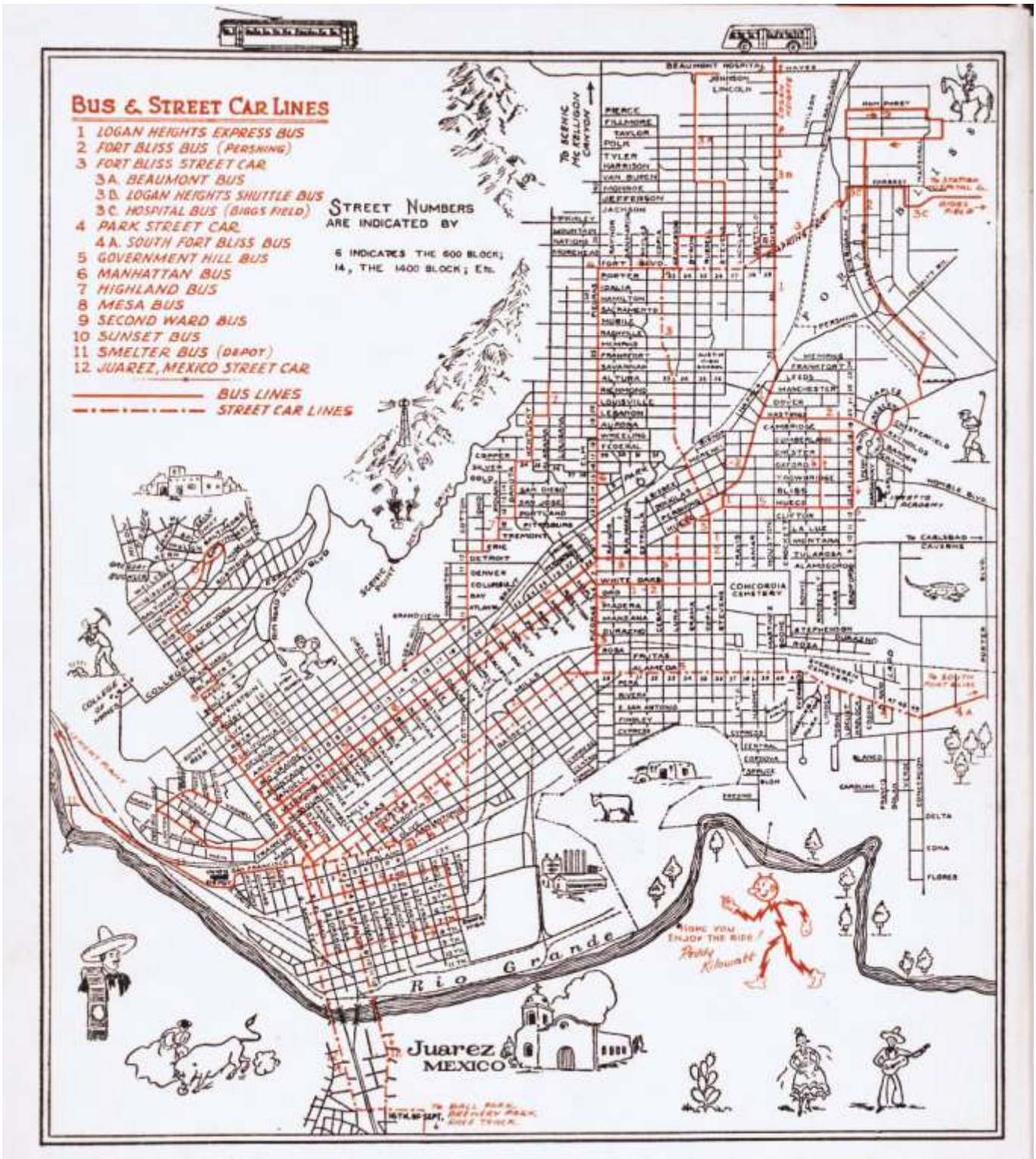


Figure El-Paso-Birds-Eye_1886_Koch. Map illustrating the City of El Paso from a bird's eye view looking northward toward Mount Franklin, likely prepared between 1884 and 1886. Note the railroad tracks running at grade level on the northern and southwestern edges of downtown, the open space at San Jacinto Plaza with radiating walkways, the new County Courthouse with its prominent cupola at the northeast corner of Kansas Street and Overland Street, the dense commercial development running southward along El Paso Street, and the pair of bridges crossing the Rio Grande. Source: Augustus Koch, *El Paso in 1886* [Bird's eye view map], from the Texas General Land Office, https://s3.glo.texas.gov/glo/history/archives/map-store/zoomer.cfm?z=https://s3.glo.texas.gov/ncu/SCANDOCS/archives_webfiles/arcmaps/ZoomWork/9/5/95405.

Figure San Jacinto Plaza_1882_El Paso Public Library. Photograph of the Public Square (present-day San Jacinto Plaza) in 1882, looking northeast toward the rail lines and mountains beyond. Source: El Paso History Alliance, crediting the El Paso Public Library.

Figure 1727-map. Map of Spanish missions in the El Paso Area, drafted by Francisco Álvarez Barreiro in 1727. A detail of the El Paso area is inset in the lower right corner. Source: Texas Beyond History, accessed July 21, 2020, https://texasbeyondhistory.net/paso/images/barreiro1727-lg.html#.

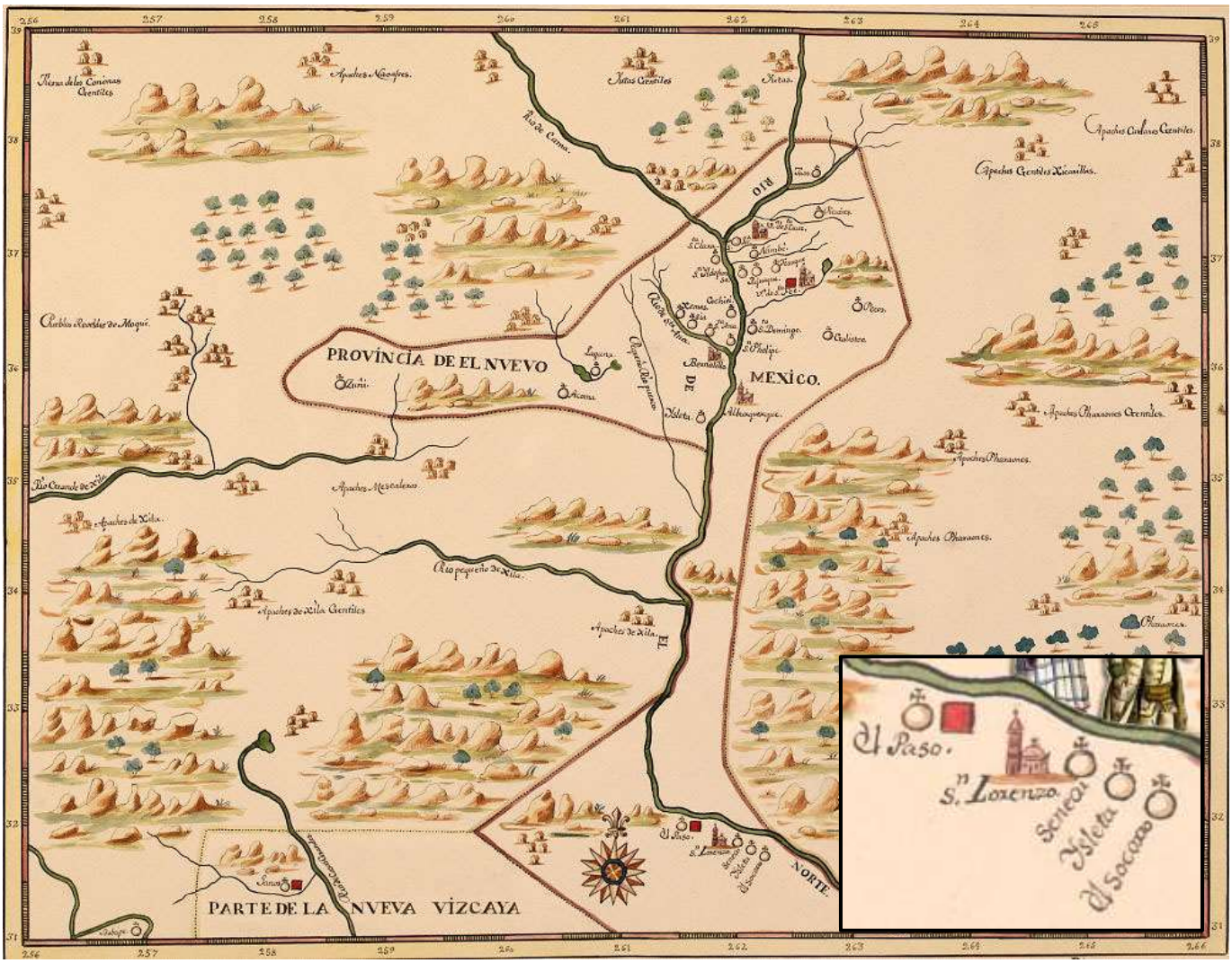


Figure Mexico-US-Political-Timeline. Timeline of broad political patterns in Texas, the US, and Mexico. (Sources in footnote.)[186]

Texas/US	Date	Mexico
	1519	Spanish conquest of Mexico; colonial laws leave indigenous communal landholding intact
British begin colonization of North America	1607	
US Declaration of Independence from British crown	1776	
	1821	Mexican Independence; halt of Spanish colonial protection of indigenous lands and limits power of Catholic Church
Texas secedes from Mexico and forms Republic	1836	
Texas joins the US	1845	
Mexican-American War; US claims the Rio Grande as the border between Mexico and Texas	1846-1848	Mexican-American War; Mexico claims the Nueces River as the border between Mexico and Texas
US border set at Rio Grande and US receives California	1848	Mexico cedes claims to land between Rio Grande and Nueces River and grants California to US
	1855	"La Reforma" includes re-establishment of ejidos (or communal farms) to calm peasant uprisings
	1876-1880	Porfirio Diaz becomes President, seizes ejidos to benefit large landowners, leaving peasants landless, and encourages foreigners to invest in mining in Chihuahua
	1884	Diaz eschews 4-year constitutional term limits
	1885	Establishment of duty-free Zona Libre in Juarez
	1905	Abolition of duty-free Zona Libre depresses economy
President Taft meets Mexican President Diaz in El Paso to negotiate neutrality in Mexican Revolution if Diaz protects American commercial interests (such as mining in Chihuahua)	1909	
	1910	Francisco Madero of Chihuahua begins Mexican Revolution demanding a constitutional democracy -- aided by Abraham Gonzalez, Pascual Orozco, and Francisco "Pancho" Villa
Gonzalez meets American business leaders in El Paso to arrange for support and purchase arms to for Revolutionaries	1911	Madero assumes Presidency of Mexico, reestablishes constitutional democracy, and begins land and labor reform
President Taft supports Madero and declares arms embargo against Mexico	1912	Orozoco turns against Madero frustrated with slow pace of change
President Woodrow Wilson opposes coup	1913	Military coup in Mexico City overthrows and assassinates President Madero, installs Victoriano Huerta as President
President Wilson lifts arms embargo against Mexico	1914	Constitutionalist movement to overthrow Huerta led by Venustiano Carranza and Villa
President Wilson supports Carranza; troops increase at Fort Bliss	1915	Villa breaks ties with Carranza and mounts raids against US
US enters World War I,	1917	Carranza assumes Presidency of Mexico
President Wilson opposes Obregon, but Texas Governor Hobby meets Obregon in El Paso to try to build friendship	1920	President Carranza assassinated; Alvaro Obregon assumes presidency and ends Revolution by force
Global stock market crash ushers in Great Depression	1929	
Troop build-up at Fort Bliss in anticipation of World War II	1940	
US enters World War II	1941-1945	Mexico declares war on Axis Powers
Labor shortages lead to "Bracero" work permits for Mexicans	1941-1964	
Operation Wetback" departs thousands of Mexican immigrants	1954	

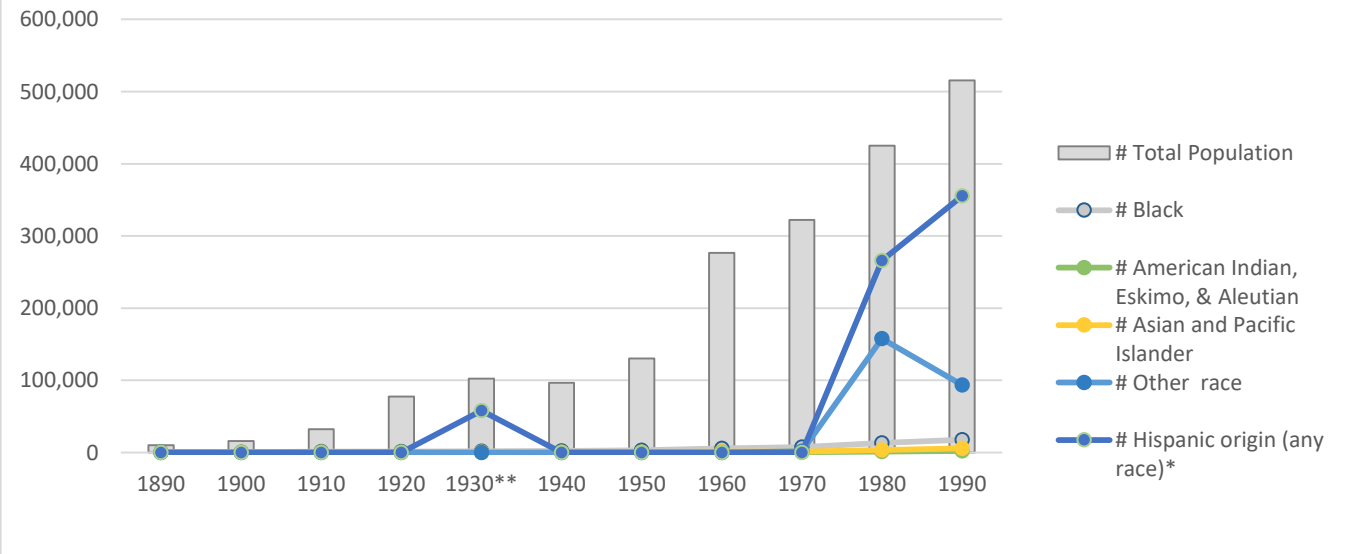
[186] Timmons, *El Paso: A Borderlands History;* Dana Markiewicz, *The Mexican Revolution and the Limits of Agrarian Reform, 1915-1946* (Boulder: Lynne Rienner Publishers, 1993); Eric Van Young, "Ejidos" in the *Encyclopedia of Latin American History and Culture*, vol. 2 (New York: Charles Scribner's Sons 1996), 471; James M. Day, "The Chihuahua Foreign Club," P*assword of the El Paso County Historical Society* vol. 47 no. 3 (Fall 2002), 107; Enrique Krauze, "A Tale of Two Revolutions," *The New York Times*, Oct. 25, 2017; "Mexico profile - Timeline," BBC World News, updated Dec. 3, 2018, https://www.bbc.com/news/world-latin-america-19828041; *Territorial Growth of Continental United States* [Map] (Chicago: Modern School Supply Co., [1919]), from the Library of Congress, https://www.loc.gov/resource/g3701sm.gct00483.

Figure detail-1849-map. Detail of map showing the Rio Grande's post-1827 alignment, the "Rio Viejo" (or pre-1927 alignment) and the communities caught in between – including Isleta (Ysleta), Socorro, and Presidio del Paso (San Elizario). Source: J.E. Johnson, W.F. Smith, F.T. Bryan, and W.H.C. Whiting, *Reconnaissances of Routes from San Antonio De Bexar El Paso Del Norte* [Map], 1849, from the Portal to Texas History, accessed July 21, 2002, (https://texashistory.unt.edu/ark:/67531/metapth493112/m1/1/?q=map%20el%20paso, crediting Hardin-Simmons University Library.

Figure US-acqusitions-map-1845-1848. Map depicting the territorial growth of the US between 1783 and 1853. Source: *Territorial Growth of Continental United States* [Map] (Chicago: Modern School Supply Co., [1919]), from the Library of Congress, https://www.loc.gov/resource/g3701sm.gct00483/?sp=36&r=-0.42,0.065,1.909,0.724,0.

Figure census-race. Table and graph documenting total population and population by race for the City of El Paso as a whole (not just the Downtown Historic District). (Sources in footnote.)[187]

Year	Total Population		White		Race								"Hispanic" Origin (Any Race)*		White, Not of "Hispanic" Origin*	
					Black		American Indian, Eskimo, and Aleutian		Asian and Pacific Islander		Other Race					
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
1890	10,338	100.0%	9,767	94.5%	361	3.5%	N/A	N/A	210	2.0%	N/A	N/A	N/A	N/A	N/A	N/A
1900	15,909	100.0%	15,140	95.2%	466	2.9%	N/A	N/A	300	1.9%	N/A	N/A	N/A	N/A	N/A	N/A
1910	32,279	100.0%	37,586	95.7%	1,452	3.7%	N/A	N/A	241	0.6%	N/A	N/A	N/A	N/A	N/A	N/A
1920	77,560	100.0%	75,804	97.7%	1,330	1.7%	246	0.3%	180	0.2%	N/A	N/A	N/A	N/A	N/A	N/A
1930**	102,421	100.0%	100,256	97.9%	1,855	97.9%	28	0.3%	282	0.3%	N/A	N/A	58,291	56.9%	44,130	43.1%
1940	96,810	100.0%	94,323	97.4%	2,188	2.3%	45	0.05%	254	0.3%	N/A	N/A	N/A	N/A	N/A	N/A
1950	130,485	100.0%	127,033	97.4%	3,116	2.4%	47	0.04%	264	0.2%	25	0.02%	N/A	N/A	N/A	N/A
1960	276,687	100.0%	269,263	97.3%	5,944	2.1%	210	0.1%	1,151	0.4%	119	0.04%	N/A	N/A	N/A	N/A
1970	322,261	100.0%	311,489	96.7%	7,413	2.3%	473	0.1%	1,124	0.3%	1,762	0.5%	N/A	Approx. 55%	N/A	Approx. 45%
1980	425,259	100.0%	249,214	58.6%	13,466	3.2%	1,251	0.3%	3,544	0.8%	157,784	37.1%	265,819	62.5%	139,945	32.9%
1990	515,342	100.0%	396,122	76.9%	17,708	3.4%	2,239	0.4%	5,956	1.2%	93,317	18.1%	355,669	69.0%	136,002	26.4%



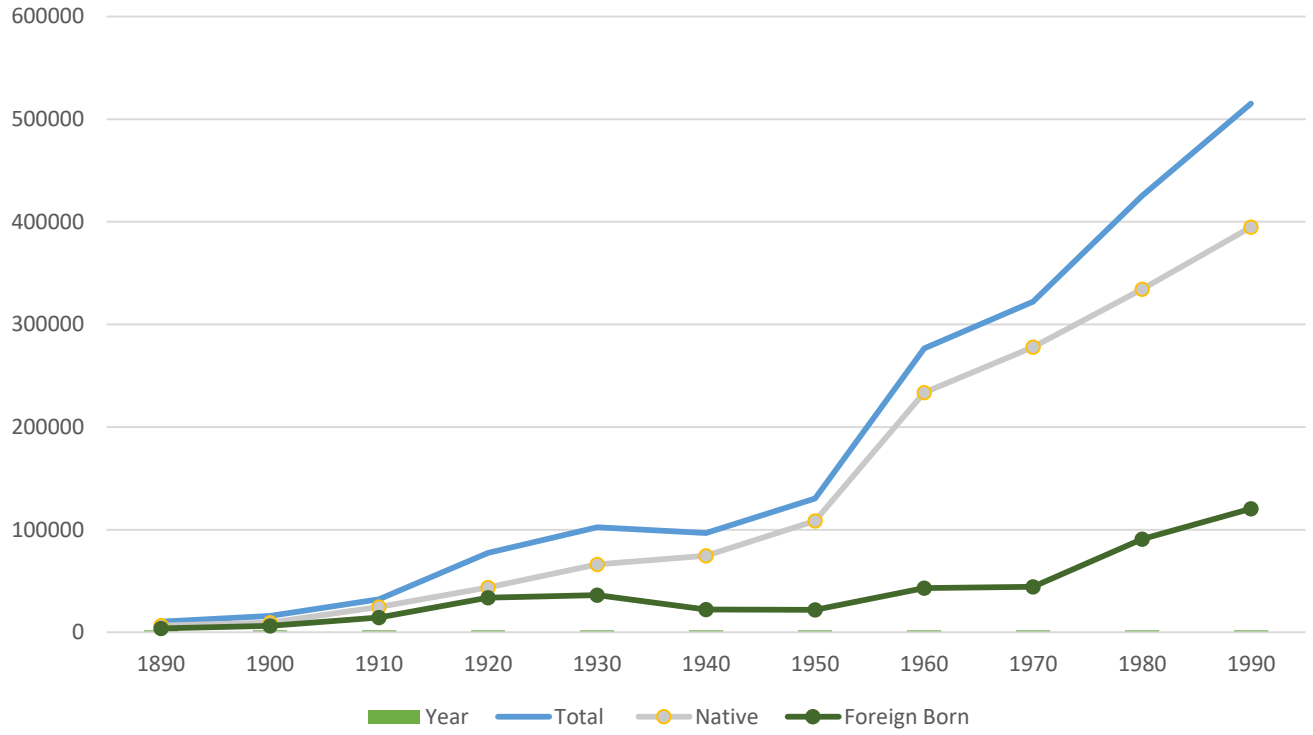
"Hispanic" origin not counted consistently until 1970 census

***"Hispanic" origin only counted as "Mexican" within "Other race" (non-Mexican Hispanic origin not counted)*

[187] U.S. Census, Historical Census Statistics On Population Totals By Race,1790 to 1990, and By Hispanic Origin, 1970 to 1990, For Large Cities And Other Urban Places In The United States, accessed June 2, 2020, https://www.census.gov/population/www/documentation/twps0076/twps0076.pdf.

Figure census-foreign-born. Table and graph depicting the total population and foreign-born population for the City of El Paso as a whole (note just the Downtown Historic District). (Sources in footnote.)[188]

Year	Total	Native	Foreign Born	% Foreign Born
1890	10,338	6,519	3,819	36.9%
1900	15,906	9,597	6,309	39.7%
1910	32,279	24,775	14,504	36.9%
1920	77,560	43,905	33,655	43.4%
1930	102,421	66,118	36,303	35.4%
1940	96,810	74,688	22,122	22.9%
1950	130,505	108,655	21,850	16.7%
1960	276,687	233,673	43,014	15.5%
1970	322,261	277,919	44,342	13.8%
1980	425,259	334,352	90,907	21.4%
1990	515,342	394,910	120,432	23.4%



[188] U.S. Census, "Nativity of the Population for Urban Places Ever Among the 50 Largest Urban Places Since 1870: 1850 to 1990," accessed June 2, 2020, https://www.census.gov/population/www/documentation/twps0029/tab22.html.

Figure land-grants-map-1875-detail. Detail of a map showing the pattern of Mexican land grants extending north of the Rio Grande. The Ponce de León land grant is located within the tight curve of the Rio Grande just north of El Paso del Norte (present-day Ciudad Juárez). Source: *El Paso Co.* [Map], 1875, from the Texas General Land Office, https://s3.glo.texas.gov/glo/history/archives/map-store/zoomer.cfm?z=https://s3.glo.texas.gov/ncu/SCANDOCS/archives_webfiles/arcmaps/ZoomWork/3/3512.

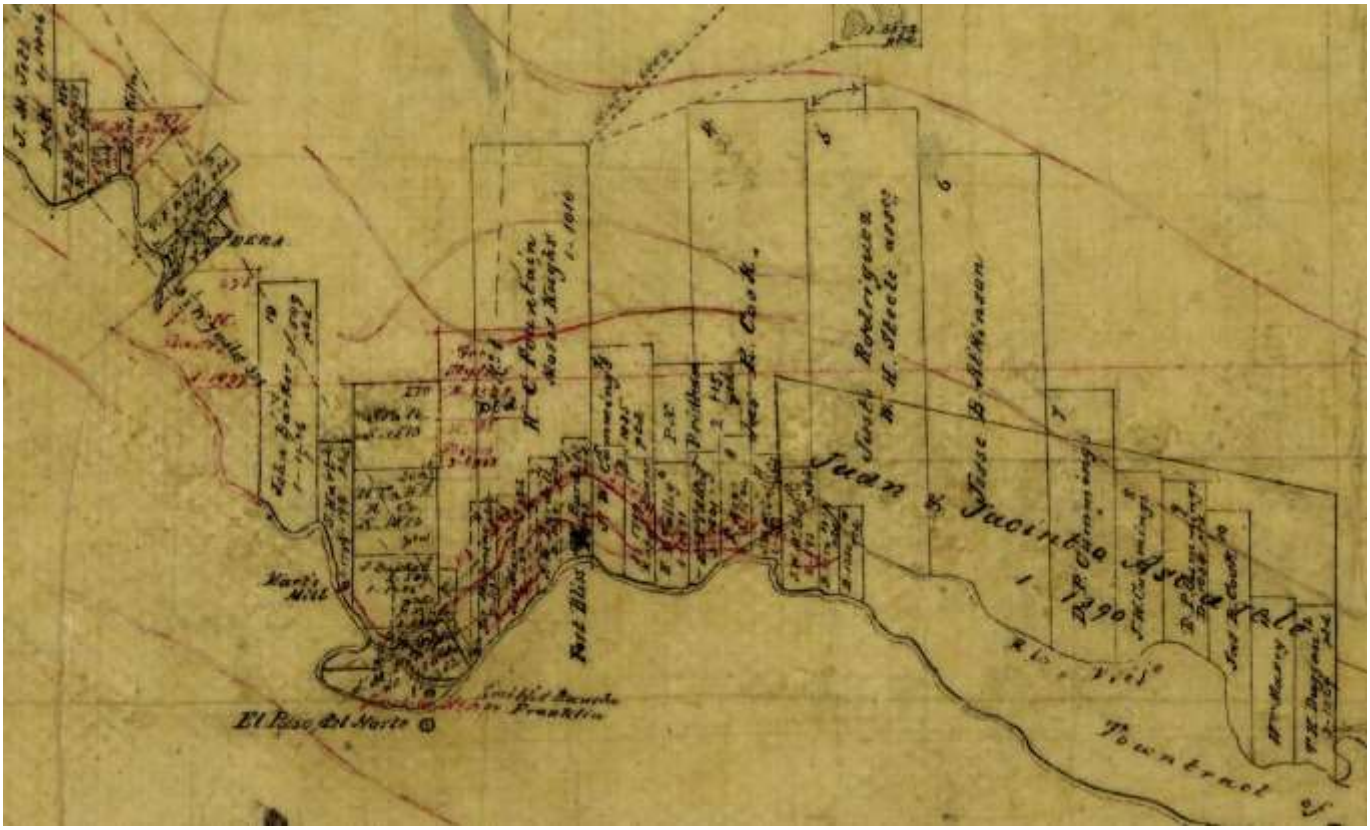


Figure GLO-Ponce-de-Leon-grant. Map showing land grant 145, awarded to Juan María Ponce de León in 1827. Source: [Original Ponce de Leon land grant, 1827.] Texas General Land Office, accessed July 22, 2020, https://s3.glo.texas.gov/ncu/SCANDOCS/archives_webfiles/arcmaps/webfiles/landgrants/PDFs/1/5/6/156769.pdf.

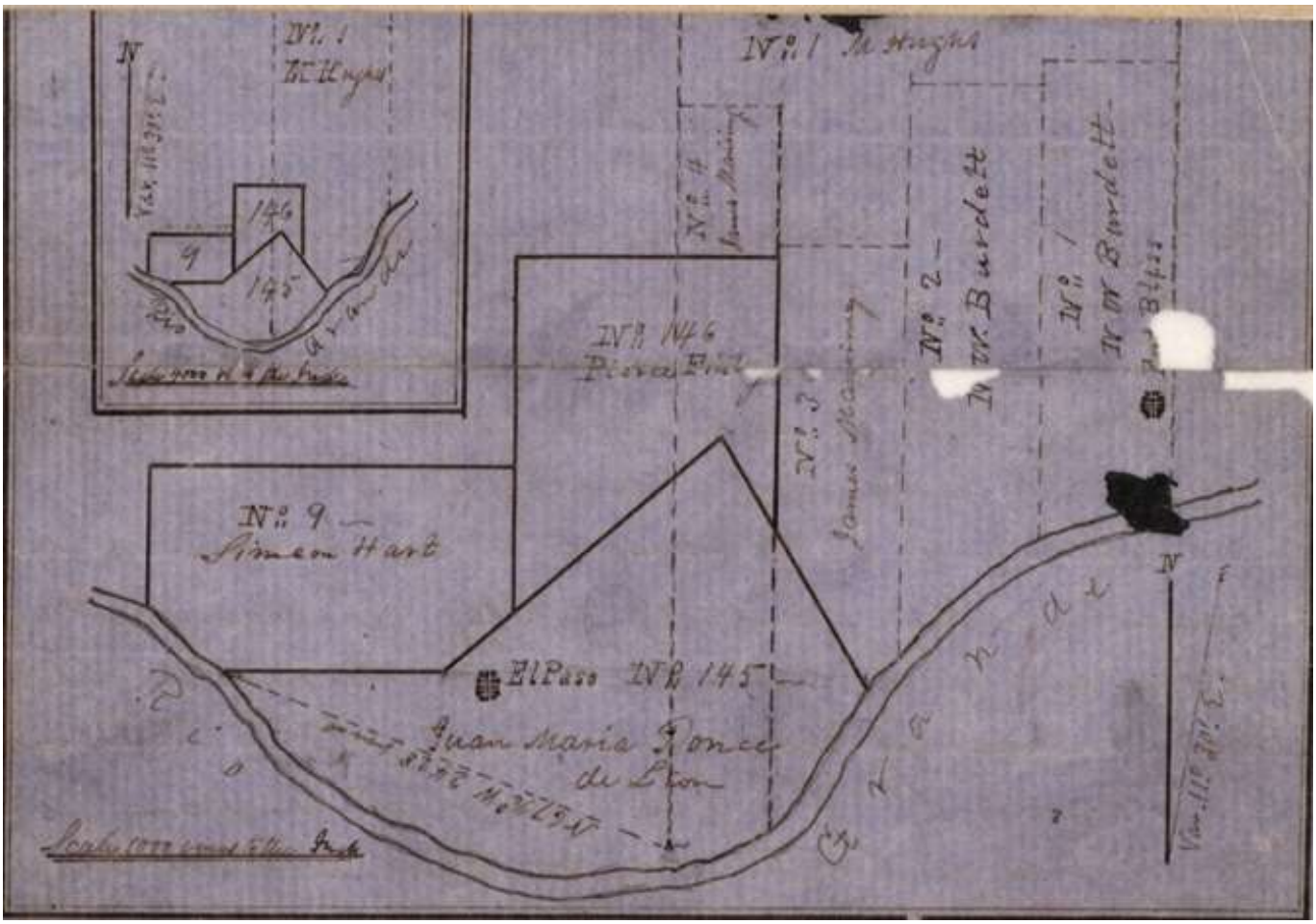


Figure ponce-mill. Photo of the Ponce de Leon mill near present-day downtown El Paso, taken around 1890. Source: Feit, Stettler, and Bell, "El Paso del Norte: A Cultural Landscape History of the Oñate Crossing," 28, crediting Joel Guzman.

Figure 1853-map-detail. Detail of an 1853 map of El Paso del Norte (present-day Ciudad Juárez) and "Franklin" (present-day El Paso) depicting Hart's Mill, the Customs House, Magoffinsville, and the temporary site of Fort Bliss at Magoffinsville. Note that the Customs House was located in this location since it was a shallow point in the river, typically used for crossings via foot or ferry before a bridge was constructed in 1881. Source: William H. Emory, *Boundary between the United States and Mexico* [Map], 1853, from the National Archives, https://www.archives.gov/files/publications/prologue/2005/summer/images/mexico-paso-map-l.jpg.

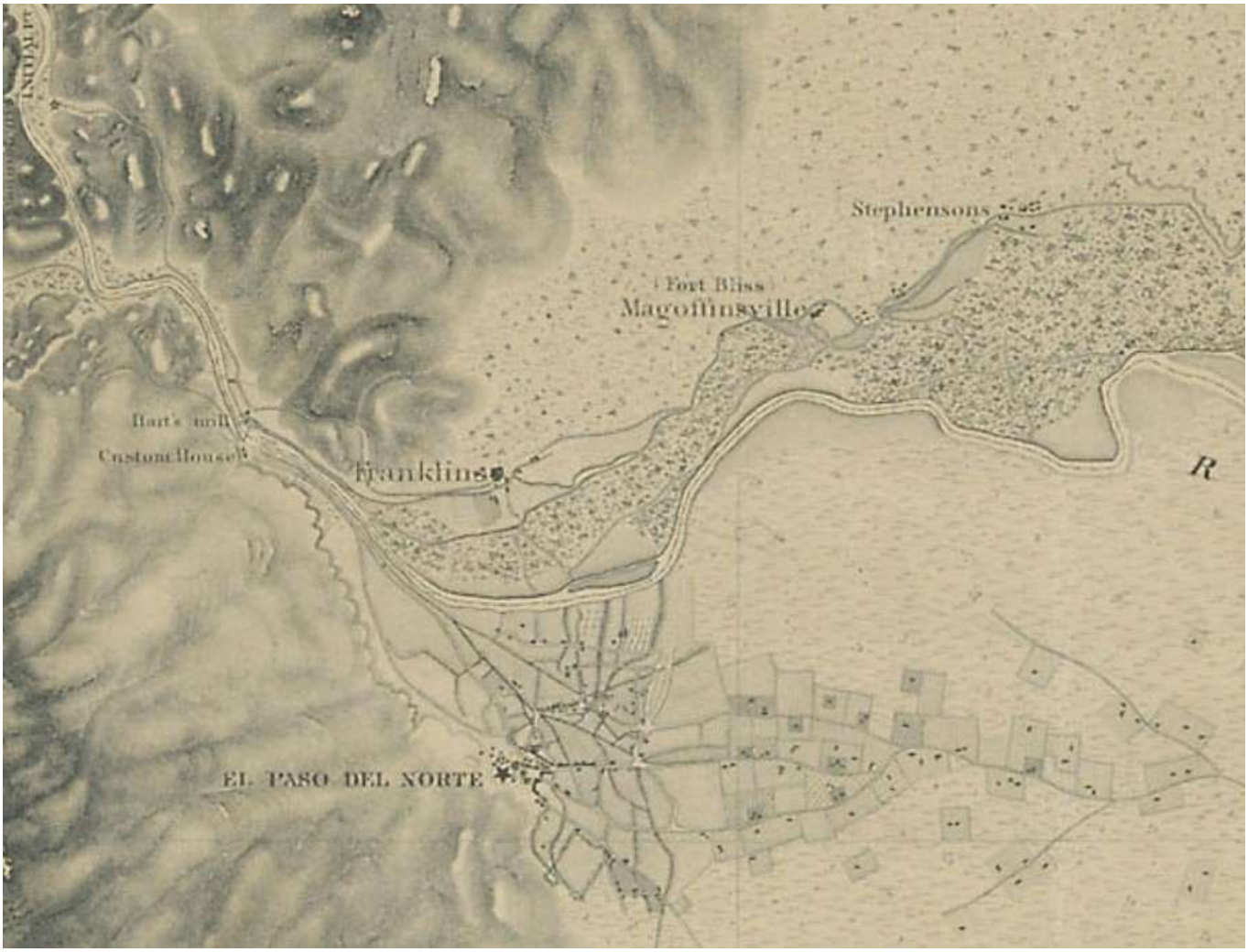


Figure San Jacinto Plaza_1882_UTEP Special Collections. Photograph of the Public Square (present-day San Jacinto Plaza) in 1882, facing east. Source: El Paso History Alliance, crediting the University of Texas at El Paso Library Special Collections.

Figure aerial-1919. Aerial photo looking northwest across the downtown El Paso skyline, 1919. Note the concentration of multi-story development near San Jacinto Plaza in the middle distance. Source: Oscar Rhineheimer, *[Aerial View of El Paso, Texas]* [Photograph], July 3, 1919; The Portal to Texas History, https://texashistory.unt.edu/ark:/67531/metapth613636/, crediting El Paso Public Library.

Figure 1925-civic-center-plan. Proposal from 1925 for redevelopment of a Civic Center surrounding the County Courthouse (located just east of the Downtown El Paso Historic District Boundaries). Source: El Paso City Planning Commission, *The City Plan of El Paso, Texas* (El Paso, Texas: City of El Paso, 1925), 44.

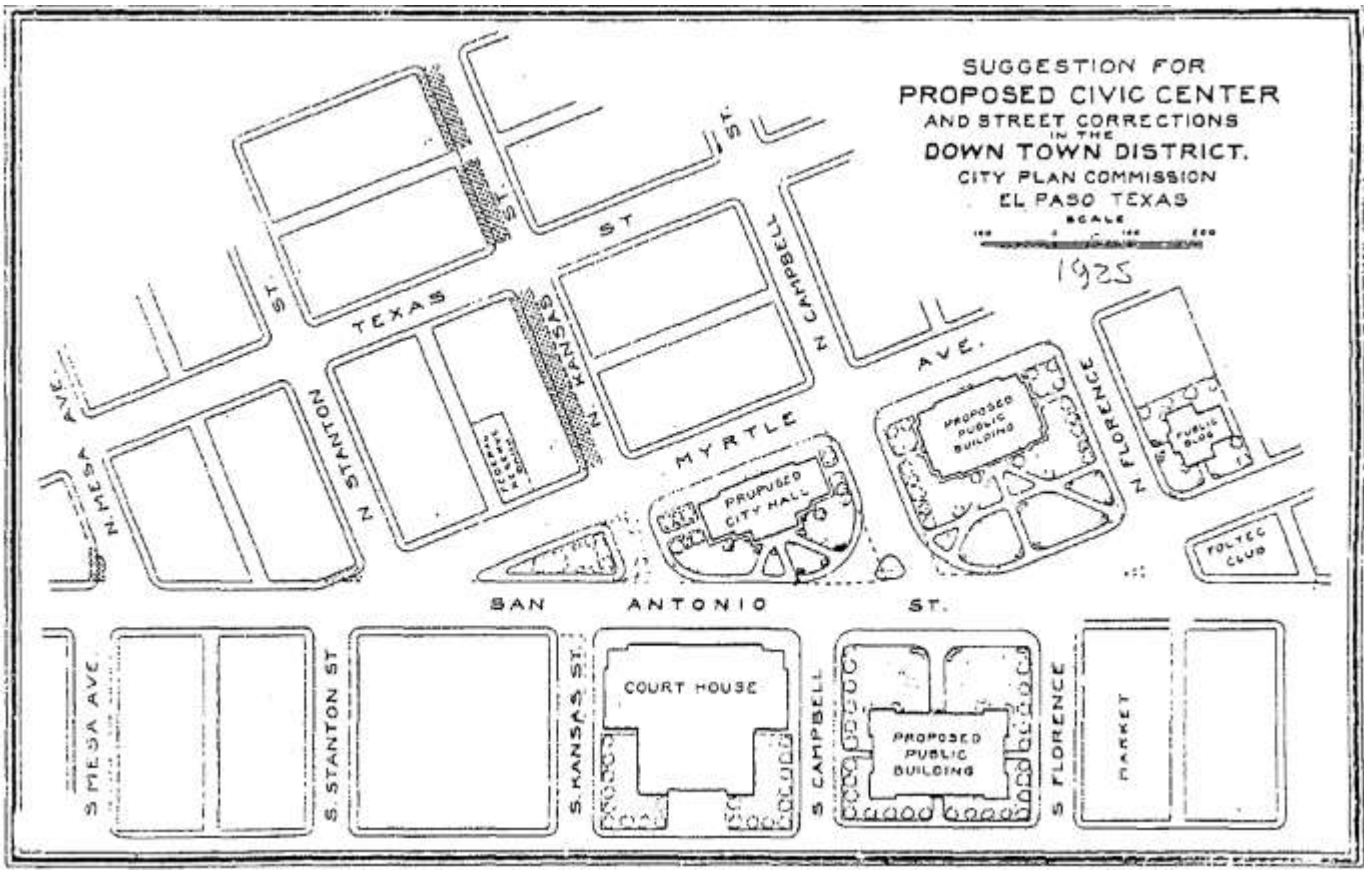


Figure holc-scan-El-Paso – detail. Detail of the map of El Paso prepared by the Home Owners' Loan Corporation (HOLC), ca. 1935. Source: *Map and Street Guide of El Paso Texas*, ca. 1935, from the "Mapping Inequality" project, University of Richmond, https://s3.amazonaws.com/holc/tiles/TX/ElPaso/1936/holc-scan.jpg.

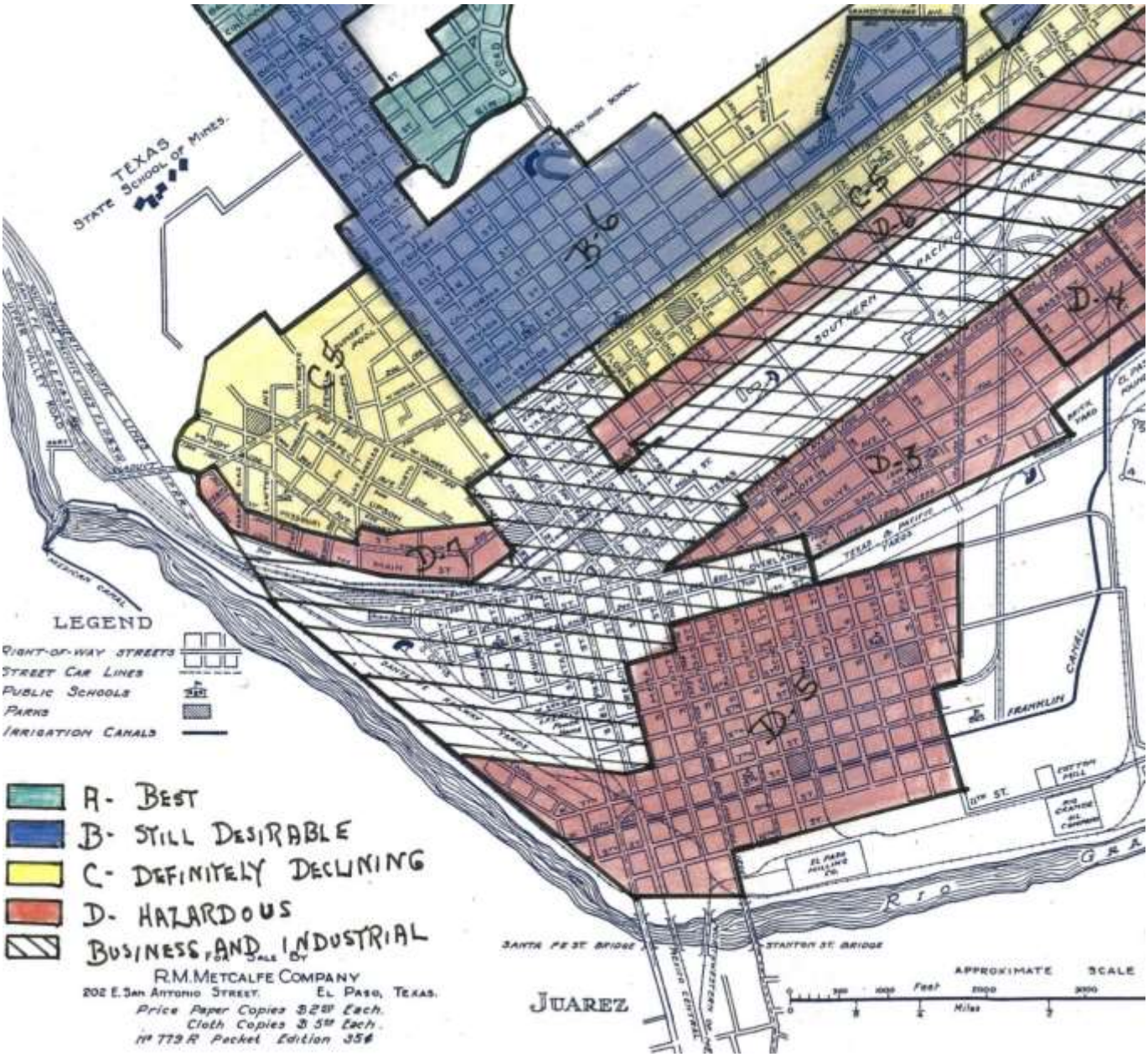


Figure Detail_txu-pclmaps-topo-tx-el_paso-1891. Topographic map of El Paso in 1891. Note the presence of the new canal extending through present-day Segundo Barrio (extant today, partially concealed by the Cesar E. Chavez Border Highway) and continuing downstream. Source: USGS, *El Paso (El Paso County)* [Map], 1891, from the University of Texas Libraries, http://legacy.lib.utexas.edu/maps/topo/texas/geopdf/el_paso-1896-surveyed_1891.pdf.

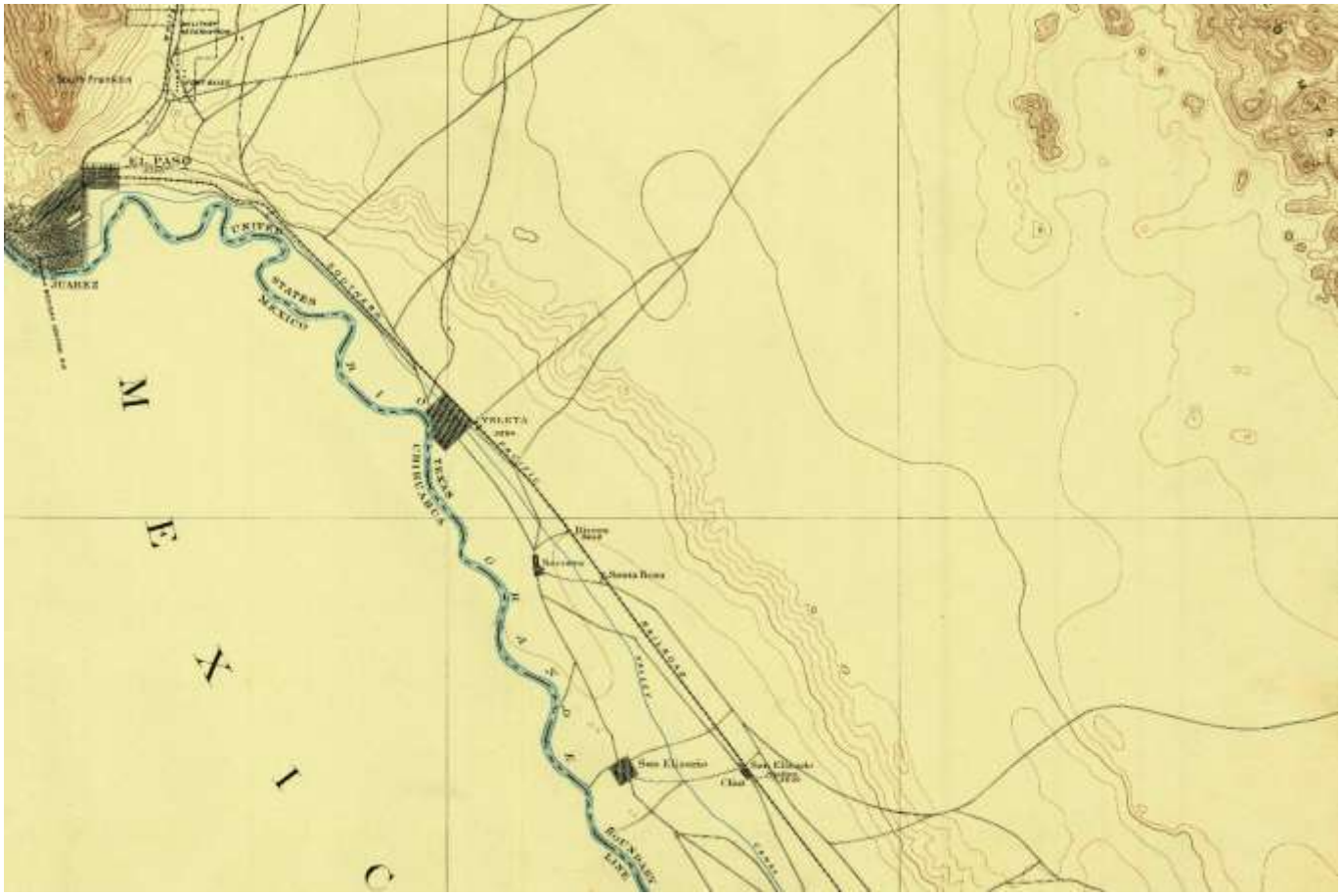


Figure Detail-txu-pclmaps-topo-tx-el_paso-1907. Topographic map of El Paso in 1907. Note the Franklin Canal (shown with a blue line) extending downstream, with numerous additional feeder canals compared with the 1891 topographic map. Source: USGS, *El Paso (El Paso County)* [Map], 1907, from the University of Texas Libraries, http://legacy.lib.utexas.edu/maps/topo/texas/txu-pclmaps-topo-tx-el_paso-1907.jpg.

Figure 1914-Resources-Map. Map illustrating the availability of natural resources surrounding El Paso in 1914. Source: El Paso Chamber of Commerce, *El Paso, what it is and why*, 1914.

Figure 120-N-Stanton-postcard. Postcard from the 1950s showing the El Paso Natural Gas Building (also known as the Blue Flame Building) at 120 N. Stanton Street in the foreground, as well as the O.T. Bassett Tower at 301 Texas Avenue in the background. Source: Rootsweb, accessed July 28, 2020, http://sites.rootsweb.com/~txpstcrd/Towns/ElPaso/ElPasoTxSt1950s.jpg.

Figure 1883-Sanborn-crop. Map showing the "Overland Mail" complex--constructed by the Butterfield Company in 1858 on the south side of Overland Street between El Paso and Oregon Streets—depicted here as it appeared in 1883. Source: Sanborn Fire Insurance Maps, 1883, Sheet 1.

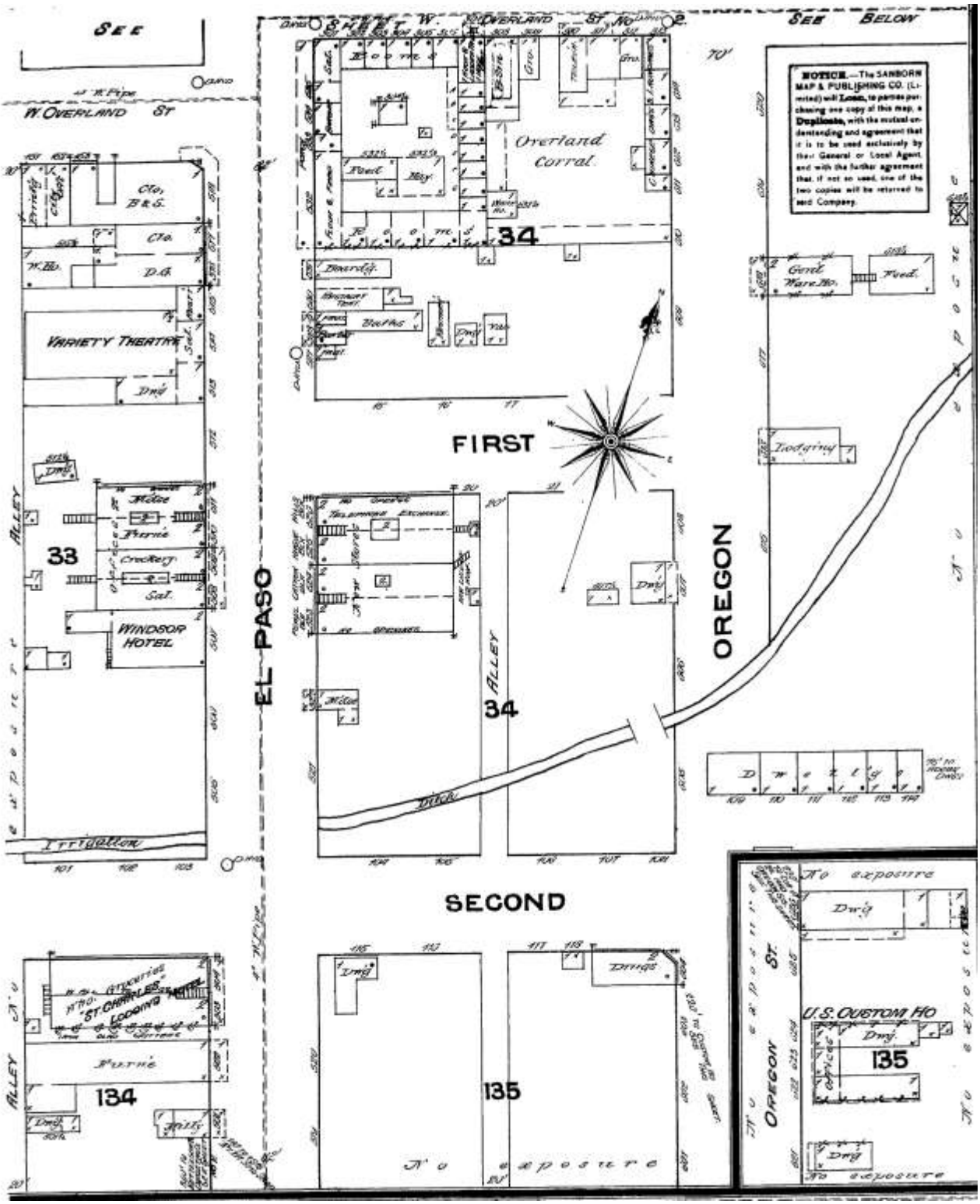


Figure 1881-international-rail-bridge. Photo of the international rail bridge across the Rio Grande, constructed by the Atchison, Topeka, & Santa Fe Railroad company and the Mexican Central Railroad, 1881. Source: University of Texas at El Paso Library, special Collections Department, Laurence Stevens Papers, photo # MS1·14, reproduced in Hodges, "Bridges across the Borderline," 27.

Figure 1948-US-80. Photo of the route of US 80 along present-day Paisano Drive in 1948. Source: Photograph No. 48-624, "HIGHWAYS - Streets, Texas, El Paso," ca. 1948; Box 108, Prints: Highway Transport, 1900-1953, Record Group 30, Bureau of Public Roads. National Archives at College Park, College Park, MD.

Figure Roberts-Banner-Building. Photo of the reinforced concrete Roberts-Banner Building in 1914 (present-day 215 N. Mesa Street). Source: El Paso Chamber of Commerce, *El Paso, what it is and why* (El Paso: A.J. Hendee, ca. 1914), 8, from Google Books, accessed November 8, 2017, https://books.google.com/books?id=KkhEAQAAMAAJ.

The Roberts-Banner building, erected by two cattlemen as an investment, is typical of the newer fireproof buildings that characterize the El Paso of today. Reinforced concrete is the preferred material. El Paso office and store buildings have no superiors anywhere for beauty and convenience, and the city is known as the "Reinforced Concrete City." El Paso's full paid fire department is equipped with the most modern automobile equipment, and El Paso has the lowest fire loss and lowest insurance rate in Texas. (8)

Photographs

Photo no 1. Contextual view of the district taken from the 200 block of South Kansas Street, facing west.

Photo no. 2. Contextual view of San Jacinto Plaza at 114 West Mills Avenue (Resource 112) from park's southern corner, facing northeast.

Photo no. 3. View of the Civic Center (Resource 14) from complex's southeastern corner, facing northwest.

Photo no. 4. Contextual view of South El Paso Street taken from intersection with San Antonio Avenue, facing south.

Photo no. 5. El Paso Union Station at 700 West San Francisco Avenue (Resource 216), facing northwest.

Photo no. 6. Oblique of building at 301 South Kansas Street (Resource 63), facing southwest.

Photo no. 7. View of the Southern Pacific Railroad tracks, facing northeast out of the district.

Photo no. 8. Contextual view of district taken from East Overland Avenue and South El Paso Street, facing northeast.

Photo no. 9. Contextual view of the district taken from South Stanton Street and East San Antonio Avenue, facing west.

Photo no. 10. Contextual view of the district taken from North Kansas Street and East Mills Avenue, facing southwest.

Photo no. 11. Contextual view of South El Paso Street from intersection with West Overland Street, facing southeast.

Photo no. 12. View of Montgomery Building at 216 South El Paso Street (Resource 33), facing northeast.

Photo no. 13. View of building at 215 South Oregon Street (Resource 131), facing southwest.

Photo no. 14. View of State National Bank building at 114 East San Antonio Avenue (Resource 186), facing southwest.

Photo no. 15. View of the Plaza Hotel at 102 West Mills Avenue and Pioneer Plaza, facing northeast.

Photo no. 16. View of the building at 701 East Paisano Drive (Resource 177), facing north.

Photo no. 17. View of the building at 306 West Overland Avenue (Resource 163), facing southeast.

Photo no. 18. View of apartment buildings at 315 West Overland Avenue (Resources 165 and 166), facing northwest.

Photo no. 19. View of bungalow at 331 1/2 Leon Street (Resource 72), facing west.

Photo no. 20. View of apartment building at 414 Durango Street (Resource 20), facing northwest.

Photo no. 21. View of the R.B. Wicker Tire and Rubber Co. building at 201 Anthony Street (Resource 3), facing northwest.

Photo no. 22. View of the fire station at 331 South Santa Fe Street (Resource 223), facing west.

Photo no. 23. View of the U.S. Post Office building at 219 East Mills Avenue (Resource 108), facing west.

Photo no. 24. View of the Federal Reserve Bank at 301 East Main Street (Resource 79), facing northeast.

Photo no. 25. View of the bus station at 200 West San Antonio Avenue (Resource 207) with Civic Center in background, facing north.

Photo no. 26. View of the Aztec Calendar replica in Aztec Calendar Park at 401 East San Antonio Avenue (Resource 198), facing west.

Photo no. 27. View of the public library at 501 North Oregon Street (Resource 122), facing south.

Photo no. 28. View of the former YWCA at 315 East Franklin Avenue (Resource 56), facing northwest.

Photo no. 29. View of building at 426 South El Paso Street (Resource 55), facing east.

Photo no. 30. View of wood-frame house at 400 West Overland Avenue (Resource 167), facing south.

Photo no. 31. View of building at 402 South El Paso Street (Resource 47), facing southeast.

Photo no. 32. View of adobe residence at 327 Leon Street (Resource 69), facing west.

Photo no. 33. View of the Richard Caples Building at 300 East San Antonio Avenue (Resource 192), facing east.

Photo no. 34. View of the Merrick Building at 301 South El Paso Street (Resource 37), facing west.

Photo no. 35. View of brick residence at 315 Chihuahua Street (Resource 10), facing southwest.

Photo no. 36. View of residence at 325 Chihuahua Street (Resource 12), facing west.

Photo no. 37. View of building at 312 East Overland Avenue (Resource 151), facing southeast.

Photo no. 38. View of building at 207 East San Antonio Avenue (Resource 190), facing north.

Photo no. 39. View of building at 223 South Oregon Street (Resource 133), facing west.

Photo no. 40. View of building at 504 North Oregon Street (Resource 124), facing northeast.

Photo no. 41. View of the Palace Theatre at 207 South El Paso Street (Resource 29), facing west.

Photo no. 42. View of Popular Department Store at 301 East San Antonio Avenue (Resource 193), facing northeast.

Photo no. 43. View of Hotel Gardner at 500 North Stanton Street (Resource 232), facing northeast.

Photo no. 44. View of the Kress Building at 211 North Mesa Street (Resource 85), facing south.

Photo no. 45. View of building at 101 North Mesa Street (Resource 80), facing northwest.

Photo no. 46. View of the Blue Flame building at 120 North Stanton Street (Resource 226), facing north.

Photo no. 47. View of Wells Fargo Plaza at 221 North Kansas Street (Resource 60), facing southeast.

Photo no. 48. Contextual view of West Overland Avenue in Duranguito currently fenced, facing southeast.

Photo no. 49. Contextual view of downtown with non-historic building at 333 North Oregon Street (Resource 119), facing south.

Photo no. 50. View of non-historic building at 316 South Stanton Street (Resource 256), facing east.

Photo no. 51. View of non-historic building at 217 East Paisano Drive (Resource 174), facing northwest.

Photo no. 52. View of noncontributing building at 315 East Overland Avenue (Resource 152), facing north.

Photo no. 53. View of contributing First National Bank building at 105 North Oregon Street (Resource 115), facing northwest.

Photo no. 54. View of contributing building at 212 West Overland Avenue (Resource 156), facing south.

Photo no. 55. View of contributing Hotel Lenox at 216 East Overland Avenue (Resource 144), facing southeast.

Photo no. 56. View of contributing building at 305 Chihuahua Street (Resource 6), facing southwest.

Photo no. 57. View of contributing Kress Building at 211 North Mesa Street (Resource 85), facing southeast.

Photo no. 58. View of contributing building at 215 West Paisano Drive (Resource 178), facing north.

Photo no. 59. View of contributing Stark Dry Goods building at 324 South El Paso Street (Resource 45), facing southeast.

Photo no. 60. View of contributing Economy Furniture building at 210 South Stanton Street (Resource 242), facing northeast.

Photo no. 61. View of contributing Guarantee Bank and Trust Company building at 104 South Stanton Street (Resource 236), facing southeast.

Photo no. 62. View of contributing building at 500 West San Francisco Street (Resource 213), facing southeast.

Photo no. 63. View of contributing building at 320 South El Paso Street (Resource 44), facing east.

Photo no. 64. View of contributing Abdou Building at 115 North Mesa Street (Resource 81), facing south.

Photo no. 65. View of contributing Martin Building at 215 North Stanton Street (Resource 229), facing south.

Photo no. 66. View of contributing Hotel Orndorff at 310 North Mesa Street (Resource 87), facing northeast.

Photo no. 67. View of contributing Hotel Paso del Norte at 101 South El Paso Street (Resource 27), facing west.

Photo no. 68. View of contributing O.T. Bassett Tower at 301 Texas Avenue (Resource 262), facing north.

Photo no. 69. View of contributing Downtowner Motor inn at 300 East Main Street (Resource 78), facing north.

Photo no. 70. View of contributing Mutual Federal Savings and Loan Association building at 320 Texas Avenue (Resource 263), facing south.