

Dallas Landmark Commission Landmark Nomination Form

1. Name

historic Santa Fe Freight Terminal & Warehouse #2
and/or common Garment Center

2. Location

address 1118 Jackson Street land survey Grigsby
location/neighborhood CBD block,lot tract size

3. Current Zoning

CA-1

4. Classification

Category <input type="checkbox"/> district <input checked="" type="checkbox"/> building(s) <input type="checkbox"/> structure <input type="checkbox"/> site <input type="checkbox"/> object	Ownership <input type="checkbox"/> public <input checked="" type="checkbox"/> private <input type="checkbox"/> both Public Acquisition <input type="checkbox"/> in progress <input type="checkbox"/> being considered	Status <input type="checkbox"/> occupied <input checked="" type="checkbox"/> unoccupied <input type="checkbox"/> work in progress Accessible <input type="checkbox"/> yes: restricted <input type="checkbox"/> yes: unrestricted <input checked="" type="checkbox"/> no	Present Use <input type="checkbox"/> agriculture <input checked="" type="checkbox"/> commercial <input type="checkbox"/> educational <input type="checkbox"/> entertainment <input type="checkbox"/> government <input type="checkbox"/> industrial <input type="checkbox"/> military	<input type="checkbox"/> museum <input type="checkbox"/> park <input type="checkbox"/> residence <input type="checkbox"/> religious <input type="checkbox"/> scientific <input type="checkbox"/> transportation <input type="checkbox"/> other
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5. Ownership

Current Owner: _____ Phone: _____
Address: _____ City: _____ State: _____ Zip Code: _____

6. Form Preparation

Name & Title Ron Emrich, Senior Planner Organization City of Dallas
Contact same Phone 670-4121

7. Representation on Existing Surveys

Alexander Survey (citywide) <input type="checkbox"/> local <input type="checkbox"/> state <input type="checkbox"/> national	<input type="checkbox"/> National Register
H.P.L. Survey (CBD) <input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	<input type="checkbox"/> Recorded Tx Historic Ldmk
1985 Historic Resource <input type="checkbox"/> high <input type="checkbox"/> medium	<input type="checkbox"/> Tx Archaeological Ldmk
Oak Cliff _____	
Victorian Survey _____	
1987 Historic Resource <input type="checkbox"/> high <input type="checkbox"/> medium Other _____	

For Office Use Only

8. Date Rec'd: 8/5/88 Survey Verified: N by: FE 9. Field Check by: FE

10. Nomination:

<input type="checkbox"/> Archaeological	<input checked="" type="checkbox"/> Structure(s)	<input type="checkbox"/> District
<input type="checkbox"/> Site	<input type="checkbox"/> Structure & Site	<input type="checkbox"/> Petitions needed

11. Historic Ownership

original owner Gulf, Colorado & Santa Fe Railroad
significant later owner(s) U.S. Government

12. Construction Dates

original 1924-25
alterations/additions

13. Architect

original construction Lloyd R. Whitson, F. Cowderie Dale
alterations/additions

14. Site Features

natural
urban design

15. Physical Description

Condition
 excellent
 good
 fair

Check One:
 deteriorated
 ruins
 unexposed

unaltered
 altered

Check One:
 original site
 moved (date: _____)

Describe present and original (if known) physical appearance; include style(s) of architecture, current condition and relationship to surrounding fabric (structures, objects, etc.). Elaborate on pertinent materials used and style(s) of architectural detailing, embellishments and site details.

The Santa Fe Freight Terminal and Warehouses are located between Commerce and Young Streets, near Griffin Street, in the heart of the Dallas central business district and directly adjacent to the City Hall and Convention Center complex. Consisting of four separate buildings connected by a massive underground tunnel system, the Santa Fe complex stretches across three city blocks. The twenty story office building and four warehouses are visually linked by their matching light brown and grey brick and similar fenestration patterns. The buildings remain as a dramatic representation of the immense construction project required to create them in 1924.

The Santa Fe office building, constructed beginning in 1924, is twenty stories in height, built of light tan and grey face brick with light tan cast concrete detailing. Five bays wide on its Commerce Street primary elevation, the north-facing building sits on a one story base of light brown cast stone cut to resemble smooth ashlar, which is pierced by deeply recessed street-level window openings and a central double door entrance topped by an inscribed sign, "Santa Fe," in turn surmounted by a clock built into the stone. Pairs of double hung windows are separated by brick pilasters rising fifteen stories above the base to the first of several setbacks; cast stone spandrels separate each floor's windows from the next. The five primary bays are flanked at either end of the building by a bay of

single, narrow, double hung windows rising above a narrower street-level shopfront opening. The building's five major bays are further expressed by large, three story arches that sit on the first floor base, detailed in cast stone with heavy keystones, and that enframe the windows of the second through fourth floors and help to suggest the Renaissance Revival stylistic influences evident in the structure.

Above the 16th floor setback, expressed by large cast stone buttresses capping the pilasters below, the fenestration pattern continues for another two stories, above which is a floor marked by four narrower, double hung windows in each of the five major bays, above which is another setback. The brick pilasters flanking either end of the five bay section, and separating it from the single window bays at the end, terminate in half-round gables in the same wall plane as the rest of the pilaster. A narrow, barrel-vaulted roof, paralleling the primary building elevation, terminates the one story penthouse above the second major setback. The south, or rear, elevation of the office structure mirrors the front, creating a uniform mass of setbacks with the narrow, center, barrel-vaulted top.

Filling approximately half of the depth of the block between Commerce and Jackson Street, the office building is connected to a ten story warehouse wing that fronts onto Jackson. Characterized on each floor by groups of three punched-through windows alternating with single windows, the nine stories above street-level have, as has the office wing to the north, been renovated with replacement, anodized aluminum, double hung window units. The segmentally arched street-level openings, originally storefronts and loading docks, have been infilled with windows and entry doors as a result of the same renovation.

Santa Fe Unit #2, the second warehouse of the complex, is located across Jackson Street and stretches through the depth of the block to Wood Street. Connected to Unit #1's warehouse wing at the eleventh story roof area by a partially enclosed skybridge, the second warehouse is similar to the first in the use of a dramatic stacked bond brick of light tan, as well as in its height and fenestration pattern. Atop the flat roof of Unit #2 is a two story structure of brick and stucco that appears as two, hipped roof, residentially-scaled buildings connected by a flat roofed, two story passage. This structure, the original University Club, has been altered a number of times; little of its original exterior detailing remains. A small masonry headhouse at the parapet facing Jackson Street serves as the connection to the skybridge that spans the street. The original steel casement windows remain throughout Unit #2, as well as in

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Unit #3, located across Wood Street, and Unit #4, located near #3 across a paved area in the same block and facing south on Young Street. The latter two warehouses, again, are very similar to the first in massing, height and materials. Unit #3, designed originally for partial cold storage use, is marked by the same, regular window patterns, although actual openings are assymetrically placed, with intervening areas (where openings should occur) expressed with identical, cast stone lintels and sills and a change in brick pattern.

The multiple railroad lines connecting the four buildings below grade have been altered through the years, and have been unused since the 1940s. The massive concrete columns, with bell capitals and bases, remain to express the original configurations of the rail lines. The tunnels begin beneath Jackson Street at the foundation wall of Unit #1, stretch beneath the three warehouse buildings and extend out beneath Young Street to the south of Unit #4.

16. Historical Significance

Statement of historical and cultural significance. Include: cultural influences, special events and important personages, influences on neighborhood, on the city, etc.

The four buildings of the Santa Fe Freight Terminal and Warehouses, connected by an underground network of railroad tunnels, were constructed beginning in 1924. The massive complex served to centralize the Gulf, Colorado and Santa Fe Railroad's transfer and warehousing operations in the heart of the city while removing the annoying network of surface railroad tracks that had plagued downtown traffic for many years. The railroad headquarters were located in the 20 story Unit Number 1, facing Commerce Street; sample rooms, merchandise storage and stock rooms in Units 2, 3 and 4 provided a central warehousing and wholesaling facility for the city, which had itself become the major merchandise center of the Southwest. The brick and terra cotta buildings, visually tied together by their common use of materials, reflected the simplifying influences of modern architecture on large buildings construction. Designed by Dallas architect Lloyd R. Whitson, along with his associate F. Cowderie Dale, the buildings remain a dramatic visual feature on three adjacent city blocks directly across from the Dallas City Hall and Convention Center.

The Gulf, Colorado and Santa Fe Railroad, a division of the Atchison, Topeka and Santa Fe system, was one of numerous rail lines serving Dallas at the turn of the century. By the early 1920s, the railroad recognized the need for a centralized freight warehouse and transfer facility, for the city had become a major commercial merchandising and wholesale center in the Southwest, and showrooms and warehousing space were at a premium. Planning for a new facility was influenced by the city's desire to remove the surface railroad tracks that criss-crossed downtown, interfering with vehicular and streetcar traffic. Thus, project architect Lloyd R. Whitson, working with engineers and railroad planners from the A.T. & S.F., planned the complex so that the four buildings, in a line running north

17. Bibliography

18. Attachments

- District or Site map
- Site Plan
- Photos (historic & current)

- Additional descriptive material
- Footnotes

to south from Commerce to Young Streets, could be served by up to three sets of underground railroad tracks branching from a central subsurface line, which emerged from the ground farther south near the present site of the Convention Center Memorial Auditorium.

Thirty five to forty rail cars were to enter the tunnel each day, pulled by "hot water bottle" engines; these were specially designed to prevent smoke in the main line and its six spurs in the tunnels by being "charged" with steam, which would last from four to five hours, from a central, high pressure boiler under the office building. The warehouse buildings, constructed of concrete and steel frame, were designed to withstand a 200-pound live load on each floor and were served by a total of 21 freight elevators that lifted merchandise from the basement freighthouse to the first floor driveways and platforms and the showrooms and storage facilities on upper floors.

Design and construction of the buildings and the 750 foot long underground freighthouse was to be a massive undertaking. The project's architect, Lloyd Whitson, had been involved in a number of significant building projects through his former association with the prominent local firm of Lang and Witchell, and would be remembered for designing the Medical Arts Building as well as the Santa Fe complex. Whitson, in association with consulting engineer G.A. Maney, planned a central concrete mixing plant, to be placed in an area between Buildings Three and Four. An elaborate system of overhead chutes and hoisting towers was designed to deliver the concrete, across up to two streets (which remained open to traffic), to the construction sites of the tunnels and four buildings. Work on the buildings continued often round the clock; reportedly, the concrete mixing plant ran at one point for sixty continuous hours, in order to keep up with the form builders.

The twenty story Santa Fe office building opened in late 1924, providing offices to the railroad and other tenants. The attached ten story warehouse, and the three additional warehouses, were used for storage and showrooms for numerous merchandising companies; Unit No. Three was designed for cold storage. By mid-1925, the complex was nearly complete, tenants already having moved into several of the warehouse units.

As completion of the second warehouse building, between Jackson and Wood Streets, neared, it was proposed that a two-story structure be added atop the building to serve as the clubhouse for the University Club. Organized in 1916 by several prominent Dallas businessmen, initially for gentlemen who had had at least two years of college or university education, the Club "stood for the elevation of social and educational standards" and "entered into the constructive movements of the city." Chairman of the committee charged in 1924 with securing new club quarters was Harry I. Maxson, son of a Santa Fe Railroad executive. Maxson worked with Lloyd Whitson to design an elegant two story penthouse, surrounded by trees, shrubs and a grassy putting green, to be located "high above the city" atop the second unit of the Santa Fe buildings. A "skybridge" was erected, to connect the members' main entrance, on the tenth floor of Santa Fe No. 1 with the clubhouse. Plans called for construction of tennis and handball courts on top of Santa Fe No. 3, and a formal club garden on top of the warehouse portion of Unit No. 1.

The new club facility first welcomed its 600 members, including Lloyd Whitson, premier Dallas architect David R. Williams, W.A. Dealey, Eugene DeWitt, J.B. Adoue, Jr., Dr. A.L. Folsom and Judge J. E. Cockrell, in February, 1926. The penthouse featured rich walnut panelling, pilasters and indirect lighting, "with a touch of Egyptian motif" in the 50 by 80 foot auditorium/great hall, library, and dining hall. The second story contained bedrooms for "resident" members and nonresident members' guests. The University Club continued to enjoy use of the Unit 2 penthouses until the late 1930s, its membership growing to include Stanley Marcus,

In 1942, the United State Government purchased the Santa Fe office building and warehouse Unit No. 1, converting portions of the building to serve as headquarters for the United States Army 8th Service Command, as well as an enlistment center. ~~Thousands of draftees, after reporting to the enlistment center in Unit No. 2, proceeded to the platforms beneath the buildings where they boarded trains bound for training centers.~~ Meanwhile, the University Club having vacated the penthouses above Unit 2, radio station WFAA was broadcasting from the rooftop building.

Federal offices continue to occupy Santa Fe No. 1 in the late 1980s, following extensive remodeling and removal of virtually all significant interior elements. The three adjacent warehouse structures await new uses, the railroad tunnels and tracks remaining intact beneath the buildings and streets.

Designation Merit

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|--|----------|---|----------|
| A. Character, interest or value as part of the development, heritage or cultural characteristics of the City of Dallas, State of Texas or the United States. | <u>X</u> | H. Embodiment of elements of architectural design, detail, materials or craftsmanship which represent a significant architectural innovation | <u>X</u> |
| B. Location as the site of a significant historical event | _____ | I. Relationship to other distinctive buildings, sites or areas which are eligible for preservation according to a plan based on historic, cultural or architectural motif | <u>X</u> |
| C. Identification with a person or persons who significantly contributed to the culture and development of the city. | <u>X</u> | J. Unique location of singular physical characteristics representing an established and familiar visual feature of a neighborhood, community or the city | <u>X</u> |
| D. Exemplification of the cultural, economic, social or historical heritage of the city | <u>X</u> | K. Archaeological value in that it has produced or can be expected to produce data affecting theories of historic or prehistoric value | _____ |
| E. Portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style | _____ | L. Value as an aspect of community sentiment or public pride | <u>X</u> |
| F. Embodiment of distinguishing characteristics of an architectural type or specimen | <u>X</u> | | |
| G. Identification as the work of an architect or master builder whose individual work has influenced the development of the city | <u>X</u> | | |

Recommendation

The Designation Task Force requests the Landmark Commission to deem this nominated landmark meritorious of designation as outlined in Chapter 51 and Chapter 51A, Dallas Development Code

Further, the Designation Task Force endorses the Preservation Criteria, policy recommendations and landmark boundary as presented by the Department of Planning and Development

Date: October 3, 1988

Debra Mitchell
 Debra Mitchell, Chairman
 Designation Task Force

Ron Emrich
 Ron Emrich, Senior Planner
 Historic Preservation