

**Dallas Landmark Commission
Landmark Nomination Form**

1. Name

historic: Peak's Suburban Addition
and/or common: Millcreek Neighborhood date: 4/19/93

2. Location

address:
location/neighborhood: Sycamore, Worth, Fitzhugh, Carroll, (Junius and Worth, 1 block further west to Haskell)
block: _____ lot: _____ land survey: _____ tract size: _____

3. Current Zoning

R-75, PD No. 98, PD No. 362, PD No. 298, MF2

4. Classification

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

5. Ownership

Current Owner: V arious
Contact: _____ Phone: _____
Address: _____ City: _____ State: _____ Zip: _____

6. Form Preparation

Date: 4/19/93 - 1/11/95
Name & Title: _____
Organization: Designation Task Force
Contact: Kate Singleton Phone: 821-7533

7. Representation on Existing Surveys

Alexander Survey (citywide) _____ local _____ state _____ national National Register
H.P.L. Survey (CBD) _____ A _____ B _____ C _____ D _____ Recorded TX Historic Ldmk
Oak Cliff _____ _____ TX Archaeological Ldmk
Victorian Survey
Dallas Historic Resources Survey, Phase IV high _____ medium _____ low

For Office Use Only

Date Rec'd: _____ Survey Verified: Y N by: _____ Field Check by: _____ Petitions Needed: Y N

Nomination: Archaeological Site Structure(s) Structure & Site District

8. Historic Ownership

original owner: Various

significant later owner(s):

9. Construction Dates

original: 1890-present

alterations/additions:

10. Architect

original construction: Various

alterations/additions:

11. Site Features

natural:

urban design:

12. Physical Description

Condition, check one:

excellent

good

fair

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.

Peak's Suburban Addition developed over a long period of time beginning with the large estates of Jefferson Peak and William Gaston built in 1855 and 1871 respectively. The topography of the area was very hilly with numerous creeks, marshes and bogs. These natural obstacles made a trip from these East Dallas estates to the Dallas Court House an arduous journey.

In order to diminish his isolation, Gaston gave land to friends and business associates promoting that additional homes be built. Large scale residential construction was delayed, however, until the marshes and bogs were filled and the land leveled. This process took place over several years.

The architectural styles of the homes eventually built span several decades, creating diversity in design and size of residences and civic buildings. The architectural styles found in the district are predominantly Queen Anne, Folk Victorian, Craftsman, Prairie, Mission, Neoclassical, Colonial Revival, and Tudor. See appendix . These drawings were taken from A Field Guide to American Houses by Virginia and Lee McAlester

The street names are primarily derived from the names of early pioneers who were instrumental in establishing this area.

Fitzhugh Avenue: named for L.H. Fitzhugh, early settler and land owner ¹.

Grigsby Avenue: named for John Grigsby, early land developer ¹. Major land owner who received a 4,605 acre land tract from Sam Houston.

Annex Avenue: boundary of the Old Fairfield Annex to East Dallas ¹. Annex Avenue from Swiss to Gaston originally was named Elmira.

Carroll Avenue: named for Carroll Peak, son of Jefferson Peak ⁴.

Peak Street was originally named Martha Street for Martha Peak, wife of Jefferson Peak. Upon his death Mrs. Peak changed the name to Peak in honor of her husband. Jefferson Peak was a major land owner ¹. Jefferson moved to Dallas in 1854 when Dallas population was under 200 people. ³. He constructed the first brick residence which was located at the corner of Peak and Worth Streets. Peak died in 1885 ⁴. He bequeathed one half block of land to the Dallas First Christian Church with the provision that instrumental music not be used for services or the land reverts back to his heirs.

Haskel Avenue was named for Horatio Nelson Haskel Alderman of East Dallas in 1883 ¹.

Sycamore Street originally named Matt Street for Mathias Peak, son of Jefferson Peak ⁴.

Swiss Avenue named for Swiss Colony immigrants, who settled along this street in 1870.

Gaston Avenue was named for Captain William Gaston. Early day Banker and land developer ¹. Gaston founded Dallas First Bank and purchased large tracts of land in East and South Dallas including 400 acres along Swiss Avenue. He donated the land for the State Fair and promoted its growth. He maneuvered the railroads to locate in the City of East Dallas in 1872-73 away from the City of Dallas which promoted development on his land holdings. Gaston Avenue was originally named Wallace Street, for Wallace Peak, son of Jefferson Peak ⁴.

Junius Street named for Junius Peak, landowner and Texas Ranger.¹ Junius was born in 1846.³ son of Jefferson Peak.⁴ Early Dallas Police Chief 1874-78.³ June Peak's home still stand at 4409 Worth Street. His daughter Florence Peak lived in this house on Worth Street until about 1980.

Worth Street is named for Worth Peak, 8th of eleven children of Jefferson and Martha Peak.

Victor Street named for George Victor Peak,¹ son of Jefferson Peak.⁴

Reiger Street named for John F. Reiger, Reiger addition 1890.¹

13. Historical Significance

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

Peak's Suburban Addition also known as Mill Creek is the earliest developed portion of East Dallas. It was the first neighborhood east of Dallas' central business district to be developed, "starting with Victorian houses and followed by frame two story Prairie homes, brick mansions and finally frame cottages and bungalows" (Older Neighborhoods, 1986:32). In addition to the single family residences, there are many historic apartment complexes as well as commercial and institutional buildings throughout the district, especially along the old streetcar routes. The major forces that shaped the development of East Dallas were the arrival of the railroads, the establishment of the Texas State Fair, and the network of street railways that determined the routes of growth.

The early settlement East Dallas from 1855 until the City of East Dallas' incorporation in 1882 was agricultural in nature. The first recorded settlement occurred in 1855 when Captain Jefferson Peak purchased a large tract of land far to the northeast of Dallas and built a farmhouse near the corner of Worth and Peak streets. Peak had passed through Texas in 1846 to fight in the Mexican War and in 1855 he returned with his family to settle east of the emerging town of Dallas (Butterfield 1875: Peak). An 1880's map of East Dallas shows that Peak owned roughly half the land bounded by Ross Avenue to the north, Main Street to the south, and Haskell and Carroll Street to the west; constituting more than a quarter of the historic district.

After the Civil War, Peak was joined by Confederate Captain William H. Gaston who purchased 400 acres along White Rock Road (now Swiss Avenue) where he built an enormous Greek Revival home in 1871 (razed) (Mabry, 1984:4). Gaston was a powerful force in Dallas' early development. Within a few years of his arrival in 1867, he purchased vast tracts of land in South and East Dallas, founded Dallas' first bank, donated land for the County Fair (present site of Baylor Hospital), and eventually parlayed the small exposition into the State Fair (Mabry, 1984:10 Gaston n.d.:1.) Most importantly, Gaston, with backing from local businessmen, brought the railroads to Dallas in 1872 and 1873, which ultimately made the city's fortune. His impact in East Dallas was achieved by maneuvering both the Houston and Texas Central (H&TC) and the Texas and Pacific (T&P) railroads to a junction approximately one and a half miles to the east of the Courthouse. In doing so, Gaston helped orchestrate Dallas' growth away from the Trinity River towards the railroad station on his lands in East Dallas. The resulting housing shortage encouraged Jefferson Peak and other landowners to begin subdividing their lands.

until after Peak's death in 1885 that his son, Junius, began large-scale subdivision of the family's extensive holdings. The land around the Old Peak homestead at Worth and Peak Street was sold as Peak's Addition in 1897 and its subdivision spurred many housing starts in the area. (McDonald 1978: 120). Major East Dallas streets still bear Peak's name and those of his children: Junius, Worth, Victor, and Carroll. Although the original Peak farmhouse is gone, Junius Peak's home still stands at 4409 Worth Street.

Another highly influential force in East Dallas real estate development during the late 1880s and early 1890s was Jefferson Peak's son-in-law, Thomas Field. Through his firm, Field and Field Real Estate and Financial Agents, Thomas Field either owned, controlled, or influenced the sale of large parcels of East Dallas real estate. He "flamboyantly promoted his extensive East Dallas holdings in 1884 with the construction of a palatial residence in the middle of his property" (McDonald 1978: 137) located on Peak Avenue between Gaston and Junius streets (razed 1922). His grandiose and unfettered real estate promotion was characteristic of the boomtown that enveloped all of Dallas during the years between the arrival of the railroads and the depressions of the 1890s. Many elaborate mansions were constructed on Swiss and Gaston Avenue during the 1890s in addition to smaller but substantial homes on Live Oak, Junius, and Worth Streets (Saxon 1983: 16). Most of the largest homes were demolished and their lots sold for redevelopment between 1920 and 1950 (Sanborn maps 1905, 1922; City of Dallas directories).

The proliferation of street car lines between 1887 and 1893 was probably the single most important factor contributing to the success of East Dallas during that period. Some of those living in East Dallas rented hansom cabs to commute to the city or the union depot (Eidt. conversation 1990). Others undoubtedly used their own horsedrawn buggies, as evidenced by the number of personal stables situated at the rear of the grand residences along Swiss and Gaston Avenue (Sanborn maps. 1905: Gooden 1986: 46). However, those who did own horses and buggies began to prefer the thrift and convenience of the streetcar. A ride downtown at this time cost five cents or less, cheaper than the cost to board a horse and carriage (Nichols conversation March 30, 1990). As Dallas grew further and further away from the central business district, it was imperative that reliable transportation be available for workers. Many neighborhoods existed only due to streetcar access and developers took advantage of that fact.

Streetcar service was initiated about 1888. The Bryan line, as it was known, became the major crosstown streetcar serving the northern section of East Dallas (Powers 1969: 78; Eidt, conversation, 1990) opening up all of East Dallas to wide-scale development. Between 1886 and 1890, Dallas real estate transfers jumped from under \$6 million to \$14 million, much of it concentrated in East Dallas. The completion of the Bryan line was followed by the opening of Middleton Brother's Addition, Hunstable's College Hill Addition, Livingston Place, Peak's Addition, Caruth Heights, Nussbaumer and McCoy's Addition, and the Belmont Addition between 1888 and 1892 (McDonald 1978: 153). All were accessible to the Bryan line.

Although the railroads promised to spur building activity in East Dallas, the area remained sparsely settled due to an economic downturn in 1875 that stalled development for some time (Powers 1969:19). The area was heavily wooded, especially along Mill Creek as it flowed through Exall Park along Hall Street, just east of the historic district, toward the Cedars in South Dallas (McDonald 1978: 137). There was little building or street construction in the project area east of Washington Street prior to the late 1870s although the Butterfield and Rundlett Official Map of Dallas shows East Dallas as a platted entity by 1875 (Mabry 1984: 16). A small commercial district sprang up around the depot and consisted of a few boarding houses, lumber yards and restaurants that survived only because of the railroad traffic (Powers 1969: 14). One mule-drawn streetcar line, operated by the Dallas Street Railroad Company, ran out Ross Avenue and up San Jacinto Street. Built by Colonel William J. Keller in 1875, the San Jacinto line, as it was known, was the only line to serve the area until 1882. Its primary purpose was to bring passengers from the depot to the downtown Dallas business district (Powers 1969: 19, 36).

Beyond the tiny cluster of commercial structures near the depot, the remainder of East Dallas at this time consisted of large estates, like those of Jefferson Peak and William Gaston, and a number of smaller family farms (Map, East Dallas: 1880s). The early character of the region was articulated by William Gaston when, upon completing his mansion at 3900 Swiss Avenue in 1873, he lamented being all alone out in the country and offered free land to his friends so he would have company. Gaston's nearest neighbor to his 400 acre plantation were Jefferson Peak, a mile to the east in the center of the historic District, and Swiss immigrants, Jacob Nussbaumer and Henry Boll, who lived nearly the same distance to the west (Saxon, 1983: 9). This semi-rural condition persisted until Dallas began to recover from the depression in the latter part of the 1870s.

When the economy improved, East Dallas began to experience the same wild, uncontrolled growth that was afflicting central and south Dallas (McDonald. 1978: 137). Many businesses began building east along the streetcar line that stretched from downtown Dallas to the railroad depot. The fairgrounds drew people to the area and many began investing in property nearby. By 1882, the community had grown so rapidly that its leading citizens, among them Peak, Gaston and rancher Christopher Columbus Slaughter, met and voted to incorporate as the separate municipality of East Dallas (Saxon, 1983: 10). At the time of its annexation in 1889, the land area of East Dallas was actually larger than that of Dallas. The city of Dallas acquired East Dallas, along with several unincorporated suburban parcels, on the last day of December, 1889, to make Dallas the largest city in Texas for the 1890 census (Keith, 1930: 168; Dallas Morning News, October 1, 1935). It was both the first and last time in its history that Dallas had the honor.

East Dallas' single largest landowner, Jefferson Peak, platted his first subdivision in 1874 along Ross Avenue, (Mabry 1984:3) but by the mid-1880s, Captain Peak still owned most of the land bounded by Ross Avenue, Main Street, Haskell and Carroll Streets (Map East Dallas: 1880s). It wasn't

Typically, there was little planning involved in the opening of these additions beyond running a streetcar line out to a vacant field owned by the operators, subdividing the land, and selling it for a handsome profit. Lots were often sold before streets and utilities could be laid out (McDonald 1978: 153), sometimes on the mere promise that streetcar lines would be introduced.

The suburban land boom was in full swing when nearly all building came to an abrupt halt with the economic crash of 1893. While some Texas communities were unharmed by the nationwide depression, Dallas had become linked to eastern and northern markets and their leading banking institutions. When those institutions foundered, Dallas followed. The failure of the Philadelphia & Reading Railroad in February 1893 started a nationwide panic that left 158 national banks and 415 state and private banks in ruin. Five Dallas banks failed in the crash and local business and agricultural concerns suffered as a result (McDonald 1978: 70). Unchecked real estate speculation prior to the crash left Dallas overbuilt and many newly opened additions in or near the project area remained vacant for years afterward (Dallas Morning News, October 1, 1935). Many individuals who had figured prominently in the East Dallas real estate frenzy lost fortunes in the downturn. Thomas Field not only lost several major projects in progress but lost his palatial homes, as well. The effects of the depression reverberated throughout the city and had repercussions on many of the city's enterprises, including streetcar and real estate consortiums, essentially ending the early, speculative era (Powers 1969: 92). The depression did, however, allow time for some reflection and the next phase of development in East Dallas was a more cautious endeavor.

Although Dallas began to rebound from the depression about 1898, East Dallas did not fully recover for almost a decade after the crash. (Dallas Morning News, October 1, 1935). When the economy began to pick up there was a resurgence of residential building in the area. Churches and schools were constructed to accommodate the increased population. Davy Crockett Elementary School, built in 1903 by the firm of C. W. Bulger and son on Carroll Street, is the oldest extant school in the city of Dallas. Bulger and Son also designed the Classical Gaston Avenue Baptist Church, built between 1902 and 1904 at the southwest corner of Gaston and Haskell avenues (McDonald 1978:). The East Dallas Christian Church at 631 N. Peak was built shortly after 1905, replacing an earlier dwelling on that site. The imposing Neo-Classical mansion at the corner of Peak and Swiss avenue was originally built as a residence, but served the prestigious Terrill School for Boys as a dormitory through the 1920s (Sanborn maps 1905, 1922: City Directories). Dominating the 4100 block of Junius Street at North Haskell Avenue, is the Gothic Revival Grace Methodist Episcopal Church designed by W.A. Caan in 1903. The church sanctuary and its 1925 education annex are listed on the National Register of Historic Places. Parishioner Henrietta Eidt recounted that Grace Church was considered to be "the silk-stocking church of East Dallas" because of the many well-to-do residents of exclusive Munger Place who attended its services (Eidt conversation March 30, 1990). These East Dallas institutional and religious

structures are among the city's outstanding architectural landmarks remaining from the early 1900s.

East Dallas grew tremendously after about 1902, especially east of Washington Avenue and into the project area, as many old estates and farmlands were subdivided for new residences. Between 1902 and 1922 the entire project area became filled in, particularly along streetcar routes, with only an occasional vacant lot between buildings or estates. The 1899 Sanborn maps show Haskell Avenue as the eastern boundary of most development, but by 1905 that boundary extended to Carroll Street below Gaston Avenue and all the way east to Fitzhugh Avenue above it (Gooden 1986). In 1905 the development between Haskell Avenue and Carroll Street north of Elm Street was almost entirely residential with the exception of the schools, churches, one store, a carpenter's shop, and a nursery. Ross Avenue continued its role as "Dallas' Fifth Avenue" with the erection of magnificent Colonial Revival and Prairie-influenced homes, almost all of which have been demolished. One of the few remaining palatial residences on Ross Avenue is that built by Charles H. Alexander. c. 1906. at the northeast corner of Ross Avenue and Annex Street. It was purchased and restored by the Dallas Women's Forum in 1930 (McDonald 1978: 141. 143). An exception to the overall residential character of East Dallas was the placement of the Dallas Consolidated Street Railway complex, covering three-quarters of the block between Elm and Main streets where they crossed Peak Avenue (Sanborn maps. 1899. 1905).

Two factors took shape in 1905 that had a major impact on housing styles and development in East Dallas. One was the shift in the popularity from the latter Victorian-era styles to the emerging Prairie and Mission Revival styles. The other was the development of Munger Place, one of Dallas' first planned heavily-restricted, neighborhoods (Gooden 1986: 51). After carefully researching several restricted residence parks in other sites, Roberts S. Munger bought raw farmland near prestigious St. Mary's College and began development of Munger Place. Between 1905-1925, some of Dallas' most promising architects gained their reputations building modern, progressive homes in Mission Revival, Colonial Revival, and Spanish Colonial Revival variations on Frank Lloyd Wright's Prairie Style. The Munger Place development lay immediately to the east and many Peak Suburban Addition homes constructed during this time were built in the same styles.

Commercial enterprises began to spring up in the 1920s and tended to proliferate on the streetcar lines, especially at the intersections of two lines. A comparison of 1905 and 1922 Sanborn maps shows the profound influence these intersecting carlines had in converting residential areas to commercial. Interurban railways began running in the area about 1908 and had an influence on the neighborhoods through which they ran, although they did not offer local service. The Bryan interurban line was established in 1908 and ran along the same street at the streetcar (Gooden 1986: 55). It is notable that by 1922, Bryan Street, especially where it intersects with Peak Avenue, had the most commercial buildings in the area. Automobiles were also having an impact on the area. The first

automobile was registered in Dallas County in 1901. By 1917 registration had increased to about 15,000 most of it in the city of Dallas (Gooden 1986: 56). The automobile eventually changed the way suburban growth and development occurred in Dallas and served to push the city even further from its center.

During the teens and 1920s, a number of fine Mission Revival and Prairie Style homes as well as smaller bungalows and cottages, were built in the pockets to completely fill in the remainder of East Dallas. By 1922, almost no vacant areas remained in the project area with the exception of the large estates built before about 1905. When their wealthy owners began moving to the more fashionable developments further out, these estates were broken up for re-development one by one. The sporadic evolution and re-definition of the area continued to contribute to the uneven appearance of East Dallas. The 1922 Sanborn maps show many large homes with a handful of large estates remaining on Swiss and Gaston avenues, but commercial development had already replaced residences along the crosstown streetcar routes of Bryan Street. In 1922 there was a fire on Peak Street that burned 32 homes to the ground (WPA Paul Myers "Parks" pg. 6 Box 4J57, 1940). The homes were replaced with commercial enterprises taking advantage of the streetcar frontage.

One of the most outstanding changes that took place in the project area between about 1915 and 1930 was the advent of large apartment buildings, many of which remain in the project area.

The Great Depression and the Texas Centennial in 1936 both encouraged multi-family use of older dwellings to East Dallas. The hard years of the depression forced some families to take in boarders. During the Centennial, large houses in East Dallas were divided into rooms that rented for \$1.00 per night (Eidt conversation March 30, 1990).

14. Bibliography

1. The WPA Dallas Guide and History, published by Dallas Public Library and the University of North Texas Press 1992.
2. Memorial and Biographical History of Dallas County, the Lewis Publishing Co. 1892.
3. A History of Greater Dallas and Vicinity, Volume II L.B Hill Editor, the Lewis Publishing Co. 1909.
4. Jefferson Peak Will, location ?

15. Attachments

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

- Additional descriptive material
- Footnotes
- Other: Jefferson Peak Will

Designation Merit

- | | | |
|---|----|--|
| <p>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></p> | G. | <p>Identification as the work of an architect or master builder whose individual work has influenced the development of the city. <u> </u></p> |
| <p>B. Location as the site of a significant historical event. <u> </u></p> | H. | <p>Embodiment of elements of architectural design, detail, material or craftsmanship which represent a significant architectural innovation. <u> </u></p> |
| <p>C. Identification with a person or persons who significantly contributed to the culture and development of the city. <u> X </u></p> | I. | <p>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></p> |
| <p>D. Exemplification of the cultural, economic, social or historical heritage of the city. <u> X </u></p> | J. | <p>Unique location of singular physical characteristics representing an established and familiar feature of a neighborhood, community or the city. <u> X </u></p> |
| <p>E. Portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style. <u> X </u></p> | K. | <p>Archaeological value in that it has produced or can be expected to produce data affecting theories or historic or prehistoric value. <u> </u></p> |
| <p>F. Embodiment of distinguishing characteristics of an architectural style or specimen. <u> X </u></p> | L. | <p>Value as an aspect of community sentiment of public pride. <u> X </u></p> |

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:

Kate Singleton 385

Kate Singleton, Chair
Neighborhood Designation Task Force

Tiffany Strickland

Tiffany Strickland, Urban Planner
Historic Preservation

16. Inventory of Structures-Historic District Only (Page ___ of ___)

Please complete this form for each structure in a proposed historic district

a. Location and Name

b. Development History

Original owner: _____

Architect/builder: _____

Construction/alteration dates: _____

c. Architectural Significance

Dominant style: _____

Condition: _____ Alterations: _____

d. Category

Contributing _____ <i>excellent example of an architectural style that is typical of the district; retaining essential integrity of design</i>	Compatible _____ <i>supportive of the district in age, style and massing but is not representative of the significant style, period and detailing, or area of significance typical of the district</i>	Non-contributing _____ <i>intrusive; detracts from the character of the district</i>
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e. Statement of Significance

Jefferson Peak dec'd.
Martha M. Peak Executrix.... In County Court, Dallas
County, Texas, 1st Nov. Term. To the Hon. E. G. Bower, Judge
of said Court. Your petitioner Martha M. Peak, respectfully
represents to the Court that Jefferson Peak, late a citizen
of Dallas County departed his life on the 21st day of October
1885 A.D. that he was at the time of his death a resident citizen
of said Dallas County, Texas. Your petitioner further shows
that the said Jefferson Peak on the 18th day of Nov. 1879,
executed in writing in due form of law his last will and
testament thereby disposing of all his property, real, personal
and mixed, and therein appointing your petitioner, sole
executrix of said last will and testament. That said will
was signed by the said Jefferson Peak and witnessed by St. W.
Field, John M. Simmons and J. L. Leonard. That the estate
of the said Jefferson Peak consisted of real, personal and
mixed property, situated in Dallas, Denton, Hawkins and
Anderson Counties in the state aforesaid and of the
probable value of \$90,000⁰⁰. That your petitioner is a citizen
of Dallas County and is not disqualified by law from
accepting letters testamentary. Wherefore your petitioner craves
and filed said last will and testament, and this the appli-
cation for the property of said will, and prays that notice
be given and that at the next term of this Court, the
said will may be admitted to Probate, and letters testa-
mentary thereon be issued to your petitioner and for
all other proper relief your petitioner will ever pray

Martha M. Peak

Filed 13th day of Nov. A. D. 1885.

W. M. C. Hill, C. C. D. C. D.

Petition record. No. 2 Page 87 L. H. Hughes Copy.

State of Texas }
County of Dallas } Know all men by these presents that I
Jefferson Peak of the County of Dallas, and State of Texas,
being now of sound mind and in good health, do, make,
ordain, and declare this to be my last will and testament,
and I do hereby dispose of all the Estate owned by me in
manner, form as hereinafter expressed.

My first desire is, that all my just debts be paid as
soon after my death as the same can be conveniently done by
my executrix hereinafter named, and she, my may said executrix
is fully authorized to sell so much of my real estate, as may be
for that purpose upon such terms and conditions as to her may
seem best, and to convey by deed such estate, as she may sell
for that purpose.

And after distributing my estate between my devisees and le-
gates, I will and bequeath to the First Christian Church of the
City of Dallas one half of a block of land in my Suburban
Addition to the City of Dallas, this half block to be selected
out of said Addition by the Trustees of said Church, and my
Executrix, this bequest to the said Church is for the purpose
of building a Church house on the land or lots hereby be-
queathed, but if the said Church sees fit or proper to sell
said Lot, and buy other property, herewith they are authorized
so to do; but the lot or its proceeds are to be used solely for
Church purposes. This bequest is however upon this condition
that, if the said church should hereafter at any time use
instrumental music in said Church services or in any Sunday
or Lord's day school in the said first Christian Church,
then this bequest is to become absolutely void and the
said property hereby bequeathed or any other that may have
been purchased with the fund, arising from the sale of
the land hereby bequeathed is to revert to, and become part

Dec

Education for his profession, and in setting him
 up in business some three or more times beyond
 any of my other children, and I do not desire that one of
 my children shall have or receive from my Estate more
 than an other, and feeling that a share of one half of
 one tenth of my Estate with what I have heretofore ad-
 vanced him will fully equalize him with my other
 children. I hereby give devise and bequeath to my said
 son Carroll M. Peak one twentieth part of all my Estate
 not heretofore disposed of by this will.

To my son Wallace Peak, I devise and bequeath one
 equal tenth part of my whole estate, not heretofore
 disposed of by special legacy.

To my beloved daughter Callie A. Harwood, I devise and
 bequeath one equal tenth part of my whole Estate.

To my grandson Wallace D. Peak, only child of my son
 Jefferson Peak, I devise and bequeath one equal tenth
 part of my Estate. -

To my beloved daughter Juliet A. Fowler I devise and
 bequeath one equal tenth part of my Estate.

To my son Junius Peak, I devise and bequeath one equal
 tenth part of my Estate.

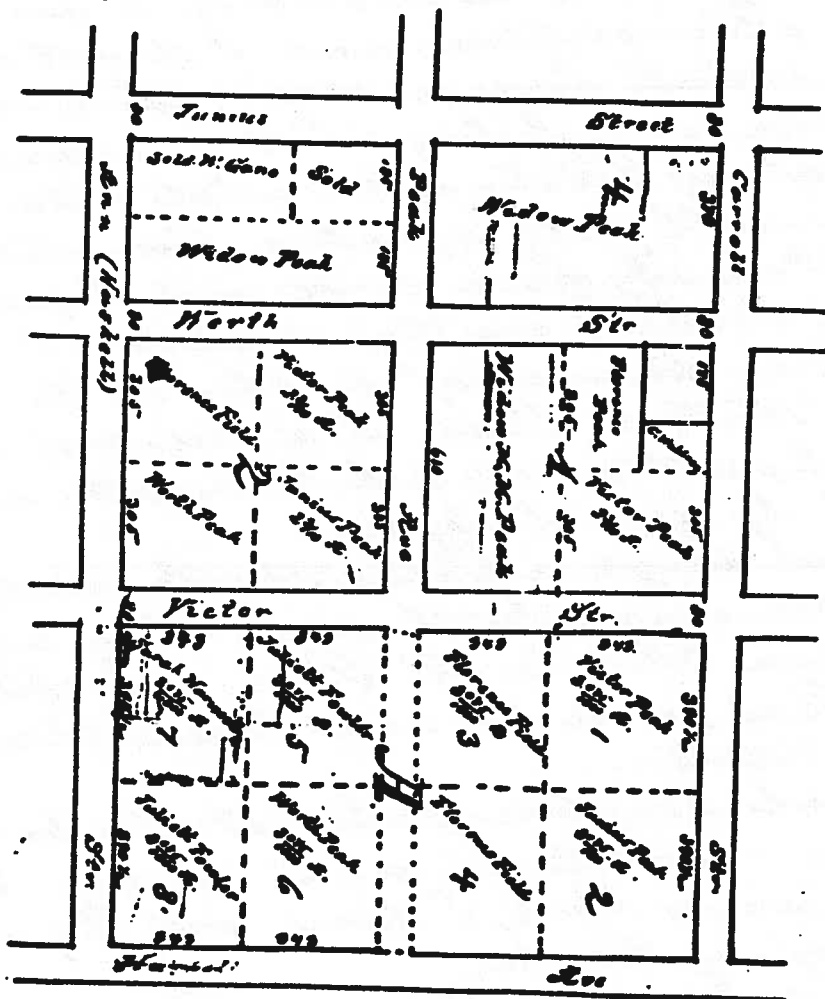
To my beloved daughter Florence Field, wife of Thomas
 Field, I devise and bequeath one equal tenth part of my Estate.

To my son Worth Peak, I devise and bequeath one equal
 tenth part of my Estate.

To my son George Victor Peak, I devise and bequeath one
 equal tenth part of my Estate.

To my son Matthias L. Peak, I devise and bequeath one
 equal tenth part of my Estate.

Having thus, as I conceive made an equal distribution
 of my whole estate among my children and grand children



This plat is only intended to
 show the property south of Juniper
 St. The property ought for
 Abstractor did not deem it
 necessary to show entire map
 of estate. which however is all
 right.

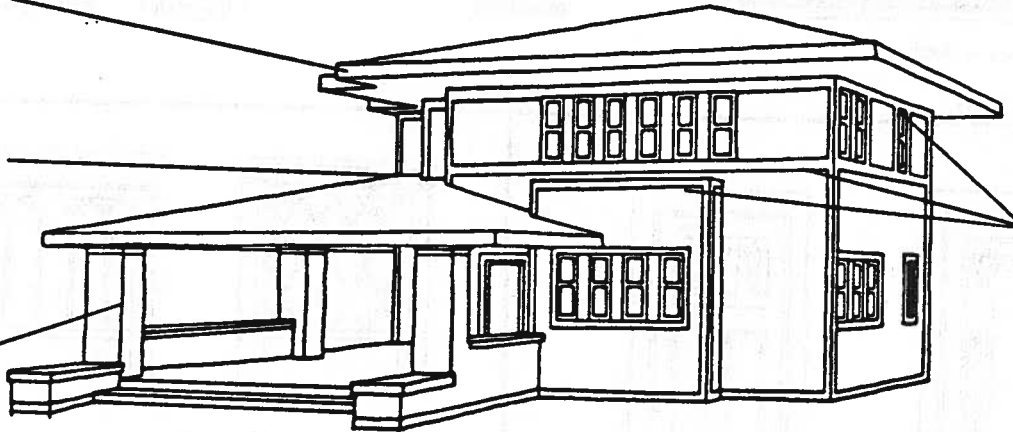
Prairie

1900-1920

low-pitched roof
with widely
overhanging eaves

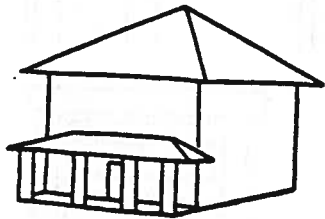
two stories with
one-story porches
or wings

massive square
porch supports



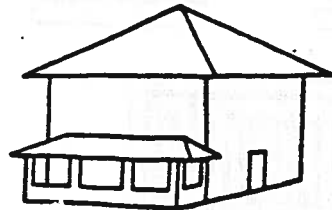
detail emphasizing
horizontal lines

HIPPED ROOF, SYMMETRICAL,
WITH FRONT ENTRY



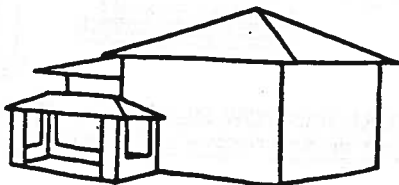
pages 444-5

HIPPED ROOF, SYMMETRICAL,
NO FRONT ENTRY



pages 446-7

HIPPED ROOF,
ASYMMETRICAL



pages 448-9

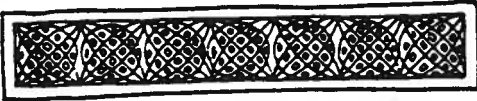
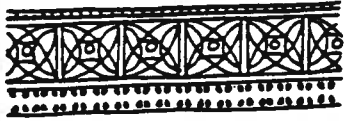
GABLED ROOF



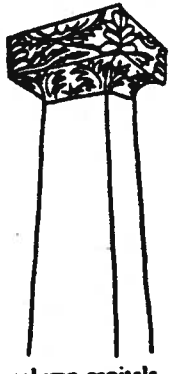
pages 450-1

PRINCIPAL SUBTYPES

SULLIVANESQUE
stylized floral and circular geometric



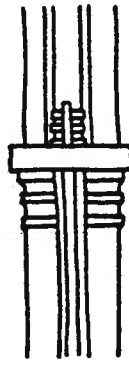
bands at cornice or door



column capitals



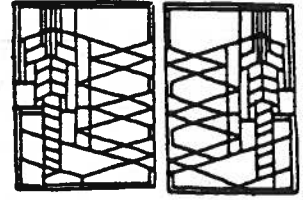
terra cotta
medallion



column
elaboration
and capitals

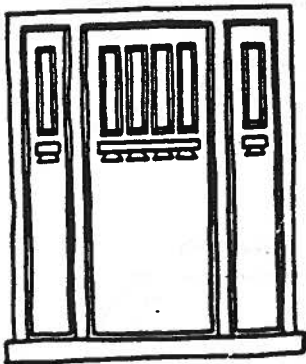
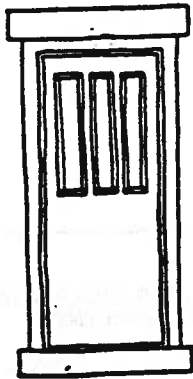
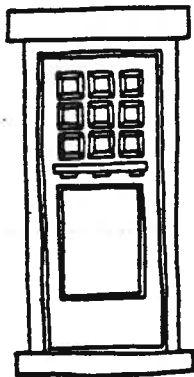
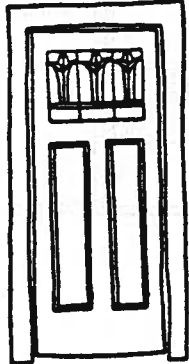
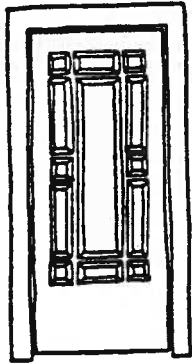
angular geometric

Prairie

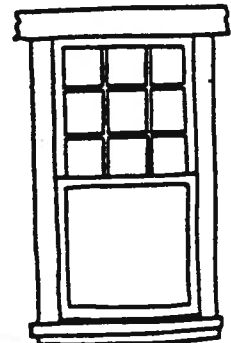
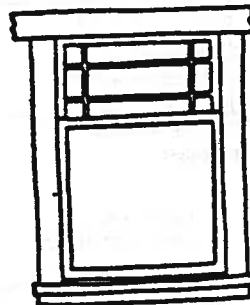
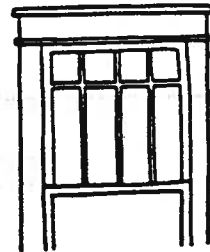
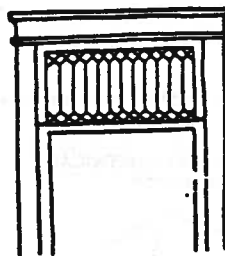
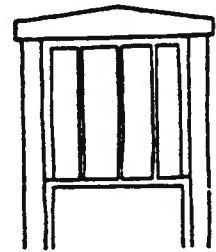
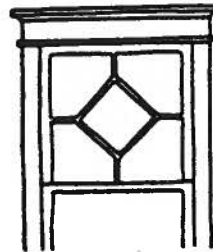
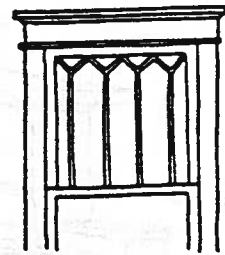
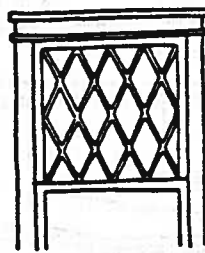


leaded glass windows

DECORATIVE DETAIL



TYPICAL DOORS

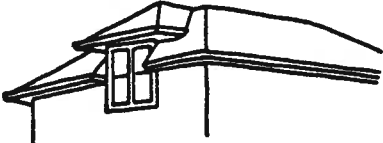


FOUND IN BOTH
CRAFTSMAN & PRAIRIE

TYPICAL WINDOW GLAZING & SURROUNDS
Casement windows common on Prairie high-style examples



gable

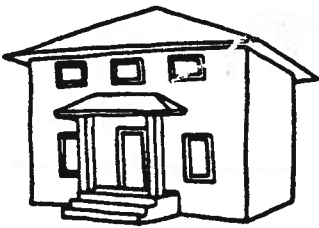
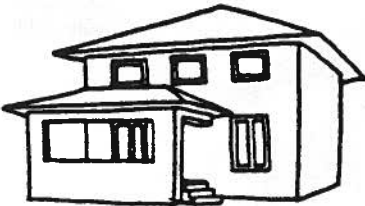


through-cornice



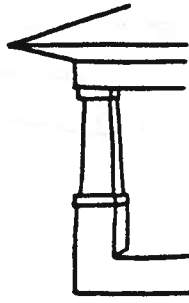
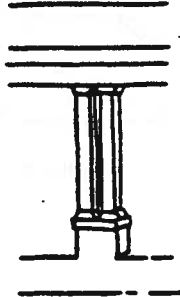
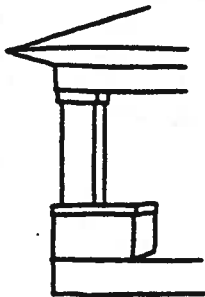
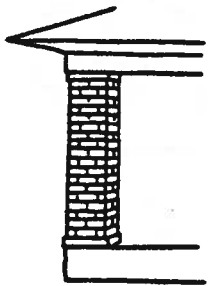
Palladian

COMMON DORMER VARIANTS



COMMON PORCH VARIANTS

MOST COMMON VERNACULAR FORM



COMMON PORCH SUPPORT VARIANTS

Craftsman

1905-1930

low-pitched gabled roof (occasionally hipped) with wide, unenclosed eave overhang

decorative (false) beams or braces under gables

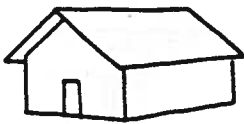
roof rafters usually exposed

porches, either full- or partial-width, with roof supported by square columns

columns or column bases frequently continue to ground level (without break at level of porch floor)

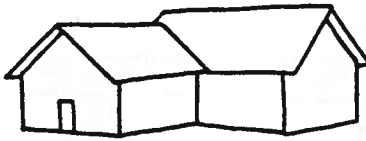


FRONT-GABLED ROOF



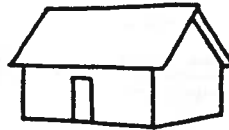
pages 456-7

CROSS-GABLED ROOF



pages 458-9

SIDE-GABLED ROOF



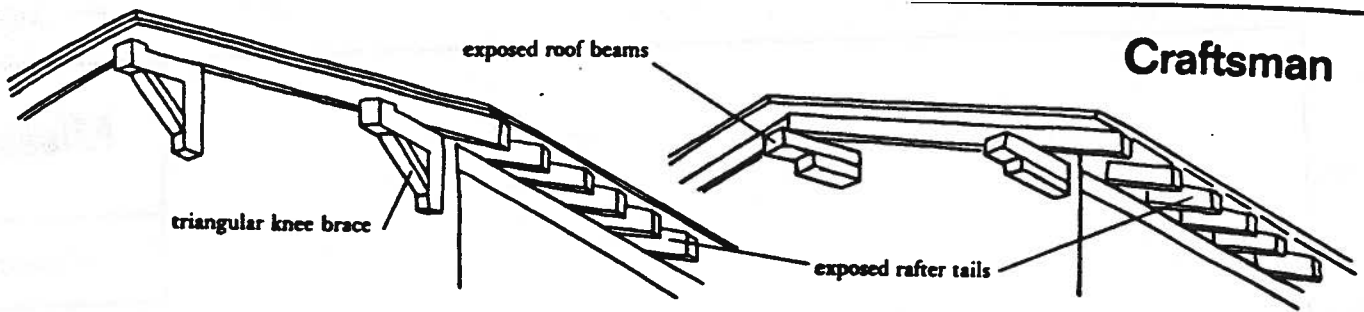
pages 460-2

HIPPED ROOF

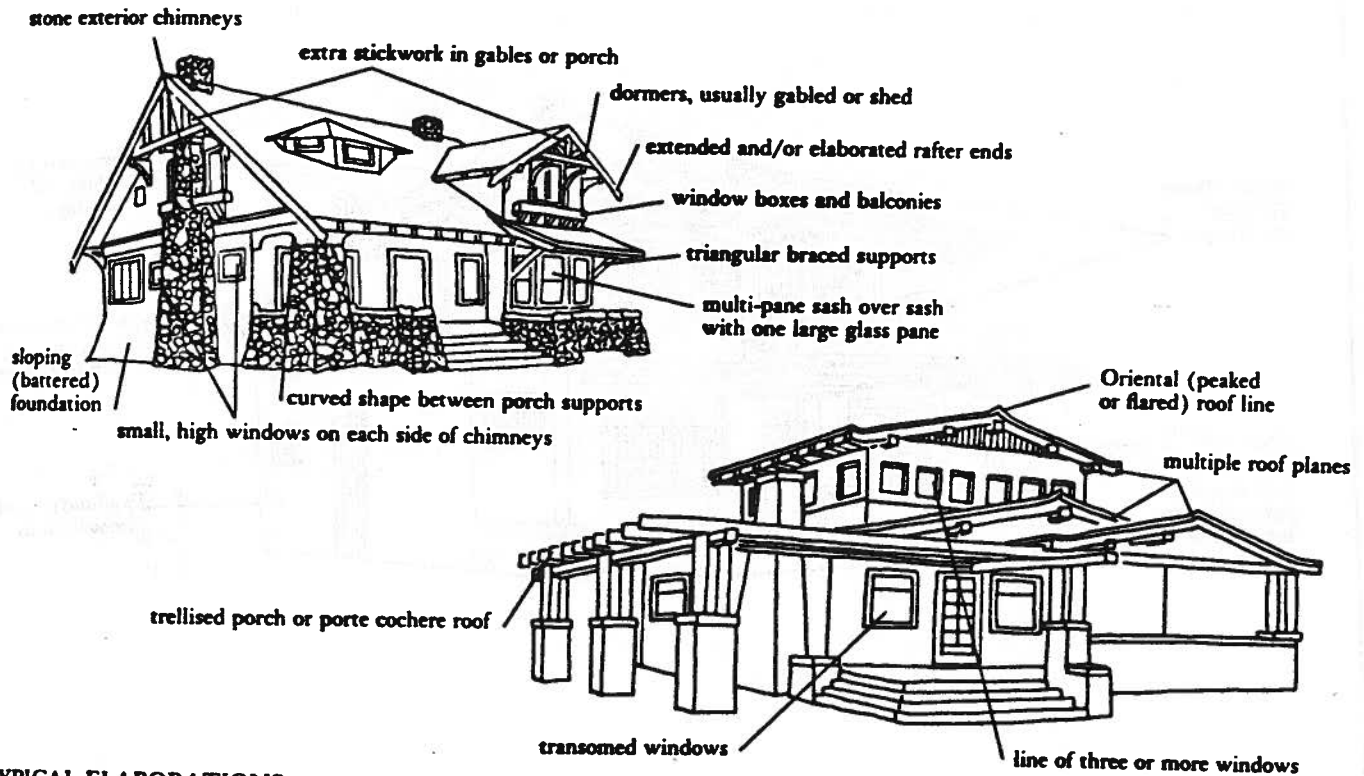


page 463

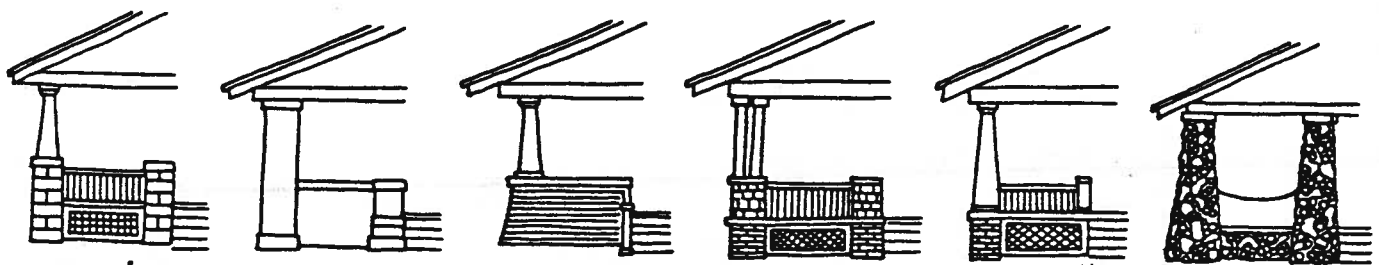
Craftsman



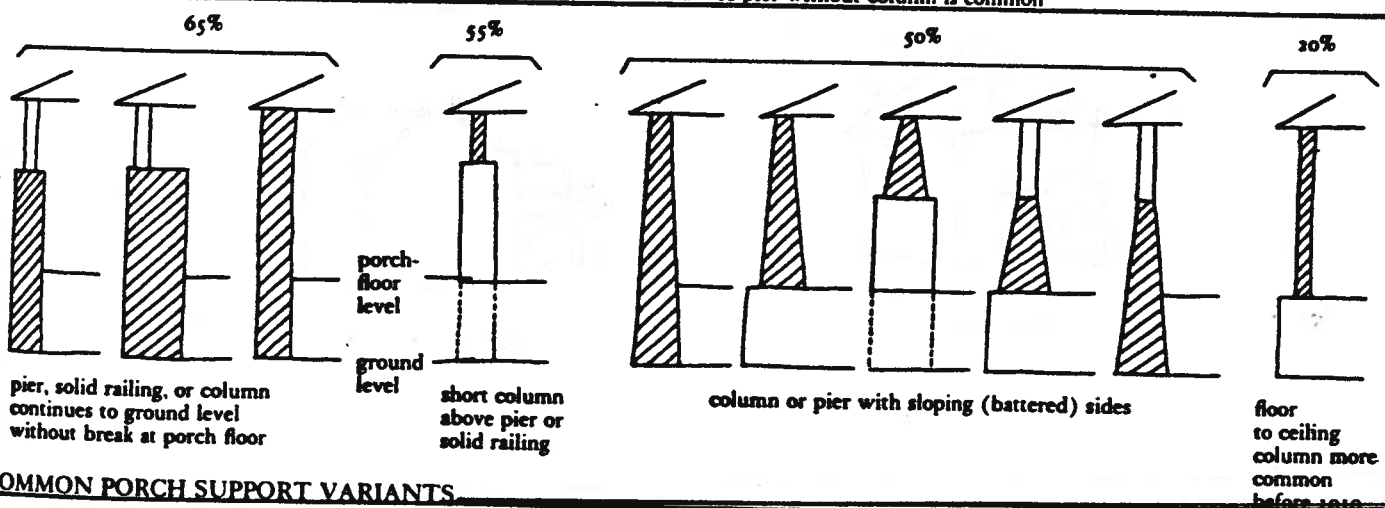
TYPICAL ROOF-WALL JUNCTIONS



TYPICAL ELABORATIONS



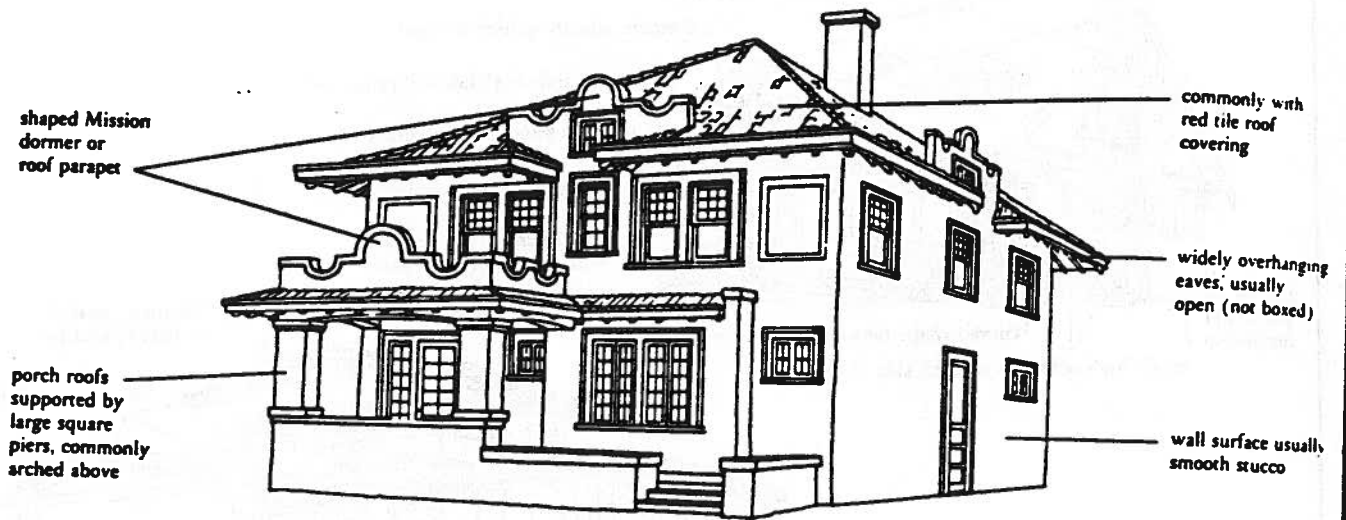
SOME TYPICAL PORCH SUPPORTS AND PORCH RAILINGS A pier without column is common



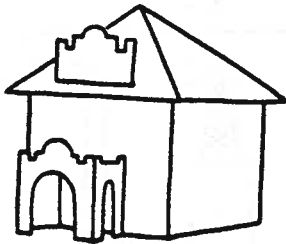
COMMON PORCH SUPPORT VARIANTS

Mission

1890-1920

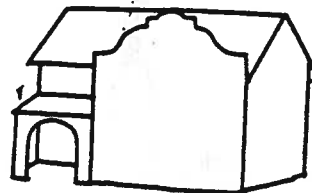


SYMMETRICAL



pages 412-13

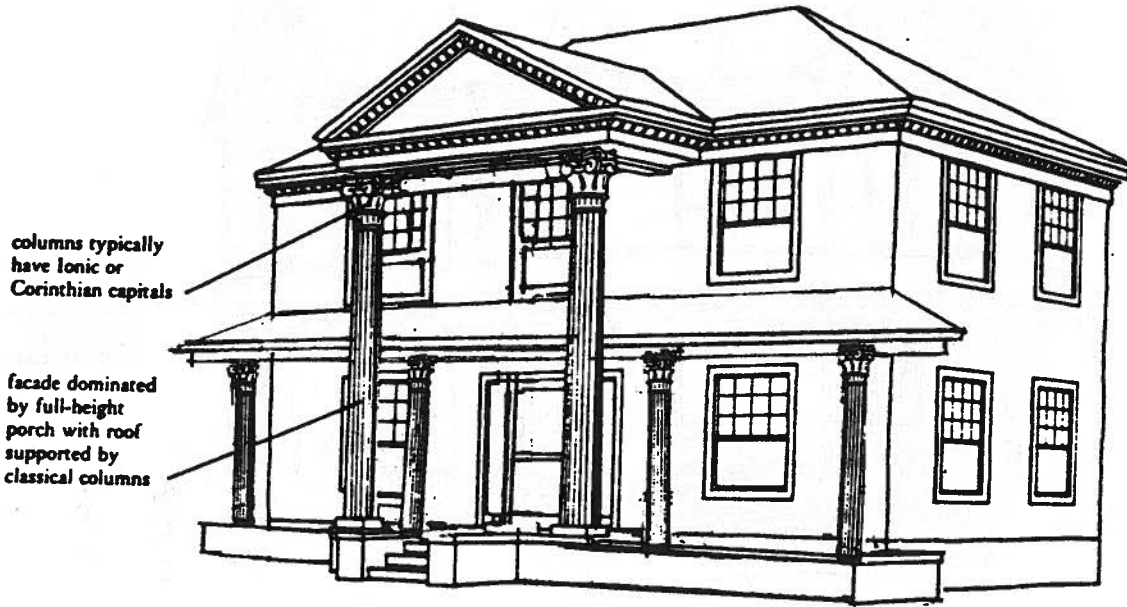
ASYMMETRICAL



pages 414-15

Neoclassical

1895-1950

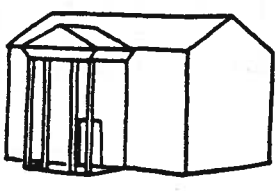


columns typically have Ionic or Corinthian capitals

facade dominated by full-height porch with roof supported by classical columns

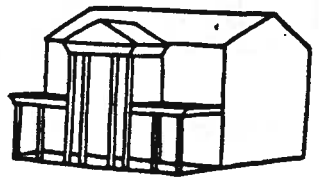
facade with symmetrically balanced windows and center door

FULL-HEIGHT ENTRY PORCH



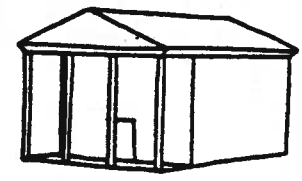
pages 346-7

FULL-HEIGHT ENTRY PORCH WITH LOWER FULL-WIDTH PORCH



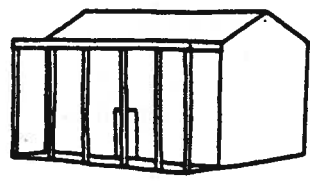
page 348

MONOT-GABLED ROOF



page 349

FULL-FACADE PORCH



pages 350-1

ONE-STORY



pages 352-3

PRINCIPAL SUBTYPES

Queen Anne

1880-1910



partial or full-width asymmetrical porch, usually one-story high and extended along one or both side walls

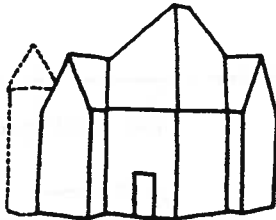
roof of irregular shape, usually with dominant front-facing gable

textured shingles (and/or other devices) used to avoid smooth-walled appearance

asymmetrical facade

SHAPE SUBTYPES

HIPPED ROOF WITH LOWER CROSS GABLES



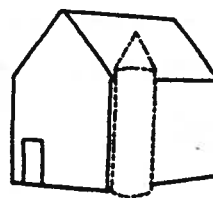
pages 269-73

CROSS-GABLED ROOF



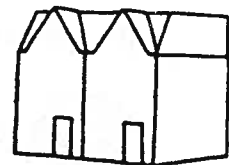
page 274

FRONT-GABLED ROOF



page 275

TOWN HOUSE



pages 286-7



SPINDLEWORK

pages 282-3

pages 282-3

pages 282-3

pages 286-7



FREE CLASSIC

pages 276-9

page 280

page 281

pages 286-7



HALF-TIMBERED

pages 284-5

pages 284-5

pages 284-5

pages 286-7



PATTERNED MASONRY

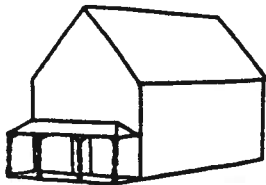
DECORATIVE DETAILING SUBTYPES

Folk Victorian

ca. 1870-1910

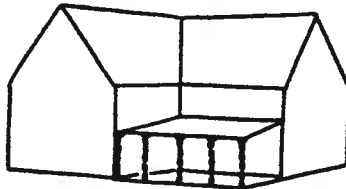


FRONT-GABLED ROOF



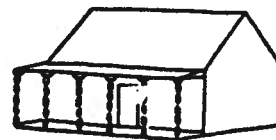
page 311

GABLE FRONT AND WING



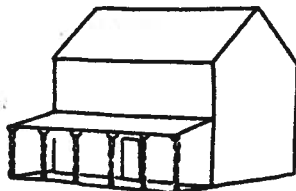
page 312

SIDE-GABLED ROOF, ONE-STORY



page 313

SIDE-GABLED ROOF, TWO-STORY



pages 314-15

PYRAMIDAL



pages 316-17

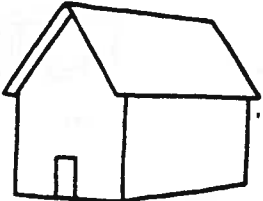
Stick

1860-ca. 1890



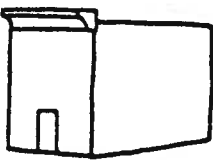
all identifying features rarely present in combination

GABLED ROOF



pages 258-9

TOWN HOUSE



page 260

TOWERED
page 261

Shingle

1880-1900

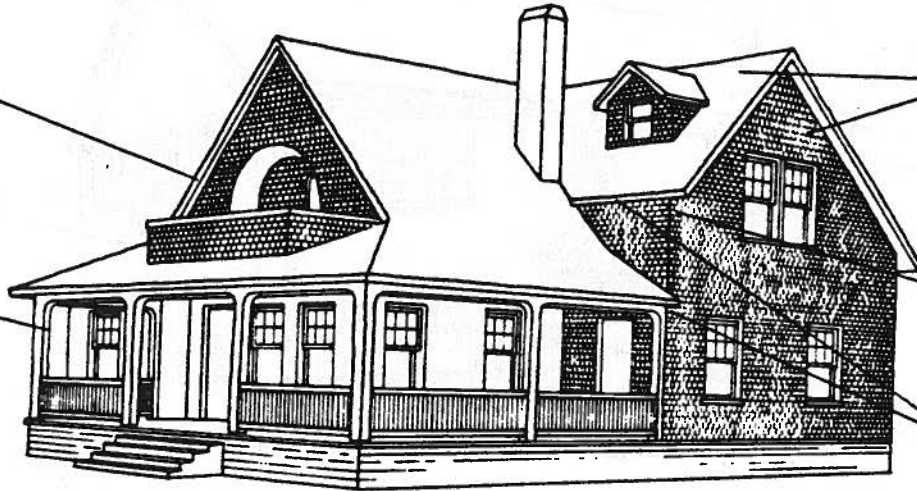
irregular, steeply pitched roof line, usually with cross gables

wall cladding and roofing of continuous wood shingles

extensive porches (may be smaller or absent in urban examples)

shingled walls without interruption at corners

multi-level eaves



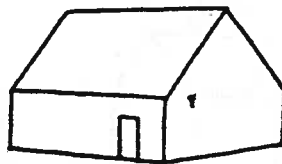
asymmetrical facade

HIPPED ROOF WITH CROSS GABLES



page 292

SIDE-GABLED ROOF



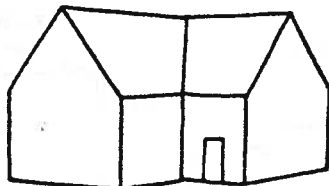
page 293

FRONT-GABLED ROOF



pages 294-5

CROSS-GABLED ROOF



pages 296-7

GAMBREL ROOF



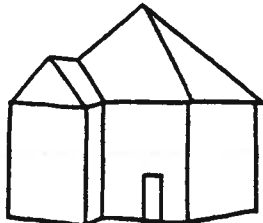
pages 298-9

Colonial Revival

1880-1955

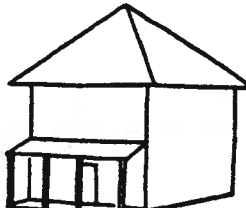


ASYMMETRICAL



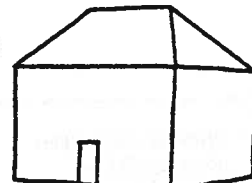
pages 326-7

HIPPED ROOF WITH FULL-WIDTH PORCH



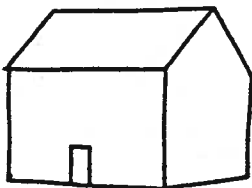
pages 328-9

HIPPED ROOF WITHOUT FULL-WIDTH PORCH



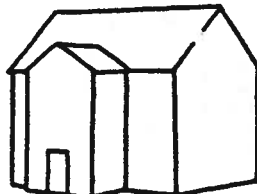
pages 330-1

SIDE-GABLED ROOF



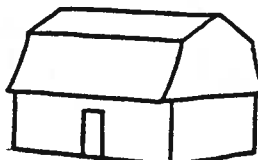
pages 332-3

CENTERED GABLE



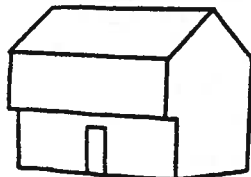
pages 334-5

GAMBREL ROOF



pages 336-7

SECOND-STORY OVERHANG



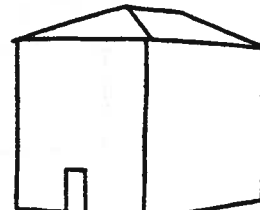
page 118

ONE-STORY



page 110

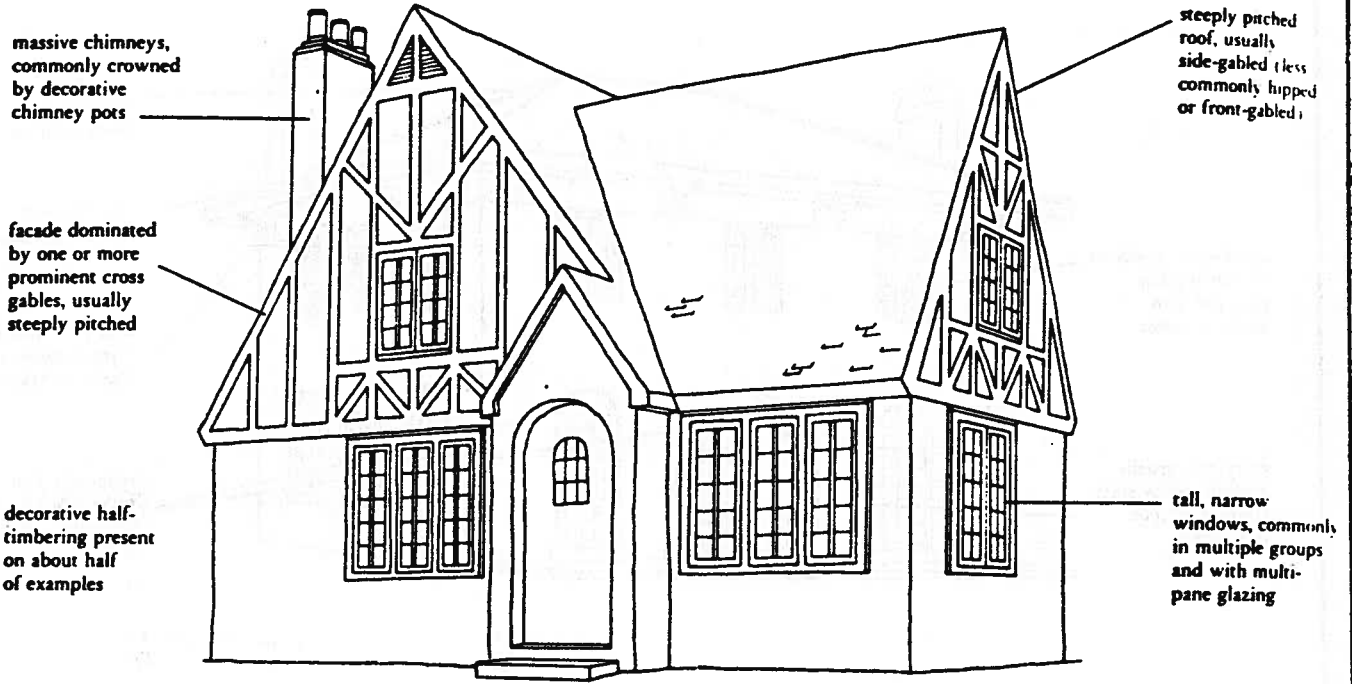
THREE-STORY



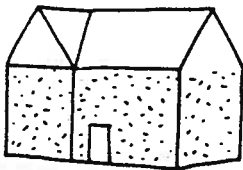
pages 140-1

Tudor

1890-1940



STUCCO WALL CLADDING



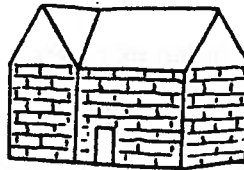
pages 360-1

BRICK WALL CLADDING



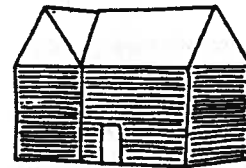
pages 362-5

STONE WALL CLADDING



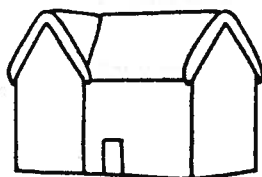
pages 366-7

WOODEN WALL CLADDING



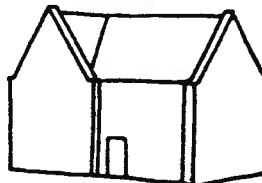
page 368

FALSE THATCHED ROOF



page 369

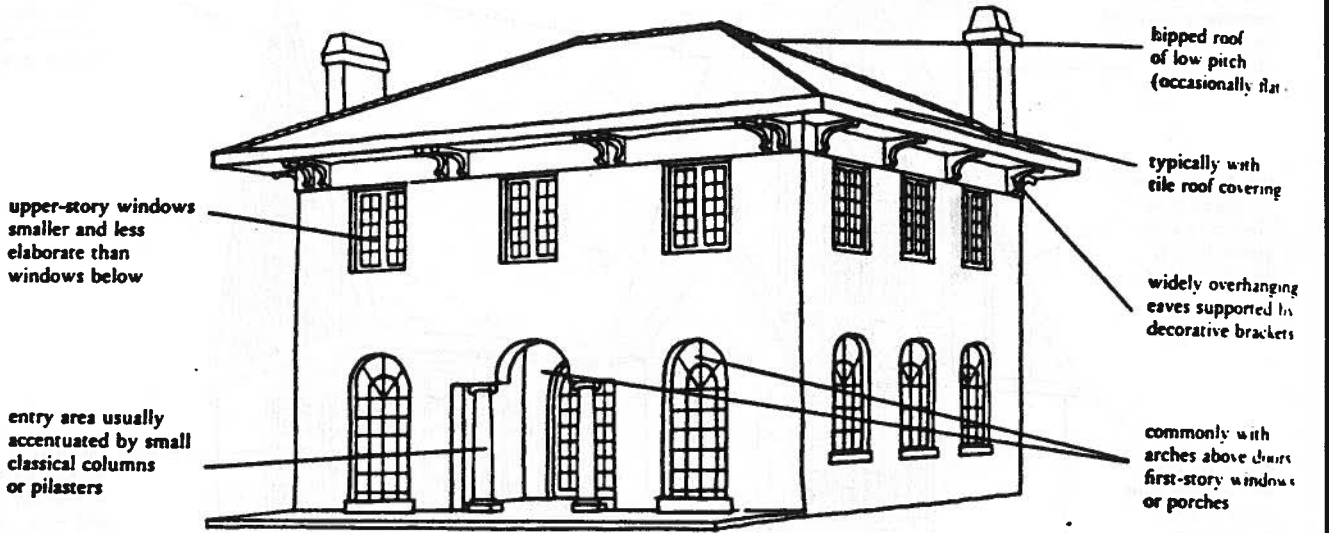
PARAPETED GABLES



pages 370-1

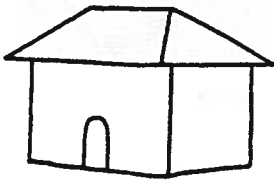
Italian Renaissance

1890-1935



facade most commonly symmetrical

SIMPLE HIPPED ROOF



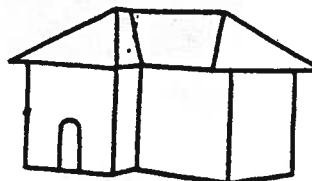
pages 400-1

HIPPED ROOF WITH PROJECTING WING(S)



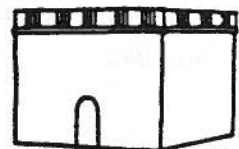
pages 402-3

ASYMMETRICAL



pages 404-5

FLAT ROOF



pages 406-7

Jefferson Peak dec'd.

Martha M. Peak Executrix.... In County Court, Dallas County, Texas, 1st Nov. Term. To the Hon. E. G. Power, Judge of said Court. Your petitioner Martha M. Peak, respectfully represents to the Court that Jefferson Peak, late a citizen of Dallas County departed his life on the 21st day of October 1885 A.D. that he was at the time of his death a resident citizen of said Dallas County, Texas. Your petitioner further shows that the said Jefferson Peak on the 19th day of Nov. 1879, executed in writing in due form of law his last will and testament thereby disposing of all his property, real, personal and mixed, and therein appointing your petitioner, sole executrix of said last will and testament. That said will was signed by the said Jefferson Peak and witnessed by St. C. Field, John M. Simmons and J. L. Leonard. That the estate of the said Jefferson Peak consisted of real, personal and mixed property, situated in Dallas, Denton, Haworth and Anderson Counties in the state aforesaid and of the probable value of \$90,000⁰⁰. That your petitioner is a citizen of Dallas County and is not disqualified by law from accepting letters testamentary. Wherefore your petitioner comes and files said last will and testament, and this the application for the property of said will, and prays that notice be given and that at the next term of this Court, the said will may be admitted to Probate, and letters testamentary thereon be issued to your petitioner and for all other proper relief your petitioner will ever pray.

Martha M. Peak

Filed 13th day of Nov. A. D. 1885.

W. M. C. Hill. C. C. D. C. T.

Petition record. No. 2 Page 87. L. H. Hughes Deputy.

of my Estate, and to be distributed between the legatees of my Estate as hereinafter provided. -

It is my express will and devise that no Sale shall ever be made of my personal Estate, except as hereafter provided.

I give and bequeath unto my beloved wife, Martha M. Peak for and during her natural life, my home place, where she and I now are living. This bequest includes the house, and all other improvements thereon, and all ~~the~~ ^{the} Land now enclosed on said home place, and I further will and bequeath to her for, and during her natural life all my personal Estate for and during her natural life all my personal Estate with full power and authority to her to sell and dispose of such of said property at private Sale as she may desire, and such of said property as may remain undisposed at her death, I devise that the same be distributed between my legatees and devisees as hereafter provided.

I further will and bequeath unto my said beloved wife Martha M. Peak in fee simple with full power and authority in her to sell and dispose of, as she may deem proper one block of Land lying between Junius and Worth streets of my suburban Addition of the City of Dallas, the said Block known as Block No. 4 on the map of said Addition. And I further will and devise unto her my said beloved wife one half of one Block of Land in my said Suburban Addition to be selected by her, and sold and used by her for the purpose of repairing and improving the home place, bequeathed to her, and I devise that she shall make a selection of said Block as early period after my decease, as she can, in order that the Estate may be partitioned between my devisees hereinafter named.

I have heretofore advanced to my son Carroll M. Peak

his education for his profession, and in setting him
in business some three or more times largely beyond
any of my other children, and I do not desire that one of
my children shall have or receive from my Estate more
than an other, and feeling that a share of one half of
one tenth of my Estate with what I have heretofore ad-
vanced him will fully equalize him with my other
children. I hereby give devise and bequeath to my said
son Carroll M. Peak one twentieth part of all my Estate
not heretofore disposed of by this will.

To my son Wallace Peak, I devise and bequeath one
equal tenth part of my whole estate, not heretofore
disposed of by special legacy.

To my beloved daughter Fannie A. Harwood, I devise and
bequeath one equal tenth part of my whole Estate.

To my grandson Wallace D. Peak, only child of my son
Jefferson Peak, I devise and bequeath one equal tenth
part of my Estate. -

To my beloved daughter Juliet A. Fowler I devise and
bequeath one equal tenth part of my Estate.

To my son Junius Peak, I devise and bequeath one equal
tenth part of my Estate.

To my beloved daughter Florence Field, wife of Thomas
Field, I devise and bequeath one equal tenth part of my Estate.

To my son Worth Peak, I devise and bequeath one equal
tenth part of my Estate.

To my son George Victor Peak, I devise and bequeath one
equal tenth part of my Estate.

To my son Mathias L. Peak, I devise and bequeath one
equal tenth part of my Estate.

Having thus, as I conceive made an equal distribution
of my whole estate among my children and grand children

After the devise to my beloved wife and the Church, my
express wish and desire is, that they will effect an amiable
and just division of my Estate between themselves, without
ever having to resort to any Court or tribunal for the purpose
of settling any matters of supposed or real grievances bet-
ween them in anything connected with my Estate.

And lastly I hereby appoint my beloved wife Martha M.
Peak executrix of this my will and desire, that she may
qualify as such without being required to give any bond,
and my express will and desire is, that the Probate Court
shall take no further jurisdiction over my estate than to
admit this will to Probate, and record, and to require
an inventory of my estate to be returned into Court.

Witness my hand this 18th day of Nov. 1879.

Jefferson Peak.

Signed, declared and published by Jefferson Peak, as
his last will and testament in the presence of us the
attesting witnesses, who have hereto subscribed our names
in the presence of the said Jefferson Peak at his special
instance and request this 18th day of Nov. A. D. 1879.

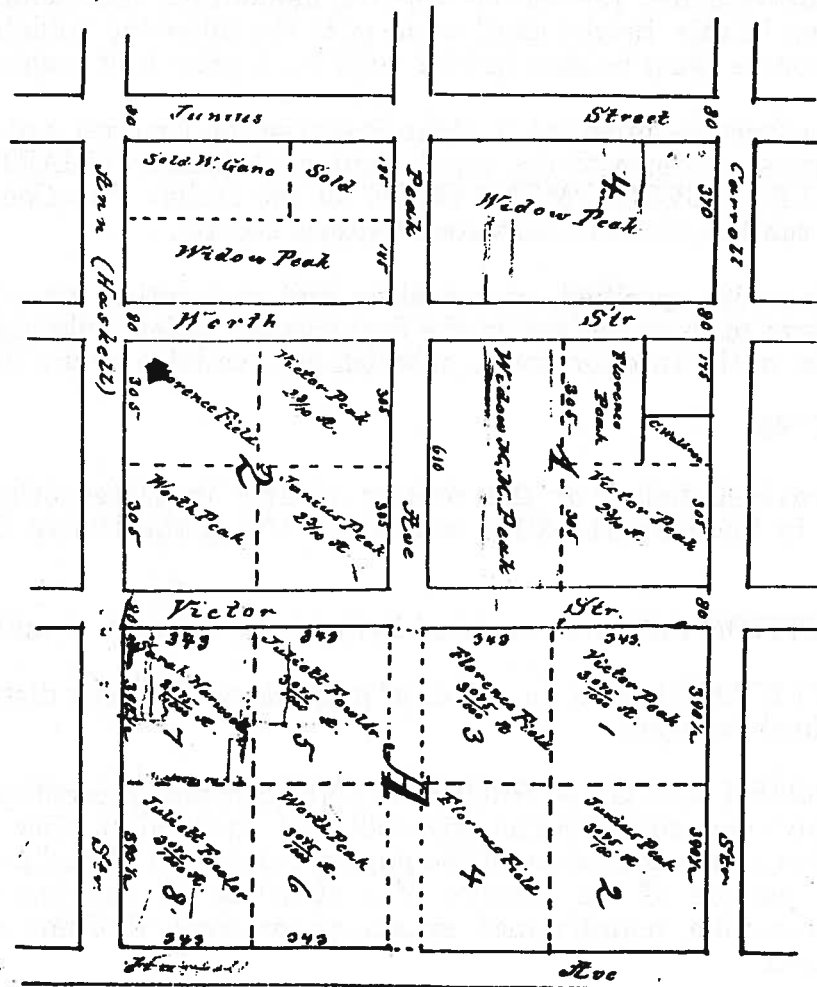
A. H. Field

John H. Stemmons

J. L. Leonard.

Filed 13th day of Nov. A. D. 1885.

W. M. Hill, Clk. by L. H. Hughes Depty.



This plot is only intended to show the property south of Jones St. The property ought for Abstractor did not deem it necessary to show entire map of estate. which however is all right.

EXHIBIT A

PRESERVATION CRITERIA

PEAK SUBURBAN ADDITION

Except as otherwise provided in these Preservation Criteria, all public and private right-of-way improvements, renovation, repairs, demolition, maintenance, site work and new construction in this district shall conform to the following guidelines and a certificate of appropriateness must be obtained for such work prior to its commencement.

Except as otherwise provided in these Preservation Criteria, any such alterations to the property must conform to the regulations contained in CHAPTER 51A, "PART II OF THE DALLAS DEVELOPMENT CODE" of the Dallas City Code, as amended. In the event of a conflict, these Preservation Criteria control.

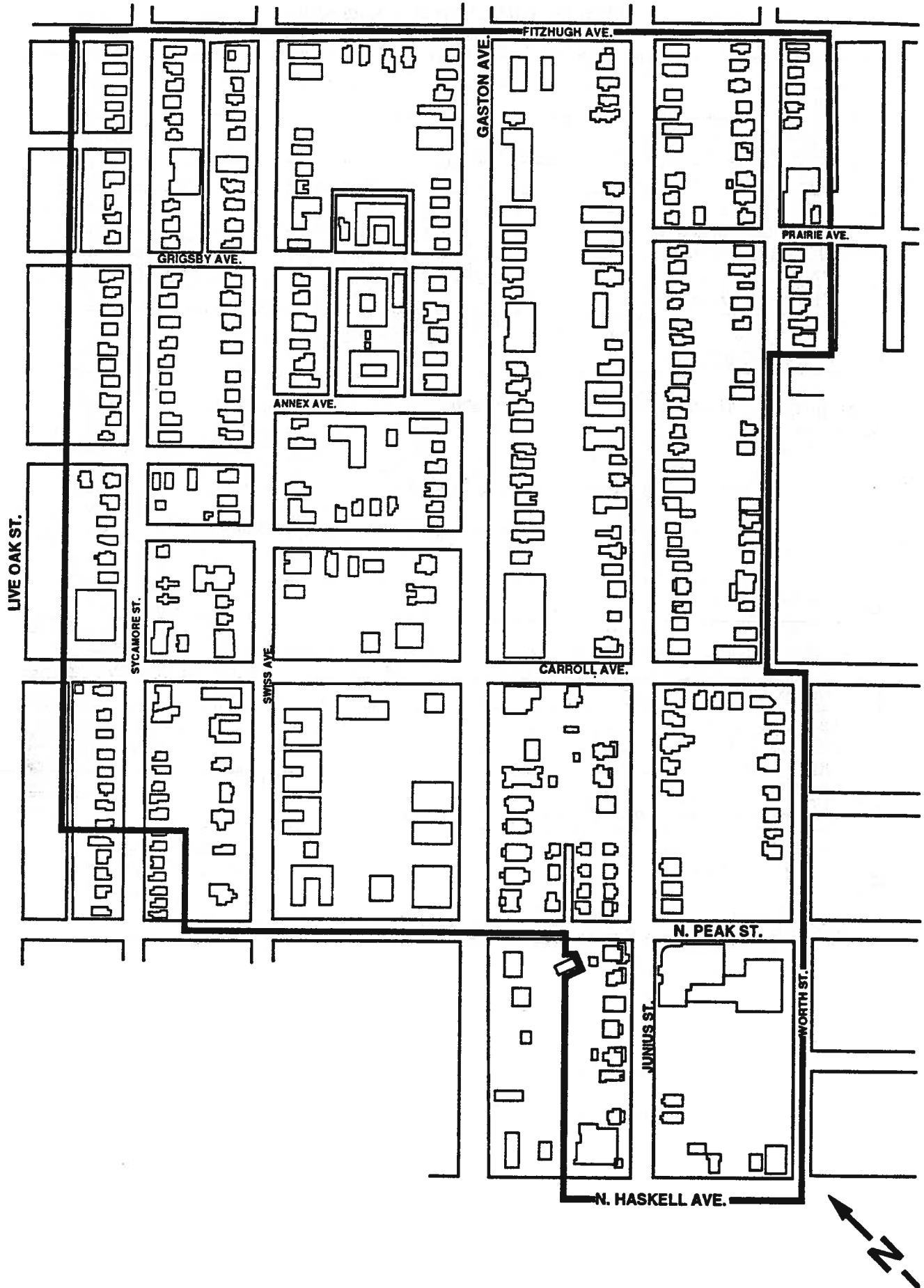
Unless otherwise specified, preservation and restoration materials and methods used shall conform to those defined in the Preservation Briefs published by the United States Department of the Interior, copies of which are available at the Dallas Public Library.

1. DEFINITIONS

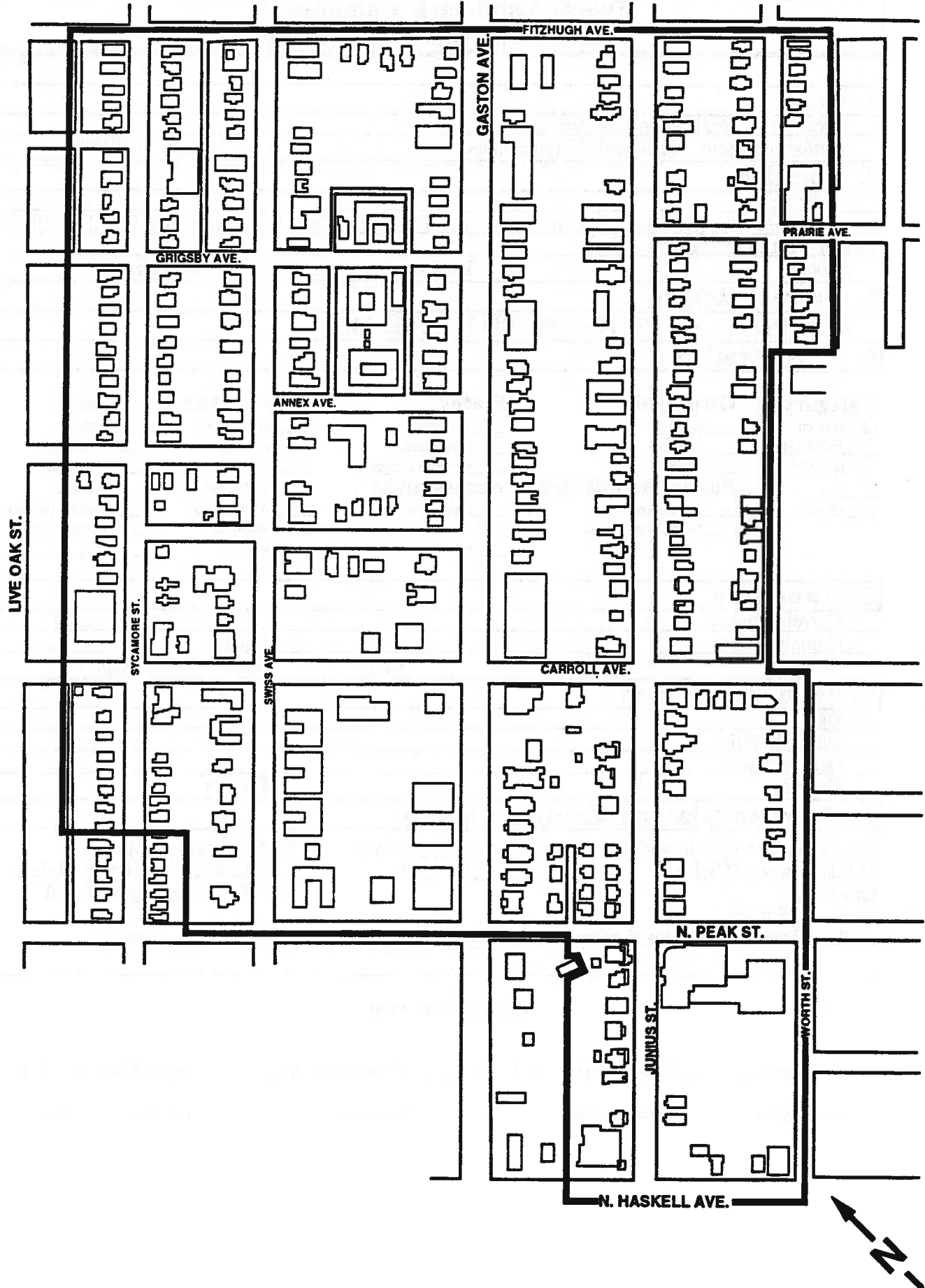
Unless provided below or the context clearly indicates otherwise, the definitions contained in Sections 51A-2.102 and 51A-7.102 of the Dallas City Code, as amended, apply.

- 1.1 **ADDITION** means an enclosed living space added to a main structure.
- 1.2 **APPLICANT** means an owner of property within this district, or an owner's duly authorized agent.
- 1.3 **CERTIFICATE OF APPROPRIATENESS** means a certificate issued by the city in accordance with Section 51A-4.501 of the Dallas City Code, as amended, to authorize the alteration of the physical character of real property in the district or any portion of the exterior of a structure in the district, or the placement, construction, maintenance, expansion, or removal of any structure in or from the district.
- 1.4 **COLUMN** means the entire column including the base and capital, if any.
- 1.5 **COMMISSION** means the Landmark Commission of the City of Dallas.
- 1.6 **CORNERSIDE FACADE** means a building facade facing a side street.
- 1.7 **CORNERSIDE YARD** means a side yard that abuts a street.
- 1.8 **DIRECTOR** means the director of the Department of Planning and Development or that person's representative.
- 1.9 **DISTRICT** means the Peak Suburban Addition Historic Overlay District. This district contains the property described in Section 1 of this ordinance.
- 1.10 **ERECT** means to build, attach, hang, place, suspend, fasten, fix, maintain, paint,

PEAK 5 SUBURBAN ADDITION HISTORIC DISTRICT



Peak's Suburban Addition Historic District



**Dallas Landmark Commission
Landmark Nomination Form**

1. Name

historic: Peak Suburban Addition
and/or common: Millcreek Neighborhood date: 4/19/93

2. Location

address:
location/neighborhood: Sycamore, Worth, Fitzhugh, Carroll. (Junius and Worth, 1 block further west to Haskell)
block: _____ lot: _____ land survey: _____ tract size: _____

3. Current Zoning

R-75, PD No. 98, PD No. 362, PD No. 298, MF2

4. Classification

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

5. Ownership

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

6. Form Preparation

Date: _____
Name & Title: _____
Organization: _____
Contact: _____ Phone: _____

7. Representation on Existing Surveys

Alexander Survey (citywide) _____ local _____ state _____ national National Register
H.P.L. Survey (CBD) _____ A _____ B _____ C _____ D _____ Recorded TX Historic Ldmk
Oak Cliff _____ _____ TX Archaeological Ldmk
Victorian Survey
Dallas Historic Resources Survey, Phase IV high _____ medium _____ low

For Office Use Only

Date Rec'd: _____ Survey Verified: Y N by: _____ Field Check by: _____ Petitions Needed: Y N
Nomination: Archaeological Site Structure(s) Structure & Site District

8. Historic Ownership

original owner: Various
significant later owner(s):

9. Construction Dates

original: 1885-present
alterations/additions:

10. Architect

original construction: Various
alterations/additions:

11. Site Features

natural:
urban design:

12. Physical Description

Condition, check one:

excellent
 good
 fair

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.

Peak's Suburban Addition developed over a long period of time beginning with the large estates of Jefferson Peak and William Gaston built in 1855 and 1871 respectively. The topography of the area was very hilly with numerous creeks, marshes and bogs. These natural obstacles made a trip from these East Dallas estates to the Dallas Court House an arduous journey.

In order to diminish his isolation, Gaston gave land to friends and business associates promoting that addition homes be built. Large scale residential construction was delayed, however, until the marshes and bogs were filled and the land leveled. This process took place over several years.

The architectural styles of the homes eventually built span several decades, creating diversity in design and size of residences and civic buildings. The architectural styles found in the district are predominantly Queen Anne, Folk Victorian, Craftsman, Prairie, Mission, Neoclassical, Colonial Revival, and Tudor. See appendix AA.

The street names are primarily derived from the names of early pioneers who were instrumental in establishing this area.

Fitzhugh Avenue: named for L.H. Fitzhugh, early settler and land owner ¹.

Grigsby Avenue: named for John Grigsby, early land developer ¹. Major land owner who received a 4,605 acre land tract from Sam Houston.

Annex Avenue: was the boundary of the Old Fairfield Annex to East Dallas ¹. Annex Avenue from Swiss to Gaston originally was named Elmira.

Carrol Avenue: named for Carrol Peak, son of Jefferson Peak ⁴.

Peak Street was originally named Martha Street for Martha Peak, wife of Jefferson Peak. Upon his death Mrs. Peak changed the name to Peak in honor of her husband. Jefferson Peak was a major land owner ¹. Jefferson moved to Dallas in 1854 when Dallas population was under 200

people.³ He constructed the first brick residence which was located at the corner of Peak and Worth Streets. Peak died in 1885⁴. He bequeathed one half block of land to the Dallas First Christian Church with the provision that instrumental music not be used for services or the land reverts back to his heirs.

Haskel Avenue was named for Horatio Nelson Haskel Alderman of East Dallas in 1883¹.

Sycamore Street originally named Matt Street for Mathias Peak, son of Jefferson Peak⁴.

Swiss Avenue named for Swiss Colony immigrants, who settled along this street in 1870.

Gaston Avenue was named for Captain William Gaston. Early Day Banker and land developer¹. Gaston founded Dallas First Bank and purchased large tracts of land in East and South Dallas including 400 acres along Swiss Avenue. He donated the land for the State Fair and promoted its growth. He maneuvered the railroads to locate in the City of East Dallas in 1872-73 away from the City of Dallas which promoted development on his land holdings. Gaston Avenue was originally named Wallace Street, for Wallace Peak, son of Jefferson Peak⁴.

Junius Street named for Junius Peak, landowner and Texas Ranger.¹ Junius was born in 1846.³ son of Jefferson Peak.⁴ Early Dallas Police Chief 1874-78.³ June Peaks home still stand at 4409 Worth Street. His daughter Florence Peak lived in this house Worth Street until about 1980.

Worth Street is named for Worth Peak, 8th of eleven children of Jefferson and Marth Peak.

Victor Street named for George Victor Peak,¹ son of Jefferson Peak.⁴

Reiger Street named for John F. Reiger, Reiger addition 1890.¹

13. Historical Significance

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

The area known as Mill Creek or East Dallas was the first neighborhood east of Dallas' central business district to be developed, "starting with Victorian houses and followed by frame two story Prairie homes, brick mansions and finally frame cottages and bungalows" (Older Neighborhoods, 1986:32). In addition to the residences, there were many apartment complexes as well as commercial and institutional buildings throughout the district, especially along the old streetcar routes. The major forces that shaped the development of East Dallas were the arrival of the railroads, the establishment of the Texas State Fair, and the network of street railways that determined the routes of growth.

The early settlement of East Dallas from 1855 until the town's incorporation in 1882 was agricultural in nature. The first recorded settlement occurred in 1855 when Captain Jefferson Peak purchased a large tract of land far to the northeast of Dallas and built a farmhouse near the corner of Worth and Peak streets. Peak had passed through Texas in 1846 to fight in the Mexican War and in 1855 he returned with his family to settle east of the emerging town of Dallas (Butterfield 1875: Peak). An 1880's map of East Dallas shows that Peak owned roughly half the land bounded by Ross Avenue to the north, Main Street to the south, Haskell and Carroll Street to the west; constituting more than a quarter of the project area.

After the Civil War, Peak was joined by Confederate Captain William H. Gaston who purchased 400 acres along White Rock Road (now Swiss Avenue) where he built an enormous Greek Revival home in 1871 (razed) (Mabry, 1984:4). Gaston was a powerful force in Dallas' early development. Within a few years of his arrival in 1867, he purchased vast tracts of land in South and East Dallas, founded Dallas' first bank, donated land for the County Fair (present site of Baylor Hospital), and eventually parlayed the small exposition into the State Fair (Mabry, 1984:10 Gaston n.d.:1.) Most importantly, Gaston, with backing from local businessmen, brought the railroads to Dallas in 1872 and 1873, which ultimately made the city's fortune. His impact in East Dallas was achieved by maneuvering both the Houston and Texas Central (H&TC) and the Texas and Pacific (T&P) railroads to a junction approximately one and a half miles to the east of the Dallas Courthouse. In doing so, Gaston helped orchestrate Dallas' growth away from the Trinity River towards the railroad station on his lands in East Dallas. The resulting housing shortage encouraged Jefferson Peak and other landowners to begin subdividing their lands.

Although the railroads promised to spur building activity in East Dallas, the area remained sparsely settled due to an economic downturn in 1875 that stalled development for some time (Powers 1969:19). The area was heavily wooded, especially along Mill Creek as it flowed through Exall Park

along Hall Street, just east of the project area, toward the Cedars in South Dallas (McDonald 1978: 137). There was little building or street construction in the project area east of Washington Street prior to the late 1870s although the Butterfield and Rundlett Official Map of Dallas shows East Dallas as a platted entity by 1875 (Mabry 1984: 16). A small commercial district sprang up around the depot and consisted of a few boarding houses, lumber yards and restaurants that survived only because of the railroad traffic (Powers 1969: 14). One mule-drawn streetcar line, operated by the Dallas Street Railroad Company, ran out Ross Avenue and up San Jacinto Street. Built by Colonel William J. Keller in 1875, the San Jacinto line, as it was known, was the only line to serve the area until 1882. Its primary purpose was to bring passengers from the depot to the downtown Dallas business district (Powers 1969: 19, 36).

Beyond the tiny cluster of commercial structures near the depot, the remainder of East Dallas at this time consisted of large estates, like those of Jefferson Peak and William Gaston, and a number of smaller family farms (Map, East Dallas: 1880s). The early character of the region was articulated by William Gaston when, upon completing his mansion at 3900 Swiss Avenue in 1873, he lamented being all alone out in the country and offered free land to his friends so he would have company. Gaston's nearest neighbor to his 400 acre plantation were Jefferson Peak, a mile to the east in the center of the project area, and Swiss immigrants, Jacob Nussbaumer and Henry Boll, who lived nearly the same distance to the west (Saxon, 1983: 9). This semi-rural condition persisted until Dallas began to recover from the depression in the latter part of the 1870s.

When the economy improved, East Dallas began to experience the same wild, uncontrolled growth that was afflicting central and south Dallas (McDonald. 1978: 137). Many businesses began building east along the streetcar line that stretched from downtown Dallas to the railroad depot. The fairgrounds drew people to the area and many began investing in property nearby. By 1882, the community had grown so rapidly that its leading citizens, among them Peak, Gaston and rancher Christopher Columbus Slaughter, met and voted to incorporate as the separate municipality of East Dallas (Saxon, 1983: 10). At the time of its annexation in 1889, the land area of East Dallas was actually larger than that of Dallas. The city of Dallas acquired East Dallas, along with several unincorporated suburban parcels, on the last day of December, 1889, to make Dallas the largest city in Texas for the 1890 census (Keith, 1930: 168; Dallas Morning News, October 1, 1935). It was both the first and last time in its history that Dallas had the honor.

East Dallas' single largest landowner, Jefferson Peak, platted his first subdivision in 1874 along Ross Avenue, (Mabry 1984:3) but by the mid-1880s, Captain Peak still owned most of the land bounded by Ross Avenue, Main Street, Haskell and Carroll Streets (Map East Dallas: 1880s). It wasn't until after Peak's death in 1885 that his son, Junius, began large-scale subdivision of the family's extensive holdings. The land around the Old Peak homestead at Worth and Peak Street was sold as Peak's Addition in 1897 and its subdivision spurred many housing starts in the area.

(McDonald 1978: 120). Major East Dallas streets still bear Peak's name and those of his children: Junius, Worth, Victor, and Carroll. Although the original Peak farmhouse is gone, Junius Peak's home still stands at 4409 Worth Street.

Another highly influential force in East Dallas real estate development during the late 1880s and early 1890s was Jefferson Peak's son-in-law, Thomas Field. Through his firm, Field and Field Real Estate and Financial Agents, Thomas Field either owned, controlled, or influenced the sale of large parcels of East Dallas real estate. He "flamboyantly promoted his extensive East Dallas holdings in 1884 with the construction of a palatial residence in the middle of his property" (McDonald 1978: 137) located on Peak Avenue between Gaston and Junius streets (razed 1922). His real estate promotion was characteristic of the boomtown that enveloped all of Dallas during the years between the arrival of the railroads and the depressions of the 1890s grandiose and unfettered. Many elaborate mansions were constructed on Swiss and Gaston Avenue during the 1890s in addition to smaller but substantial homes on Live Oak, Junius, and Worth Streets (Saxon 1983: 16). Most of the largest homes were demolished and their lots sold for redevelopment between 1920 and 1950 (Sanborn maps 1905, 1922; City of Dallas directories).

The proliferation of street car lines between 1887 and 1893 was probably the single most important factor contributing to the success of East Dallas during that period. Some of those living in East Dallas rented hansom cabs to commute to the city or the union depot (Eidt. conversation 1990). Others undoubtedly used their own horsedrawn buggies, as evidenced by the number of personal stables situated at the rear of the grand residences along Swiss and Gaston Avenue (Sanborn maps. 1905: Gooden 1986: 46). However, those who did own horses and buggies began to prefer the thrift and convenience of the streetcar. A ride downtown at this time cost five cents or less, cheaper than the cost to board a horse and carriage (Nichols conversation March 30, 1990). As Dallas grew further and further away from the central business district, it was imperative that reliable transportation be available for workers. Many neighborhoods existed only due to streetcar access and developers took advantage of that fact.

Streetcar service was initiated about 1888. The Bryan line, as it was known, became the major crosstown streetcar serving the northern section of East Dallas (Powers 1969: 78; Eidt, conversation, 1990) opening up all of East Dallas to wide-scale development. Between 1886 and 1890, Dallas real estate transfers jumped from under \$6 million to \$14 million, much of it concentrated in East Dallas. The completion of the Bryan line was followed by the opening of Middleton Brother's Addition, Hunstable's College Hill Addition, Livingston Place, Peak's Addition, Caruth Heights, Nussbaumer and McCoy's Addition, and the Belmont Addition between 1888 and 1892 (McDonald 1978: 153). All were accessible to the Bryan line.

Typically, there was little planning involved in the opening of these additions beyond running a streetcar line out to a vacant field owned by the operators, subdividing the land, and selling it for a handsome profit. Lots

were often sold before streets and utilities could be laid out (McDonald 1978: 153), sometimes on the mere promise that streetcar lines would be introduced.

The suburban land boom was in full swing when nearly all building came to an abrupt halt with the economic crash of 1893. While some Texas communities were unharmed by the nationwide depression, Dallas had become linked to eastern and northern markets and their leading banking institutions. When those institutions foundered, Dallas followed. The failure of the Philadelphia & Reading Railroad in February 1893 started a nationwide panic that left 158 national banks and 415 state and private banks in ruin. Five Dallas banks failed in the crash and local business and agricultural concerns suffered as a result (McDonald 1978: 70). Unchecked real estate speculation prior to the crash left Dallas overbuilt and many newly opened additions in or near the project area remained vacant for years afterward (Dallas Morning News, October 1, 1935). Many individuals who had figured prominently in the East Dallas real estate frenzy lost fortunes in the downturn. Thomas Field not only lost several major projects in progress but lost his palatial homes, as well. The effects of the depression reverberated throughout the city and had repercussions on many of the city's enterprises, including streetcar and real estate consortiums, essentially ending the early, speculative era (Powers 1969: 92). The depression did, however, allow time for some reflection and the next phase of development in East Dallas was a more cautious endeavor.

Although Dallas began to rebound from the depression about 1898, East Dallas did not fully recover for almost a decade after the crash. (Dallas Morning News, October 1, 1935). When the economy began to pick up there was a resurgence of residential building in the area. Churches and schools were constructed to accommodate the increased population. Davy Crockett Elementary School, built in 1903 by the firm of C. W. Bulger and son on Carroll Street, is the oldest extant school in the city of Dallas. Bulger and Son also designed the Classical Gaston Avenue Baptist Church, built between 1902 and 1904 at the southwest corner of Gaston and Haskell avenues (McDonald 1978:). The East Dallas Christian Church at 631 N. Peak was built shortly after 1905, replacing an earlier dwelling on that site. The imposing Neo-Classical mansion at the corner of Peak and Swiss avenue was originally built as a residence, but served the prestigious Terrill School for Boys as a dormitory through the 1920s (Sanborn maps 1905, 1922: City Directories). Dominating the 4100 block of Junius Street at North Haskell Avenue, is the Gothic Revival Grace Methodist Episcopal Church designed by W.A. Caan in 1903. The church sanctuary and its 1925 education annex are listed on the National Register of Historic Places. Parishioner Henrietta Eidt recounted that Grace Church was considered to be "the silk-stocking church of East Dallas" because of the many well-to-do residents of exclusive Munger Place who attended its services (Eidt conversation March 30, 1990). These East Dallas institutional and religious structures are among the city's outstanding architectural landmarks remaining from the early 1900s.

East Dallas grew tremendously after about 1902, especially east of Washington Avenue and into the project area, as many old estates and farmlands were subdivided for new residences. Between 1902 and 1922 the entire project area became filled in, particularly along streetcar routes, with only an occasional vacant lot between buildings or estates. The 1899 Sanborn maps show Haskell Avenue as the eastern boundary of most development, but by 1905 that boundary extended to Carroll Street below Gaston Avenue and all the way east to Fitzhugh Avenue above it (Gooden 1986). In 1905 the development between Haskell Avenue and Carroll Street north of Elm Street was almost entirely residential with the exception of the schools, churches, one store, a carpenter's shop, and a nursery. Ross Avenue continued its role as "Dallas' Fifth Avenue" with the erection of magnificent Colonial Revival and Prairie-influenced homes, almost all of which have been demolished. One of the few remaining palatial residences on Ross Avenue is that built by Charles H. Alexander. c. 1906. at the northeast corner of Ross Avenue and Annex Street. It was purchased and restored by the Dallas Women's Forum in 1930 (McDonald 1978: 141. 143). An exception to the overall residential character of East Dallas was the placement of the Dallas Consolidated Street Railway complex, covering three-quarters of the block between Elm and Main streets where they crossed Peak Avenue (Sanborn maps. 1899. 1905).

Two factors took shape in 1905 that had a major impact on housing styles and development in East Dallas. One was the shift in the popularity from the latter Victorian-era styles to the emerging Prairie and Mission Revival styles. The other was the development of Munger Place, one of Dallas' first planned heavily-restricted, neighborhoods (Gooden 1986: 51). After carefully researching several restricted residence parks in other sites, Roberts S. Munger bought raw farmland near prestigious St. Mary's College and began development of Munger Place. Between 1905-1925, some of Dallas' most promising architects gained their reputations building modern, progressive homes in Mission Revival, Colonial Revival, and Spanish Colonial Revival variations on Frank Lloyd Wright's Prairie Style. The Munger Place development lay immediately to the east and many Peak Surburban Addition homes constructed during this time were built in the same styles.

Commercial enterprises began to spring up in the 1920s and tended to proliferate on the streetcar lines, especially at the intersections of two lines. A comparison of 1905 and 1922 Sanborn maps shows the profound influence these intersecting carlines had in converting residential areas to commercial, Cite Bryan and Peak and Elm and Peak commercial blocks. Interurban railways began running in the area about 1908 and had an influence on the neighborhoods through which they ran, although they did not offer local service. The Bryan interurban line was established in 1908 and ran along the same street at the streetcar (Gooden 1986: 55). It is notable that by 1922, Bryan Street, especially where it intersects with Peak Avenue, had the most commercial buildings in the area. Automobiles were also having an impact on the area. The first automobile was registered in Dallas County in 1901. By 1917 registration had increased to about 15,000 most of it in the city of Dallas (Gooden 1986: 56). The automobile eventually

changed the way suburban growth and development occurred in Dallas and served to push the city even further from its center.

During the 1910s and 1920s, a number of fine Mission Revival and Prairie Style homes as well as smaller bungalows and cottages, were built in the pockets to completely fill in the remainder of East Dallas. By 1922, almost no vacant areas remained in the project area with the exception of the large estates built before about 1905. When their wealthy owners began moving to the more fashionable developments further out, these estates were broken up for re-development one by one. The sporadic evolution and re-definition of the area continued to contribute to the uneven appearance of East Dallas. The 1922 Sanborn maps show many large homes with a handful of large estates remaining on Swiss and Gaston avenues, but commercial development had already replaced residences along the crosstown streetcar routes of Bryan Street. In 1922 there was a fire on Peak Street that burned 32 homes to the ground (WPA Paul Myers "Parks" pg. 6 Box 4J57, 1940). The homes were replaced with commercial enterprises taking advantage of the streetcar frontage.

One of the most outstanding changes that took place in the project area between about 1915 and 1930 was the advent of large apartment buildings, many of which remain in the project area.

The Great Depression and the Texas Centennial in 1936 both encouraged multi-family use of older dwellings to East Dallas. The hard years of the depression forced some families to take in boarders. During the Centennial, large houses in East Dallas were divided into rooms that rented for \$1.00 per night (Eidt conversation March 30, 1990).

14. Bibliography

Historical text condensed from the National Register Designation Report located at the Dallas Public Library

1. The WPA Dallas Guide and History, published by Dallas Public Library and the University of North Texas Press 1992.
2. Memorial and Biographical History of Dallas County, the Lewis Publishing Co. 1892.
3. A History of Greater Dallas and Vicinity, Volume II L.B Hill Editor, the Lewis Publishing Co. 1909.
4. Jefferson Peak Will, located at the Dallas Public Library

15. Attachments

District or Site Map

Site Plan

Photos (historic & current)

Additional descriptive material

Footnotes

Other: Jefferson Peak Will

Designation Merit

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

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:

 Kathleen Cothrum, Chair
 Neighborhood Designation Task Force

 Beth Standifird Urban Planner
 Historic Preservation

**Dallas Landmark Commission
Landmark Nomination Form**

1. Name

historic: Peak Suburban Addition
and/or common: Millcreek Neighborhood date: 4/19/93

2. Location

address:
location/neighborhood: Sycamore, Worth, Fitzhugh, Carroll, (Junius and Worth, 1 block further west to Haskell)
block: _____ lot: _____ land survey: _____ tract size: _____

3. Current Zoning

R-75, PD No. 98, PD No. 362, PD No. 298, MF2

4. Classification

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

5. Ownership

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

6. Form Preparation

Date: _____
Name & Title: _____
Organization: _____
Contact: _____ Phone: _____

7. Representation on Existing Surveys

Alexander Survey (citywide) _____ local _____ state _____ national National Register
H.P.L. Survey (CBD) _____ A _____ B _____ C _____ D _____ Recorded TX Historic Ldmk
Oak Cliff _____ _____ TX Archaeological Ldmk
Victorian Survey
Dallas Historic Resources Survey, Phase IV high _____ medium _____ low

For Office Use Only

Date Rec'd: _____ Survey Verified: Y N by: _____ Field Check by: _____ Petitions Needed: Y N
Nomination: Archaeological Site Structure(s) Structure & Site District

8. Historic Ownership

original owner: Various

significant later owner(s):

9. Construction Dates

original: 1885-present

alterations/additions:

10. Architect

original construction: Various

alterations/additions:

11. Site Features

natural:

urban design:

12. Physical Description

Condition, check one:

excellent

deteriorated

unaltered

Check one:

original site

good

ruins

altered

moved(date _____)

fair

unexposed

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.

Peak's Suburban Addition developed over a long period of time beginning with the large estates of Jefferson Peak and William Gaston built in 1855 and 1871 respectively. The topography of the area was very hilly with numerous creeks, marshes and bogs. These natural obstacles made a trip from these East Dallas estates to the Dallas Court House an arduous journey.

In order to diminish his isolation, Gaston gave land to friends and business associates promoting that addition homes be built. Large scale residential construction was delayed, however, until the marshes and bogs were filled and the land leveled. This process took place over several years.

The architectural styles of the homes eventually built span several decades, creating diversity in design and size of residences and civic buildings. The architectural styles found in the district are predominantly Queen Anne, Folk Victorian, Craftsman, Prairie, Mission, Neoclassical, Colonial Revival, and Tudor. See appendix AA.

The street names are primarily derived from the names of early pioneers who were instrumental in establishing this area.

Fitzhugh Avenue: named for L.H. Fitzhugh, early settler and land owner ¹.

Grigsby Avenue: named for John Grigsby, early land developer ¹. Major land owner who received a 4,605 acre land tract from Sam Houston.

Annex Avenue: was the boundary of the Old Fairfield Annex to East Dallas ¹. Annex Avenue from Swiss to Gaston originally was named Elmira.

Carrol Avenue: named for Carrol Peak, son of Jefferson Peak ⁴.

Peak Street was originally named Martha Street for Martha Peak, wife of Jefferson Peak. Upon his death Mrs. Peak changed the name to Peak in honor of her husband. Jefferson Peak was a major land owner ¹. Jefferson moved to Dallas in 1854 when Dallas population was under 200

people.³ He constructed the first brick residence which was located at the corner of Peak and Worth Streets. Peak died in 1885⁴. He bequeathed one half block of land to the Dallas First Christian Church with the provision that instrumental music not be used for services or the land reverts back to his heirs.

Haskel Avenue was named for Horatio Nelson Haskel Alderman of East Dallas in 1883¹.

Sycamore Street originally named Matt Street for Mathias Peak, son of Jefferson Peak⁴.

Swiss Avenue named for Swiss Colony immigrants, who settled along this street in 1870.

Gaston Avenue was named for Captain William Gaston. Early Day Banker and land developer¹. Gaston founded Dallas First Bank and purchased large tracts of land in East and South Dallas including 400 acres along Swiss Avenue. He donated the land for the State Fair and promoted its growth. He maneuvered the railroads to locate in the City of East Dallas in 1872-73 away from the City of Dallas which promoted development on his land holdings. Gaston Avenue was originally named Wallace Street, for Wallace Peak, son of Jefferson Peak⁴.

Junius Street named for Junius Peak, landowner and Texas Ranger.¹ Junius was born in 1846.³ son of Jefferson Peak.⁴ Early Dallas Police Chief 1874-78.³ June Peaks home still stand at 4409 Worth Street. His daughter Florence Peak lived in this house Worth Street until about 1980.

Worth Street is named for Worth Peak, 8th of eleven children of Jefferson and Marth Peak.

Victor Street named for George Victor Peak,¹ son of Jefferson Peak.⁴

Reiger Street named for John F. Reiger, Reiger addition 1890.¹

13. Historical Significance

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

The area known as Mill Creek or East Dallas was the first neighborhood east of Dallas' central business district to be developed, "starting with Victorian houses and followed by frame two story Prairie homes, brick mansions and finally frame cottages and bungalows" (Older Neighborhoods, 1986:32). In addition to the residences, there were many apartment complexes as well as commercial and institutional buildings throughout the district, especially along the old streetcar routes. The major forces that shaped the development of East Dallas were the arrival of the railroads, the establishment of the Texas State Fair, and the network of street railways that determined the routes of growth.

The early settlement of East Dallas from 1855 until the town's incorporation in 1882 was agricultural in nature. The first recorded settlement occurred in 1855 when Captain Jefferson Peak purchased a large tract of land far to the northeast of Dallas and built a farmhouse near the corner of Worth and Peak streets. Peak had passed through Texas in 1846 to fight in the Mexican War and in 1855 he returned with his family to settle east of the emerging town of Dallas (Butterfield 1875: Peak). An 1880's map of East Dallas shows that Peak owned roughly half the land bounded by Ross Avenue to the north, Main Street to the south, Haskell and Carroll Street to the west; constituting more than a quarter of the project area.

After the Civil War, Peak was joined by Confederate Captain William H. Gaston who purchased 400 acres along White Rock Road (now Swiss Avenue) where he built an enormous Greek Revival home in 1871 (razed) (Mabry, 1984:4). Gaston was a powerful force in Dallas' early development. Within a few years of his arrival in 1867, he purchased vast tracts of land in South and East Dallas, founded Dallas' first bank, donated land for the County Fair (present site of Baylor Hospital), and eventually parlayed the small exposition into the State Fair (Mabry, 1984:10 Gaston n.d.:1.) Most importantly, Gaston, with backing from local businessmen, brought the railroads to Dallas in 1872 and 1873, which ultimately made the city's fortune. His impact in East Dallas was achieved by maneuvering both the Houston and Texas Central (H&TC) and the Texas and Pacific (T&P) railroads to a junction approximately one and a half miles to the east of the Dallas Courthouse. In doing so, Gaston helped orchestrate Dallas' growth away from the Trinity River towards the railroad station on his lands in East Dallas. The resulting housing shortage encouraged Jefferson Peak and other landowners to begin subdividing their lands.

Although the railroads promised to spur building activity in East Dallas, the area remained sparsely settled due to an economic downturn in 1875 that stalled development for some time (Powers 1969:19). The area was heavily wooded, especially along Mill Creek as it flowed through Exall Park

along Hall Street, just east of the project area, toward the Cedars in South Dallas (McDonald 1978: 137). There was little building or street construction in the project area east of Washington Street prior to the late 1870s although the Butterfield and Rundlett Official Map of Dallas shows East Dallas as a platted entity by 1875 (Mabry 1984: 16). A small commercial district sprang up around the depot and consisted of a few boarding houses, lumber yards and restaurants that survived only because of the railroad traffic (Powers 1969: 14). One mule-drawn streetcar line, operated by the Dallas Street Railroad Company, ran out Ross Avenue and up San Jacinto Street. Built by Colonel William J. Keller in 1875, the San Jacinto line, as it was known, was the only line to serve the area until 1882. Its primary purpose was to bring passengers from the depot to the downtown Dallas business district (Powers 1969: 19, 36).

Beyond the tiny cluster of commercial structures near the depot, the remainder of East Dallas at this time consisted of large estates, like those of Jefferson Peak and William Gaston, and a number of smaller family farms (Map, East Dallas: 1880s). The early character of the region was articulated by William Gaston when, upon completing his mansion at 3900 Swiss Avenue in 1873, he lamented being all alone out in the country and offered free land to his friends so he would have company. Gaston's nearest neighbor to his 400 acre plantation were Jefferson Peak, a mile to the east in the center of the project area, and Swiss immigrants, Jacob Nussbaumer and Henry Boll, who lived nearly the same distance to the west (Saxon, 1983: 9). This semi-rural condition persisted until Dallas began to recover from the depression in the latter part of the 1870s.

When the economy improved, East Dallas began to experience the same wild, uncontrolled growth that was afflicting central and south Dallas (McDonald. 1978: 137). Many businesses began building east along the streetcar line that stretched from downtown Dallas to the railroad depot. The fairgrounds drew people to the area and many began investing in property nearby. By 1882, the community had grown so rapidly that its leading citizens, among them Peak, Gaston and rancher Christopher Columbus Slaughter, met and voted to incorporate as the separate municipality of East Dallas (Saxon, 1983: 10). At the time of its annexation in 1889, the land area of East Dallas was actually larger than that of Dallas. The city of Dallas acquired East Dallas, along with several unincorporated suburban parcels, on the last day of December, 1889, to make Dallas the largest city in Texas for the 1890 census (Keith, 1930: 168; Dallas Morning News, October 1, 1935). It was both the first and last time in its history that Dallas had the honor.

East Dallas' single largest landowner, Jefferson Peak, platted his first subdivision in 1874 along Ross Avenue, (Mabry 1984:3) but by the mid-1880s, Captain Peak still owned most of the land bounded by Ross Avenue, Main Street, Haskell and Carroll Streets (Map East Dallas: 1880s). It wasn't until after Peak's death in 1885 that his son, Junius, began large-scale subdivision of the family's extensive holdings. The land around the Old Peak homestead at Worth and Peak Street was sold as Peak's Addition in 1897 and its subdivision spurred many housing starts in the area.

(McDonald 1978: 120). Major East Dallas streets still bear Peak's name and those of his children: Junius, Worth, Victor, and Carroll. Although the original Peak farmhouse is gone, Junius Peak's home still stands at 4409 Worth Street.

Another highly influential force in East Dallas real estate development during the late 1880s and early 1890s was Jefferson Peak's son-in-law, Thomas Field. Through his firm, Field and Field Real Estate and Financial Agents, Thomas Field either owned, controlled, or influenced the sale of large parcels of East Dallas real estate. He "flamboyantly promoted his extensive East Dallas holdings in 1884 with the construction of a palatial residence in the middle of his property" (McDonald 1978: 137) located on Peak Avenue between Gaston and Junius streets (razed 1922). His real estate promotion was characteristic of the boomtown that enveloped all of Dallas during the years between the arrival of the railroads and the depressions of the 1890s grandiose and unfettered. Many elaborate mansions were constructed on Swiss and Gaston Avenue during the 1890s in addition to smaller but substantial homes on Live Oak, Junius, and Worth Streets (Saxon 1983: 16). Most of the largest homes were demolished and their lots sold for redevelopment between 1920 and 1950 (Sanborn maps 1905, 1922; City of Dallas directories).

The proliferation of street car lines between 1887 and 1893 was probably the single most important factor contributing to the success of East Dallas during that period. Some of those living in East Dallas rented hansom cabs to commute to the city or the union depot (Eidt. conversation 1990). Others undoubtedly used their own horsedrawn buggies, as evidenced by the number of personal stables situated at the rear of the grand residences along Swiss and Gaston Avenue (Sanborn maps. 1905: Gooden 1986: 46). However, those who did own horses and buggies began to prefer the thrift and convenience of the streetcar. A ride downtown at this time cost five cents or less, cheaper than the cost to board a horse and carriage (Nichols conversation March 30, 1990). As Dallas grew further and further away from the central business district, it was imperative that reliable transportation be available for workers. Many neighborhoods existed only due to streetcar access and developers took advantage of that fact.

Streetcar service was initiated about 1888. The Bryan line, as it was known, became the major crosstown streetcar serving the northern section of East Dallas (Powers 1969: 78; Eidt, conversation, 1990) opening up all of East Dallas to wide-scale development. Between 1886 and 1890, Dallas real estate transfers jumped from under \$6 million to \$14 million, much of it concentrated in East Dallas. The completion of the Bryan line was followed by the opening of Middleton Brother's Addition, Hunstable's College Hill Addition, Livingston Place, Peak's Addition, Caruth Heights, Nussbaumer and McCoy's Addition, and the Belmont Addition between 1888 and 1892 (McDonald 1978: 153). All were accessible to the Bryan line.

Typically, there was little planning involved in the opening of these additions beyond running a streetcar line out to a vacant field owned by the operators, subdividing the land, and selling it for a handsome profit. Lots

were often sold before streets and utilities could be laid out (McDonald 1978: 153), sometimes on the mere promise that streetcar lines would be introduced.

The suburban land boom was in full swing when nearly all building came to an abrupt halt with the economic crash of 1893. While some Texas communities were unharmed by the nationwide depression, Dallas had become linked to eastern and northern markets and their leading banking institutions. When those institutions foundered, Dallas followed. The failure of the Philadelphia & Reading Railroad in February 1893 started a nationwide panic that left 158 national banks and 415 state and private banks in ruin. Five Dallas banks failed in the crash and local business and agricultural concerns suffered as a result (McDonald 1978: 70). Unchecked real estate speculation prior to the crash left Dallas overbuilt and many newly opened additions in or near the project area remained vacant for years afterward (Dallas Morning News, October 1, 1935). Many individuals who had figured prominently in the East Dallas real estate frenzy lost fortunes in the downturn. Thomas Field not only lost several major projects in progress but lost his palatial homes, as well. The effects of the depression reverberated throughout the city and had repercussions on many of the city's enterprises, including streetcar and real estate consortiums, essentially ending the early, speculative era (Powers 1969: 92). The depression did, however, allow time for some reflection and the next phase of development in East Dallas was a more cautious endeavor.

Although Dallas began to rebound from the depression about 1898, East Dallas did not fully recover for almost a decade after the crash. (Dallas Morning News, October 1, 1935). When the economy began to pick up there was a resurgence of residential building in the area. Churches and schools were constructed to accommodate the increased population. Davy Crockett Elementary School, built in 1903 by the firm of C. W. Bulger and son on Carroll Street, is the oldest extant school in the city of Dallas. Bulger and Son also designed the Classical Gaston Avenue Baptist Church, built between 1902 and 1904 at the southwest corner of Gaston and Haskell avenues (McDonald 1978:). The East Dallas Christian Church at 631 N. Peak was built shortly after 1905, replacing an earlier dwelling on that site. The imposing Neo-Classical mansion at the corner of Peak and Swiss avenue was originally built as a residence, but served the prestigious Terrill School for Boys as a dormitory through the 1920s (Sanborn maps 1905, 1922: City Directories). Dominating the 4100 block of Junius Street at North Haskell Avenue, is the Gothic Revival Grace Methodist Episcopal Church designed by W.A. Caan in 1903. The church sanctuary and its 1925 education annex are listed on the National Register of Historic Places. Parishioner Henrietta Eidt recounted that Grace Church was considered to be "the silk-stocking church of East Dallas" because of the many well-to-do residents of exclusive Munger Place who attended its services (Eidt conversation March 30, 1990). These East Dallas institutional and religious structures are among the city's outstanding architectural landmarks remaining from the early 1900s.

East Dallas grew tremendously after about 1902, especially east of Washington Avenue and into the project area, as many old estates and farmlands were subdivided for new residences. Between 1902 and 1922 the entire project area became filled in, particularly along streetcar routes, with only an occasional vacant lot between buildings or estates. The 1899 Sanborn maps show Haskell Avenue as the eastern boundary of most development, but by 1905 that boundary extended to Carroll Street below Gaston Avenue and all the way east to Fitzhugh Avenue above it (Gooden 1986). In 1905 the development between Haskell Avenue and Carroll Street north of Elm Street was almost entirely residential with the exception of the schools, churches, one store, a carpenter's shop, and a nursery. Ross Avenue continued its role as "Dallas' Fifth Avenue" with the erection of magnificent Colonial Revival and Prairie-influenced homes, almost all of which have been demolished. One of the few remaining palatial residences on Ross Avenue is that built by Charles H. Alexander. c. 1906. at the northeast corner of Ross Avenue and Annex Street. It was purchased and restored by the Dallas Women's Forum in 1930 (McDonald 1978: 141. 143). An exception to the overall residential character of East Dallas was the placement of the Dallas Consolidated Street Railway complex, covering three-quarters of the block between Elm and Main streets where they crossed Peak Avenue (Sanborn maps. 1899. 1905).

Two factors took shape in 1905 that had a major impact on housing styles and development in East Dallas. One was the shift in the popularity from the latter Victorian-era styles to the emerging Prairie and Mission Revival styles. The other was the development of Munger Place, one of Dallas' first planned heavily-restricted, neighborhoods (Gooden 1986: 51). After carefully researching several restricted residence parks in other sites, Roberts S. Munger bought raw farmland near prestigious St. Mary's College and began development of Munger Place. Between 1905-1925, some of Dallas' most promising architects gained their reputations building modern, progressive homes in Mission Revival, Colonial Revival, and Spanish Colonial Revival variations on Frank Lloyd Wright's Prairie Style. The Munger Place development lay immediately to the east and many Peak Suburban Addition homes constructed during this time were built in the same styles.

Commercial enterprises began to spring up in the 1920s and tended to proliferate on the streetcar lines, especially at the intersections of two lines. A comparison of 1905 and 1922 Sanborn maps shows the profound influence these intersecting carlines had in converting residential areas to commercial, Cite Bryan and Peak and Elm and Peak commercial blocks. Interurban railways began running in the area about 1908 and had an influence on the neighborhoods through which they ran, although they did not offer local service. The Bryan interurban line was established in 1908 and ran along the same street at the streetcar (Gooden 1986: 55). It is notable that by 1922, Bryan Street, especially where it intersects with Peak Avenue, had the most commercial buildings in the area. Automobiles were also having an impact on the area. The first automobile was registered in Dallas County in 1901. By 1917 registration had increased to about 15,000 most of it in the city of Dallas (Gooden 1986: 56). The automobile eventually

changed the way suburban growth and development occurred in Dallas and served to push the city even further from its center.

During the 1910s and 1920s, a number of fine Mission Revival and Prairie Style homes as well as smaller bungalows and cottages, were built in the pockets to completely fill in the remainder of East Dallas. By 1922, almost no vacant areas remained in the project area with the exception of the large estates built before about 1905. When their wealthy owners began moving to the more fashionable developments further out, these estates were broken up for re-development one by one. The sporadic evolution and re-definition of the area continued to contribute to the uneven appearance of East Dallas. The 1922 Sanborn maps show many large homes with a handful of large estates remaining on Swiss and Gaston avenues, but commercial development had already replaced residences along the crosstown streetcar routes of Bryan Street. In 1922 there was a fire on Peak Street that burned 32 homes to the ground (WPA Paul Myers "Parks" pg. 6 Box 4J57, 1940). The homes were replaced with commercial enterprises taking advantage of the streetcar frontage.

One of the most outstanding changes that took place in the project area between about 1915 and 1930 was the advent of large apartment buildings, many of which remain in the project area.

The Great Depression and the Texas Centennial in 1936 both encouraged multi-family use of older dwellings to East Dallas. The hard years of the depression forced some families to take in boarders. During the Centennial, large houses in East Dallas were divided into rooms that rented for \$1.00 per night (Eidt conversation March 30, 1990).

14. Bibliography

Historical text condensed from the National Register Designation Report located at the Dallas Public Library

1. The WPA Dallas Guide and History, published by Dallas Public Library and the University of North Texas Press 1992.
2. Memorial and Biographical History of Dallas County, the Lewis Publishing Co. 1892.
3. A History of Greater Dallas and Vicinity, Volume II L.B Hill Editor, the Lewis Publishing Co. 1909.
4. Jefferson Peak Will, located at the Dallas Public Library

15. Attachments

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

- Additional descriptive material
- Footnotes
- Other: Jefferson Peak Will

Designation Merit

- | | | |
|--|----|---|
| <p>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></p> | G. | <p>Identification as the work of an architect or master builder whose individual work has influenced the development of the city. <u> </u></p> |
| <p>B. Location as the site of a significant historical event. <u> </u></p> | H. | <p>Embodiment of elements of architectural design, detail, material or craftsmanship which represent a significant architectural innovation. <u> </u></p> |
| <p>C. Identification with a person or persons who significantly contributed to the culture and development of the city. <u> X </u></p> | I. | <p>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></p> |
| <p>D. Exemplification of the cultural, economic, social or historical heritage of the city. <u> X </u></p> | J. | <p>Unique location of singular physical characteristics representing an established and familiar feature of a neighborhood, community or the city. <u> X </u></p> |
| <p>E. Portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style. <u> X </u></p> | K. | <p>Archaeological value in that it has produced or can be expected to produce data affecting theories or historic or prehistoric value. <u> </u></p> |
| <p>F. Embodiment of distinguishing characteristics of an architectural style or specimen. <u> X </u></p> | L. | <p>Value as an aspect of community sentiment of public pride. <u> X </u></p> |

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