

Legacy Corridor

Enrique Barrera Pkwy

SINCE
1966

DEL BRAVO
Record Shop

Tejano

Conjunto

Oldies But
Goodies

Guitar Strings
Turntable Needles

AMERICAN
EXPRESS

Cards
Welcome

AMERICAN
EXPRESS

MasterCard

VISA

DEL BRAVO
Record Shop
PARKING
ONLY

A Cultural History Report

2018

Created by the City of San Antonio

Office of Historic Preservation

1901 S. Alamo

San Antonio, Texas 78204

www.sapreservation.com

Shanon Shea Miller, Director

Report Author: Claudia R. Guerra, Cultural Historian with Jenny Hay, Katie Totman and Lauren Sage

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About This Report

Cultural significance is evaluated by identifying and assessing heritage values associated with a site. Values, as identified in the *Burra Charter*, are organized in categories of aesthetics, historic, scientific and social values. For this report, values have been determined through research, engagement with community, and primary information gathered through site visits.

This report would not be possible without the invaluable stories provided by the community who have agreed to record their stories and provide photographs and other archival documents.

About Cultural Significance

The City of San Antonio Office of Historic Preservation (OHP) protects the cultural resources that make San Antonio unique. OHP recognizes and promotes the understanding that San Antonio's historic environment is a shared resource. This mutual heritage, composed of many layers of time and cultures, includes the intangible as much as it includes the tangible.

The concept of cultural significance is encouraged in heritage management practices to ensure the recognition of all the cultural meanings a place might hold. Understanding a place and assessing its cultural significance is a valuable tool in the decision-making process of a place.

Cultural Heritage Reports produced by the OHP follow the guiding principles and philosophies of the International Council of Monuments and Sites (ICOMOS) as provided in various documents, including *The San Antonio Declaration*, the *Venice Charter*, the *Burra Charter*, the *Nara Document on Authenticity*, and the *Washington Charter*, among others.

Summary

The Enrique Barrera Parkway has a heritage dating back to the original Spanish expedition routes. Also known as Old Highway 90, the corridor has a long history as an economically important route. Known in the 19th century as the San Antonio – El Paso road, the Lower Immigrant Road and the Lower Military Road, the trade route carried mail, freight and passengers by horse and wagon from San Antonio to West Texas. It has remained a vibrant, economically based route over the centuries. Today it continues to be a commercial corridor featuring small family-owned businesses that evoke a sense of small town America. Its musical heritage and small business heritage, in particular, stand out as two of the most important influences of the corridor. Moreover, both of these forms of living heritage connect the area to the national history of Highway 90.

Historical Context

After the Mexican-American War, as part of the 1848 Treaty of Hidalgo, the United States gained over half a million acres of land, including territory stretching from Texas to California. The U.S., eager to establish a safe connection through the wilderness between San Antonio and El Paso sent out several military expeditions to find a safe route for military and commercial purposes.

Expeditions in 1849 followed the old Spanish trails eventually establishing two routes, an Upper Military Road and a more southerly route called the Lower Military Road, which was the route out of San Antonio to Uvalde and other points west. The Lower Emigrant Road would become the favorite route to the west as it was criss-crossed by ample springs and rivers familiar to us today as the Nueces River, the Frio River and the many creeks and springs between San Antonio and El Paso. Enrique Barrera Parkway, is the San Antonio portion of the historic Lower Road.



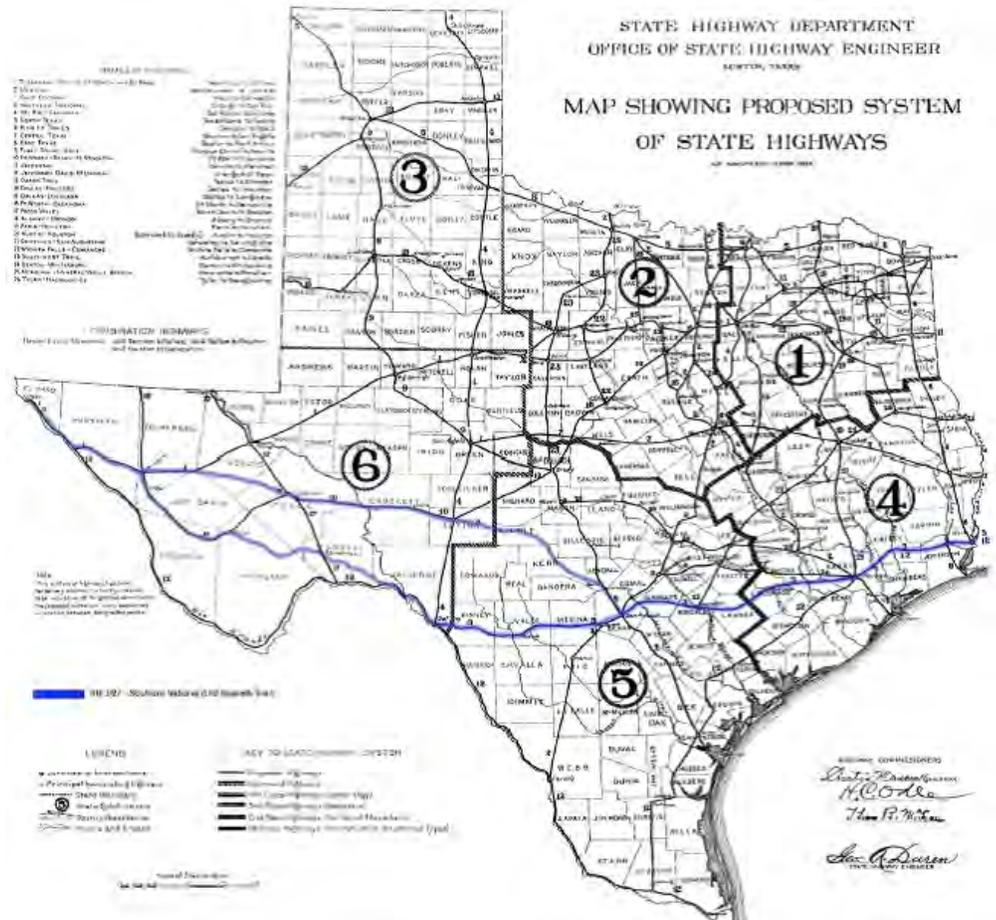
An 1851 map shows the Lower Emigrant Road through San Antonio to San Felipe Springs, now known as Del Rio.

Though developed as military roads, establishing a western route became even more important with the discovery of gold in California. The two routes would then also become known as the Upper and Lower Emigrant Roads because immigrants eager to head west in search of gold were frequent travelers on the roads. With the expansion of populations to the west, establishing a stage coach line transporting mail would bring in another name to the route in 1851 when The San Antonio-El Paso Mail stage coach departed for the first time from San Antonio on November 3. The road would continue to be known as the San Antonio – El Paso road for quite some time afterwards, and to this day, many know it as the route to El Paso.

“I grew up in this neighborhood. I lived a little further out on General McMullen, it used to be called Stephenson Street. My earliest memories are when I was little and we’d go out of town, but as soon as I was on Old Hwy 90 I knew I was almost home. It brought me almost to my house. “

Old Highway 90 West Key Historic Facts

- Originally part of Spanish expeditionary routes
- Becomes part of the Old Spanish Trail. The OST overlapped with the “Southern National Highway,” which stretched from Savannah, Georgia to San Diego California.
- In 1917 the Texas Highway Commission formally incorporated The Southern National Highway as State Highway 3 which stretched from San Antonio to Del Rio.
- In 1925, a national road numbering system was introduced to reduce confusion between states using different numbers for the same highways. At that time SH3 becomes Highway 90, which would then be referred to as Old Hwy 90 when the new highway 90 was built.



Map Showing Proposed System of State Highways 1917. The map shows Old Hwy 90 (at the time State Hwy 3) as a segment of the Southern National Highway from George to California. The highway shown above the number 5 is Old Hwy 90. From “The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways. Accessed at <http://www.thc.texas.gov/public/upload/preserve/survey/highway/Section%201.%20Statewide%20Historic%20Context.pdf> on January 11, 2018.

Old Spanish Trail

Between 1880 and 1916 development along the route expanded with the coming of the railroad and the automobile. The Old Spanish Trail Association, established in 1915, hoped to market the route which stretched from Florida to California to celebrate the nation’s Spanish Colonial heritage. Locally, the U.S. Highway No. 90 Association formed in 1929 to improve the road and market it as the best and most scenic route from San Antonio to El Paso. Supported by members of the San Antonio Chamber of Commerce and other cities along the route, the

group succeeded in securing funding to finance paving of the road along with other beautification amenities.

With the increase in traffic businesses catering to the traveler began to develop along the corridor which remained largely rural farmland. The expansion of Kelly Airfield in the late 1930s, a response to events leading up to World War II, also increased the usage of the road as a route to the airbase, continuing its history as a Military route.

“That’s what makes this highway so historical. You can still smell the music, El Trocero, El Cinto, Danny’s all these halls, little cantinas where my parents played all up and down the highway. My parents played with Flaco Jimenez, Nick Villarreal, you name them, I met them all, all the old conjuntos, these great artists in the 70s.”

Between 1944 and 1945, San Antonio annexed the West End area which included U.S. Highway No. 90, sometimes referring to it as the “Commerce Street extension.” By 1946, a coalition of business owners formed to bring improvements such as drainage to Highway 90 to keep businesses from flooding during heavy rains. Members of the group included people such as Michael Cassidy of Cassidy Building Materials which was located at 263 Highway 90, now ABC Recycling located at 263 Enrique Barrera Parkway.

By this time, the corridor had also become known as a place to hear music with venues such as “Club El Morocco” bringing in world-known bands such as Jan Garber and his Orchestra, a contemporary of the Guy Lombardi. Highway 90 was an important musical link between San Antonio, Houston and Louisiana. Texas’s musical cultural crossovers happened along Highway 90 in the 1950s and 1960s, merging rock n roll, Cajun, zydeco, swamp pop, Tex-Mex, and hillbilly styles. Along

“My parents were big on dancing, I think its 411 Old Hwy 90, it was called El Camaroncito, my parent’s would go there on the weekends. “



El Camaroncito was the scene of a famous San Antonio urban legend. According to the legend, the devil appeared at a dance. He danced with many women before one of his cloven feet was noticed by patrons and he absconded with one of the women. Photograph courtesy Ruben Orosco.

“Right now my mother is at the dance hall, because that’s what they know. They have senior dances and that’s what she knows, that’s all she knows, the music, the music. “

the stretch of Highway 90 that became Enrique Barrera Highway, conjunto in particular, was a popular style, as the corridor was the home of the Del Bravo recording studios where conjunto greats such as Flaco Jimenez and Lydia Mendoza recorded their songs.

Garber To Open Club

The dance fans of San Antonio have a treat in store on April 1 when they are entertained by the Jan Garber band and his entertainers, at the new Club El Morocco, out Highway 90 West. In spite of the following which Jan Garber has created with his swing band, he has recognized the current trend toward sweet with a beat music and has augmented his band.

The present Garber organization is composed of some of the



JAN GARBER

top instrumentalists and artists in the country, in addition to his new outstanding staff of arrangers.

Garber's popularity over the years has won many choice spots in motion pictures and features. "So's Your Uncle" for Universal, "Where's Elmer" for Republic, "Jam Session" for Columbia, and short features for both Universal and RKO, have been his lot in the flickers for his outstanding showmanship and musical ability.

San Antonio Light, March 30, 1947.

"It was a lot of families, everybody watching each other's kids. When that streetlight came on, you knew it was time to come home. Other than that, we used to ride the bikes. I used to ride my bike all up and down highway 90. The road wasn't as busy as it is now. It was busy, but it was safe."

In 1961 San Antonio voters passed a controversial bond package to create a highway system in San Antonio. The controversial element concerned the building of Highway 281 through part of Brackenridge Park. Building a new Highway 90 had relatively no opposition, as by then, the increasing traffic to the sprawling Kelly AFB created difficult congestion on surface streets leading to the base. 1966 aerials show that the new Hwy 90 was built up to Gen. McMullen Drive, by 1973, the extension was complete. By 1971, newspaper accounts refer to the older extension as Old Highway 90.

PERSONS: LARRY AUST, secy-party until it was over. | tennis Club. | million. | more senior officers in his rank.

**for yourself-
for your family-
for a better,
more prosperous
San Antonio . . .**

TUESDAY is the BIG DAY! It's your opportunity to vote to relieve traffic jams and make San Antonio safer and more beautiful. Vote for the Parks and Expressway Projects. The State of Texas is trying to spend \$31,200,000 to build vitally needed Expressways in San Antonio—THREE-FOURTHS OF THE COST—if we vote the one-fourth. This State money—which is ours because it came from gasoline taxes we have paid—will go to other Texas cities unless we accept it now! Got the facts. Vote for all four!

Vote FOR on Tuesday JAN. 10th



vote FOR the Expressway Bonds

Vote for all

4

WONDERFUL OPPORTUNITY! This is our last chance to take advantage of the State's offer to pay three-fourths of the cost of our Expressways. The proposed routes—approved by the Highway Department—are the best AND ONLY ROUTES for the Expressways. Your vote FOR the Projects is also a vote for more and better parks for San Antonio. Twelve acres will be added to Brackenridge Park, and only six on the outer edge will be needed for the North Expressway! All four Projects are endorsed by members of the Chamber of Commerce, Jaycees, City Council, Mexican Chamber of Commerce, Beautify San Antonio Assn., Lulacs and many other civic-minded groups. Vote for a better, safer, more beautiful San Antonio. VOTE FOR ALL FOUR!

- 1 THE Issuance of Highway 90 West and Kelly Air Force Base Right-of-Way Bonds.
- 2 The Issuance of North Expressway, Right-of-Way Bonds.
- 3 The issuance of Parks and Recreation Extension and Improvement Bonds.
- 4 The Issuance of Guadalupe Street Railroad Grade Separation Bonds.

IT'S EASY! PULL ONE LEVER TO VOTE FOR ALL 4!

\$41,500,000.00 WILL BE SPENT IN SAN ANTONIO

San Antonio Express, January 6, 1961.



1966 aerial shows the new Highway 90 built up to General McMullen. Highlighted by red circle.



1973 aerial shows the new Highway 90 complete, at bottom with cloverleaf interchange at General McMullen.

Oral Histories



“One of the neat things about this section of highway 90, is if you go into the business, you’re probably talking to the owner of the business and able to take care of that problem right then and there. This is a true community. Every proprietor in this area knows every other proprietors. They are all friends. Coming from the outside, you really have to see that in action. This needs to be preserved. This is a great place.”



“Old Hwy 90 is part of historic San Antonio. Like any street that’s [historic], like Broadway or Alamo. Old Hwy 90 represents a number of businesses that have been here forever. And I think we need to be able to look back and say this is part of our history. “



“Do you know the story about El Camaroncito? About the devil coming out and grabbing my mom’s hair? Yes, it was my mom’s hair they said it was. That the devil came out to the Camaroncito and grabbed my mom and threw my dad to the side and said “I’m taking her” and poof he was gone! All myth. It’s just a myth. Yes, she’s the legend of the devil showing up at Camaroncito. . . . it was a big joke. It was funny, it was all about my mom. I love it [hwy 90].

Oral History Analysis

The stories collected from the community reveal a tight-knit community that resembles the kind you might find in a small town, more than one that exists in a large city like San Antonio. They attended Stafford Elementary and Edgewood High School together. They work at El Capitan Drive-In Theater and other businesses together. The community looks out for each other and supports each other as an extended family might do. This may be because so many families have co-existed for generations along the corridor, owning their own small businesses. A particular pride of the community is that their family-owned small businesses are the mainstays of the business corridor where no big-box corporate owned stores may be found.

Stories told by community make clear that the community celebrates their musical heritage stemming from a high number of local musicians and dance halls that dotted the corridor. Other revelations include a large Asian community of Chinese descent that once lived in the area as well. This was corroborated by research into city directories and newspaper articles which showed Asian grocers and other businesses once existed side by side with Latino and Anglo businesses. One story-teller believes the Chinese community was part of the Pershing Chinese—a group of Chinese who supported the U.S. Army in 1916 in the effort against Pancho Villa. Over 400 of the Chinese support men immigrated to San Antonio after General Pershing petitioned for their entry to the United States. These men would go on to build Camp Kelly, which would later become Kelly AFB. More research is needed to confirm the theory, but given the proximity and the timing, this seems entirely plausible.

An African-American community in the area also existed and continues to exist, most likely as a result of the integration of the military which lead to both military personnel and civilian personnel who wanted to live close to Kelly AFB. Several businesses specifically catered to the military base by providing services such as the sale of military uniforms. While the community has deep pride in the area, there have been concerns over the decades that the area has been overlooked for infrastructure improvements. At the same time, the community feels this may have insulated them from incompatible development. They express concerns that development is coming their way and will disrupt their way of life and their community to the point where the community will disappear.



Photograph showing the puddled water bus riders frequently had to wade through after heavy rains. Photograph courtesy Michael Coorman.

'Death Walk' Lights Sought

Pedestrian-operated traffic lights for the "death walk area" of W. Commerce st. between 24th st. and the city limits have been asked by Chief of Police Fred Palmer and Capt. John W. Fitch of the engineering bureau.

Requests for the lights and other safety devices went to F. S. Maddox, state highway engineering department. The street is a section of Highway 90, west.

43 FATALITIES

Unofficial count of pedestrian fatalities in that section is 43. According to the police department, vehicular traffic averages 500 an hour and an average of 30 children an hour cross the highway.

Lack of sidewalks has contributed to the deaths, and city and property owners are remedying this.

The city also asked the state highway department for a series of span wire-mounted blinker lights, suspended speed-limit signs and a highway dividing line.

Palmer requested 10,000-lumen lights for the entire strip of about a mile.

STARTED BY PAPA

The lighting and traffic control program was started by PAPA.

The pedestrian-operated lights were asked at Thirty-Sixth, Twenty-Ninth and San Felipe sts. They would enable school children and others wishing to cross to halt traffic by pushing a button which would signal a red light.

"Have you heard that the old-timers used to call this La Calle de la Muerte—the street of death? I don't know why. Maybe they were trying to scare us so we wouldn't ride our bikes in the road."

This 1948 article from the San Antonio Express-News corroborates stories that the road was a dangerous route and would likely have been the reason it was called La Calle de la Muerte.

Recommendation

The corridor qualifies for a Cultural Heritage Designation. The designation could take the form of a Legacy Business Corridor. The designation would highlight the importance of the corridor and acknowledge its contribution to the City of San Antonio and could be marked through signage or other visible forms of acknowledgement. TCI has indicated that there may be funding through a current bond project to include pavers or other pavement infrastructure to highlight the designation for at least part of the corridor.

Numerous businesses along the route are individually eligible as legacy businesses. In addition, the Del Bravo Record Shop qualifies to be a local landmark. The Gutierrez family who owns the business has expressed interest in designation. The Office of Historic Preservation has supported their effort to become a Texas Treasure, a program through the Texas Historical Commission which acknowledges legacy businesses. Locally, the business was the first business inducted into the Legacy Business program.

"I moved away, but I still come visit my mom all the time. And I come right through here. I come through here and I see the stores I remember. I still buy my milk here, I buy my masa, my tamales. I buy my masa right next to Ruben's. Ruben has been my friend since second grade, we're life-time friends. Mike, Javier, we're life time friends, we may move away, but we're lifetime friends. "



Standing Structure Survey

Survey Summary

Old Highway 90 veers south from West Commerce at South San Gabriel. The landscape is flat and open, and the road itself is wide. Businesses along the route have remained auto centric, with a few exceptions. Development of this corridor took off in the 1960s, and the businesses such as tourist courts, restaurants and ice houses, and El Capitan Drive-In Theater clearly catered to a thriving auto culture. Several grocery stores were also present in the 1950s and 1960s. Today, a handful of the mid-century era development remains along the roadway.

Several common typologies are evident after the completion of the survey. The bulk of the development of this corridor took place in the 1960s, and many buildings remain from this era. Grocery stores, many owned by families with Chinese surnames, were present along the highway during this time. A few of the structures still remain in the 500 and 600 blocks. Small, one story retail buildings made of stone or with stone facades are often present on corners, such as in the 700, 1100, and 5400 blocks. Some of these properties are in use as bars, drawing from their histories as ice houses. Auto-related businesses, such as tire and repair shops and gas stations, are prevalent in the corridor. Finally, several motels are present along the corridor. While the oldest tourist courts have mostly been demolished, some remnants from the Morocco Motel remain, and the Selina Motel and Rodeway Inn both date to the 1950s.

200 Block of Enrique M Barrera Parkway

Block Statistics

Commercial/Industrial

- 1 Gas Station
- 2 Auto Shops
- 2 Restaurants
- 2 Retail Boxes
- 2 Warehouses

Residential

- 1 Multifamily Complex

Religious

- 1 Church

3 Vacant Lots

Context

The 200 block is the northernmost section of Enrique Barrera Parkway, bound on the north by S San Joaquin Avenue and on the south by Monterey Street. Sidewalks are present on both sides of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. Most businesses have on premise pylon signs. Construction dates for structures on this block range from the early 1940s through the 1980s.



Notable Structures



231 Enrique M Barrera Pkwy

NCB 8240 BLK LOT E 50 OF W 60 OF N IRR 79.41 FT OF 26 & E 50 OF W 60 OF S 100 OF 19

Terry's Floral Designer (San Antonio Fire Department Station No 26, c.1948)

This one story structure has a stucco exterior, metal awning, and flat roof. A large garage is attached to the south side of the building, which previously would have housed a fire truck.



258 Enrique M Barrera Pkwy

NCB 8240 BLK LOT SW IRR 115.0FT OF 27 & SE TRI 35 FT OF 28

Community Church (c. 1940)

This congregation has worshipped at this location since at least the early 1940s. A small, single story side gable building with stucco exterior and one-over-one wood windows is in the rear of the sanctuary, which is a side gable building with narrow fixed windows and a metal canopy over double doors.

300 Block of Enrique M Barrera Parkway

Block Statistics

Commercial/Industrial

- 1 Gas Station
- 1 Strip Center
- 1 Restaurant

2 Vacant Lots



Context

The 300 block is near the northern terminus of Enrique Barrera Parkway, bound on the north by Monterey Street and on the south by SW 34th Street. Sidewalks are present on both sides of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. All businesses have on premise pylon signs. Construction dates for structures on this block range from the late 1960s through the 1980s. During the 1940s and 1950s, Blue Bird Courts and Café was located on the north side of the block.

400 Block of Enrique M Barrera Parkway

Block Statistics

Commercial/Industrial

- 1 Motel
- 1 Strip Center
- 1 Retail boxes
- 1 Warehouse
- 3 One part blocks



Context

The 400 block is near the northern terminus of Enrique Barrera Parkway, bounded on the north by SW 34th Street and on the south by W César E Chávez Blvd. Sidewalks are present on the north side of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. Several of the businesses have on premise pylon signs. Construction dates for structures on this block range from the 1940s through the 1980s.

Notable Structures



403 Enrique M Barrera Pkwy

NCB 8238 BLK LOT S 71.84 FT OF 55

Patty's Thrift Shop (grocery store, c. 1946)

This one story structure features an irregular stone façade with fixed windows, three entrances, and a shed roof. In the rear facing SW 34th Street is a long, low building of the same irregular stone with one arched entry, fixed windows, and a stone chimney with a rear addition.

500 Block of Enrique M Barrera Parkway

Block Statistics

Commercial/Industrial

- 1 Motel
- 2 Strip Centers
- 1 Retail boxes
- 1 Warehouse
- 2 One part blocks
- 1 Auto box
- 1 Quonset
- 1 Gas Station

1 Vacant Lot

Context

The 500 block is near the northern terminus of Enrique Barrera Parkway, bound on the north by W César E Chávez Blvd and on the south by SW 36th Street. Sidewalks are present on the north side of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. Several of the businesses have on premise pylon signs. Construction dates for structures on this block range from the 1940s to 2011.



Notable Structures



446 Enrique M Barrera Pkwy

NCB 8237 BLK LOT E 13.54 FT OF S 296.9 FT OF 95, S 296.9 FT OF 96 & ALL OF 97

Alamo Access Used Auto Parts (West Side Auto Parts, c. 1950)

This metal Quonset hut has a double door entrance and fixed windows on the front façade, a shed porch addition on the west side, an addition on the rear with a shed roof, and an addition on the east side with a flat roof.



554 Enrique M Barrera Pkwy

NCB 8238 BLK LOT S 71.84 FT OF 55

Del Bravo Record Shop (El Camino Barber Shop, c. 1960)

This one story structure was previously a barber shop. It is a front gable, rectangular building with wood siding that appears to have been enlarged several times with an enclosed front porch and side addition with a shed roof.

Old Highway 90
Standing Structures Survey



539 Enrique M. Barrera Pkwy

NCB 8237 (LIFSHUTZ SUBDIVISON (AMENDED), LOT 161
Vacant (D&R Grocery, c. 1950)

This one story stone structure has a central door and two
fixed windows with a low pitch gable roof.

600 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

- 2 Strip Centers
- 3 Retail boxes
- 1 Warehouse
- 1 Auto box
- 1 Gas Station
- 3 Restaurants
- 1 Car Wash

Residential

- 1 Minimal traditional

Institutional

- 1 School



Context

The 600 block is approximately one mile southwest from the northern terminus of Enrique M. Barrera Pkwy, bound on the north by SW 36th Street and on the south by SW 37th Street. Sidewalks are present on the north side and some of the south side of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. Several of the businesses have on premise pylon signs. Construction dates for structures on this block range from the 1950s through the late 2000s.

Notable Structures



618 Enrique M. Barrera Pkwy El Capitan Drive-In (demolished)

From <http://cinematreasures.org/theaters/10211>

“The Bluebonnet Drive-In was opened in 1951 on Highway 90 at 36th Street. By 1955 it had been renamed El Capitan Drive-In and was operated by Tom Summers. It had a capacity for 570 cars and 250 seats for walk-in patrons. It was closed in 1978.”



659 Enrique M. Barrera Pkwy

NCB 7441 BLK 19 LOT 2, IRR SW OF 3,4,5 & LOT 1 EXC SW 22FT

4M Auto Supply (c. Foon’s Super Market, c. 1950)

This single story stucco structure has a flat roof with a metal mansard awning over the front façade. The corner storefront entrance has large picture windows, and arched windows have been covered. Additions have been constructed in the rear and to the north side. A pylon sign stands in the front of the property perpendicular to the highway.

Old Highway 90
Standing Structures Survey



615 Enrique M. Barrera Pkwy

Morocco Motel (subdivided, partially demolished)
The one story strip center facing Enrique M Barrera Pkwy appears to have previously been part of the Morocco Motel. The rental units were set perpendicular to the highway, and three of them are extant.

700 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

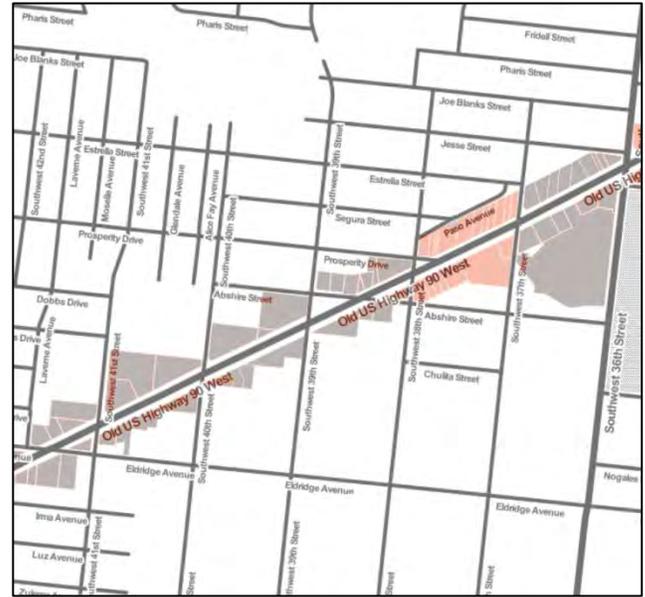
- 3 Strip Centers
- 5 Retail boxes
- 1 Warehouse
- 2 Restaurant
- 1 Drive-thru
- 1 Motel

Residential

- 1 Minimal traditional
- 3 Vacant lots

Context

The 700 block is approximately one mile southwest from the northern terminus of Enrique M. Barrera Pkwy, bound on the north by SW 37th Street and on the south by SW 38th Street. Sidewalks are present on the north side of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. Several of the businesses have on premise pylon signs. Construction dates for structures on this block range from the 1950s through the 1980s.



Notable Structures



718 Enrique M. Barrera Pkwy

NCB 7467 BLK LOT W TRI 5.5 & S. TRI 22.1 OF 2 & W IRR PT OF 3, LOT 4-8 & 27-29

TV Motel c. 1954

This small motel consists of three one story stucco structures with hipped roofs and decorative cupola vents. A large monument sign at the entrance is white stucco with red lettering, metal framed light fixtures, and topped with a smaller blue metal sign with white lettering. A row of twelve palm trees parallels the fence, which is iron with red brick columns.



759 Enrique M. Barrera Pkwy

NCB 7440 BLK 18 LOT 30 & W 3 FT OF S 85 FT OF 31
Eddie's Fruit & Veg Outlet c. 1950 (Silver Dollar Ice House)

This one story structure has a stone façade with recessed entry, parapet signage, and a shed awning penetrated by a central pylon sign. A CMU addition on the rear has a very low pitch gable roof has a religious mural on the west façade.

800 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

- 4 Strip Centers
- 1 Retail boxes
- 2 Warehouses
- 1 Gas Station
- 2 Vacant lots

Context

The 800 block is approximately one mile southwest from the northern terminus of Enrique M. Barrera Pkwy, bound on the north by SW 38th Street and on the south by SW 39th Street, and intersected by Abshire Street mid-block. No sidewalks are present on either side of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. Almost all business on this block are related to auto services of some kind. Several of the businesses have on premise pylon signs. Construction dates for structures on this block range from the 1950s through the 1980s.

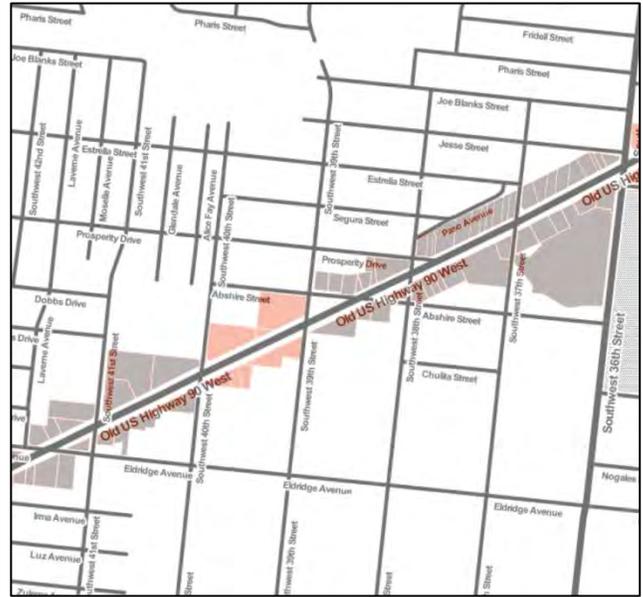


900 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

- 1 Retail box
 - 1 Gas Station
- 5 Vacant lots



Context

The 900 block is approximately three quarters of a mile northeast from the intersection of Enrique M. Barrera Pkwy with Raymond E Stotzer Jr. Fwy, bound on the north by SW 39th Street and on the south by SW 40th Street. Sidewalks are present on the north side of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. The majority of this block is vacant land. Construction dates for structures on this block range from the 1980s through the early 2000s.

1000 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

- 1 Retail box
- 1 Gas Station
- 2 Strip Centers

Religious

- 1 Church
- 3 Vacant lots



Context

The 1000 block is approximately one-half mile northeast from the intersection of Enrique M. Barrera Pkwy with Raymond E Stotzer Jr. Fwy, bound on the north by SW 40th Street and on the south by SW 41st Street. Sidewalks are present on the north side of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. Construction dates for structures on this block range from the 1950s through the 1990s.

Notable Structures



1003 Enrique M. Barrera Pkwy

NCB 8988 BLK 3 LOT 14A & 15 EXC SE 82.15 FT TRI
Pancho's, c. 1960

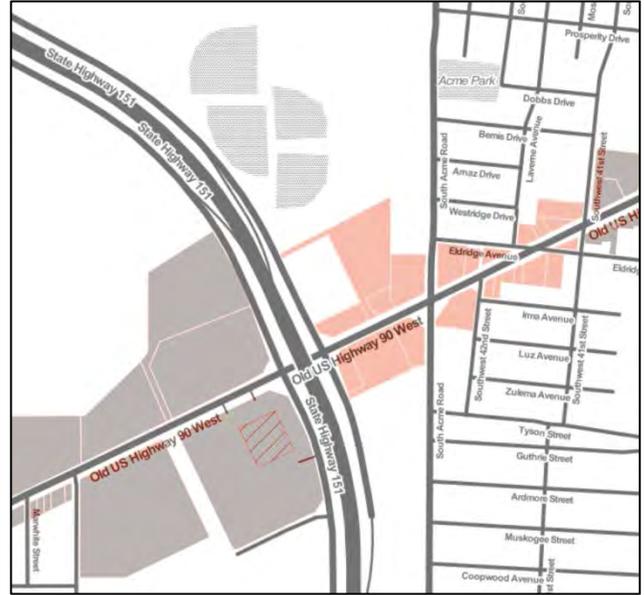
This one story brick strip center has a flat roof with corner parapets and tile accents over each of the four original bays, which have fixed windows. A hipped metal awning has been added over the front façade.

1100-1200 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

- 7 Retail boxes
- 2 Gas Stations
- 3 Auto boxes
- 1 Warehouse
- 1 Utility building
- 1 Strip Center
- 8 Vacant lots



Context

The 1100 and 1200 blocks are located just northeast of the intersection of Enrique M. Barrera Pkwy with Raymond E Stotzer Jr. Fwy, bound on the north by SW 41st Street and on the south by Raymond E Stotzer Jr. Fwy, and intersected by Acme Rd and Eldridge Ave mid-block. Sidewalks are present on the north side of the roadway, and buildings are typically single story with deep setbacks and ample storefront parking. Construction dates for structures on this block range from the 1950s through the 2000s.

Notable Structures



1119 Enrique M. Barrera Pkwy

NCB 8988 BLK 2 LOT W 328.4 FT OF 12

Vacant, c. 1970

This one story stone structure has a stucco arcade and a flat roof. The building faces south and thus addresses the highway at an angle.



1142 Enrique M. Barrera Pkwy

NCB 8988 BLK 15 LOT 6

Betty's Bar, c. 1952

This one story CMU structure has a central door, one narrow horizontal fixed window, and a flat roof with parapet corners and tile accents.

5200-5400 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

- 4 Retail boxes
 - 4 Auto boxes
 - 4 Warehouse
 - 1 Motel
- 6 Vacant lots



Context

The 5300 and 5400 blocks are located just southwest of the intersection of Enrique M. Barrera Pkwy with Raymond E Stotzer Jr. Fwy, bound on the north by Raymond E Stotzer Jr. Fwy and on the south by S Callaghan Rd, and intersected by Herbert Ln and Marwhite Rd mid-block. Sidewalks are only present on the south side of the roadway at 5310 Enrique M Barrera Pkwy (Bay Valley Foods). The entire northern portion of all three blocks is vacant land. Buildings on the south side of the 5200 and 5300 block are large, two-story warehouses surrounded by large parking lots. Buildings in the 5400 block are typically single story auto-related commercial forms with deep setbacks and ample on-site parking. Construction dates for structures on this block range from the 1950s through the 2000s.

Notable Structures



5418 Enrique M. Barrera Pkwy

NCB 13953 BLK 2 LOT 2
Reptilez Sports Bar, c. 1960

This one story structure has an irregular stone façade with stone pilasters, fixed windows, and a low pitch gable roof. A hipped awning with spiral columns has been added over the arched entrance at the northwest corner.



5402 Enrique M. Barrera Pkwy

NCB 13953 BLK 2 LOT 6
Barcode, c. 1960

This is a one story stucco structure with a false stone front façade with large stones surrounded by smaller horizontal stones. The stone wraps around the sides of the structure at waist height with stucco above. Stepped parapet signage sits on a shed roof over the central front entrance.

5500-5600 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

- 4 Retail boxes
- 1 Auto boxes
- 1 Gas Station
- 2 Motels
- 1 Office

Residential

- 1 Minimal traditional
- 4 Vacant lots



Context

The 5500 and 5600 blocks are located southwest of the intersection of Enrique M. Barrera Pkwy with Raymond E Stotzer Jr. Fwy, bound on the north by S Callaghan Rd and on the south by Leon Creek, and intersected by Jerome Rd and Gena Rd mid-block. Sidewalks are only present for a short span on the south of the roadway at the intersection with S Callaghan Road. Buildings are typically single story structures with deep setbacks and ample storefront parking. Construction dates for structures on this block range from the 1950s through the 2000s. Beginning at Jerome Rd, a residential subdivision built in the early 2000s stretches to Leon Creek; the structures are inward facing, so none of the properties address the highway.

Notable Structures



5639 Enrique M. Barrera Pkwy

NCB 13950 BLK LOT A7

Selina Inn (c. 1954)

Gim Chin hired builder Alvin Berler to construct this motel in 1954. The property was sold to the Mexican American Neighborhood Civic Organization in 1978, but that organization only owned it for two years. The structure is a single story ranch style motel with 12 units that stretch behind the main office in a single wing.

5700-6300 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

- 1 Retail box
- 2 Motels

Residential

- 1 Minimal Traditional
- 1 Multi-family Apartment Complex

4 Vacant lots



Context

The 5700-6300 blocks are located southwest of the intersection of Enrique M. Barrera Pkwy with Raymond E Stotzer Jr. Fwy, bound on the north by Leon Creek and on the south by Arvil Ave, and intersected by Rodriguez Rd. Sidewalks are only present for a short span on the south of the roadway in front of the multi-family apartment complex at 6303 Enrique M Barrera Pkwy. Buildings are typically single story structures with deep setbacks. Construction dates for structures on these blocks range from the 1950s through the 2000s. A large junkyard was previously located on the south side of the roadway at 6360 Enrique M. Barrera Pkwy, just northeast of the multi-family apartment complex.

Notable Structures



6123 Enrique M. Barrera Pkwy

NCB 13942 BLOCK 64 LOT P-64 3.29 AC

Vacant, c. 1953 (Aviel's Italian Restaurant)

This single story CMU structure has a flat roof with wide overhang, casement windows, and an attached carport on the east side. A pylon sign with green base sits to the southwest of the structure near the roadway. The owners, Aviel and Virginia Persyn, operated the restaurant for 45 years, and were both of Belgian descent. The surrounding land was once farmed by Belgian families.

Old Highway 90
Standing Structures Survey

6400-6600 Block of Enrique M. Barrera Parkway

Block Statistics

Commercial/Industrial

- 2 Retail boxes
- 4 Warehouses
- 4 Motels
- 1 Auto box

9 Vacant lots



Context

The 6400-6600 blocks are located just northeast of the intersection of Enrique M. Barrera Pkwy with Cleto Rodriguez Hwy, bound on the north by Arvil Ave and on the south by Cleto Rodriguez Fwy, and intersected by Westfield Dr. Sidewalks are present on a small portion of the north side of the roadway closest to Cleto Rodriguez Fwy. Buildings are typically one or two story structures with deep setbacks and large on-site parking lots. Construction dates for structures on these blocks range from the 1950s through the 2010s.